

# Overview and Scrutiny



## Sustainable Development Select Committee Agenda

7.00 pm, Tuesday, 12 September 2023  
Civic Suite, Lewisham Town Hall, London, SE6 4RU

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

### Part 1

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# Sustainable Development Select Committee Members

Members of the committee, listed below, are summoned to attend the meeting to be held on Tuesday, 12 September 2023.

Jeremy Chambers, Monitoring Officer  
Monday 4 September 2023

<p><b>Members</b></p> <p>Councillor James Royston</p> <p>Councillor Edison Huynh</p> <p>Councillor Tauseef Anwar</p> <p>Councillor Liam Curran</p> <p>Councillor Sian Eiles</p> <p>Councillor John Paschoud</p> <p>Councillor Eva Stamirowski</p> <p>Councillor Rudi Schmidt (ex-Officio)</p> <p>Councillor Ese Erheriene (ex-Officio)</p>	
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# Agenda Item 1

## Minutes of the Sustainable Development Select Committee

Monday, 19 June 2023 at 8.00 pm

In attendance: Councillors James Royston, Sian Eiles and John Paschoud

Also joining the meeting virtually: Councillor Edison Huynh

Apologies: Councillors Tauseef Anwar, Liam Curran and Eva Stamirowski

Also present: Councillor Mark Ingleby, Councillor Aliya Sheikh, Councillor Brenda Dacres (Deputy Mayor and Cabinet Member for Housing Development and Planning), Timothy Andrew (Scrutiny Manager), Angus Saunders (Team Leader, Development Management) and Emma Talbot (Director of Planning)

Also present virtually: Councillor Rudi Schmidt (Chair of Overview and Scrutiny), Councillor Louise Krupski (Cabinet Member for Environment and Climate), Seamus Adams (Head of Commercial Operations and Development), Paul Boulton (Interim Director of Public Realm), Julia Robbins (Developer Contributions Manager) and David Syme (Head of Strategic Planning)

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

### 1. Minutes of the meeting held on 24 April 2023

- 1.1 **Resolved:** that the minutes of the meeting held on 24 April 2024 be agreed as an accurate record.

### 2. Declarations of interest

- 2.1 There were none.

### 3. Responses from Mayor and Cabinet

- 3.1 There were none.

### 4. Local Democracy Review update

- 4.1 Angus Saunders (Team Leader, Development Management) introduced the report. Angus provided an overview of the process carried out to update and consult on the statement of community involvement. It was also noted that further engagement would take place with amenity societies to formalise their involvement in the process.

- 4.2 Angus Saunders (Team Leader, Development Management) and Emma Talbot (Director of Planning) responded to questions from the Committee – the following key points were noted:

- It was recognised that there were issues with the situation regarding amenity societies (and the distinction between the areas they represented) – which could not all be resolved through the statement of community involvement.

- It was still the intention to recognise amenity societies and to deal with issues where their boundaries of operation overlapped.
- Further work would take place to manage relationships with amenity societies – a timeline for this work would be developed.
- A considerable amount of time had been spent considering the role of amenity societies – but it was recognised that there were other groups of residents who wanted to share their views regarding planning issues (some of these were formally constituted and some were not)
- Informal discussions were regularly held with non-amenity society groups although, historically, only amenity societies had the power to call-in planning proposals.
- Consideration had to be given to the level of representation provided by each amenity society.
- There was a low response rate in the consultation to the question about the areas represented by each amenity society (they had previously been linked to conservation areas) Work would take place to determine how groups could formalise themselves.
- It was important to ensure that anyone who wanted to be engaged in planning had an opportunity to do so.

4.3 Councillor Brenda Dacres (Deputy Mayor and Cabinet Member for Housing Development and Planning) was invited to address the Committee – Cllr Dacres encouraged members to engage with community groups in their wards and to share their views with planning. Cllr Dacres also agreed that further work could be carried out to engage with community groups once the statement of community involvement had been agreed.

4.4 In the Committee discussions the following key points were noted:

- Members highlighted some of the issues with the disagreement between some amenity societies regarding the areas they represented.

4.5 **Resolved:** that the consultation feedback and associated amendments to the draft statement of community involvement be noted. The Committee also requested that a further report be brought back to the Committee within six months on the involvement of community groups, residents associations and amenity societies in the planning process.

## 5. Community Infrastructure Levy (CIL) governance

5.1 Emma Talbot (Director of Planning) introduced the report – outlining the system for the collection of the community infrastructure levy and setting out the process for developing governance arrangements to spend it.

5.2 Emma Talbot and David Syme (Head of Strategic Planning) responded to questions from the Committee – the following key points were noted:

- There were no plans to engage with residents regarding the new arrangements (unlike the process for neighbourhood CIL) – however – consultation was carried out on the infrastructure delivery plan – and consultation might be carried out on individual projects as they were approved.
- Officers could provide members and residents with further information about spending commitments and projects that were being funded.
- The neighbourhood CIL funding commitments were due to conclude in 2024 – and a new round of funding (£3m) would take place. This would involve further engagement with communities.

- Requests for funding would have to be submitted through a project prioritisation process. This would make best use of the mechanisms already in place for allocating funding through the boards and decision-making processes for strategic funding commitments.
- The process would be similar to the prioritisation and spending commitments made through the capital programme.
- Officers intended to regularly review the process.
- The intention was that the process should be outcome focused and the prioritisation process had been developed to be as dispassionate as possible. It was planned that this should limit the scope for lobbying for specific projects.
- Section 106 funds had to be spent on direct mitigation of the impact of a scheme.
- The report included the legal definition of CIL. This meant CIL could only be spent on infrastructure to support growth. Some authorities had tried to (unsuccessfully) challenge this in court.
- Infrastructure could be provided by partner organisations (such as the NHS) and not only the Council.
- Consideration had to be given to the revenue implications of delivering new infrastructure – this was tested as part of the development of the new process.
- Testing had been carried out on a range of real-life schemes to understand their viability and also to understand how easy it was to follow the new process.

5.3 In Committee discussions the following key points were also noted:

- There was a perception amongst some residents that section 106 and CIL funds were placed in a single pot – and that the process for committing spending from this pot was not transparent.
- Some authorities appeared to have broadened their definitions of infrastructure to include some things that would usually be considered as revenue expenditure.

5.4 The Committee placed on record its thanks to Emma Talbot – who was leaving Lewisham.

5.5 **Resolved:** that the proposed amendments to existing governance processes - to include strategic CIL- be noted.

## 6. Sustainable transport and parking improvements programme

6.1 This report was late. Officers provided the following reason: This report was not available for the original despatch because officers are undergoing final analysing of consultation results.

6.2 The Chair accepted that there were sufficient reasons for this to be included as an urgent item, the reasons given by officers were included in the report: The analysis of consultation responses and any recommendations for implementation of Sustainable Streets measures will be presented to Mayor and Cabinet on 19 July 2023 for decision. Officers would welcome feedback from the Sustainable Development Select Committee on the abridged report ahead of the decision making.

- 6.3 Paul Boulton (Interim Director of Public Realm) and Seamus Adams (Head of Commercial Operations and Development) introduced the report – providing an overview of the consultation and proposals for the next stage of the decision making process.
- 6.4 Paul Boulton and Seamus Adams responded to questions from the Committee (including members attending under standing orders) – the following key points were noted:
- Attempts were being made to find the right balance between positive measures and restrictions (a ‘carrot and stick’ approach) to reduce pollution, congestion, and commuter parking.
  - It was intended to include more car club bays as part of the delivery of the programme.
  - Decisions around the implementation of new measures was led by demand.
  - There were plans to install new cycle storage facilities in the coming months. This would include providing more information to people on the waiting list regarding their application.
  - The data that had been gathered from the consultation process would enable the further targeting of improvements.
  - Further work would take place to support those affected by any future changes.
  - Further information would be provided on the responses to the consultation in the Mayor and Cabinet report. It was important to pay attention to the concerns and issues raised by residents.
  - It was hoped that people would recognise the benefits of the programme as it was implemented. It was not only about parking – but there were many options for implementing quality improvements.
  - Further work needed to take place to engage with non-car drivers and those who were sceptical of the consultation process.
  - Lobbying was taking place with Transport for London to provide more options for public transport.
  - Zip car had a programme for the electrification of its fleet – which the Council was supporting.
- 6.5 In Committee discussions – the following key points were also noted:
- Members noted the perceived lack of transparency around the availability of cycle hangars, the coordination of the waiting list and the level of responsiveness from emails to officers regarding casework on these issues.
  - Better communication around active travel measures would be welcomed.
  - It was noted that Lewisham had low levels of controlled parking.
  - There was concern regarding the increased numbers of cyclists and pedestrians who were being killed or seriously injured on Lewisham’s roads.
  - There was concern about the levels of resistance and resident concerns about the programme.
  - Members welcomed the work that had taken place – and recognised that some parts of the consultation had been difficult and unpleasant.
  - The maps in the report should be updated with the new ward boundaries.
- 6.6 Councillor Louise Krupski (Cabinet Member for Environment and Transport) was invited to address the Committee – the following key points were noted:
- Zip cars might help reduce reliance on privately owned cars. Their levels of utilisation were higher which meant they required less street space.

- Future work would take place to develop green improvements and ‘parklets’ – but it was important to continue with implementing the programme without delay. Further work would take place to determine which improvements residents would most like to see on their streets.
- It was recognised that transparency around the provision of cycle storage was important. The Council had struggled to keep up with levels of demand.
- It was important to note that future work could take place with areas that had initially hesitant to consider improvements.
- The messaging from the Council to Transport for London about the importance of busses was having an impact.

**6.7 Resolved:**

- that further information (and timelines) be provided on the implementation of cycle hangars, parklets and the transparency of communication around waiting lists.
- that priority should be given to enforcing contraventions in areas with existing 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 further consultation should take place with the Committee regarding the future development of the programme and - that a further report should come to the Committee’s meeting on 12 September.
- that the maps being used in the consultation should be updated with the current ward boundaries.
- that the report and its recommendations be noted.

**7. Select Committee work programme**

7.1 The Committee discussed the work programme – noting that the recent visit to the Lewisham Gateway development had been well received.

7.2 **Resolved:** that the work programme be agreed for submission to the Overview and Scrutiny Committee – and that items for the September select committee agenda (Sustainable Streets, the Catford Programme and the implementation of the air quality action plan) be agreed.

The meeting ended at 22:05

Chair: \_\_\_\_\_

Date: \_\_\_\_\_

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## Sustainable Development Select Committee

### Declarations of Interest

**Date:** 2023-24

**Key decision:** No

**Class:** Part 1

**Ward(s) affected:** None specific

**Contributor:** Jeremy Chambers (Director of Law and Corporate Governance)

### Outline and recommendations

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

## 1. Summary

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

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

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

## 2. Recommendation

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

### 3. Disclosable pecuniary interests

3.1 These are defined by regulation as:

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

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

### 4. Other registerable interests

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

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

## 5. Non registerable interests

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

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

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

## 7. Sensitive information

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

## 8. Exempt categories

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

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

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

## **9. Report author and contact**

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



## Sustainable Development Select Committee

### **Report title: LBL Air Quality Action Plan (AQAP) 2022-2027 – An Update on Progress**

**Date:** 12 September 2023

**Key decision:** No

**Class:** Part 1

**Ward(s) affected:** All

**Contributors:** David Edwards, Head of Environmental Health; Dr Catherine Mbema, Director of Public Health; Dr Lucy Kirk, Environmental Protection Manager; Sefkan Alltuntop, Air Quality Project Officer; Aslam Baig, Public Health Strategist, Health Protection

### **Outline and recommendations**

The London Borough of Lewisham (LBL) adopted the current Air Quality Action Plan in July 2022. The plan outlines the measures which will be taken by LBL to improve air quality across the borough. This report provides an update on the progress which has been made since the plan was approved.

It is recommended that the Sustainable Development Select Committee:

- Note the progress which has been made against the measures in the Air Quality Action Plan.

## Timeline of engagement and decision-making

- **LBL Internal meetings:** consultation with internal stakeholders and the AQ Working Group took place between November 2020 and January 2022
- **Statutory and Public consultation:** 1 September 2021 to 6 October 2021 – 6 Weeks
- **Lewisham Health Protection Committee:** AQAP Consultation Briefing - 20 July 2021
- **Sustainable Development Select Committee:** AQAP Consultation Briefing - 25 November 2021
- **Mayor of London Greater London Authority approval:** 11 February 2022
- **Lewisham Health Protection Committee:** Final AQAP briefing - 31 March 2022
- **AQ Strategic Board / Working Group Meeting:** Final AQAP briefing - 31 May 2022
- **Executive Management Team (EMT):** Final AQAP briefing - 08 June 2022
- **Cabinet Briefing:** 21 June 2021
- **Sustainable Development Select Committee:** Final AQAP briefing - Monday 27 June 2022
- **Lewisham Mayor and Cabinet approval:** 6 July 2022

## 1. Summary

- 1.1. The London Borough of Lewisham (LBL) is required to have an Air Quality Action Plan (AQAP) as part of the Council's statutory duty to manage local air quality. The AQAP sets out the commitment and actions that will be undertaken by LBL to improve air quality between 2022 and 2027. The AQAP includes measures (and key progress indicators) that have been adopted by LBL to deal with air pollution and avoid unacceptable harm being caused to human health and the environment.
- 1.2. Since the adoption of the AQAP in July 2022, areas of key progress include the work which has been achieved with schools in the borough which has included undertaking 10 air quality audits at selected schools across the borough. Anti-idling signage was put up at 75 locations near schools around the borough in 2022. Interactive air quality workshops and idling events have been undertaken at 10 schools across the borough to support the anti-idling campaign work. Working with schools as part of the School Super Zone Project has also had a positive impact on air quality.
- 1.3. The Public Health team have also been successful in receiving funding for another School Super Zone project which includes two primary schools: Kender and Edmund Waller. This project will be progressed in 2023/24.
- 1.4. The Environmental Protection team have been awarded a grant from the DEFRA Air Quality Fund. The funding is to deliver a four-year air quality measurement campaign, using air quality sensors. The focus of the project will be around solid fuel burning and schools. The project is currently in the process of being procured.

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## 2. Recommendations

2.1. The Sustainable Development Select Committee is being asked to

Note the progress which has been made against the measures in the Air Quality Action Plan.

## 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 Cleaner and Greener because the report sets out the progress which has been made to date against measures in the AQAP, which are working towards improving the air quality within the borough and making it a healthier place for our residents and children to live.

3.3. LBL has a statutory duty to comply with and follow national legislation and guidance set by DEFRA, the Greater London Authority (GLA) and the Mayor of London in respect to air quality.

3.4. Delivery of the measures within the AQAP supports the following Council plans and strategies:

- Climate Emergency Action Plan (2020)
- Transport Strategy and Local Implementation Plan 2019-2041
- Cycling Strategy (2017)
- Draft Health and Wellbeing Strategy 2021-2026
- Lewisham Manifesto Commitments 2022-26

## 4. Background

4.1. The LBL AQAP was approved in July 2022. The plan outlines the measures which will be taken by LBL to improve air quality across the borough.

4.2. LBL have a statutory obligation to produce an Annual Status Report (ASR) which has to be submitted to DEFRA and the GLA annually. The ASR includes monitoring data for the year and documents progress against the measures within the AQAP.

4.3. The Air Quality Strategic Board and Air Quality Working Group which is chaired by the

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Director for Public Health have been tracking progress against the AQAP through quarterly meetings.

- 4.4. This report provides an update on the progress which has been made against the measures in the AQAP.

## 5. Air Quality Action Plan (AQAP) 2022-2027 Progress

- 5.1. The LBL AQAP was approved in July 2022. The first update on progress against the measures in the AQAP was provided to DEFRA and the GLA in the 2023 ASR. This document has received sign off from both parties and will be published on the Council's website once it has been through the internal governance process for approval.
- 5.2. This report details key progress which has been made on each of the themes within the AQAP. A full update on progress against all of the measures within the AQAP can be found in the 2023 ASR which will be published on the Council's website.
- 5.3. Air Quality Monitoring
- 5.4. LBL's air quality monitoring network has been expanded during 2022, to include 40 additional tubes which were deployed around schools, care homes and in areas of significant traffic in the borough. There are a total of 141 diffusion tube sites across the borough.
- 5.5. For London Local Air Quality Management (LLAQM) reporting purposes data is compared to DEFRA's National Air Quality Objectives (AQOs). However, LBL is committed to working towards the World Health Organisation (WHO) Air Quality Guidelines (AQGs), these are more ambitious than DEFRA's current national AQOs and are also supported by the Mayor of London's air quality initiatives. Data from 2022 has been compared to the DEFRA AQO's and the WHO AQGs for completeness.
- 5.6. No diffusion tube locations exceeded the annual mean NO<sub>2</sub> AQOs set by DEFRA of 40 µg m<sup>-3</sup> during 2022. All of the diffusion tube locations exceeded the annual mean NO<sub>2</sub> WHO AQGs of 10 µg m<sup>-3</sup> during 2022. All monitoring locations measured an overall decreasing trend in annual mean NO<sub>2</sub> concentrations since 2016. On average, the decrease between 2016 and 2022 at diffusion tube sites was 43% for the seven-year period.
- 5.7. There are five automatic monitoring stations in operational within LBL located at Laurence House, Catford (LW6), New Cross (LW2), Loampit Vale (LW4), Depford (LW5) and Honor Oak Park (HP1). The 2022 annual mean NO<sub>2</sub> concentrations at automatic monitoring sites overall exhibited a continuation of the decreasing trend observed over the seven-year period between 2016 to 2022. In 2022, there were no exceedances of the hourly mean NO<sub>2</sub> AQO of 200 µg m<sup>-3</sup> at any of the five automatic monitoring locations. As a result of the stricter air quality objectives set by WHO, the annual average NO<sub>2</sub> concentrations are exceeding the guidelines provided by WHO. In 2022, the highest reading provided from all the automatic monitoring stations was at LW4, with an annual mean NO<sub>2</sub> concentration of 38.4 µg m<sup>-3</sup>. To meet compliance standards, an improvement of 74% is required.
- 5.8. In 2022, all three monitoring sites (LW2, LW4, HP1) which measure PM<sub>10</sub> were well below the AQO of 40 µg m<sup>-3</sup> for the annual mean. In 2022, LW4 and HP1 each measured 3 instances where the 24-hour mean was greater than the AQO value of 50 µg m<sup>-3</sup>, whereas LW2 had 1 instance above this value during the year. However, these are well below the 35 permitted each year, meaning all monitoring stations achieved compliance with the 24-hour mean AQO. Comparing to the WHO benchmark, HP1 has successfully attained compliance for the PM<sub>10</sub> annual mean since 2019. Conversely,

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both LW2 and LW4 have consistently exceeded the standard for more than 5 years. LW2 presents the highest reading in 2022 which requires a reduction of 62% to align with the WHO guideline of 15 ug m-3 .

- 5.9. PM<sub>2.5</sub> concentrations are monitored at LW2, HP1 & LW5. In 2022, all sites measured annual mean concentrations below the annual mean PM<sub>2.5</sub> AQO value of 20 µg m<sup>-3</sup>. When compared to the WHO guidelines, all 3 automated monitoring sites are exceeding the 5 ug m-3 annual mean threshold for 2022. To achieve compliance, LW2 requires a reduction of approximately 60%.
- 5.10. Lewisham receives quarterly reports for 20 Breathe London sensors/nodes installed across the borough. These sensors also monitor PM<sub>2.5</sub> concentrations. The data and locations of the nodes can be viewed online at the [breathelondon](#) website and is available on the Council website.
- 5.11. An [Interactive Map](#) has been developed which allows users to compare air quality levels in Lewisham with the DEFRA AQOs and the WHO objectives, this was released as part of the Council's Clean Air Day 2023 promotional work.
- 5.12. Emissions from Developments and Buildings
- 5.13. 100% of relevant planning applications were confirmed as Air Quality Neutral in compliance with relevant planning policy.
- 5.14. All Major applications are being assessed through the Development Management process to ensure that they achieve an Urban Greening Factor of 0.4.
- 5.15. Lewisham Council has used the RE:FIT/Retrofit Accelerator Workplaces framework to deliver works funded through the Public Sector Decarbonisation Scheme. A retrofitting webpage has been created to provide advice to residents about improving the energy efficiency of their home. The retrofitting webpage has been promoted through social media and digital channels.
- 5.16. Techno economic studies have been undertaken on three areas (Catford, Lewisham and north of the borough) in the borough to look at the feasibility of District Heat Networks this work was completed in May 2022. The outputs from this work are now part of the evidence base for planned and future developments in these areas and will be used to support future grant funding bids to upgrade social housing in North Lewisham.
- 5.17. Lewisham's Housing Retrofit Task & Finish Scrutiny Group set out a range of recommendations aimed at improving the thermal performance of housing in the borough across all tenures. Officers are working on a new Housing Retrofit Strategy that will deliver the assessment of actions. Investment is needed to get all domestic buildings in the borough to the standard needed to meet the net zero ambition. This strategy is expected to be published in 2023.
- 5.18. Deptford Church street cycleway is being developed, the design is underway and construction is programmed to start later in the year. This is part of the Council's Local Implementation Plan (LIP) submission for 23/24.
- 5.19. Public Health and Awareness Raising
- 5.20. The Environmental Protection and Public Health Team are working with schools to raise awareness about the health impacts of air quality not only through the School Super Zone work but also through a set of communication materials which have been developed to use with all schools in the borough and monitor the health impacts more closely.

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- 5.21. The Air Quality Joint Strategic Needs Assessment (JSNA) is being updated with current information on air quality impacts on the population.
- 5.22. An information pack and leaflets are being compiled to raise awareness on the impact of indoor air quality on human health, these will be made available on the Council's webpage to raise awareness of this issue and how people can make improvements in their homes. The Council will also be promoting the communication messages which are being developed by the London Wood Burning Group which will go live this Autumn.
- 5.23. The Public Health team have worked closely with the Transport team to promote the TfL STARS scheme which will create activities to promote a sustainable and safe approach to travel. The Public Health team have supported the Transport Team to work with schools to encourage schools to engage with the TfL STARS scheme and gain accreditation.
- 5.24. The LBL Air Quality School Action Plan has been completed and adopted together with the AQAP. The Council have been supporting and encouraging schools to compile their own AQAPs using the School Super Zone Project to initiate the development of the plans for each school following the prescribed guidance/template. The Public Health and Environmental Protection teams have worked closely together to monitor air pollution using diffusion tubes around prioritised schools in/around GLA focus areas. A set of communication materials are being developed to raise awareness to school children about air pollution and improving air quality. A School Super Zone project was funded by the GLA and implemented within 400m of Haseltine Primary School. Improvements have been made to the school garden and a water fountain is in the process of being installed at Home Park using these funds as well as developing a set of communication materials to raise awareness to pupils.
- 5.25. The Public Health team have also been successful in receiving funding for another School Super Zone project which includes two primary schools: Kender and Edmund Waller. This project will be progressed in 2023/24.
- 5.26. Anti-idling signage was put up at 75 locations near schools around the borough in 2022. Interactive air quality workshops and idling events have been undertaken at 10 schools across the borough to support the anti-idling campaign work.
- 5.27. The Public Health and Environmental Protection team have worked with WSP to carry out air quality audits around 10 schools in Lewisham. The reports are currently being finalised and will then be sent to the schools. The schools will be eligible to access £5000 through the 'School Clean Air 4 All Now Starter Pack' to put towards the measures which have recommended from their audit.
- 5.28. Lewisham Council has commissioned MP Smarter Travel to design and deliver a clean air communications campaign to raise awareness of the harm caused by poor air quality and how individuals can take action to reduce their emissions. An electronic pack will be made available for use by schools to educate children and parents about air quality issues. This project was funded through the School Super Zone project.
- 5.29. Delivery Servicing and Freight
- 5.30. All bidders are obliged to follow the Sustainable Procurement Code of Practice for Contractors 2022. In addition, when Lewisham tender there is a 10% allocation against social value (as appropriate) for projects above £50k. The most suitable KPIs are selected by the lead stakeholder and in addition this is then measured in the contract.

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- 5.31. All Council vehicles are Euro VI and the fleet is 100% compliant with ULEZ. A fleet review is due to commence this year.
- 5.32. Localised Solutions
- 5.33. Between June 2021 and June 2022. 790 whips and 174 standard trees have been planted in Parks. 294 standard street trees have been planted in partnership with Street Trees for Living. This partnership means the Council's street trees have an excellent survival rate of 98%, significantly higher than the industry standard of 70%. 57 linear meters of hedgerows were planted at Brookmill, Ladywell, Horniman Triangle and River Pool Linear Park. During the autumn/winter planting season (Q3/Q4 of the financial year 2022/23) 558 street trees were planted.
- 5.34. Cleaner Transport: Zoning
- 5.35. Anti-idling signage has been put up at 75 locations near schools across the borough in 2022. NSL enforcement staff have given advice and warnings to drivers.
- 5.36. Cleaner Transport: Programme
- 5.37. The Lewisham Schools Air Quality/Idling workshops started in November 2022. Idling signage has been installed in key locations and banners have been produced for schools. This work will be reviewed and integrated into the Climate Emergency Communications Forward Plan.
- 5.38. Officers continue to work with car club operators across the borough to increase the number of residents using car clubs instead of private vehicles. As part of the Sustainable Streets programme, more car club bays will be delivered to support an uptake in car clubs.
- 5.39. There are now 46 operational schools streets across the borough with a further 2 ready to be implemented subject to TFL approvals. A further 8 schools are in the design and feasibility stages.
- 5.40. Cleaner Transport: Policy
- 5.41. An emissions based Parking Policy is in place and is being enforced.
- 5.42. Cleaner Transport: Traffic Management
- 5.43. The Strategic Transport and Highways team is reviewing and updating the Borough's cycling strategy as part of an Integrated Active Travel Strategy. This will integrate the national, regional, and local strategies, policies, and guidance with the Borough's existing infrastructure, projects and programmes already in progress, future plans, and predicted needs into one overarching strategy with an associated delivery plan. The Integrated Active Travel Strategy will look at how people travel through the Borough and how a network of safe and low pollution walking and cycling routes can be developed that will provide links to town centres, schools, transport hubs, community centres, large developments, workplaces, and other key destinations and places of interest in the Borough. This strategy will support commitments to promote walking and cycling as preferred modes of travel for shorter journeys and bids for future funding over the next 7 to 10 years, including a submission for LIP funding for 23/24 to deliver active travel improvements within the borough in line with the Transport Strategy.
- 5.44. Cleaner Transport: Infrastructure
- 5.45. Cycleway 4 opened in September 2022. A number of temporary modal filters were introduced across the borough to prioritise cycling during the pandemic. The modal

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filters at Silverdale and Bishopsthorpe Road have been made permanent.

- 5.46. The A21 Lewisham to Catford project which was delivered by TfL as part of the Streetspace for London programme and introduced cycle facilities along the A21 has now been made permanent. It was originally introduced under a Temporary Traffic Regulation Order (TTRO) in September 2020, was transitioned to an Experimental Traffic Order (ETRO) in March 2022, and was made permanent in August 2023.
- 5.47. The Council continues to roll out cycle hangars across the borough, 75 cycle hangars have been installed as part of the LIP funding and there are plans to install a further 75 cycle hangars in 23/24, with plans for an e-bike trial across the borough in 2023.
- 5.48. Cycle facilities along Deptford Church Street are currently going through the design and development phase.
- 5.49. The Council are continuing to deliver cycling contraflow measures along a number of one-way streets, with Frankham Street, Prince Street, Musgrove Road, Elthruda Road, and St Swithuns Road having recently been implemented.
- 5.50. Measures to link a number of green spaces are being developed.
- 5.51. Planning is securing cycle parking on street and in new developments as part of the development management process in accordance with planning policy requirements. It is important to be aware that some of these installations won't require planning permission and could be done directly by Highways team.
- 5.52. The Environmental Protection team have been awarded a grant from the DEFRA Air Quality Fund. The funding is to deliver a four-year air quality measurement campaign, using air quality sensors. The focus of the project will be around solid fuel burning and schools. The project is currently in the process of being procured.

## 6. Financial implications

- 6.1. Each action proposed in the AQAP was put forward on the basis of an initial high level cost benefit analysis. The actions proposed were judged to be able to create a meaningful reduction of the concentrations of pollutant in the AQMA's, and across the Borough as a whole, whilst being achievable at a reasonable cost.
- 6.2. Although specific costs have not yet been finalised for all actions, it is anticipated that financial contributions from the Council for implementing actions will come from various sources. These include, indirectly from the commitment of officer time where actions involve the development of partnerships and policies to drive change to direct cash contributions where procurement of works or services may be required.
- 6.3. There is currently no budget specifically set aside for the implementation of the AQAP. Services will need to prioritise officer time to develop and implement solutions in line with existing statutory obligations and the Council's Corporate Strategy priorities. The financial cash investments, where needed, will need to be funded from existing service budgets or met from grants or other contributions that may be allocated to these actions.
- 6.4. For those actions requiring Council funding which cannot be met from existing budgets, services will need to bid for and secure grant or other contributions before committing to expenditure. It is understood that there are regular opportunities to bid for funding for

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Air Quality projects from different sources including DEFRA/MAQF and TfL. Every opportunity will be made to secure funding from these sources

during the life of this AQAP. In some cases, government grants from the likes of DEFRA/MAQF may require a proportion of match funding contribution to be successful. This percentage is often 10% for the DEFRA bid and variable for MAQF. COVID-19 has significantly and negatively impacted TfL budgets which may reduce funding available from this source.

- 6.5. The report also notes that Officers will continue to identify external funding sources and where appropriate use of s106/Community Infrastructure Levy funding to deliver the outcomes outlined in the action plan. As the aims of the AQAP accord with the aims of the Climate Emergency Action Plan some funding from that reserve, currently 92k, may be drawn on for match funding purposes.
- 6.6. The monitoring of the financial expenditure for agreed capital and revenue projects supporting these strategies forms part of the regular council wide monitoring procedures.

## 7. Legal implications

- 7.1. The air quality objectives set out in the Air Quality (England) Regulations 2000 (as amended by the Air Quality (England) (Amendment) Regulations 2002)) provide the statutory basis for the air quality objectives under the local air quality management system in London. Supervision of the local air quality management system in London is devolved to the Mayor of London, who has wide powers to intervene and direct London local authorities under Part IV of the Environment Act 1995. London boroughs must have regard to any advice or guidance from the Mayor of London and Defra. Preparation of an ASR is in accordance with such guidance. If the GLA has concerns regarding the conclusions in the ASR, the Council will be invited to provide written comments justifying their decision within a specified deadline.

## 8. Equalities implications

- 8.1. The Equality Act 2010 (the Act) introduced a new public sector equality duty (the equality duty or the duty). It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. In summary, the Council must, in the exercise of its functions, have due regard to the need to:
- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act,
  - advance equality of opportunity between people who share a protected characteristic and those who do not,
  - foster good relations between people who share a protected characteristic and those who do not.
- 8.2. Improving air quality is likely to improve the health of the general population but mostly those living in deprived areas located around Air Quality Focus Areas and from the Black, Asian and Minority Ethnic (BAME) groups.
- 8.3. The Equality Impact Analysis carried out during the development of the current Air Quality Action Plan showed that the measures within the action plan impacted on all groups positively overall and the ones that may traditionally suffer from inequalities such as children, young adults, disabled people, pregnant women and young mothers,

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members of the Lesbian, Gay, Bisexual & Trans community and BAME groups.

- 8.4. Areas of low employment and income, where the most deprived are likely to be affected by poor air quality, are most likely to benefit from this project.

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

- 9.1. The council has made a commitment to making the borough carbon neutral by 2030.
- 9.2. The implementation of the measures within the Air Quality Action Plan support the delivery of the Climate Emergency Action Plan.

## **10. Crime and disorder implications**

- 10.1. There are no crime and disorder implications.

## **11. Health and wellbeing implications**

- 11.1. The implementation of the AQAP will have a positive impact on air quality within the borough, which will have a direct impact on health, mental health and wellbeing.

## **12. Background papers**

- 12.1. [Air Quality Action Plan dated July 2022](#)

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### 13. Glossary

Term	Definition
AQAP	Air Quality Action Plan
AQG	Air Quality Guideline
AQO	Air Quality Objective
ASR	Annual Status Report
BAME	Black, Asian and Minority Ethnic
DEFRA	Department for Environment, Food and Rural Affairs
GLA	Greater London Authority
JNSA	Joint Strategic Needs Assessment
LBL	London Borough of Lewisham
LIP	Local Implementation Plan
LLAQM	London Local Air Quality Management
NO <sub>2</sub>	Nitrogen Dioxide
MAQF	Mayor's Air Quality Fund
PM <sub>2.5</sub>	Particulate matter less than 2.5 micron in diameter
PM <sub>10</sub>	Particulate matter less than 10 micron in diameter
STARS	Sustainable Travel: Active, Responsible, Safe
TfL	Transport for London
ULEZ	Ultra Low Emission Zone
WHO	World Health Organisation

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## Sustainable Development Select Committee

### Levelling Up Fund Programme

**Date:** 12 September 2023

**Key decision:** No

**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 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 and sets out planned delivery milestones.

The recommendation for Sustainable Development Select Committee is:

- To note the progress made to date in establishing the LUF programme and ongoing delivery.

### Timeline of engagement and decision-making

Mayor and Cabinet: Bid Outline and Submission – 15 June 2022

Mayor and Cabinet: Procurement Approval – 26 July 2023 (Project 2)

Mayor and Cabinet: Progress Update and Procurement Approvals – Nov/Dec 2023

## 1. Summary

- 1.1. This report outlines progress made to date in the delivery of the Levelling Up Fund Programme in Lewisham town centre.

## 2. Recommendations

- 2.1. It is recommended that Sustainable Development Select Committee:  
note the progress made to date in establishing the LUF programme and ongoing delivery.

## 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, enhancing features such as the street market, supporting walking and cycling, improving safety and increasing 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 keeping the spirit of We Are Lewisham alive and for building on Lewisham’s strong cultural foundations to create the conditions which allow the cultural and creative legacy of 2022 to thrive for years to come. 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.

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## 4. Background

- 4.1. In July 2022 Lewisham Council submitted a bid to the Government's Levelling Up Fund (LUF) for improvements in Lewisham town centre. The outline bid proposal was approved by Mayor and Cabinet in June 2022.
- 4.2. 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 will be combined with £5m of match funding from the council.
- 4.3. The LUF funding will be used to revitalise Lewisham street market, create a new Cultural and Business Hub in Lewisham Library, improve the pedestrian and cycle connectivity throughout the high street.

### Lewisham street market

- 4.4. 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 lower income residents and older people. Despite the market's current success, it is in need of investment. A number of issues threaten its long-term future such as an out-dated appearance, food waste around market stalls and a lack of night time economy.
- 4.5. 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.
- 4.6. 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.
- 4.7. 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 improve safety.

### Cultural and Business Hub

- 4.8. 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 a limited cultural offer in the town centre to attract and retain visitors.
- 4.9. One of the key challenges for the library is to adapt 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.
- 4.10. 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

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- A food and drink offer such as café, bar, restaurant and/or event catering.
- 4.11. The new hub could be used to support a variety of services including business advice and support services (e.g. BIPC Local, Ready to Supply, business growth programmes etc), a rich cultural programme; activities for children and young people, and employment support and training.

### Reimagined and connected High Street

- 4.12. 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 public realm around the high street is not pedestrian friendly and doesn't create a positive experience, which means people are less inclined to spend time or shop there.
- 4.13. 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 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.
  - Restoration of the historic clock tower
  - 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 a. how much paving requires replacing and b. 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 particular to construction and material costs, as well as programme duration.
- 5.2. The design and construction programme have been further developed to inform the overall 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 a successful planning application, is projected to commence mid 2025 and will complete in March 2026 which aligns with the current predicted completion of

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the Culture and Business Hub. This will also be dependent on a successful tender process for the design and construction for the market canopy.

- 5.3. Studio Weave have been appointed as the architecture team for the market canopy structure design. The project team have briefed Studio Weave and are working closely with them as they start delivery. Initial planning pre-application meetings have taken place to outline the rationale for the canopy in the market area. Subsequent pre-app planning meetings are programmed to take place over the coming months with a planning application projected to be submitted in November, subject to positive discussion during the planning pre-application.
- 5.4. 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

- 5.5. 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. Further intrusive surveys are expected to be carried out, alongside a quantity surveyor cost review.
- 5.6. Architecture 00 have been appointed as the lead consultant through a two-stage procurement via the London Portal. An inception meeting was held on 15 August 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 activities.
- 5.7. Early market engagement is also underway with potential operators of the hospitality spaces within the hub, and possibly the business workspace. This includes site visits to better understand their design requirements and operating models, and to identify best practice in their service offerings.
- 5.8. Lewisham Library will close to the public on Saturday 16 September 2023. Plans for re-provision 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.
- 5.9. Guardians will take up residence in the Lewisham Library building for approximately a year between closure and construction, to better ensure its security.

## 6. Programme

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

Milestone	Date
Burton's Yard RIBA stage 4 drawings	Sept 2023
High Street RIBA stage 3 drawings	Sept 2023
Clock tower conditions survey	Sept – Oct 2023

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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
Lewisham Library building closes to the public	16/09/23
Stakeholder Engagement Plan produced	19/09/23
RIBA Workstage 1 sign-off	25/09/23 to 29/09/23
Options development	02/10/23 to 27/10/23
Concept design	23/10/23 to 10/11/23
RIBA Workstage 2 cost plan	30/10/23 to 10/11/23
RIBA Workstage 2 sign-off	13/11/23 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	15/01/24 to 26/01/24
Submit planning application	29/01/24 to 09/02/24
RIBA Workstage 3 sign-off	05/02/24 to 09/02/24
Technical design	19/02/24 to 29/03/24

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RIBA Workstage 4 cost check	01/04/24 to 12/04/24
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: Completion (RIBA Stage 6 handover): March 2026
- 7.2. The team are also working on 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 has been recruited who will implement the communications plan and strategy across the programme, including engaging with key groups, local stakeholders and coordinate across both projects to ensure consistent messaging throughout.
- 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 summer edition of Lewisham Life, and will be followed up with posters and postcards that will be distributed to approx.15,000 households who live close to the library.

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## **8. Risks**

- 8.1. A number of key risks have been identified in the inception of the programme and as deliver has begun. Risk registers are being kept for each of the projects and at programme level and each risk is continued to be monitored.
- 8.2. 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.
- 8.3. 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. We are also awaiting the opportunity to submit a Project Adjustment Request (PAR) that will allow us to submit a request to make changes to the timescales for delivery of the programme. Any requirements to amend the scope of the programme will be driven by cost pressures which are under ongoing review. There will be an opportunity to look at value engineering, before making any decisions to de- scope any elements of the programme.
- 8.4. 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.
- 8.5. 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. These changes would have to be submitted to DLUHC for approval through the Project Adjustment Request process as above.

## **9. Financial implications**

- 9.1. The Levelling Up Fund Grant has conditions attached to it to for type of spend & also the timeframe of spend. These conditions will be monitored 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 funding by the council.
- 9.2. There is a risk that the projects may overspend, as has been detailed in section 8. Any overspends will likely have to be funded through alternative sources of funding.
- 9.3. Robust monitoring of spend is required to ensure that the projects do not overspend.

## **10. Legal implications**

- 10.1. This is a report for noting and there are no specific legal implications at this time. Detailed legal implications will be provided for any Council decision required as the delivery of the project progresses.

## **11. Equalities implications**

- 11.1. 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.

- 11.2. 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.
- 11.3. 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.
- 11.4. We will work with the Lewisham Town Centre Partnership, and draw on existing relationships. As well as engaging directly with the Lewisham Disabled People's Commission.
- 11.5. 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.
- 11.6. We will also ensure all communications and consultation documents are available in a range of formats, including easy-read.

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

- 12.1. The projects being delivered through the Levelling Up Fund will have a positive biodiversity impact through the enhancements and greener delivered through the high street. Enhanced greening will include planting of trees, as well as surface level planting and installation of green pocket spaces.
- 12.2. 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 environmental impact of the library building by improving insulation and updating machinery and plant.

## **13. Crime and disorder implications**

- 13.1. 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.

## **14. Health and wellbeing implications**

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

## **15. Background papers**

[Lewisham Town Centre Local Plan Adoption](#) – 26 February 2014

[Lewisham High Street Headcount and Survey](#) – November 2021

[Mayor and Cabinet: Levelling Up Fund bid](#) – June 2022

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## 16. 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
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

## 17. Report author(s) and contact

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## 18. Appendices

None

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## Sustainable Development Select Committee

### Sustainable Streets Programme

**Date:** 12 September 2023

**Key decision:** No.

**Class:** Part 1

**Ward(s) affected:** All

**Contributors:** Martha Lauchlan, Transport Planner

### Outline and recommendations

At the previous Sustainable Development Select Committee meeting on 19 June 2023, the committee requested:

- that further consultation should take place with the Committee regarding the future development of the sustainable streets programme and - that a further report should come to the Committee's meeting on 12 September;
- that the maps being used in the consultation should be updated with the current ward boundaries; and
- that priority should be given to enforcing contraventions in areas with existing parking controls.

The Sustainable Development Select Committee are asked to:

- Note the updated programme overview, as shown in Figure 1;
- Comment on the schedule for Phase 2, 3 and 4 consultations; and
- Comment on the schedule for existing CPZ reviews.

## Timeline of engagement and decision-making

07 December 2022: Sustainable Transport and Parking Improvements Programme report approved by Mayor and Cabinet.

17 January – 05 March 2023: Phase 1 Sustainable Streets consultation for Deptford and Catford/Crofton Park

19 June 2023: Sustainable Development Select Committee

19 July 2023: Sustainable Streets Phase 1 findings and recommendations report approved by Mayor and Cabinet

## 1. Summary

- 1.1. On 19 June 2023, the Sustainable Development Select Committee was presented a report on the Sustainable Transport and Parking Improvements Programme (hereafter referred to as the Sustainable Streets programme) which outlined:
  - Changes made to the Parking Policy
  - Support that the Council would be providing to residents and businesses through the Sustainable Streets programme
  - The revised engagement and consultation approach for future phases of the Sustainable Streets programme
  - The recommendations to proceed to review existing Controlled Parking Zones; Zone B (Lewisham Central), Zone BHA (Blackheath) and Zone E (Rushey Green West).
- 1.2. Following this meeting, a number of actions were requested by the Committee including:
  - that further consultation should take place with the Committee regarding the future development of the sustainable streets programme and - that a further report should come to the Committee's meeting on 12 September;
  - that the maps being used in the consultation should be updated with the current ward boundaries; and
  - that priority should be given to enforcing contraventions in areas with existing parking controls.
- 1.3. This report provides a response to the requests made, including a proposed schedule for Phase 2, 3 and 4 consultations and for existing CPZ reviews which the Committee are asked to comment on.

## 2. Recommendations

- 2.1. The Sustainable Development Committee is asked to:
- 2.2. Note the updated programme overview, as shown in Figure 1;
- 2.3. Comment on the schedule for Phase 2, 3 and 4 consultations; and

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- 2.4. Comment on the schedule for existing CPZ reviews.

### 3. Policy Context

- 3.1. The contents and recommendations of this report are consistent with the Council's policy framework, as well as wider regional and national policies and priorities, as outlined below:
- 3.2. **Corporate Strategy (2022-2026)** – This sets out what the Council plans to deliver for residents between 2022-2026. The recommendations of this report will help to support the implementation of the Corporate Strategy, namely making Lewisham 'cleaner and greener, where the Council has committed to enable more active travel and aim to reduce reliance on cars.
- 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. **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.
- 3.5. **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.
- 3.6. **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.
- 3.7. **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 aims of the Transport Strategy is to reduce car use and car ownership in the borough through increasing CPZ coverage.
- 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

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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. There is a widely recognised need to reduce car dependency in London to improve air quality, improve public health, reduce congestion and improve road safety, as reflected in the strategies and policies detailed in Section 3.
- 4.2. Improving air quality is integral to the Council's target of becoming carbon net-zero by 2030. Achieving this target will require a range of radical actions across the Council's corporate estate, transport, housing and green spaces.
- 4.3. Air pollution has a distinct impact on life expectancy and is linked to Chronic Obstructive Pulmonary Disease (COPD), asthma, cardiovascular disease, cancers and neurological impairments. Despite some improvements to air quality observed in recent years, levels of air pollution in London are still too high for the health of many Londoners and toxic air contributes to the deaths of more than 4,000 Londoners in 2019 ([City Hall, 2021](#)).
- 4.4. Road transport is the main source of air pollution in London, contributing to 36% of NO<sub>x</sub> emissions, 55% of PM<sub>10</sub> emissions and 26% of carbon emissions ([Air Quality Action Plan, 2022](#)).
- 4.5. Traffic on London's roads has remained largely the same in the years between 2010-2019, bringing the total number of miles travelled by motor vehicles in London to 20.3 billion ([road traffic statistics, DfT, 2020](#)). Of this, 0.48 billion vehicle miles were travelled on roads in Lewisham in 2019 ([road traffic statistics, DfT, 2020](#)). However, there has been an estimated increase of 44% of the traffic on minor roads in London ([Travel in London report, TfL, 2022](#)). Minor roads are designed to perform local functions such as for local journeys which could be made by active modes of travel.
- 4.6. In addition, GLA data shows that over one third of all car trips made by London residents are for journeys of less than 2km, contributing to the high levels of vehicular traffic monitored on London roads ([Health impacts of cars in London, GLA, 2015](#)). 1.6 million car trips per day could potentially be walked and 2.7 million car trips per day

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- could potentially be cycled.
- 4.7. The Council aims to reduce car dependency and encourage a mode shift to sustainable transport methods by improving the public realm and implementing measures that support walking, cycling, public transport use and more sustainable transport, including:
- Cycle hangars
  - Electric vehicle charging points
  - More street tree planting
  - Increased car club coverage
  - Controlled parking measures
- 4.8. Introducing sustainable measures such as cycle hangars, EV charging points, street trees and car clubs can encourage and enable a shift to greener transport modes.
- 4.9. The provision of secure cycle hangars can enable residents to own and use a bike by providing a safe parking place for individuals who may not have adequate or secure storage at their properties. There are currently 186 cycle hangars in the borough available for use by residents, nearly all of which are at maximum capacity with long waiting lists. The Council receives a high number of requests for cycle hangars – between December 2022 until June 2023, more than 400 requests were made for secure cycle parking by Lewisham residents. At present, this far outstrips the number of hangars that can be delivered each year by LIP funding via TfL.
- 4.10. A large distribution of EV charging points support residents who have made the switch to electric vehicles, providing them with a range of locations to charge their cars. The Government plans to ensure that all new cars are electric by 2030 and the implementation of a network of charging points future proofs the borough's roads for that growth in EVs. Installing EV charging points gives residents the confidence to own or consider buying an EV. There are currently 250 EV charging points in the borough and the Council receives regular requests for more charging points – between January to June 2023, more than 400 individual requests were made, showing clear demand for charging infrastructure. A new Electric Vehicle Implementation Strategy has been developed for 2023-2026 to support the growth of EV and can be found online [here](#).
- 4.11. Street trees can improve the public realm and have been linked to increased health and wellbeing. As well as encouraging biodiversity, street trees are known to absorb pollutants, improving local air quality. They play a key role in off-setting the impacts of a warming climate which is creating more extreme weather events. In warm weather, trees provide shade and offer cooling effects on the surrounding air – London experienced 40°C heat in the summer of 2022 and the occurrence of similar extreme heat events is predicted to be extremely likely in future years. In addition, trees support flood protection, providing a permeable surface for drainage which helps to alleviate the issues of flash flooding. Street trees enhance the attractiveness of local areas and encourage more walking and physical activity. Lewisham Council follows the 'Right Tree, Right Place' policy and identifies suitable trees for the location that do not have an impact on existing properties or infrastructure.
- 4.12. Car clubs play an important role in achieving a sustainable transport network. As noted above, the average car or van in England is driven just 4% of the time. The provision of car clubs has the potential to reduce car ownership for residents and businesses, who can use vehicles such as Zipcars for occasional travel within London without needing

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to own a private vehicle. This can play a part in offering residents residing in car-free developments with access to a vehicle. Car clubs are also rapidly electrifying their fleets which contributes to reduced emissions. London has the largest car club market in the UK with over 3,200 vehicles and Lewisham Zipcar membership has grown significantly in the past 10 years – Zipcar now has 550,000 members in London. The Council is keen to support this growth through the implementation of bays dedicated for car clubs. The enlargement of EV fleets will also put pressure on the borough's EV charging network, which underlines the need for increased rollout of EV charging infrastructure.

- 4.13. Safer junctions, implemented via 'no waiting at any time' line markings (double yellow lines) are vital to improved road safety, particularly for vulnerable road users (i.e. pedestrians and cyclists). They protect junctions by limiting parking where crossings are most likely and so improve visibility. High levels of congestion are linked to increased risk of road danger. Between 2017-2021 there were more than 4,000 casualties as a result of traffic collisions in Lewisham, of which 21 were fatal. High priority interventions suggested to reduce road danger include introducing measures to reduce the dominance of traffic and designing streets with safety in mind that encourages ways of travel which pose less risk of other people on the roads, e.g. infrastructure to make walking and cycling safer, easier and more accessible for all.
- 4.14. Around 60% of all road space in Lewisham is used for on-street parking, yet 47% of households within the borough do not have access to a private vehicle ([Census data, ONS, 2021](#)). All residents make use of the borough's streets by either walking, cycling or using public transport and it is therefore important that the views of all users are considered when proposing improvements to a street or area, not just those of car owners. The sustainable measures outlined above all require road space and without introducing parking controls to manage where parking can occur, it is difficult to reallocate space for these measures.
- 4.15. CPZs are designed to improve parking in local areas by prioritising parking spaces for local residents and restricting people from other areas parking in their roads. They put local people first, helping residents and businesses to park in their neighbourhoods by stopping people from outside the area from parking there within certain hours.
- 4.16. The Council uses emissions-based parking charges to encourage residents to transition to cleaner and less polluting vehicles. Parking charges and maximum stay restrictions help to ensure a turnover of parking space, which is essential for local businesses in commercial areas. There is only a limited amount of on-street parking space, and through careful management it is possible to ensure that the residents and visitors can benefit from these to ensure the ongoing economic wellbeing of town centres.
- 4.17. Within certain areas of the borough, demand for parking is already known to outstrip existing supply. These are typically in areas within close proximity to town centres, schools, local shopping facilities and transport hubs, such as train stations. This demand leaves it challenging for local residents to park near their homes during certain times of the day or days of the week.
- 4.18. The average car or van in England is driven just 4% of the time. For the rest of the time the vehicle is either parked at home (73% of the time) or elsewhere (23% of the time), such as at work or near transport hubs as a part of a person's commute.
- 4.19. Pavement parking is common across the borough and, where unauthorised, can inhibit access for pedestrians, wheelchair users and people with buggies, making active travel

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a less attractive and viable option for residents. CPZs and other measures can help to reduce pavement parking and encourage walking, for example by implementing designated bays for parking which do not obstruct access and by widening the footway to ensure there is more room for pedestrians.

- 4.20. Lewisham has the lowest coverage of CPZs amongst all inner London boroughs and there are many outer London boroughs with higher coverage, up to 100%. In addition, neighbouring boroughs of Southwark and Greenwich are increasing their CPZ coverage including in areas bordering Lewisham which is likely to place parking pressure on Lewisham roads.
- 4.21. The Council recognises that applications for crossovers may increase as a result of this programme, which would reduce the amount of permeable surfaces in the borough. A sample survey of a number of streets included in the proposed zones, as noted in the following sections, will be undertaken six months after implementation to understand if any unauthorised crossovers are being implemented or if there has been an increase in authorised crossovers. Officers will review the applications that are received and consider options to strengthen the policy for crossovers through Planning and Highways guidance.
- 4.22. The Sustainable Streets programme will be delivered in a phased approach and the phases can be found in Figure 1 below.
- 4.23. Phase 1 consultations were undertaken for Deptford and Catford/Crofton Park between 17 January – 5 March 2023. The consultation findings and next steps were presented to Mayor and Cabinet on 19 July 2023. TMOs for the new zones will be advertised from 25 August until 15 September, and implementation is scheduled to begin from October.

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- displacement.
- 5.2. There are also several car-free estates in place and in development in the area which require implementation of CPZs to enforce the planning obligations. This will help to manage existing demand and prevent future parking demand from new developments on surrounding streets.
  - 5.3. Providing the sustainable transport measures that form the Sustainable Streets programme will help to support existing and prospective residents to car-free estates with a range of alternative transport options.
  - 5.4. During Phase 1 consultations, significant feedback was received from the Evelyn area about the risk of parking displacement into their streets. The consultation in this area began on Friday 11 August and will be open for six weeks until Sunday 24 September 2023.
  - 5.5. The engagement will take place similar to that of Phase 1 however the Commonplace platform will be utilised to establish a survey for residents and businesses within the area and the findings of the consultation and recommendations will be presented to Mayor and Cabinet later this year.
  - 5.6. During delivery of the phase one engagement and consultation, process improvements have been identified for future phases of delivery.
  - 5.7. Future phases of the Sustainable Streets programme, the engagement and consultation process will involve two stages, rather than one:
    - Stage one will involve engaging with respective neighbourhoods to understand areas where they would like to see sustainable transport and parking improvements considered and prioritised. This will be facilitated using interactive mapping platform called Commonplace, which residents will be invited to respond to over a four-week period. This approach will allow us to use community insights to develop designs from the outset.
    - Stage two will comprise a four-week public consultation on the designs developed using the Commonplace insights, alongside parking stress surveys and existing community feedback and requests.
  - 5.8. This approach will allow us to better develop proposals through meaningful engagement which involves communities at a formative stage, where there is opportunity to influence designs from the outset. This is widely considered to be best practice and is outlined in the Cabinet Office Consultation Principles 2018 which, under the principle of ‘purpose’, asks public authorities to ensure policies and implementation plans are taken to stakeholders and communities at a formative stage.
  - 5.9. Existing input, including historic community requests and feedback, parking stress surveys, parking expertise, and strategic implementation plans including the Electric Vehicle Implementation Strategy, and viability surveys for tree pits and car clubs, will still be considered during the development of designs for consultation.
  - 5.10. Concerns around pavement parking will be reviewed as part of the stage one engagement and, where possible, will be designed out.
  - 5.11. For all future phases, registration will be mandatory for online submissions, both to the interactive map and consultation survey.
  - 5.12. We have also reviewed how pop-up sessions will take place in during future consultations, to ensure we maximise the number of respondents who may not have time or access to participate in the engagement and consultation process.
  - 5.13. The Sustainable Streets programme will continue to be undertaken as a phased approach, outlined in Figure 1. The two-stage consultation process is proposed to

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begin with Phase 2 areas: Brockley (including sections of Telegraph Hill), Hither Green & Lee, and Catford (including sections of Rushey Green and Catford South), from January 2024. Residents and businesses within these areas will be invited to contribute to the Commonplace interactive maps to provide their feedback on a range of measures over a four week period. This information will be reviewed to inform detailed designs which residents will be consulted on over a further four-week period, from March 2024.

- 5.14. The feedback will be analysed and presented to Mayor and Cabinet alongside any recommendations for implementation.
- 5.15. Following this, stage one consultations will be launched for all areas in Phase 3, from June 2024. The feedback to this will be used to indicate the schedule for stage two consultations.
- 5.16. Phase 4 consultations will take place once stage one and two engagement has occurred for Phase 3. This is currently expected in 2025.
- 5.17. As with Phase 1, 'no waiting at any time' junction protection markings (double yellow lines) are proposed to be introduced at junctions for all roads consulted in the following phases. These markings are intended to provide a safe clearance from parked vehicles from each junction to improve visibility for pedestrians and cyclists, and improve road safety.

## **6. Existing CPZ reviews**

- 6.1. There are a number of existing CPZs in Lewisham, which currently cover 23% of the borough. The Sustainable Transport and Parking Improvements Programme report approved by Mayor and Cabinet in December 2022 recommended that existing CPZs be reviewed.
- 6.2. Many of the existing CPZs have been in place for more than 20 years and have not been reviewed in a significant period of time or at all. It is the Council's intention to carry out a review of the restrictions, boundaries and hours of operation of each of the zones. By conducting this review, it will give residents and businesses the opportunity to feedback on whether they are supportive of the days and hours of operation. For example, the Council has received a number of requests by residents for amendments to the CPZs, particularly concerning pressure of Sunday parking.
- 6.3. Existing CPZs will be reviewed in a phased approach, initially starting with consultations in Lewisham (Zone B), Blackheath (Zone BHA) and Rushey Green West (Zone E).
- 6.4. Consultations for each existing CPZ review will be open for four weeks and will seek to gather information from residents and businesses located within them about whether they would like the hours and or days of operation to be extended, and whether they would like to see any additional sustainable transport measures implemented in the area which will be facilitated by interactive mapping on the Commonplace platform. Through this, residents will be able to raise any concerns in their area, including pavement parking or contraventions of protected junctions and cycle lanes which will be reviewed and, where possible, will be designed out.
- 6.5. The feedback will be analysed and presented to Mayor and Cabinet alongside any recommendations for implementation.
- 6.6. As with the new Sustainable Streets zones, 'no waiting at any time' junction protection markings (double yellow lines) are proposed to be introduced at junctions for all roads consulted in the existing CPZ reviews. These markings are intended to provide a safe clearance from parked vehicles from each junction to improve visibility for pedestrians and cyclists, and improve road safety.

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6.7. The following table has a proposed schedule for the remaining existing CPZ reviews:

Phase	Controlled Zone	Zone	Operating times	Operating days	Indicative review dates
1	Lewisham Blackheath Rushey Green West	B	9am - 6:30pm	Mon - Sat	Sept-Oct 23
		BHA	9am - 7pm	Mon - Sat	
		E	9am - 7pm	Mon - Fri	
2	Ladywell Canadian Avenue Barmeston Road Rushey Green South	T	9am - 7pm	Mon - Fri	Nov-Dec 23
		J	9am - 7pm	Mon - Fri	
		M	9am - 7pm	Mon - Fri	
		R	9am - 7pm	Mon - Fri	
3	Lee Green Lee Green Hither Green East Hither Green West	LG	10am - 12pm	Mon - Fri	Feb-Mar 24
		V	10am - 12pm	Mon - Fri	
		R	10am - 12pm	Mon - Fri	
		H	9am - 7pm	Mon - Fri	
4	Deptford Central Deptford South Elverson	S	9am - 6pm 9am - 1:30pm	Mon - Fri Sat	May-Jun 24
		DS	9am - 5pm	Mon - Fri	
		G	9am - 7pm	Mon - Fri	
5	Catford West Rushey Green East Milford Towers and Rushey Green West	K	9am - 7pm	Mon - Fri	Sept-Oct 24
		LG	9am - 7pm	Mon - Fri	
		MT/E	9am - 7pm	Mon - Fri	
6	Old Bank/Bankwell Mountsfield Park Murillo Road Manor House	OB	9am - 7pm	Mon - Sat	Nov-Dec 24
		W	9am - 7pm	Mon - Fri	
		F	9am - 7pm	Mon - Fri	
		MH	10am - 12pm	Mon - Fri	
7	Davids Road Hindleys Place Downham	N	9am - 5pm	Mon - Fri	Feb-Mar 25
		C	8am - 6:30pm	Mon - Sat	
		D	9am - 5:30pm	Mon - Fri	

*Table 1: Proposed schedule of existing CPZ reviews*

6.8. It should be noted that this is not a fixed schedule and may be subject to change.

## 7. Financial implications

7.1. There are no financial implications as a result of the recommendations in this report.

## 8. Legal implications

8.1. There are no legal implications as a result of the recommendations in this report.

## 9. Equalities implications

9.1. A full Equality Impact Assessment (EIA) has been carried out for the Sustainable Streets programme and can be found in Appendix D to the Sustainable Transport and Parking Improvements report presented to Mayor and Cabinet in December 2022 (see paragraph 13.1.).

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Please give us feedback so we can improve.

Go to <https://lewisham.gov.uk/contact-us/send-us-feedback-on-our-reports>

## 10. Climate change and environmental implications

- 10.1. There is a legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part. Amendments made in the Environment Act 2021 aim to strengthen these duties by giving greater clarity on the requirements of action plans enabling greater collaboration between local authorities and all tiers of local government.
- 10.2. Encouraging more journeys to be made by walking and cycling rather than private transport will help encourage a green recovery from the COVID-19 pandemic and the negative impacts associated with vehicular traffic. Keeping traffic and congestion to a minimum will help maintain the improved air quality that has been experienced under lockdown conditions. This will, in turn, help in achieving the objectives set out in the Council's Air Quality Action Plan and Climate Emergency Action Plan.

## 11. Crime and disorder implications

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

## 12. Health and wellbeing implications

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

## 13. Background papers

- 13.1. [Sustainable Transport and Parking Improvements Programme report](#) – presented to Mayor and Cabinet in December 2022

### Is this report easy to understand?

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Go to <https://lewisham.gov.uk/contact-us/send-us-feedback-on-our-reports>

- 13.2. [Sustainable Streets – Phase 1 recommendations and next steps report](#) – presented to Mayor and Cabinet in July 2022

## 14. Glossary

Term	Definition
CPZ	Controlled Parking Zone
EV	Electric vehicle

## 15. Report author(s) and contact

- 15.1. Martha Lauchlan, Transport Planner, [martha.lauchlan@lewisham.gov.uk](mailto:martha.lauchlan@lewisham.gov.uk)

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## Sustainable Development Select Committee

### Select Committee Work Programme Report

**Date:** 12 September 2023

**Key decision:** No.

**Class:** Part 1 (not restricted)

**Wards affected:** Not applicable

**Contributor:** Timothy Andrew (Scrutiny Manager)

### Outline and recommendations

This report gives Committee members an opportunity to review the Committee's work programme and make any necessary changes.

The Committee is asked to:

- Review the work programme attached at Appendix B.
- Consider the items for the next meeting and specify the information required.
- Look at the forward plan of key decisions at Appendix E to consider whether there are any items that should be considered for further scrutiny.

### Timeline of decision-making

June 2023 - Draft Sustainable Development Select Committee work programme 2023/24 agreed by Committee

July 2023 - Work programme 2023/24 – agreed by Overview and Scrutiny Committee

## 1. Summary

- 1.1. The Committee proposed a draft work programme at the beginning of the municipal year. This was considered alongside the draft work programmes of the other select committees and agreed by the Overview and Scrutiny Committee on 4 July 2023.
- 1.2. The work programme should be reviewed at each meeting to take account of changing priorities.

## 2. Recommendations

- 2.1. The Committee is asked to:
  - Review the work programme attached at Appendix B.
  - Consider the items for the next meeting and specify what evidence is required, including being clear about the information the committee wishes to be included in officer reports.
  - Look at the forward plan of key decisions at Appendix E to consider whether there are any items for further scrutiny.

## 3. Work programming

- 3.1. When reviewing the work programme the Committee should consider the following:  
The Committee's terms of reference
- 3.2. The Committee's areas of responsibility, include, but are not limited to:
  - monitoring the provision of the Council's planning, regeneration and environmental services functions;
  - scrutinising the delivery of the Council's refuse and recycling services;
  - the development of key planning policies and the performance of the Council's activities to meet the climate challenge as well as examining other key Sustainable Development related matters.
  - The Committee also has a role in engaging and reflecting the views of residents in relation to sustainable development-related matters. This includes, for example, the provision of the Council's parks and green spaces services, street lighting and jobs, business support and employment functions.

Whether any urgent issues have arisen that require scrutiny
- 3.3. If the Committee becomes aware of an issue requiring further scrutiny, it should consider the prioritisation process (Appendix C) and the Effective Scrutiny Guidelines (Appendix D) before deciding on its priority.  

Whether a meeting is the most effective means for scrutinising the issue
- 3.4. Committee members should consider whether there are alternative methods for gathering information or receiving updates on issues of interest. For example, would a briefing, written summary or review of exiting material be more appropriate and effective?  

Whether there is space in the Committee's work plan to consider the item
- 3.5. Members should consider which work programme items could be removed or rescheduled to make space for the full consideration of more important issues.

Whether the item links to the priorities set out in the corporate strategy

3.6. The Council's Corporate Strategy sets out these priorities for the years 2022-2026:

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

#### 4. The next meeting

- 4.1. The following items are scheduled for the next meeting. For each item, the Committee should clearly define the information and analysis it wishes to see in officer reports. If the Committee has designated one of its members as a climate change champion, that member should work with the Chair to ensure that officers are given appropriate steers in relation to the reports, to ensure they include relevant climate change considerations.
- 4.2. The Committee should also consider whether to invite any expert witnesses to provide evidence, and whether site visits or engagement would assist the effective scrutiny of the item.

<b>Agenda Item</b>	<b>Review type</b>
Active travel	Performance monitoring
Catford Town Centre Redevelopment	Pre-decision

#### 5. Referrals

5.1. This is a list of referrals made by the Committee this municipal year:

<b>Referral title</b>	<b>Date of referral</b>	<b>Date considered by Mayor and Cabinet</b>	<b>Response due at Committee</b>

#### 6. Financial implications

6.1. There are no direct financial implications arising from the implementation of the recommendations in this report. Items on the Committee's work programme will have financial implications and these will need to be considered as part of the reports on those items.

## **7. Legal implications**

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

## **8. Equalities implications**

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

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

- 9.1. There are no direct climate change or environmental implications arising from the implementation of the recommendations 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. An action plan to achieve this target was subsequently agreed by Mayor and Cabinet (following pre-decision scrutiny by the Sustainable Development Select Committee)<sup>1</sup>. The plan incorporates all areas of the Council's work. Items on the work programme may well have climate change and environmental implications and reports considered by the Committee should acknowledge this.

## **10. Crime and disorder implications**

- 10.1. There are no direct crime and disorder implications arising from the implementation of the recommendations in this report. Items on the Committee's work programme may have crime and disorder implications and these will need to be considered as part of the reports on those items.

## **11. Health and wellbeing implications**

- 11.1. There are no direct health and wellbeing implications arising from the implementation of the recommendations in this report. Items on the Committee's work programme may have health and wellbeing implications and these will need to be considered as part of the reports on those items.

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<sup>1</sup> See <https://lewisham.gov.uk/TacklingTheClimateEmergency> for a summary of the Council's work in this area.

## **12. Report author and contact**

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

## Appendix A

### Sustainable Development Select Committee Terms of Reference

The following roles are common to all select committees:

#### (a) General functions

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

#### (b) Policy development

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

#### (c) Scrutiny

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

#### (d) Community representation

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

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

**(e) Finance**

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

**(f) Work programme**

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

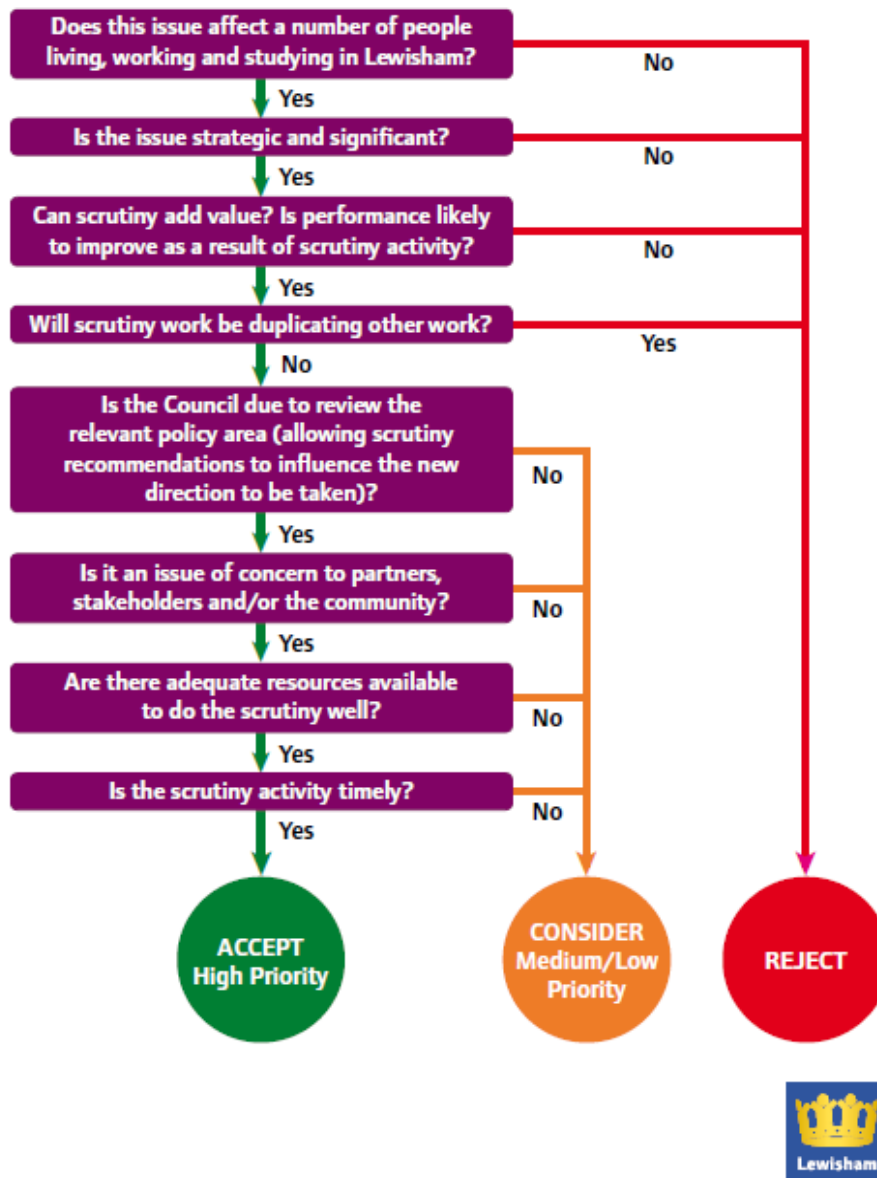
In addition to the general terms of reference outlined above, the Sustainable Development Select Committee has the following specific terms of reference:

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

## Appendix C

The flowchart below is designed to help Members decide which items should be added to the work programme. It is important to focus on areas where the Committee will influence decision-making.

### Scrutiny work programme – prioritisation process





## Appendix D

### Effective Scrutiny Guidelines

#### At Lewisham we:

#### 1. Prioritise

It is more effective to look at a small number of key issues in an in-depth way, than skim the surface of everything falling within scrutiny's remit. We try to focus on issues of concern to the community and/or matters that are linked to our corporate priorities. We only add items to the work programme if we are certain our consideration of the matter will make a real and tangible difference.

#### 2. Are independent

Scrutiny is led by Scrutiny Members. Scrutiny Members are in charge of the work programme and, for every item, we specify what evidence we require and what information we would like to see in any officer reports that are prepared. We are not whipped by our political party or unduly influenced by the Cabinet or senior officers.

#### 3. Work collectively

If we collectively agree in advance what we want to achieve in relation to each item under consideration, including what the key lines of enquiry should be, we can work as a team to question witnesses and ensure that all the required evidence is gathered. Scrutiny is impartial and the scrutiny process should be free from political point scoring and not used to further party political objectives.

#### 4. Engage

Involving residents helps scrutiny access a wider range of ideas and knowledge, listen to a broader range of voices and better understand the opinions of residents and service users. Engagement helps ensure that recommendations result in residents' wants and needs being more effectively met.

#### 5. Make SMART evidence-based recommendations

We make recommendations that are based on solid, triangulated evidence – where a variety of sources of evidence point to a change in practice that will positively alter outcomes. We recognise that recommendations are more powerful if they are:

- Specific (simple, sensible, significant).
- Measurable (meaningful, motivating).
- Achievable (agreed, attainable).
- Relevant (reasonable, realistic and resourced, results-based).
- Time bound (time-based, time limited, time/cost limited, timely, time-sensitive).

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**Sustainable Development Select Committee work plan 2023-24**

Item	Type	Priority	19-Jun-23	12-Sep-23	08-Nov-23	09-Jan-24	29-Feb-24
Active travel updates	Ongoing	CP5, 6					
Sustainable Streets programme	Pre-decision	CP6	Pre-decision	Update			
CIL governance proposals	Policy development	CP6					
Statement of community involvement	Standard item	CP6					
Air quality action plan	Performance monitoring	CP5, 6					
Regeneration of Catford Town Centre update	Pre-decision	CP2,4,6					
Budget cuts	Pre-decision	All					
Levelling Up funding: Lewisham Town Centre	Pre-decision	CP2,4,6					
Climate emergency action plan	Performance monitoring	CP6					
Implementation of the transport strategy: walking cycling and healthy neighbourhoods	Performance monitoring	CP6					
Flood risk management (new responsibilities 2025)	Standard item	CP6					

Information items, briefings, visits

East London Bio-Gas visit	Visit	CP6					
Lewisham Gateway visit	Visit	CP2,4,6					
Local Plan Briefing	Information	All					
Annual parking report	Information	CP6					
Environmental crime enforcement team update	Information	CP6					
Biodiversity action plan update	Information	CP6					
Parks and Open Spaces Strategy Annual Monitoring Report	Information	CP6					
Reduction and recycling plan	Information	CP6					
Employment, jobs and skills	Information	CP4, 6					

**Corporate Priorities****Priority**

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

## FORWARD PLAN OF KEY DECISIONS

### Forward Plan September 2023 - December 2023

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

Anyone wishing to make representations on a decision should submit them in writing as soon as possible to the relevant contact officer (shown as number (7) in the key overleaf). Any representations made less than 3 days before the meeting should be sent to Head of Governance and Committee Services, the Local Democracy Officer, at the Council Offices or [emma.campbellsmith@lewisham.gov.uk](mailto:emma.campbellsmith@lewisham.gov.uk). However the deadline will be 4pm on the working day prior to the meeting.

A “key decision”\* means an executive decision which is likely to:

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

June 2023	<b>Delegated decision to award Care Leavers Medium to High Support Supported Housing contract (Pt 1&amp;2)</b>	18/08/23 Executive Director for Community Services	Jonathan Scarth and Councillor Paul Bell, Cabinet Member for Health and Adult Social Care		
June 2023	<b>Delegated decision to award Mental Health Supported Housing Higher Needs</b>	18/08/23 Executive Director for Community Services	Jonathan Scarth and Councillor Paul Bell, Cabinet Member for Health and Adult Social		

**FORWARD PLAN – KEY DECISIONS**

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
			Care		
July 2023	<b>Appointment of Directors - Lewisham Homes legacy company</b>	20/09/23 Mayor and Cabinet	David Austin, Director of Corporate Services and Councillor Sophie Davis, Cabinet Member for Housing Management, Homelessness and Community Safety		
May 2023	<b>Approval to procure: School Minor Works Programme 2023 (SMWP 23)</b>	20/09/23 Executive Director for Children and Young People	Lemuel Dickie-Johnson, Project Manager Capital Delivery Programme and Councillor Chris Barnham, Cabinet Member for Children and Young People		
August 2023	<b>Approve allocation of Section 106 monies to fund employment and training programmes, and confirm acceptance of a UK Shared Prosperity Fund 'People and Skills' grant</b>	20/09/23 Mayor and Cabinet	and		
June 2023	<b>Articles of Association - transition of Lewisham Homes</b>	20/09/23 Mayor and Cabinet	Jeremy Chambers, Director of Law, Governance & Elections and Councillor Sophie Davis, Cabinet Member for Housing Management, Homelessness and Community Safety		

<b>FORWARD PLAN – KEY DECISIONS</b>					
<b>Date included in forward plan</b>	<b>Description of matter under consideration</b>	<b>Date of Decision Decision maker</b>	<b>Responsible Officers / Portfolios</b>	<b>Consultation Details</b>	<b>Background papers / materials</b>
July 2023	<b>Catford Regeneration Partnership Limited (CRPL) Appointment of Directors</b>	20/09/23 Mayor and Cabinet	David Austin, Director of Corporate Services and Councillor Sophie Davis, Cabinet Member for Housing Management, Homelessness and Community Safety		
March 2023	<b>Contract award for Council Insurances</b>	20/09/23 Executive Director for Corporate Services	Karen Eaton, Group Manager, Insurance and Risk and Councillor Amanda De Ryk, Cabinet Member for Finance and Strategy		
May 2023	<b>Contract Award Report for School Minor Works Programme 2023 (SMWP 23)</b>	20/09/23 Children and Young People Select Committee	Lemuel Dickie-Johnson, Project Manager Capital Delivery Programme and Councillor Chris Barnham, Cabinet Member for Children and Young People		
May 2023	<b>Contract Award to a Registered Provider for Supported Accommodation for Young People -Site 1 and Site 2</b>	20/09/23 Executive Director for Children and Young People	Chloe Vergara, CLA Placements Contract Manager and		
March 2023	<b>Dementia Strategy</b>	20/09/23 Mayor and Cabinet	Tristan Brice, Associate Director, Community Support and Care and Councillor Paul Bell, Cabinet Member for Health and Adult Social Care		

<b>FORWARD PLAN – KEY DECISIONS</b>					
<b>Date included in forward plan</b>	<b>Description of matter under consideration</b>	<b>Date of Decision Decision maker</b>	<b>Responsible Officers / Portfolios</b>	<b>Consultation Details</b>	<b>Background papers / materials</b>
June 2022	<b>Home Park and Edward Street Development Budget and Programme Update Report</b>	20/09/23 Mayor and Cabinet	James Briggs, Head of Strategic Housing and Growth and Councillor Brenda Dacres, Deputy Mayor and Cabinet Member for Housing Development and Planning		
August 2023	<b>Home Park and Edward Street Development Programme and Budget Update</b>	20/09/23 Mayor and Cabinet	Patrick Dubeck, Director of Inclusive Regeneration and Councillor Brenda Dacres, Deputy Mayor and Cabinet Member for Housing Development and Planning		
April 2023	<b>Lewisham and Lee Green LTN monitoring update</b>	20/09/23 Mayor and Cabinet	and Councillor Louise Krupski, Cabinet Member for Environment and Climate		
June 2023	<b>Lewisham Homes Interim Business Plan 2023/24</b>	20/09/23 Mayor and Cabinet	Katharine Nidd, Head of Strategic Finance, Planning and Commercial and Councillor Sophie Davis, Cabinet Member for Housing Management, Homelessness and Community Safety		
June 2023	<b>Old Fairlawn Primary School Annexe (nursery) - appropriation for planning purposes</b>	20/09/23 Mayor and Cabinet	Luke Riley, Head of New Initiatives and Councillor Brenda Dacres, Deputy Mayor and Cabinet Member for Housing		



**FORWARD PLAN – KEY DECISIONS**

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
			Development and Planning		
May 2023	<b>Permission to award Maximising Wellbeing at Home contracts (Lots 5,6,8,9)</b>	20/09/23 Mayor and Cabinet	Tristan Brice, Associate Director, Community Support and Care and		
June 2023	<b>Permission to procure - Integrated Community Equipment Service</b>	20/09/23 Mayor and Cabinet	Tristan Brice, Associate Director, Community Support and Care and Councillor Paul Bell, Cabinet Member for Health and Adult Social Care		
June 2023	<b>Review of all Supported Housing Contracts</b>	20/09/23 Mayor and Cabinet	Jonathan Scarth and Councillor Paul Bell, Cabinet Member for Health and Adult Social Care		
July 2023	<b>Statement of Community Involvement for adoption</b>	20/09/23 Mayor and Cabinet	Michael Forrester, Head of Development Management and		
May 2023	<b>to approve the annual Besson Street Business Plan</b>	20/09/23 Mayor and Cabinet	Luke Riley, Head of New Initiatives and Councillor Brenda Dacres, Deputy Mayor and Cabinet Member for Housing Development and Planning		
August 2023	<b>Treasury Management Strategy - Mid-Year Review</b>	20/09/23 Mayor and Cabinet	Katharine Nidd, Head of Strategic Finance, Planning and Commercial		

**FORWARD PLAN – KEY DECISIONS**

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
			and Councillor Amanda De Ryk, Cabinet Member for Finance and Strategy		
June 2023	<b>Treasury Management Strategy Mid-Year Review</b>	27/09/23 Council	Katharine Nidd, Head of Strategic Finance, Planning and Commercial and Councillor Amanda De Ryk, Cabinet Member for Finance and Strategy		
May 2023	<b>Adventure Playgrounds Grant of Leases and Contract Award</b>	01/11/23 Mayor and Cabinet	Harsha Ganatra, Joint Commissioner (FQC) and Councillor Chris Barnham, Cabinet Member for Children and Young People		
July 2023	<b>Approval for s106 monies to go to Deptford Challenge Trust</b>	01/11/23 Mayor and Cabinet	Julia Robbins, Developer Contributions Manager and Councillor Brenda Dacres, Deputy Mayor and Cabinet Member for Housing Development and Planning		
April 2023	<b>Approval to enter into contract - Drakes Court development</b>	01/11/23 Mayor and Cabinet	Eleanor Davies, Associate Director Joint Mental Health Commissioning and Councillor Brenda Dacres, Deputy Mayor and Cabinet Member for Housing Development and Planning		

<b>FORWARD PLAN – KEY DECISIONS</b>					
<b>Date included in forward plan</b>	<b>Description of matter under consideration</b>	<b>Date of Decision Decision maker</b>	<b>Responsible Officers / Portfolios</b>	<b>Consultation Details</b>	<b>Background papers / materials</b>
February 2022	<b>BfL Programme - Approval to enter into contract Valentines Court</b>	01/11/23 Mayor and Cabinet	James Ringwood, Housing Delivery Manager and Councillor Brenda Dacres, Deputy Mayor and Cabinet Member for Housing Development and Planning		
July 2023	<b>Catford Regeneration Partnership Limited (CRPL) Business Plan</b>	01/11/23 Mayor and Cabinet	Kplom Lotsu, SGM Capital Programmes and Councillor Brenda Dacres, Deputy Mayor and Cabinet Member for Housing Development and Planning		
July 2023	<b>Financial Monitoring - Period 4</b>	01/11/23 Mayor and Cabinet	Nick Penny, Head of Service Finance and Councillor Amanda De Ryk, Cabinet Member for Finance and Strategy		
August 2023	<b>Gambling Policy 2023-2026</b>	01/11/23 Mayor and Cabinet	Richard Lockett and Councillor Sophie Davis, Cabinet Member for Housing Management, Homelessness and Community Safety		
April 2023	<b>Grant of Leases for Adventure Playground Sites</b>	01/11/23 Mayor and Cabinet	Harsha Ganatra, Joint Commissioner (FQC) and Councillor Chris Barnham, Cabinet Member for Children and Young People		

<b>FORWARD PLAN – KEY DECISIONS</b>					
<b>Date included in forward plan</b>	<b>Description of matter under consideration</b>	<b>Date of Decision Decision maker</b>	<b>Responsible Officers / Portfolios</b>	<b>Consultation Details</b>	<b>Background papers / materials</b>
July 2023	<b>Levelling Up Fund Programme - approval for procurement of contractors</b>	01/11/23 Mayor and Cabinet	and		
April 2023	<b>Millwall FC Lease Restructuring Proposals</b>	01/11/23 Mayor and Cabinet	Patrick Dubeck, Director of Inclusive Regeneration and		
May 2022	<b>On Street Advertising Contract Variation and Extension</b>	01/11/23 Mayor and Cabinet	and Councillor Amanda De Ryk, Cabinet Member for Finance and Strategy		
August 2023	<b>Property Agreement between LB Lewisham and TfL in relation to the A205 Road Realignment Project</b>	01/11/23 Mayor and Cabinet	Charlotte Harrison, Head of Strategic Regeneration and Councillor Brenda Dacres, Deputy Mayor and Cabinet Member for Housing Development and Planning		
March 2023	<b>Public Space Protection Order consultation outcome</b>	01/11/23 Mayor and Cabinet	James Lee, Director of Communities, Partnerships and Leisure and Councillor Louise Krupski, Cabinet Member for Environment and Climate		
July 2023	<b>Sustainable Streets recommendations and next steps - Evelyn</b>	01/11/23 Mayor and Cabinet	Martha Lauchlan, Transport Planner and Councillor Louise Krupski, Cabinet Member for Environment and Climate		
August 2023	<b>Gambling Policy 2023-2026</b>	22/11/23	Richard Lockett and		

**FORWARD PLAN – KEY DECISIONS**

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
		Council	Councillor Sophie Davis, Cabinet Member for Housing Management, Homelessness and Community Safety		
December 2022	<b>Ladywell - Budget requirement</b>	06/12/23 Mayor and Cabinet	James Ringwood, Housing Delivery Manager and Councillor Brenda Dacres, Deputy Mayor and Cabinet Member for Housing Development and Planning		
July 2023	<b>Learning Disability Implementation Plan</b>	06/12/23 Mayor and Cabinet	Heather Hughes, Joint Commissioner, Learning Disabilities and Councillor Paul Bell, Cabinet Member for Health and Adult Social Care		
December 2022	<b>Mayfield - Budget Requirement</b>	06/12/23 Mayor and Cabinet	James Ringwood, Housing Delivery Manager and Councillor Brenda Dacres, Deputy Mayor and Cabinet Member for Housing Development and Planning		
January 2023	<b>Annual progress update on the Autism Strategy Action Plan</b>	24/01/24 Mayor and Cabinet	and		
June 2022	<b>Approval to appoint operator for concessions contract at</b>	24/01/24 Mayor and Cabinet	Peter Maynard, Contract Officer, Green Scene and		

**FORWARD PLAN – KEY DECISIONS**

<b>Date included in forward plan</b>	<b>Description of matter under consideration</b>	<b>Date of Decision Decision maker</b>	<b>Responsible Officers / Portfolios</b>	<b>Consultation Details</b>	<b>Background papers / materials</b>
	<b>Beckenham Place Park Lake</b>		Councillor Andre Bourne, Cabinet Member for Culture, Leisure and Communication (job share)		

**FORWARD PLAN – KEY DECISIONS**

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

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