

Overview and Scrutiny



Sustainable Development Select Committee Agenda

7.00 pm, Wednesday, 8 November 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 Wednesday, 8 November 2023.

Jeremy Chambers, Monitoring Officer
Tuesday, 31 October 2023

<p>Members</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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MINUTES OF THE SUSTAINABLE DEVELOPMENT SELECT COMMITTEE

Tuesday, 12 September 2023 at 7.00 pm

In attendance: Councillors James Royston, Edison Huynh, Tauseef Anwar, Liam Curran, Sian Eiles, John Paschoud and Eva Stamirowski

Also present: Councillor Mark Ingleby, Councillor Brenda Dacres (Deputy Mayor and Cabinet Member for Housing Development and Planning), Councillor Louise Krupski (Cabinet Member for Environment and Climate), Seamus Adams (Head of Commercial Operations and Development), Timothy Andrew (Scrutiny Manager), Paul Boulton (Interim Director of Public Realm), Patrick Dubeck (Director of Inclusive Regeneration) and Nazeya Hussain (Interim Director for Place), Lucy Kirk (Environmental Protection Manager)

Also present virtually: Laura Ahern (LUF Lead Programme Manager), Sefkan Altuntop John Bennett (Head of Economy, Jobs, and Partnerships), Sidra Hill-Reid (Head of Community Education and Cultural Assets) and Dr Catherine Mbema (Director of Public Health)

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 19 June 2023

- 1.1 **Resolved:** that the minutes of the meeting on 19 June be agreed as an accurate record.

2. Declarations of interest

- 2.1 Councillor Mark Ingleby declared an interest in relation to item five as a member of the Musicians Union.

3. Responses from Mayor and Cabinet

- 3.1 There were none.

4. Air quality action plan

- 4.1 Paul Boulton (Interim Director of Public Realm) and Lucy Kirk (Environmental Protection Manager) introduced the report noting the key elements of the report as well as a summary of the progress made in the first year of the delivery of the plan.

- 4.2 Paul Boulton and Lucy Kirk responded to questions from the Committee – the following key points were noted:

- Anti-idling signs had been put up at 75 schools around the borough – it was recognised that more could be done. A communications plan was planned, and more enforcement would take place in future.
- There had been a number of reports on air quality and the low traffic neighbourhood – an update to Mayor and Cabinet was forthcoming.

- It could be challenging to issue penalty charge notices for anti-idling – further information on the numbers of PCNs would be provided following the meeting.
- Further information would be provided on the availability of electrical points for vendors in parks.
- Officers would consider the impact of modal filters in the vicinity of Perry Vale ward.
- The intention of modal filtering was to discourage traffic from using residential roads and to choose active travel.
- A number of diffusion tubes monitoring air quality were co-located with air quality analysers, which allowed for the adjustment of data from the tubes for potential bias.
- Diffusion tubes were nonetheless an effective and cost-effective mechanism for monitoring air quality across the borough.
- The Government Department for Environment, Food and Rural Affairs (DEFRA) required councils to adjust data collected by diffusion tubes for bias.
- The Council was required to report to DEFRA on its targets, but the Council was ambitious to meet the World Health Organisation (WHO) targets for air quality.
- Further work could take place with businesses to share the message about the importance of switching engines off when cars were stationary (anti-idling)
- There would be a number of upcoming opportunities to install new bike hangars. There was a cost to the Council to providing and maintaining cycle parking. Officers would further explore opportunities for funding.
- There had been ten school air quality audits. A number of different recommendations had been made – including a number that could be implemented across all schools. Key themes would be assessed and provided to councillors.
- It was recognised that the initial funding being provided for schools would be insufficient to make substantial changes, but it would be a start.
- The ‘school super zone’ project had been initiated by the Greater London Authority – work had taken place at the first school in Lewisham to access this funding, to assess its needs. If the school identified air quality as an issue, then the super zone funding could be used to implement measures from the air quality audits.

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

- It is widely known that diffusion tubes were not accurate. The information on the Council website was also unclear about what it was monitoring and the difference between the WHO and DEFRA targets.
- Officers should consult local people (including councillors) on the potential locations for cycle parking.

4.4 Councillor Krupski was invited the address the Committee – the following key points were noted:

- Work was taking place with colleagues at Transport for London (TfL) to improve planting and greening on TfL managed roads.
- Further work would take place to consider the electrification of access points for ice-cream vans in parks.
- Improvements were being planned for monitoring levels of active travel.
- Work was planned to retrofit schools as funding became available.

4.5 **Resolved:** that the report be noted. It was also agreed that:

- The Committee would support the increased enforcement of anti-idling measures.
- That information would be provided on the number of penalty charge notices issued for idling. Members would also welcome additional efforts with businesses to improve signage (particularly at supermarkets and train stations)
- More information would be provided on plans to increase the availability of electrical points for vendors in parks (and that in future reports the effect on air quality should be considered).
- That additional data would be provided on the impact of modal filters on air quality (e.g., on Bishopsthorpe and Silverdale Road)
- That active travel should be prioritised, and that further funding should be sought for the implementation of new cycle hangars (not requiring public contributions)
- More information would be provided on the outcome of air quality audits for schools;
- That members would welcome further work on the interoperability of data on the Council website to enable comparison with neighbouring boroughs.

5. Levelling Up Fund update

5.1 John Bennett (Head of Economy, Jobs and Partnerships) introduced the report. John provided an overview of the initial stages of the three projects planned for Lewisham Town Centre (the market, Lewisham Library and the improved connectivity of the high street) utilising £19m of Government funding and £5m of match funding from the Council.

5.2 John Bennett, Sidra Hill-Reid (Head of Community Education and Cultural Assets), Seamus Adams (Head of Commercial Operations and Development) and (Patrick Dubeck (Director of Inclusive Regeneration) responded to questions from the Committee – the following key points were noted:

- There were a number of risks being tracked and mitigated - timescales and funding were both key.
- ‘Value engineering’ described the process of specifying different qualities of materials and finishes to reduce costs – or to remove some items from projects, if required. Further funding was also being sought.
- Consideration was being given to different opportunities for new food markets and other potential options for the evening/night-time economy.
- Work had taken place to assess the options for relocating the library (nothing suitable had been found) – a programme of pop-up events was being planned (alongside the home library service and signposting to other local libraries)
- Engagement had been taking place with local people. Future work would take place with user groups to ensure that plans met the needs of all local people.
- There was a strong focus on accessibility and co-production.
- Work had been taking place with market traders to assess their needs and balance the opportunities for the market to expand its offer.
- Work was taking place to ensure that the look and design for was consistent across the different elements of the programme.
- Consideration was being given to the opportunities for music and performance through the Council’s cultural strategy.
- Work was taking place to assess (and future proof) the IT offer for the library.

- Lewisham Library would remain the borough's largest library – with an extended and improved offer.
- Retrofit and energy efficiency improvements were being considered as part of the refurbishment.

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

- Members were concerned about the amount of time that the library would be closed.
- The improvements to the market should not come at the cost of longstanding traders and the needs of the local community through gentrification.
- The new library should include suitable provision for study and work with desks and IT provision.
- Consideration should be given to the café/hospitality offer in the library to make sure it was a good fit for the building.

5.4 **Resolved:** that the report be noted. It was also agreed that the Committee would share its views with Mayor and Cabinet – as follows:

- The Committee recommends that further consideration be given to the development of the night-time offer in Lewisham Town Centre – including food and beverage options, as well as the potential for live music. This should build on existing knowledge and experiences of success elsewhere in London.
- The Committee believes that further work should take place with young people, people who are disabled and members of groups with other protected characteristics (as defined in the Equality Act 2010) – as well as a cross section of people from different socio-economic backgrounds to co-design the work taking place – particularly in relation to the accessibility and suitability of public spaces.
- The Committee recommends that further work should take place to communicate, to residents and business, the alternative arrangements in place following the temporary closure of Lewisham Library.
- The Committee believes that a system of impact measurement should be developed to ensure that the redevelopment is meeting its intended objectives. Members ask that this includes an assessment of the availability of workspaces in the refurbished library for students.
- The Committee notes the Council's objective to make the borough carbon neutral by 2023 – and it encourages the ambitious delivery of energy efficiency and retrofit measures as part of the renovation of Lewisham Library¹. Members would encourage bids for external funding to enhance this work.

6. Sustainable Streets

6.1 Seamus Adams (Head of Commercial Operations and Development) introduced the report.

6.2 Seamus Adams and Paul Boulton responded to questions from the Committee – the following key points were noted:

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

- The process for the consultation would be reviewed to ensure that the correct materials were being delivered to residents in the correct wards.
- A further update would be provided to all councillors about the future phases of the programme.
- The programme had the flexibility to deal with future issues caused by displacement of parking.
- As the programme was delivered it was anticipated that residents would see (and appreciate) the benefits.
- Lessons had been learnt from the first set of consultations to inform the future delivery of the consultation programme.
- It was recognised that some groups were overrepresented in the consultation (particularly car drivers) – and work was taking place to increase engagement with all groups.
- Some data cleansing was carried out to ensure that online responses to the consultation were valid.

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

- The maps in the report were unclear (and appeared to have the old ward boundaries) – and some of the consultation materials had been sent to residents in the wrong ward.
- Members expressed their concern about the lack of progress in implementing recommendations previously made by the Committee.
- There was concern about the underrepresentation of some groups.
- Members would welcome the attendance of officers at ward assembly meetings.
- Further technical advice should be sought on the process for data cleansing and the validity of online submissions to the consultation.
- It would be difficult to weight the responses to the consultation based on the low numbers of responses from some groups.

6.4 Councillor Krupski (Cabinet Member for Environment and Transport) was invited to address the Committee – the following key points were noted:

- Responses to the consultation were not weighted to correct for underrepresentation.
- The consultations were not referendums. The Council had to make difficult decisions when necessary.
- Work had taken place to engage with councillors through all stages of the programme.
- Future parking pressure would come from outside of the borough.

6.5 **Resolved:** that the report be noted. It was also agreed that the Committee would refer its views to Mayor and Cabinet, as follows:

- The Committee reiterates the recommendations it made at its meeting on 19 June 2023 and requests that officers provide a comprehensive response:
 - that further information (and timelines) be provided on the implementation of cycle hangars, parklets and improvements to the transparency of communication around waiting lists for cycle parking.
 - that priority should be given to enforcing contraventions in areas with existing parking controls – particularly in the case of protected junctions, cycle lanes and anti-social pavement parking.
 - that the Committee would welcome further improvements and enlargement of protected space for active travel.

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

7. Select Committee work programme

7.1 The Committee discussed the work programme – agreeing that items on active travel and the Catford Regeneration be on the agenda for the meeting on 8 November.

7.2 **Resolved:** that the work programme for the meeting on 8 November be agreed.

The meeting ended at 9.35 pm

Chair:

Date:



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

Integrated Active Travel Strategy

Date: 8 November 2023

Key decision: No

Class: Part 1

Ward(s) affected: All

Contributors: Martha Lauchlan, Transport Planner; Petros Ximerakis, Head of Strategic Transport and Highways

Outline and recommendations

The Sustainable Development Select Committee is asked to:

- Note the proposed programme for 2024/25 to Transport for London (TfL) for Local Implementation Plan (LIP) funding, including Cycle Network Development (CND), walking projects, cycle provision and School Streets;
- Note the development of an Integrated Active Travel Strategy; and
- Comment on the contents of this report.

1. Summary

- 1.1. The Council has a number of policies and strategies to work towards, including local, regional and national policies, that all have objectives to encourage active travel, improve air quality and reduce car dependency.
- 1.2. There are a number of projects that Strategic Transport and Highways team progressing to improve access and modal shift to walking and cycling, improve road safety and reduce the number of car journeys in the borough.
- 1.3. The service is reviewing the number of active projects and programmes to ensure that progress and delivery takes place where there is greatest need for intervention. Pace of delivery is dependent on available financial and human resources.
- 1.4. This includes a focussed submission of programmes for LIP funding for 2024/25 and the development of the Integrated Active Travel Strategy to consolidate ongoing programme planning and long-term delivery.

2. Recommendations

- 2.1. The Sustainable Development Select Committee is asked to:
 - Note the proposed programme for 2024/25 to TfL for LIP funding, including CND, walking projects, cycle provision and School Streets;
 - Note the development of an Integrated Active Travel Strategy; and
 - Comment on the contents of this report.

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.

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- 3.5. **Healthy Streets for London (2017)** – The Mayor of London and TfL are taking the Healthy Streets approach to encourage more Londoners to walk, cycle and use public transport. This approach aims to improve air quality, reduce congestion and help make London’s diverse communities greener, healthier and more attractive places to live, work, play and do business. It outlines some practical steps to help Londoners use their cars less and walk, cycle and use public transport more, including:
- Improving local environments by providing more space for walking and cycling, and better public spaces where people can interact;
 - Prioritising better and more affordable public transport, and safer and more appealing routes for walking and cycling;
 - Planning new developments so people can walk or cycle to local shops, schools and workplaces, and have good public transport links for longer journeys.
- 3.6. **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.
- 3.7. **Mayor of London’s Transport Strategy (2018)** – This has an overarching aim of reducing dependency on cars and sets strategic targets for 80% of journeys in London to be made by walking, cycling and public transport by 2041 and for all Londoners to do at least 20 minutes of active travel each day by 2041.
- 3.8. **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 Controlled Parking Zone (CPZ) coverage.
- 3.9. **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.
- 3.10. **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 kilometres travelled by 2030.
- 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

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inequalities and tackle congestion on our roads.

- 3.12. **Cycle Strategy (2017)** – This sets out the Council’s vision for cycling to be a safer and more attractive option for travel. This includes via schemes such as Healthy Neighbourhoods where space is made available for people to enjoy streets without motor vehicles, particularly near schools, to help those walking and cycling.
- 3.13. **Physical Activity Strategy (2023)** – This sets out how the Council will work in partnership with organisations and communities across the borough to increase the number of opportunities for residents of all ages and abilities, to become more physically active.

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. Creating environments which support a switch to walking and cycling is integral for Lewisham to become a cleaner and greener borough.
- 4.2. The majority of projects and programmes delivered by Strategic Transport and Highways to improve active travel are funded by LIP funding from TfL.
- 4.3. The Council’s allocation of LIP funding is significantly decreased from expected figures projected in 2018 as a result of the financial impacts of the Covid pandemic on TfL’s funding streams followed by a series of short-term funding agreements between the Department for Transport (DfT) and TfL. This has continued to have an impact on both the number and scale of schemes that the Council can deliver.
- 4.4. The funding allocation by TfL for 2023/24 was initially £1,640k and was provided through the Corridors, neighbourhoods and supporting measures, Cycle parking, and Cycle training programmes. A further £120k was allocated in September 2023 through the Cycle Network Development (CND) programme.
- 4.5. Whilst this is a welcome allocation for the Council to support delivery, the service must limit the scope of its work in order to prioritise projects that can be delivered within the budget available.
- 4.6. The funding allocation by TfL for 2024/25 is expected to drop substantially. The expected allocation, excluding any funds secured through the CND and Bus Priority Programme (BPP) which are based on bids, is £1,178k. The reduced funding is outside the Council’s control, as it is allocated using a formula that was agreed with London Councils and the London Technical Advisory Group (LoTAG) in 2010.
- 4.7. This reduction in the level of funding is unlikely to change in the foreseeable future, as indicated by the letter received by TfL dated 13 September 2023 which mentioned that “we may need to reduce all planned investment levels next year” and the shift of focus and funding directed by the Government towards motor traffic projects.
- 4.8. A project and programme mapping exercise was undertaken that revealed that Strategic Transport had approximately 120 active projects. Based on this high workload and the substantial risk to delivering upon the service’s commitments,

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recruitment has taken place to increase resource capacity and expertise. Since April, there has been a net recruitment of seven staff members, providing capacity across project management, business support, engineering, and transport planning.

- 4.9. Utilisation and resourcing requirements continue to significantly exceed capacity. However, the existing budgets constrain any further recruitment at this time.
- 4.10. Officers are reviewing current funding allocations against projects in an effort to consolidate and reduce the number of separate projects and introduce resource efficiencies. This will enable the service to prioritise programmes for delivery that meet the greatest needs of residents, businesses and visitors in Lewisham.

5. LIP submission 2024/25

- 5.1. Below is an initial list of projects and stages that are being considered for the submission of LIP funding for 2024/25. It should be highlighted that this list is expected to be reduced following the cost estimation of each project due to the limited amount of available funding.

Table 1: Initial list of projects and stages considered for the submission of LIP funding for 2024/25

LIP Programme	Project Name	Project stage(s) & brief project overview
Corridors, neighbourhoods and supporting measures	Deptford High Street	Preliminary and detailed design of public realm improvements and pedestrianisation of Deptford High Street, a heavily used street with shops, between the junctions of Edward Street and the A2 Deptford Broadway.
	Healthy Neighbourhoods development	Project initiation and feasibility, including stakeholder and public engagement, of a new Healthy Neighbourhood area. A number of potential areas have been identified as the highest priorities from the Lewisham Healthy Neighbourhoods strategy and are subject to approval for progression.
	Hither Green Lane and Courthill Road	Construction of a road danger reduction project along Hither Green Lane and Courthill Road (between Torridon Road and Lewisham High Street) identified through the borough-wide collision data review as one of the locations that

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		experienced the highest collision levels in Lewisham.
	Lee Terrace	Construction of a road danger reduction project along Lee Terrace (between A20 Lee High Road and Lee Road) identified through the borough-wide collision data review as one of the locations that experienced the highest collision levels in Lewisham.
	Trundleys Road / Bestwood Street junction	Detailed design and construction of a road danger reduction project at the junction of Trundleys Road with Bestwood Street identified through the borough-wide collision data review as one of the locations that experienced the highest collision levels in Lewisham.
	Brockley Cross / Endwell Road junction	Feasibility and preliminary design of a road danger reduction project at the junction of Brockley Cross with Endwell Road identified through the borough-wide collision data review as one of the locations that experienced the highest collision levels in Lewisham.
	Baring Road	Preliminary and detailed design of a road danger reduction project along Baring Road (between Chinbrook Road and A205 Westhorne Avenue) identified through the borough-wide collision data review as one of the locations that experienced the highest collision levels in Lewisham.

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	Behaviour change programme	Delivery of supporting behaviour change initiatives to address barriers to active travel and encourage uptake of sustainable modes of transport. Such initiatives include amongst others adult and children cycle training, cargo bike loan scheme, Dr Bike events, local community cycling events, school travel planning, and Vision Zero education.
	Residential streets road danger reduction	Feasibility, preliminary design, detailed design, and construction of small-scale road danger reduction projects on residential streets identified through the newly adopted road danger reduction assessment and prioritisation methodology.
	St Stephen's School Street	Feasibility, preliminary, and detailed Design of a School Street project at St Stephen's Church of England Primary School in Deptford.
	St Matthew School Street	Feasibility, preliminary, and detailed Design of a School Street project at St Matthew Academy in Blackheath.
	Eliot Bank School Street	Construction of a School Street project at Eliot Bank Primary School in Forest Hill.
	Twin Oaks School Street	Detailed design and construction of a School Street project at Twin Oaks Primary School in Evelyn.
	HGV restriction	Feasibility, preliminary design, detailed design, and construction of a Heavy Goods Vehicle (HGV) restriction project, which may include weight, height, or width restrictions, based on the priority locations identified in Lewisham's borough-wide Environmental Weight Restrictions strategy.
Cycle Network Development	Deptford Church Street	Construction of a segregated cycle track along Deptford Church Street between the A2 Deptford Broadway/Deptford Bridge and the A200 Creek Road.

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C18 - Waterlink Way Bridge	Detailed design and construction for the replacement of the Waterlink Way timber footbridge in Catford.
Cycle Contraflows	Detailed design and construction of cycle contraflow projects at the following locations: <ul style="list-style-type: none"> • Albury Street • Clifton Rise • Doggett Road • Lewisham Park North • Lewisham Park South • Marnock Road • Pearsons Avenue • Stanley Street • Vanguard Street • Wellmeadow Road (North of A205) • Millbank Way • Leyland Road – Between the junctions of Dorville Road and Osberton Road • Leyland Road – Between the junctions of Dorville Road and Underwood Road • Leahurst Road – Between the junctions of Ennersdale Road and Dermody Road • Pascoe Road – Between the junctions of Ennersdale Road and Dermody Road • Holly Hedge Terrace • Aspinall Road • Amersham Vale
Gosterwood Street quietway	Detailed design and construction of a cycle route through a quiet mixed traffic street along Gosterwood Street between A200 Evelyn Street and Childers Street.
Rolt Street quietway	Detailed design and construction of a cycle route through a quiet mixed traffic street along Rolt Street between Childers Street and Trundleys Road.
Pagnell Street crossing	Feasibility of an informal crossing upgrade to parallel zebra crossing at Pagnell Street.
Brookmill Road	Feasibility of a cycle route along Brookmill Road between the A2 Deptford

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		Broadway/Deptford Bridge and the A20.
	C18 - Southend Lane crossing	Feasibility, preliminary, and detailed design of an informal crossing upgrade to parallel zebra crossing at Southend Lane, between Waterlink Way and Farnbridge Close.
	C18 - Elverson Road to Catford	Preliminary design of cycle route connecting Elverson Road DLR station with Catford train station.
	C18 - Molesworth Street	Preliminary design of cycle route along Molesworth Street between Elmira Street and A21 Lewisham High Street.
	New Cross Gate to Crofton Park	Preliminary design of cycle route connecting New Cross Gate train station with Crofton Park train station.
Bus Priority	Stondon Park / Honor Oak Park	Preliminary and detailed design of junction and signal improvements at Stondon Park / Honor Oak Park.

6. Walking

- 6.1. There are a number of projects which have been identified to improve walking in the borough. The Council is seeking funding for these through the 2024/25 TfL LIP submission as well as a number of other different funding sources including Section 106 contributions and Lewisham Climate Action Investment.
- 6.2. One of the key priorities for further progression in 24/25 will be Deptford High Street. Earlier this year, there was a public consultation and engagement activities (including a Car Free Day event) to understand how local residents and businesses thought the Council could make Deptford High Street:
- A place where local businesses and market traders continue to thrive
 - A more welcoming space for pedestrians
 - A cleaner, greener and more sustainable place
 - A safer and more accessible street
- 6.3. This early engagement has concluded with feedback collected from 761 individuals to the consultation survey, 253 people on market pop-up days, site visits and design workshops, and 392 conversations with stakeholders. 78% of respondents to the survey said that they would like to see an increase in the number of days that the High Street is pedestrianised.
- 6.4. The next steps for the project are to analyse the responses to understand how the high street is being used currently and how local residents, businesses, traders and visitors want to see the high street improved.

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- 6.5. Based on the feedback received, officers will develop proposals for potential improvements to Deptford High Street. Officers are now going through a procurement process for the next project stages including feasibility and preliminary design. The local community will be fully consulted on any future proposals.
- 6.6. For all walking and cycling and public realm projects, pedestrianisation will be considered. In addition, all road safety projects will consider walking improvements, such as new or upgraded crossing points and footway parking relocation.
- 6.7. It must be noted the other projects which are not delivered by Strategic Transport and Highways, such as the A205 South Circular realignment at Catford delivered by TfL and the Lewisham Town Centre improvements delivered as part of the Lewisham Levelling Up Fund programme, will create further pedestrianised spaces.

7. Cycle Network Development

- 7.1. The Council secured a funding allocation of £120k in September 2023 for FY 2023/24 to deliver the following:

Table 2: 2023/24 CND funded projects and stages

Project Name	Project Stage(s)
C10 Creekside to Elverson Road (wayfinding installation)	Construction
C10 Folkestone Gardens to New Cross (wayfinding installation)	Construction
C18 Elverson Road to Catford	Design
Brockley Road crossing (near Beecroft Road)	Design
C18 Molesworth Street	Design
New Cross Gate to Crofton Park	Design

- 7.2. Officers are currently going through a procurement process for the design stages of the above projects.
- 7.3. The wayfinding designs have been received by TfL and are going through a technical review, whilst the term contractor has been asked to provide a quotation for the installation works.
- 7.4. Officers are working closely and collaboratively with the CND sponsor to explore further funding opportunities and targeted investments.

8. Active Travel Fund

- 8.1. The Active Travel Fund is a dedicated pool of financial resources, which the

Council is exploring, aimed at supporting projects and initiatives that encourage and promote active modes of transportation.

- 8.2. Active travel encompasses various non-motorized means of transport, primarily walking and cycling, but can also include other human-powered options like scooters and skateboards.
- 8.3. The core principle behind this fund is to reduce reliance on carbon-intensive vehicles, alleviate traffic congestion, enhance public health, and contribute to more vibrant, accessible, and sustainable urban environments.
- 8.4. The fund will consist of a combination of TfL LIP funding, Section 106 contributions, Lewisham's Climate Action Investment, and other external grant funding secured through bids.
- 8.5. The fund will represent a concerted effort to finance projects in cases where the allocated funding from TfL LIP is not sufficient.

9. Cycle parking

Dockless bikes

- 9.1. The Council recently launched its [partnership with Lime](#) to expand and improve the operation of cycle hire across the borough. As part of the partnership, the Council will be implementing marked designated parking bays for e-bikes. This new model of parking (as opposed to the previous 'floating' parking model) is intended to reduce issues caused by inconsiderate parking and obstructions to pedestrians (including wheelchair users, people with visual impairments and people with buggies).
- 9.2. The marked bays will be geo-fenced by Lime so that riders cannot end their ride outside of designated parking bay.
- 9.3. Implementation of bays will be conducted in phases to efficiently manage any emerging snags and ensure that future phases address those issues ahead of implementation. Phases will be taken as below:
 - Phase 1: Evelyn, Deptford, New Cross Gate, Telegraph Hill, Brockley
 - Phase 2: Blackheath, Lewisham Central, Ladywell, Crofton Park, Forest Hill
 - Phase 3: Rushey Green, Hither Green, Lee Green, Grove Park
 - Phase 4: Sydenham, Downham, Perry Vale, Catford South and Bellingham
- 9.4. It is intended that the four phases are completed within a nine month period from the start of the partnership (dated September 2023). Following the completion of Phase 4, approximately 300 marked bays will be in place across the borough, both on the footway (where there is adequate space) and on the carriageway.
- 9.5. The partnership with Lime is in place for one year and will be regularly reviewed to ensure that there is good performance against an established set of KPIs including:
 - Bicycle parking and removal
 - Bicycle deployment and redistribution

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- Bicycle servicing and maintenance
 - Customer service, engagement and education; and
 - Bicycle safety
- 9.6. Officers remain in contact with other cycle hire operators in London, TIER and HumanForest, whose expansions across London have been smaller due to a reduced fleet size.
- 9.7. Officers also attend and participate in regular micro-mobility meetings with London Councils and TfL, and remain interested in the e-scooter trial and discussions about the future of micro-mobility in the city.

Cycle hangar programme

- 9.8. The Council has an ambitious target of introducing 75 new cycle hangars per year between 2022-2026. There is a long request list for cycle hangars and new locations are identified based on demand.
- 9.9. Officers acknowledge that there is a disparity in the number of existing cycle hangars between wards. While this often corresponds to demand, it is important that installation of new hangars occurs right across the borough.
- 9.10. Further rollout of cycle hangars is planned for 2023/24, which will be subject to statutory consultation. This will see the installation of approximately 27 new cycle hangars and proposed locations include a number of wards with low coverage of cycle hangars, including in Catford South, Rushey Green, Perry Vale, Blackheath, Bellingham, Sydenham, Ladywell, Hither Green and Downham. This will bring the expected total number of cycle hangars installed in 2023/24 to 88, which is above the annual target.
- 9.11. The locations for 2024/25 will be decided following the installation of the upcoming cycle hangars which is expected to take place in early 2024.
- 9.12. Cycle hangars are also being proposed as part of the Sustainable Streets programme which intends to deliver a package of measures for residents to improve access and modal shift to sustainable transport. 40 new cycle hangars will be introduced across the new Sustainable Streets zones in Honor Oak Park, Ravensbourne Park and Deptford.

10. School Streets

- 10.1. School Streets were implemented as part of the TfL Streetspace programme during the pandemic to support those wanting to walk, cycle or scoot to school, and to help to create a calmer, safer and cleaner environment near to the school gates.
- 10.2. The School Street restrictions are mainly enforced by Automatic Number Plate Recognition (ANPR) cameras, which allows access for vehicles with an exemption. School Street restrict the volume of vehicles permitted from entering the zone during the peak pupil travel times during the school term. Exemption Permits are provided to a limited number of people allowing them to access their own properties or those with a Blue Badge that need to access the school. Full details are available on the Lewisham website - <https://lewisham.gov.uk/myservices/parking/schoolstreets/exemptpersons>

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- 10.3. Currently Lewisham has the 3rd highest proportion of schools with a traffic-free School Streets scheme out of all the London boroughs. Lewisham's proportion is 46%, a figure significantly higher than the London average of 20% (source: [London Boroughs Healthy Streets Scorecard](#)).
- 10.4. Two new School Streets at St Mary's Lewisham and St Margaret's Lee are awaiting TfL approvals as they require enforcement from the boundary of the Transport for London Road Network (Red Route). This has been a lengthy process and it is anticipated that all approvals and monitoring will be in place in early 2024. Two existing School Streets are being extended to the boundary with the Red Route and are also awaiting approvals - Holy Cross, Culverley Road and Rushey Green, Penderley Road.
- 10.5. The next batch of School Streets are at various stages of design and subject to funding. These include:
 - Torridon School – designed and funded and due to be implemented in early 2024.
 - Downderry, Bonus Pastor and New Woodlands School Street Zone has been designed and waiting for funding to be sourced to enable implementation.
- 10.6. The full list of implemented and planned School Streets is provided in Appendix A – List of School Streets.
- 10.7. Four schools have shown interest in a School Street – St Matthew's Academy, Prendergast Vale, St Stephens and St James. However funding is not currently allocated and will need to be identified to allow their implementation in 2024/2025 and beyond.

11. Integrated Active Travel Strategy

- 11.1. The Council is looking to develop a strategy for active travel that integrates existing policies within Strategic Transport and Highways, alongside other local, regional and national strategies, policies, and guidance into one overarching strategy with an associated delivery plan.
- 11.2. The aim for this strategy is to provide a clear direction for the delivery of active travel improvements throughout the borough over the next 7–10 years.
- 11.3. The existing strategies, policies, and guidance that will be considered include but are not limited to:
 - The second cycling and walking investment strategy (CWIS2)
 - Gear change: a bold vision for cycling and walking
 - Mayor of London's Transport Strategy (2018)
 - Mayor of London's Cycling action plan 2
 - Mayor of London's Walking action plan
 - Mayor of London's Vision Zero action plan
 - London Borough of Lewisham's Corporate Strategy (2022-2026)
 - Lewisham Climate Emergency Strategic Action Plan (2020 – 2030)
 - London Borough of Lewisham's Transport Strategy and Local Implementation

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Plan (2019-2041)

- 11.4. The strategy will consider the borough's existing infrastructure, projects and programmes already in progress, future plans, major developments, and predicted needs. The current and future programmes considered, include but are not limited to:
- Segregated cycle routes
 - Safe walking routes
 - Healthy Neighbourhoods
 - Sustainable Streets
 - Cycle parking
 - Dockless bikes
- 11.5. The strategy will also be shaped by strategies and projects for neighbouring boroughs to ensure Lewisham's strategy links and benefits from any neighbouring plans and interventions.
- 11.6. Prioritisation for programmes will be evidence-led, using data including but not limited to (in no particular order):
- Traffic volumes
 - Vehicle speeds
 - Vulnerable user collisions
 - Public Transport Accessibility Level
 - Proximity to and links with strategic cycle network
 - Proximity to town centres and links between them
 - Proximity to schools and number of pupils
 - Proximity to and links with other key destinations including, but not limited to, public transport hubs, hospitals, GP surgeries, community centres, leisure centres, parks, playing fields, sports facilities, supermarkets, retail centres, business parks, and large developments.
 - Existing informal / unsigned routes
 - Population density
 - Health and deprivation
 - Car ownership
 - Air quality
- 11.7. Officers are in the development stages of the new strategy and will be engaging with key local stakeholders, including community groups with active travel interests and disability groups to ensure accessibility and equalities is a central consideration throughout the strategy.
- 11.8. Once the strategy has been developed, it will be taken to Mayor and Cabinet for decision.

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12. Financial implications

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

13. Legal implications

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

14. Equalities implications

- 14.1. Equalities Impact Assessments (EIAs) will be conducted as part of the development of projects referred to in this report.

15. Climate change and environmental implications

- 15.1. Transport generates a significant amount of greenhouse gas emissions. The primary contributor of these emissions is on-road transport from cars. Increasing levels of active travel by making journeys safer and more appealing and reducing private vehicle trips by making alternatives equally attractive will contribute to a reduction of the negative environmental impacts of private motor vehicle use through reduced carbon emissions, lower rates of road traffic collisions and improved public realm.

16. Crime and disorder implications

- 16.1. There are no crime and disorder implications as a result of the recommendations in this report.

17. Health and wellbeing implications

- 17.1. Making transport more health-promoting by increasing physical activity through encouraging walking and/or cycling as a normal, everyday transport mode can help with reducing the health damaging effects of motorised transport including road traffic injuries, air pollution, community segregation, and noise.
- 17.2. Creating an environment where people actively choose to walk and cycle as part of everyday life also has the potential to reduce health inequalities. This is due to the fact that income or wealth would become a less significant factor in a person's ability to travel within the borough and gain access to healthcare, employment, social networks, etc. Therefore, improving active travel in the borough is likely to benefit those who are less prosperous and therefore likely to own motorised transport.

18. Background papers

- 18.1. [Lewisham Borough 2023/24 LIP funding allocation letter](#)

19. Glossary

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Term	Definition
ANPR	Automatic Number Plate Recognition (ANPR) is a technology that uses cameras and computer software to automatically read and recognize the license plates on vehicles.
BPP	Bus Priority Programme (BPP) is one of the main programmes under TfL's LIP aiming to enable faster and more reliable buses.
CND	Cycle Network Development (CND) is one of the main programmes under TfL's LIP aiming to enabling more people to choose cycling as a mode of transportation by providing well-designed and interconnected routes that make it easier and safer for them to get around on their bikes.
CPZ	A Controlled Parking Zone (CPZ) is an area where parking is regulated and controlled by specific rules and restrictions. In a CPZ, a permit to park may be needed, and there are usually designated times and areas where parking is allowed or prohibited.
DLR	The Docklands Light Railway (DLR) is a type of train system that operates in and around London.
FY	Financial Year (FY) is the year covered by a set of annual financial statements.
GP	General Practice (GP) refers to a medical service where patients can go to see a doctor or healthcare provider for a wide range of general health issues. GPs are typically the first point of contact for most health concerns.
HGV	A Heavy Goods Vehicle (HGV) is a big truck or lorry that is designed to transport large and heavy loads.
LIP	Local Implementation Plan (LIP) funding is the process through which TfL provides boroughs with financial support. The funding is for schemes to improve their transport networks in a way that is consistent with and supports the Mayor's Transport Strategy.
TfL	Transport for London (TfL) is a local government body responsible for most of the transport network in London.

20. Report author(s) and contact

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20.2. Petros Ximerakis, Head of Strategic Transport and Highways,

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21. Appendices

21.1. Appendix A – List of School Streets

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Appendix A – List of School Streets

Ref. ID	School/ School Street(s)	Status
SS1	Kelvin Grove, Kelvin Grove	Implemented & Live
SS2	Tidemill, Tidemill way	Implemented & Live
SS4	Prendergast Ladywell, Ewhurst Road	Implemented & Live
SS5	All Saints, Blackheath Vale	Implemented & Live
SS6	Adamsrill, Adamsrill Road	Implemented & Live
SS7	Deptford Green, Angus St	Implemented & Live
SS8	Holbeach, Doggett Road	Implemented & Live
SS9	Gordonbrock, Amyruth Road & Gordonbrock Road	Implemented & Live
SS10	Eliot Bank, Thorpewood Avenue	Implemented & Live
SS11	Coopers Lane, Pragnell Road	Implemented & Live
SS13	Holy Cross, Culverley Road	Implemented & Live, Awaiting TfL approval for extension
SS13	Rushey Green, Penderley Road	Implemented & Live, Awaiting TfL approval for extension

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SS14	Brindishe Green, Beacon Road, Ardmere Road	Implemented & Live
SS15	Ashmead, Ashmead Road	Implemented & Live
SS16	Athelney School, Athelney Street	Implemented & Live
SS19	Myatt Garden, Upper Brockley Road /Rokeby Road j/w Ashby Road	Implemented & Live
SS17 & SS18	Kilmorie Road, Kilmorie Road	Implemented & Live
SS21	St John Baptist, Beachborough Way	Implemented & Live
SS22	St William of York, Brockley Park	Implemented & Live
SS23	Rathfern, Rathfern Road	Implemented & Live
SS24	Lucas Vale, St Nicholas Street	Implemented & Live
SS25	Haseltine, Bell Green Lane	Implemented & Live
SS26	Conisborough College, Thornsbeach Road	Implemented & Live
SS27	Elfrida, Elfrida Crescent	Implemented & Live
SS28	St Mary's Lewisham	Awaiting TfL approval
SS3 &	John Ball, Baizdon Road & Hurren	Implemented & Live

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SS29	Close	Live
SS30	Childeric	Implemented & Live
SS31	Marvels Lane, Riddons Road	Implemented & Live
SS32	Kender, Faulkner Street	Implemented & Live
SS33	Dalmain, Grove Close	Implemented & Live
SS34	Beecroft, Howson Road	Implemented & Live
SS35	Stillness Infants, Brockley Rise	Implemented & Live
SS35	Stillness Juniors, Brockley Rise	Implemented & Live
SS36	Forster Park, Boundfield Road	Implemented & Live
SS37	St Margerets Lee	Awaiting TfL approval
SS38	Haberdashers' Hatcham College, Pepys Road	Implemented & Live
SS38	Hatcham Temple Grove - Pendrell Road	Implemented & Live
SS39	Rangefield	Implemented & Live
SS40	Knights Temple Grove, Ballamore Road	Implemented & Live
SS41	Grinling Gibbons	Implemented & Live

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SS42	St Bartholomews, The Peak	Implemented & Live
SS43	Trinity Lower School	Implemented & Live
SS44	St Winifred's	Implemented & Live
SS45	Brindishe Manor	Implemented & Live
SS46	Brindishe Lee	Implemented & Live
SS46	Trinity Secondary Phase	Implemented & Live
SS47	St Saviours	Implemented & Live
SS48	Downderry	Design phase, awaiting funding
SS48	Bonas Pastor	Design phase, awaiting funding
SS48	New Woodlands	Design phase, awaiting funding
SS49	Torridon	Due to be implemented in early 2024
SS50	Twin Oaks	Deptford Implemented & Liveable Neighbourhood
SS51	St Augustine's	Design phase, awaiting funding and approval to implement

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Sustainable Development Select Committee

Report title: Public Realm Technical Manual

Date: November 2023

Key decision: Yes

Class: Part 1

Ward(s) affected: Bellingham, Blackheath, Brockley, Catford South, Crofton Park, Deptford, Downham, Evelyn, Forest Hill, Grove Park, Hither Green, Ladywell, Lee Green, Lewisham Central, New Cross Gate, Perry Vale, Rushey Green, Sydenham, Telegraph Hill

Contributors: Director of Inclusive Regeneration, Director of Public Realm, Director of Law, Director of Finance

Outline and recommendations

1. Outline

- 1.1. The current Lewisham Streetscape Guide outlines what we consider to be the principles of good streetscape, as well as specific guidance to show how those principles can be met.
- 1.2. Urban Movement were appointed earlier this year following a competitive procurement process to deliver an updated Public Realm Manual for the borough.
- 1.3. The Public Realm Manual will act as a reference document for designers and developers operating within the public realm and private developments across the borough.

2. Recommendations

- 2.1. The Sustainable Development Select Committee is recommended to note the project updates contained in this report.

Timeline of engagement and decision-making

July 2018 - Studio Egret West architects were appointed to develop a draft Catford Masterplan for public consultation. On 14 July 2021, Mayor & Cabinet adopted the Catford Town Centre Framework.

November 2022 – Director for Inclusive Regeneration s approved officers to undertake a procurement for a suitable consultant to undertake and deliver an updated Public Realm Manual to support the delivery of the Catford Town Centre Framework.

December 2022 – Director for Inclusive Regeneration approved appointment of Urban Movement following a competitive procurement exercise.

March 2023 – Director of Inclusive Regeneration approved the extension to contract was awarded in December 2022 to expand the Public Realm Manual for the entire borough following the Levelling-Up Fund award.

The project has made steady progress and a first draft of the document is expected by the end of this year in December 2023.

The project team is in the process to commence an informal consultation with key external stakeholders in Winter 2023.

1. Reasons for lateness and urgency

- 1.1. Lateness: This report was not available for the original despatch because officers were completing final checks to ensure there were no legal implications in regard to planning.
- 1.2. Urgency: The intention is to seek Mayor and Cabinet approval to launch a consultation in January 2024 to allow consultation to complete before the pre-election period commences for the London Mayoral election in late March 2024. Officers would welcome feedback from the Sustainable Development Select Committee on the report ahead of this decision making.
- 1.3. Where a report is received less than five clear days before the date of the meeting at which the matter is being considered, then under the Local Government Act 1972 Section 100(b),(4) the Chair of the Committee can take the matter as a matter of urgency if he is satisfied that there are special circumstances requiring it to be treated as a matter of urgency. These special circumstances have to be specified in the minutes of the meeting.

2. Summary

- 2.1. The current Lewisham Streetscape Guide¹ outlines what we consider to be the principles of good streetscape, as well as specific guidance to show how those principles can be met. This guide is now over a decade old and does not reflect upon the current thinking around Healthy streets, sustainability approach towards materials selection, our aspirations around encouraging active travel, and climate resilient spaces.
- 2.2. Urban Movement were appointed earlier this year following a competitive procurement process to deliver public realm guidance for Catford Town Centre due to the scale of

¹ Lewisham Streetscape Guide, 2011 <https://lewisham.gov.uk/myservices/roads-and-transport/roads-and-pavements/lewisham-streetscape-guide>

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development expected. This was expanded to cover public realm for the borough as a whole – considering the Levelling Up Fund projects and other large developments expected – building on existing TfL and outdated LBL guidance.

- 2.3. The Public Realm Manual will act as a reference document for designers and developers operating within the public realm and private developments across the borough. The Manual will take into account various existing supporting documents (Lewisham Streetscape Guide, Catford Framework, New Local Plan, Transport Strategy, emerging Tree Strategy, Climate Emergency Action Plan etc).
- 2.4. The Public Realm Manual will set out our vision for Lewisham’s streets and public spaces where we want to reimagine the borough’s roads and streets to create nicer streets for residents, reduce air pollution and congestion, improve road safety and encourage more people to walk, cycle or use public transport.

3. Recommendations

- 3.1. The Sustainable Development Select Committee is recommended to note the project updates contained in this report.

4. Policy Context

- 4.1. Public realm helps to meet several cross-cutting and thematic policy areas such as:
 - Climate change and environmental management
 - Open space and biodiversity
 - Waste management
 - Building a sustainable community
 - High quality design for Lewisham
- 4.2. The Public Realm Manual contributes to the implementation of the Council’s Corporate Priorities as detailed in the “Corporate Strategy 2022-2026” document which are:
 - Cleaner and greener
 - A strong local economy
 - Quality housing
 - Children and young people
 - Safer communities
 - Open Lewisham
 - Health and wellbeing
- 4.3. Lewisham Council also declared a climate emergency in 2019, committing to reach an ambition to be carbon neutral by 2030. Change and growth must be positively managed, to build green infrastructure and harness opportunities for walking and cycling alongside more sustainable forms of development in the borough.
- 4.4. The National Planning Policy Framework includes a number of key themes which support the delivery of public realm to enable a number of outcomes including:
 - Promoting healthy and safe communities
 - Promoting sustainable transport
 - Meeting the challenge of climate change, flooding and coastal change
 - Conserving and enhancing the natural environment.

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- 4.5. Development within the borough is guided through the adopted Core Strategy and various supplementary planning documents. The council is progressing the development of a new Local Plan which has completed Regulation 19 consultation. Both documents set out areas of growth, including Catford and Lewisham town centres.
- 4.6. The Lewisham town centre local plan was adopted in 2014 and provides a guide on where and how development should take place in the town centre. The Catford town centre framework was adopted in 2021 and sets out the aspirations for growth and improvement for the town centre. All these documents are supported by more detailed guidance such as the Lewisham Streetscape Guide which is now considered to be out of date.
- 4.7. There is a wealth of existing policy and guidance on many aspects of street and public realm design. This includes policy and guidance at a borough, London-wide and national level. For example, Transport for London's (TfL) Streets Toolkit, The Healthy Streets Approach, DfT's LTN1/20. Lewisham's transport strategy sets out key objectives, all of which have implication on street design and public space. Council's Sustainable Streets Programme, and Healthy Neighbourhoods also aim to create better streets for our residents.
- 4.8. Lewisham Council is currently progressing an Active Travel Strategy. This document will integrate existing policies within Strategic Transport and Highways, alongside other local, regional and national strategies, policies, and guidance into one overarching strategy with an associated delivery plan. The aim for this strategy is to provide a clear direction for the delivery of active travel improvements throughout the borough over the next 7–10 years.

5. Background

- 5.1. Streetscape, or public realm, includes the things you see at street level when you travel around any built-up area, from paving to street lighting, road signs to litterbins, kerbs to bus shelters.
- 5.2. Streets account for 80 per cent of London's public realm. Raising the ambition for streets with a collaborative, design-led approach is key to achieving new standards of excellence and recognising the fundamental role our streets and places play in improving the public realm and providing an enhanced quality of life.²
- 5.3. Lewisham's public realm is currently delivered via:
 - The Lewisham road network e.g. residential streets, side streets
 - TfL road network e.g., South circular, red routes
 - Town centres, highstreets, shopping parades, public squares etc. e.g., Deptford High street, Albany square
 - New developments – residential and commercial
 - S106 / CIL / S278 contributions to future improvements e.g., interface between public and private space
- 5.4. Lewisham's public realm is maintained by the Council as adopted Highway, or by Parks if it's a public open space and is privately maintained on developments that are on private land.
- 5.5. All current development within the borough is guided by existing Planning policies, the

² TfL Streetscape Guide, 2022

Core Strategy along with various supplementary Planning documents and our Local Plan which has completed Regulation 19 consultation.

- 5.6. The current Lewisham Streetscape Guide³ outlines what we consider to be the principles of good streetscape, as well as specific guidance to show how those principles can be met. This guide is now over a decade old and does not reflect upon the current thinking around Healthy streets, sustainability approach towards materials selection, our aspirations around encouraging active travel, and climate resilient spaces.
- 5.7. There is a wealth of existing policy and guidance on many aspects of street and public realm design. This includes policy and guidance at a borough, London-wide and national level including Healthy Streets Approach, LTN1/20, Streets Toolkit and Lewisham's Transport Strategy/ LIP and Healthy Neighbourhoods and Sustainable Streets Programme.
- 5.8. Key challenges facing our public realm include (but are not limited to):
 - the use multiple types of materials and street furniture
 - Integration of green / blue infrastructure
 - Missed opportunities for collaboration between developments/existing context
 - Enforcement and street cleansing

6. Healthy Streets Scorecard

- 6.1. The Healthy Streets Scorecard⁴ ranks London Boroughs on how healthy their streets are according to various indicators. This includes 'input indicators' which help to deliver Healthy Streets, including:
 - low traffic neighbourhood schemes
 - 20mph speed limits
 - Controlled Parking Zones (CPZs)
 - physically protected cycle track
 - school provision, including School Streets and STARS scheme
 - bus priority on all routes 24/7
- 6.2. It also includes 'outcome indicators' which are outcome indicators, including:
 - the proportion of trips made by sustainable modes (walking, cycling, public transport)
 - active travel rate (the proportion of residents walking or cycling more than five times a week)
 - collisions resulting in serious or fatal injuries for active travellers, per million journey stages
 - car ownership rates, to ascertain the level of reliance on cars.
- 6.3. By combining the indicator scores, each borough is given a final Healthy Streets score. Lewisham has the second lowest score of any of the inner London boroughs and in 2023 was 14th with a score of 4.7. For context Southwark scored 6.3 and Lambeth

³ Lewisham Streetscape Guide, 2011 <https://lewisham.gov.uk/myservices/roads-and-transport/roads-and-pavements/lewisham-streetscape-guide>

⁴ Healthy Streets Scorecard 2023, <https://www.healthystreetscorecard.london/>

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scored 5.8, but Greenwich only scored 3.7.

- 6.4. The Lewisham section of Cycleway 4 has now been completed and School Streets are being rolled out. Around 30% of the bus routes in the boroughs are prioritised through bus lanes. More generally, change in favour of active travel is now largely stalled and Lewisham has the lowest level of any of the inner London boroughs in terms of controlled parking, with just 21% CPZ coverage final score, whereas six inner London boroughs have scores over 90%. The borough will benefit from TfL's planned expansion of 20mph speed limits on its Red Route roads across south London in autumn 2023. The Sustainable Streets programme discussed below aims to deliver on the various indicators across Lewisham. This will be supported by the Public Realm Manual once complete.

7. Sustainable Streets

- 7.1. The Sustainable Streets programme⁵ aims to create better street for residents, reduce the number of car journeys made in Lewisham and encourage more people to walk, cycle or use public transport, in order to reduce traffic and pollution, improve road safety and lower carbon emissions.
- 7.2. With unrestricted parking on 75% of our roads – the highest of any inner London borough – improving parking management and introducing more sustainable transport measures are both crucial for reducing the number of unnecessary car journeys and tackling traffic, congestion, and pollution. To tackle this the programme the council is proposing to introduce new parking permit schemes to discourage unnecessary journeys and ensure on-street parking is prioritising for residents and businesses.
- 7.3. Alongside the introduction of parking permit schemes, our Sustainable Streets programme proposes a series of improvements to local streets and investment in sustainable transport measures, including more street trees, safer crossing points, electric vehicle charging points, secure cycle storage and car club bays. As well as reducing unnecessary car journeys, the introduction of parking permit schemes will provide the space and funding needed to invest in these sustainable transport measures and improvements to local streets.

8. Active travel and cycling

- 8.1. Lewisham Council is currently progressing an Active Travel Strategy. This document will integrate existing policies within Strategic Transport and Highways, alongside other local, regional, and national strategies, policies, and guidance into one overarching strategy with an associated delivery plan. The aim for this strategy is to provide a clear direction for the delivery of active travel improvements throughout the borough over the next 7–10 years.
- 8.2. There are several programmes being delivered by the Strategic Transport team which will improve provision to active travel in Catford town centre and across the borough.
- 8.3. The Council has recently launched its partnership with Lime in order to support cycle hire schemes and the growth in micro-mobility that has been observed both in the borough and London. Through this partnership, the Council will be introducing marked bays for designated parking of e-bikes.
- 8.4. The cycle hangar programme aims to deliver more secure cycle storage across the borough in order to provide residents with a safe place to keep bicycles. Locations

⁵ Sustainable Streets Programme, 2023 <https://lewisham.gov.uk/myservices/roads-and-transport/sustainable-streets-programme>

identified for cycle hangars are based on demand to ensure that the facilities are well used. There is a form on the Council's website for residents to log their requests for a cycle hangar.⁶

- 8.5. Areas with the highest number of requests will be prioritised, however there is recognition that several wards have a low number of hangars, including Catford South and Rushey Green. Locations within these wards have been identified and will be rolled out in 2023/24. The cycle hangar webpage will shortly be updated to explain the process for identifying locations for new cycle hangars.

9. Public Realm Technical Manual

- 9.1. Urban Movement were appointed earlier this year following a competitive procurement process to deliver public realm guidance for Catford Town Centre due to the scale of development expected. This was expanded to cover public realm for the borough as a whole – considering the Levelling Up Fund projects and other large developments expected – building on existing TfL and outdated LBL guidance.
- 9.2. The Public Realm Manual will act as a reference document for designers and developers operating within the public realm and private developments across the borough. The Manual will take into account various existing supporting documents (Lewisham Streetscape Guide, Catford Framework, New Local Plan, Transport Strategy, emerging Tree Strategy, Climate Emergency Action Plan etc).
- 9.3. The Public Realm Manual will set out our vision for Lewisham's streets and public spaces where we want to reimagine the borough's roads and streets to create nicer streets for residents, reduce air pollution and congestion, improve road safety and encourage more people to walk, cycle or use public transport. The Manual recognises that some of our challenges in creating better public realm are around missed opportunities between service areas, integration of nature based solution to many urban public realm issues and multiple types of materials and street furniture that make management and maintenance of the spaces difficult.
- 9.4. It is expected that the document will be used by a range of teams within the council including Planning, Highways/Transport, Capital Delivery, Climate Resilience and Green Scene. The document will be publicly accessible to provide guidance for developments and planned improvements across the borough. It will also guide Sustainable Streets and LIP projects, as well as renewals and section 278 works. The document will highlight cross-cutting work areas such as green infrastructure.
- 9.5. The work includes updating Lewisham Streetscape Guide considering public realm as a whole to create a boroughwide Public Realm Manual. This document will set out the principles, guidance and standards for works within the existing and planned public realm in Lewisham. This includes streets, public squares, parks and green spaces, and planned public spaces. The manual will also include spatial layout principles and standards that will help identify opportunities and also suggest a basic palette of materials.
- 9.6. Key objectives of the Manual are:
- To Enhance Lewisham's Character: The Manual will improve consistency, simplicity and legibility of Lewisham's public realm by agreeing a basic palette of materials
 - Create well-functioning streets and public spaces: Ensure that streets and public spaces perform well for users including businesses and communities by

⁶ <https://lewisham.gov.uk/myservices/roads-and-transport/cycling/cycle-storage-for-hire>

suggesting streetscape principles (road geometry)

- Help achieve other health, biodiversity, transport and sustainability objectives: To utilise the role of public realm in our ability to encourage active travel and lifestyles and supporting local nature and ecology.

9.7. The Manual will set out the following areas:

9.8. Principles for streetscape composition:

9.9. A connected, inclusive, accessible and intuitive pedestrian experience is likely to be key to the success of Lewisham's public realm that will also help to achieve the top priorities around active travel and sustainability. This section will explore and resolve scenarios for a good streetscape composition that will be accessible and create room for trees, people, cycles, places to dwell etc.

9.10. This section will also outline the various surface materials, unit sizes, material finishes and composition of such materials and how they are combined to ensure a distinctive and lasting ground plane is established for Lewisham into the future. A set of guiding principles for surface materials will be outlined, supported by illustrative material composition studies. These represent the standard details and layouts expected within the Lewisham's public realm.

9.11. Principles for furniture/ placement (Street Furniture):

9.12. Street furniture will provide a range of opportunities to pause and participate with the public realm of Lewisham. This section will identify the elements of furniture that contribute to the street scene and considers their placement and distribution. It is the intention that such items provide a good quality, convenient and comfortable experience to all users who engage with them and do not clutter the public realm or impede movement and activities.

9.13. The Manual will consider the placement, available surveillance, robustness of the specification, and a range of options. A set of guiding principles for furniture placement will be outlined, supported by illustrative studies and descriptions of furniture elements and key criteria for specification.

9.14. Principles for Planting and Greening:

9.15. The future public realm within Lewisham provides a number of opportunities to introduce trees, planting and other nature-based solutions to various urban public realm issues. It will be of vital importance to establish trees and planting within this new urban environment.

9.16. Lewisham is likely to support schemes that seek to increase natural biodiversity, improve environmental conditions such as air quality and safeguard the contribution of the natural environment through Sustainable Drainage Solutions over the coming decades as climatic factors continue to change. Therefore this section will establish principals for sustainable long term growth of trees and other green infrastructure within Lewisham.

9.17. Whilst much emphasis is rightly placed on the significant contribution of green infrastructure to the character of the public realm, successful planting that will contribute in the long term comes with its own challenges. Below ground conditions and an array of service utilities present a considerable challenge to attaining appropriate root volumes for planting, particularly for trees. This section will identify the technical requirements and considerations for successful plant selection and implementation focusing on growth habit, vigour and irrigation demand

9.18. Principles for incorporating SuDs within all the technical principals:

9.19. This section will demonstrate how sustainable urban drainage (SuDS) can become an integral part of the streetscape within Lewisham. It should take innovative approach to

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communicating the opportunities and complexities of SuDS in the Lewisham context through cut-away illustrations of recognisable streetscape scenarios and opportunities. This section will not be meant to be viewed as an alternative to the CIRIA SuDS Manual.

- 9.20. A summary of the types of information which will be included in the Manual can be found at Appendix 1.

10. Stakeholder engagement

- 10.1. Engagement with relevant community groups and local stakeholders will be carried out in the coming months to inform the first draft of the manual, in advance of public consultation in early 2024.
- 10.2. The community groups and local stakeholders engaged will include representatives from communities that are more likely to be impacted by streetscape design, such as disabled people and older people.

11. Public consultation

- 11.1. The project intends to carry out public consultation in early 2024 to gain the views of residents, businesses and the wider community on the draft manual.
- 11.2. Next steps are to develop a consultation and engagement plan to carry out borough-wide public consultation for a six-week period. Consultation will be carried out through a combination of surveys and in-person consultation events. To maximise participation, consultation materials will be available online and in paper formats.
- 11.3. Pre-consultation engagement with key stakeholder groups will help to inform the consultation materials. These include groups such as Climate Action Lewisham, Lewisham Cyclists, Positive Aging Council and Living Streets. The stakeholder list will be developed as the consultation plan progresses.
- 11.4. The comprehensive report from Lewisham Disabled People's Commission already provides valuable detailed insight into some critical challenges whilst navigating Lewisham. These challenges include the state of pavements, roads, and crossings when navigating on foot or by wheelchair. Further engagement with the various key access groups can help to develop suitable solutions.
- 11.5. Potential consultation activities and promotion could include:
- Dedicated web page with information about the consultation and links to the draft manual and a summary document
 - Consultation survey, available online and in paper format
 - Virtual stakeholder briefings
 - In-person drop-in sessions for residents and businesses, advertised in advance
 - 'Pop-up' consultation events in locations with high footfall (e.g. high streets, town centres, markets)
 - Press release and news article for the Council's website
 - Attendance at local ward assemblies
 - Advertising on JCDecaux boards around the borough (subject to budget and availability)
 - Posters in parks, libraries, leisure centres and community centres
 - Promotion in the Council's resident and business e-newsletters
 - Promotion in the Lewisham Life magazine

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- Promotion through the Council's social media channels
- Promotion through the Council's internal channels (e.g. all staff email, Viva Engage, posters)

12. Next steps

- 12.1. Engagement with relevant community groups and local stakeholders will be carried out in the coming months, as set out above.
- 12.2. A draft consultation plan will be developed in conjunction with the Communications and Engagement team.
- 12.3. It is expected that a Mayor and Cabinet approval to commence consultation will be sought in early 2024. Following this, public consultation will be conducted.

13. Financial implications

- 13.1. There are no financial implications for this report.

14. Legal implications

- 14.1. The Public Realm Manual is not intended to become a supplementary planning document but will be supporting document that acts as a reference document for council departments and designers and developers operating within the public realm and private developments across the borough. Where appropriate, relevant provisions from the Public Realm Manual could be included in contracts, planning or highways agreements between the Council and developers.

15. Equalities implications

- 15.1. The Council must have due regard to its Public Sector Equality Duty as set out in the Equality Act 2010. This requires all public bodies, including local authorities, to 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
- 15.2. The Council's Single Equality Framework 2020-2024 provides an overarching framework and focus for the Council's work on equalities and helps ensure compliance with the Equality Act 2010.
- 15.3. An Equality Impact Assessment is currently being drafted for the Public Realm Manual.
- 15.4. The Public Realm Manual aims to set out vision for Lewisham's streets and public spaces where we want to create nicer streets and public spaces for residents- streets and spaces that are walkable, wheelable, green, and safe. Therefore, we hope that Most groups will have a positive or neutral impact overall as the improvements will help deliver environmental, health and road safety benefits to all residents and visitors to the area.
- 15.5. Public consultation and engagement will help to provide a suitable evidence base to support analysis of the impacts on any of the identified groups.
- 15.6. The consultation plan will endeavour to mitigate against all barriers to participation

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to encourage and enable everyone in the community to participate.

16. Climate change and environmental implications

- 16.1. Improving quality of public realm that aims to create a people friendly, green environment so that it is easier to walk and cycle will contribute to addressing the climate emergency.

17. Crime and disorder implications

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

18. Health and wellbeing implications

- 18.1. The Public Realm manual will uphold an ambition for creating people friendly streets by promoting well designed streets and public realm for Lewisham.
- 18.2. The Manual will also suggest seeking out opportunities within existing streets to include greening by way of rain gardens and tree planting.
- 18.3. These interventions aim to promote better health by providing an environment where users can feel safer and more encouraged to enjoy the benefits of walking and cycling.

19. Background papers

- 19.1. Lewisham Streetscape Guide 2011, <https://lewisham.gov.uk/myserVICES/roads-and-transport/roads-and-pavements/lewisham-streetscape-guide>
- 19.2. Appendix 1 – Example sections of the Public Realm Manual. This includes key examples of design principles.

20. Glossary

Term	Definition
TfL	Transport for London are the integrated transport authority responsible for meeting Mayor Sadiq Khan's strategy and commitments on transport in London. They run the day-to-day operation of the Capital's public transport network and manage London's main roads.
GLA	Greater London Authority

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Appendix 1: Public Realm Technical Manual

The manual will be laid out to provide context, set objectives and vision, notes on how to use it, contextual policy- Nationwide, London wide and Local Lewisham level. It will also provide spatial context of the borough based on the Characterisation study, Lewisham's places, and street typologies etc. A few example pages around design principles are as below:

DRAFT

What is the Lewisham PRTM?

The Lewisham Public Realm Technical Manual (PRTM) sets out the principles, guidance and standards for works within the existing and planned public realm in Lewisham. This includes streets, public squares, parks and green spaces, and planned public spaces.

Using and applying the Lewisham PRTM is vital to delivering, maintaining and renewing Lewisham's streets and public spaces, and ensuring that they enhance and protect Lewisham's character; are well-functioning for a range of users and purposes; and help to achieve the broader policy aims around health, biodiversity, transport and sustainability.

Why use the Lewisham PRTM?

The key benefits to Lewisham's environment and communities are discussed on page X. However, the Lewisham PRTM will also help anyone working in Lewisham's public realm to be able to work better and more efficiently.

The key benefits of using the Lewisham PRTM include:

Aid decision making

Help engineers, landscape architects, planners and developers make decisions more quickly through providing clear and succinct standards and guidance.

Ease public realm maintenance, cleansing and repair

To ensure that Lewisham's public realm is able to be maintained and cleansed through considering the maintenance needs of materials and products and making replacement easier through a simple, consistent palette of materials and products.

Utilise opportunities for improving the public realm

To ensure that opportunities to improve the public realm and support policy objectives are identified and utilised, avoiding waste and maximising the benefits of work in the public realm.

Reduce the carbon impacts of public realm works

To help minimise negative impacts of public realm works on people and planet, supporting the selection of sustainable materials and products, and considering the whole product lifecycle.

Who should use the Lewisham PRTM?

Anyone working in the public realm, or in developing new places in Lewisham should refer to this manual. This includes, but is not limited to:

- Developers;
- Planning and regeneration officers;
- Utility companies;
- Highways engineers and designers;
- Maintenance and street cleansing teams;
- Transport for London;
- Consultants, including: engineers, urban designers and landscape architects;
- Tree officers;
- Parks and green spaces team;
- Construction contractors.



Understanding street design

Street design should be driven by existing context, such as how a street is used and the functions it supports; and aims or aspirations such as the need to increase footfall on a high street, or encourage more people to cycle.

Movement considerations

The movement function of a street or space is concerned with how people travel by different modes; the types of journeys being made (e.g. local trips to school, long distance trips to deliver goods to businesses, or trips to access town centres, for example); and the intensity of use (e.g. vehicle traffic volumes).

The movement function of a street or space should influence the spatial layout of the street, and the design components present (e.g. floating bus stops on a busy, strategic bus and cycle route).

Place function considerations

The place function of streets is the second key consideration to understand its role and the various ways in which people use it. Place functions can strongly influence movement, and the design components and street furniture required. A busy station street will draw higher levels of pedestrian footfall, and may also require demands for more seating, cycle parking and wider crossing points for example.

Types of place and features include:

- Residential streets and neighbourhoods;
- Major centres (e.g. Lewisham, Catford);
- District centres;
- Local centres;
- Street markets;
- Culture/leisure hub;
- Heritage and conservation areas;
- School, college and university environments;
- Transport hubs;
- Bus stations;
- Rail/tube stations.

The place function should influence the spatial layout of streets, enabling and supporting these (as well as other) functions.

The place function should also influence the quality of materials and street furniture selected. Streets with higher place value should adopt higher quality material palettes both for robustness and attractiveness to support and (and where desirable, encourage) high levels of use.

Environmental and ecological considerations

Considering the environmental and ecological function of streets and spaces is increasingly vital as we face major challenges globally and locally such as the loss of biodiversity, high rainfall and flooding and high air temperatures.

Streets and public spaces play a key role in:

- Minimising the impacts of the built environment on our climate and planet;
- Managing and adapting to changes and challenges such as extreme weather;
- Helping to reverse damage such as through habitat creation.

These factors can influence the spatial layout and components of streets, for example through created more planted areas and raingarden; as well as the materials and finishes used, for example permeable paving.

Place character considerations

The architectural character and heritage of a place is also a key consideration. Lewisham's development over time has resulted in varying character, particularly between areas with industrial heritage and those developed as suburbs. Whilst some of these are protected within Lewisham's designated conservation areas, many other places such as town centres and neighbourhoods also have attractive and distinctive features.

The existing buildings, materials and forms that help to create distinctive local character should be protected and complemented, through making sensitive and considered decisions regarding the surface materials, treatments and palettes of street furniture to be applied to a street, space or area.

Lewisham's places

The Lewisham Characterisation Study (2018) sets out the 5 key sub-areas and neighbourhoods within the borough.

North

Key places:
Deptford District Centre;
New Cross District Centre.

East

Key places:
Blackheath District Centre;
Lee Green District Centre.

West

Key places:
Forest Hill District Centre;
Sydenham District Centre.

Central

Key places:
Catford Major Town Centre;
Lewisham Major Town Centre

South

Key places:
Downham District Centre

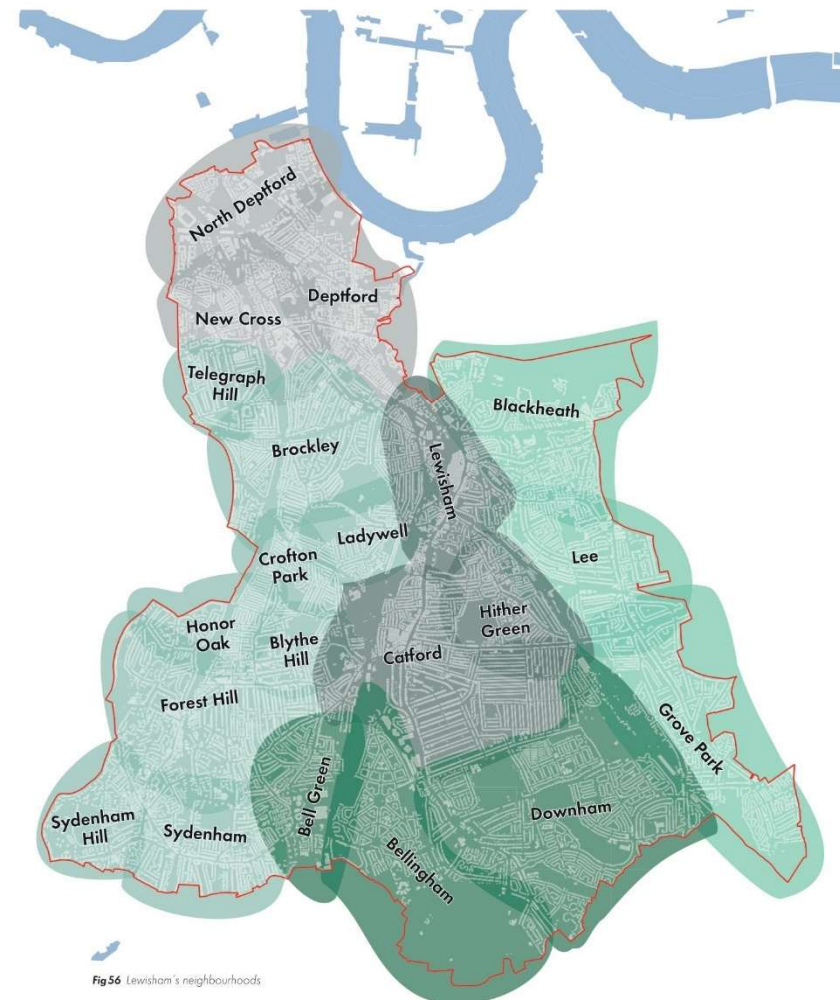


Fig 56 Lewisham's neighbourhoods

Residential streets

Residential streets are the most common type of streets found in Lewisham, and where most journeys, regardless of travel mode, begin and end. Residential streets carry lower vehicle traffic volumes but may form important local walking and cycling routes to neighbourhood destinations. Generally residential streets do not form part of strategic bus corridors, but some local bus services may be present. Land use and building frontage is dominated by housing, and on-street resident parking is often present.

Examples include:

- Ommaney Road, SE14;
- Parbury Road, SE23;
- Venner Road, SE26.

Vision

Lewisham’s residential streets will support people to walk and cycle for local trips, enabling access to neighbourhood facilities and key destinations.

Footways will be sufficiently wide and uncluttered to provide a comfortable and accessible walking environment. Carriageway space will be minimised to enable sufficient access for vehicles, whilst ensuring people can easily and safely cross at side road junctions.

Streets will be calm and quiet, with low traffic volumes and speeds. People will feel safe and comfortable cycling in the carriageway, including younger and older people and those with disabilities.

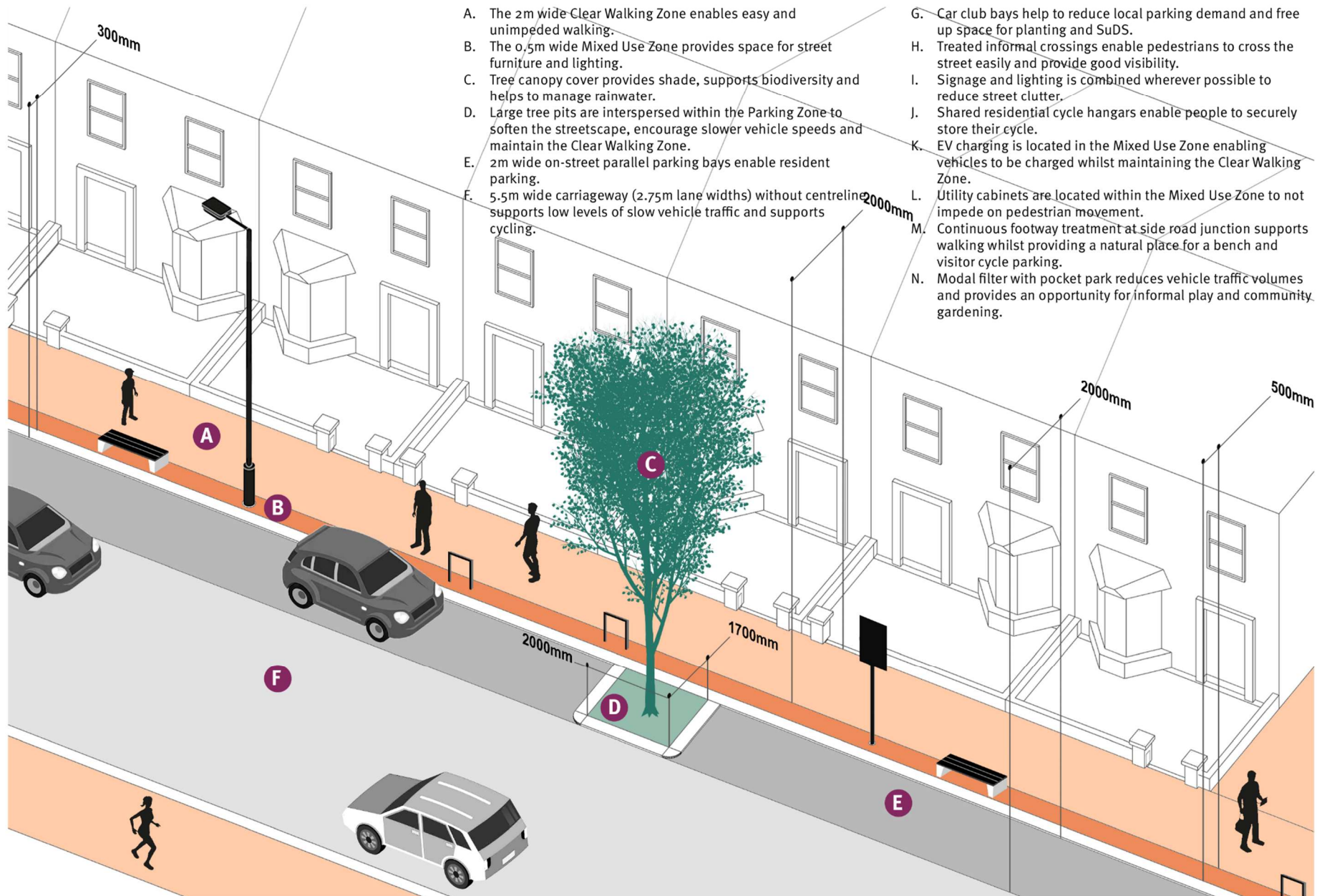
Parking for vehicles will be minimised whilst meeting local demand, with EV charging facilities and car club bays provided. Secure on-street residential cycle parking will enable people to easily store cycles, with additional provision for visitors.

SuDS and tree planting will help to support ecological processes and local biodiversity, as well as providing shade and urban cooling, and creating attractive streets that communities can enjoy.

Lewisham’s residential streets will be places where neighbours can meet one another, and where children can play safely from traffic, learn to ride a bike and scoot to school.



Component	Desired	Alternatives	Notes
Clear walking zone	2.5m	1.5m min	
Kerb zone	450mm	450mm fixed	
Mixed use zone	0.5m - 2m	0.5m min	
Cycle infrastructure	Mixed with traffic		Contra-flow cycling should be permitted on all one-way streets, regardless of lane width.
Clear lane width (2 way streets)	2.75m - 3m	2.75m - 3.2m	
Clear lane width (one-way streets)	4.5m	3m - 3.2m 3.9m - 4.5m	Contra-flow cycling should be permitted on all one-way streets, regardless of lane width. Lane widths of 3.2m - 3.9m must be avoided.
Speed limit	10 - 20mph	20mph max	
Planting	Trees and in-ground beds		Tree cover target?
Drainage	SuDS	Conventional drainage	Permeable area target?



- A. The 2m wide Clear Walking Zone enables easy and unimpeded walking.
- B. The 0.5m wide Mixed Use Zone provides space for street furniture and lighting.
- C. Tree canopy cover provides shade, supports biodiversity and helps to manage rainwater.
- D. Large tree pits are interspersed within the Parking Zone to soften the streetscape, encourage slower vehicle speeds and maintain the Clear Walking Zone.
- E. 2m wide on-street parallel parking bays enable resident parking.
- F. 5.5m wide carriageway (2.75m lane widths) without centreline supports low levels of slow vehicle traffic and supports cycling.
- G. Car club bays help to reduce local parking demand and free up space for planting and SuDS.
- H. Treated informal crossings enable pedestrians to cross the street easily and provide good visibility.
- I. Signage and lighting is combined wherever possible to reduce street clutter.
- J. Shared residential cycle hangars enable people to securely store their cycle.
- K. EV charging is located in the Mixed Use Zone enabling vehicles to be charged whilst maintaining the Clear Walking Zone.
- L. Utility cabinets are located within the Mixed Use Zone to not impede on pedestrian movement.
- M. Continuous footway treatment at side road junction supports walking whilst providing a natural place for a bench and visitor cycle parking.
- N. Modal filter with pocket park reduces vehicle traffic volumes and provides an opportunity for informal play and community gardening.

Example of Typical 'Dos and Don'ts'

Footways at side roads

Aspiration: a level, step free, seamless continuation of the footway across side roads

Purpose: to promote pedestrian priority

Location: existing and new streets

Surface: match footway material and bond. Smaller units sizes may be used.

Exceptions:



Typical arrangement



Preferred arrangement?

Footways and cycle lanes at side roads.

Aspiration: a level, step free, seamless continuation of the footway across side roads

Purpose: to promote pedestrian & cycle priority

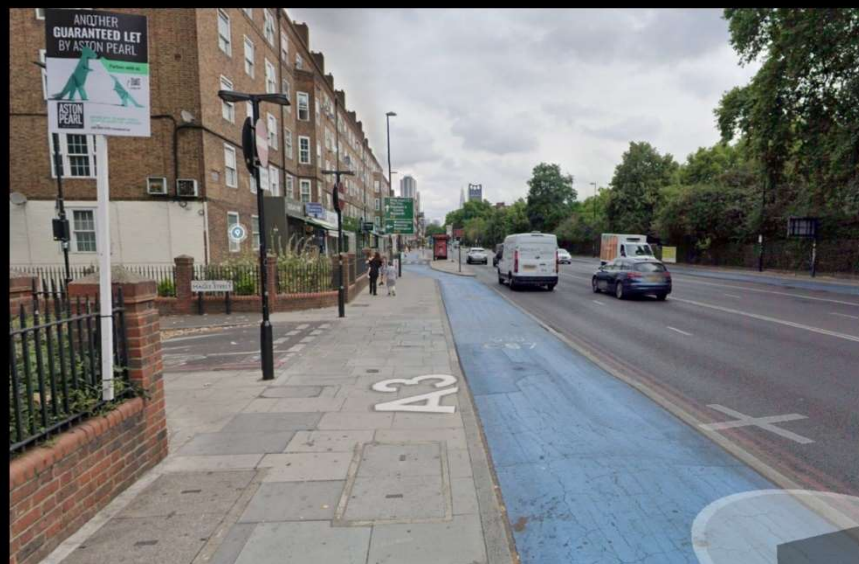
Location: all side roads

Surface: match footway material and bond. Smaller units sizes may be used.

Exceptions:



Typical detail to be avoided



Preferred detail

Example of best practice design principles

Excess/over run carriageway space

Many streets have excess carriageway space that is not required for most general traffic. However, in some cases excess space is required to enable large vehicles to manoeuvre at a junction or bend.

Hatching is often used in these scenarios, however can detract from the streetscape, particularly in town centres and conservation areas; and creates the impression of a road for cars rather than a street for people.

Understanding where excess space is needed is key to determining how it should be treated and used.

Design principles

The key design principles for vehicle deflection and overrun areas are:

- Carriageway space for vehicles should be kept to the minimum required;
- Where additional space for over run is required, this should be paved to create contrast and give the illusion of a narrower carriageway. This will help to reduce the risk of drivers speeding both on links and at junctions.
- Additional space should be repurposed for other uses wherever possible. This could include space for tree planting, SuDS, seating and cycle parking, or additional footway space. In some cases, there is enough excess space to create pocket parks or small public spaces for use by communities or to support local businesses. Engagement with the local community is vital when implementing schemes of this scale, and particularly where communities may be required to maintain planting beds, or make use of such spaces for informal play or business spill-out.



Avoid
Avoid hatching and consider how excess space may be used for planting, cycle parking, footway widening or street furniture.



Paved overrun area
The use of contrasting silver-grey granite setts and position of the road markings help to avoid the carriageway appearing excessively wide.



Repurpose 'baggy space' for greening and SuDS
Hatched areas often present opportunities for planting, trees and SuDS.



Pocket parks
Here, excess space at a wide side road junction has been repurposed to provide a pocket park, maintained by local residents.

Traffic calming

The speed limit on all streets within LB Lewisham, including those managed by Transport for London, is 20mph, in order to reduce road danger. However, it is important that the design speed of streets also helps to reinforce this, encouraging drivers to adhere to the 20mph speed limit. Streets should be monitored where there are concerns that speeding or poor driver behaviour is a problem. Often residents and local communities are aware of such issues and can provide useful insights.

Traffic calming measures are a key tool to help reduce the design speed of streets and encourage safer driver behaviour. The type of measure employed will depend on the local context, street type and geometry.

Design principles

The key design principles for introducing traffic calming are:

- Speed is heavily influenced by kerbside activity and the place-function of streets, which can create 'friction' and encourage slower speeds. Softer measures such as seating, parking arrangements, surfacing treatments and tree planting can provide other benefits in addition to calming traffic. These measures should be considered as part of any traffic calming scheme.
- Speed is also influenced by the geometry of the street- with wider carriageways encouraging higher speeds. Consideration should be given to reducing carriageway widths where it is feasible and viable to do so.
- The spatial arrangement of streets should also be considered before any vertical traffic calming. This could include introducing chicanes or narrowings.
- Centre lines should be removed where appropriate.
- All vertical traffic calming must take the form of sinusoidal speed humps. Round top and flat top speed humps must not be used, as these reduce the comfort of bus passengers and cyclists.
- Speed cushions must not be used, as these pose a road safety risk, encouraging cyclists and drivers to swerve around them. Existing speed cushions should be replaced with sinusoidal speed humps through maintenance and street improvement projects.



Avoid
Avoid the use of speed cushions, which can encourage drivers and cyclists to manoeuvre around, rather than over them.



Avoid
Traffic calming should be integrated from the outset in new streets. Avoid retrofitting products in clashing materials/colours.

Streetscape measures

Streetscape measures should be considered in place of, or in conjunction with 'traditional' traffic calming measures. This is particularly important where streets have a high place function or attract large numbers of people walking and cycling, such as around schools and town or neighbourhood centres.

Streetscape measures could include:

- Tree planting;
- Rain gardens and SuDS;
- Carriageway surfacing treatments (e.g. thermoplastic/paint/paving);
- Built-outs and pocket parks;
- Seating areas and street furniture.



Streetscape improvements
Key places such as around schools, parks, town centres etc. are particularly suited to creative measures such as surface treatments.



Sustainable Development Select Committee

Select Committee Work Programme Report

Date: 8 November 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.

Agenda Item	Review type
Active travel	Performance monitoring
Catford Town Centre Redevelopment	Pre-decision
Climate emergency action plan	Performance monitoring

5. Referrals

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

Referral title	Date of referral	Date considered by Mayor and Cabinet	Response due at Committee
Sustainable streets	12 September 2023	1 November 2023	Tbd
Lewisham Levelling Up Fund	12 September 2023	1 November 2023	Tbd

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)¹. 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.

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

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.

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

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.

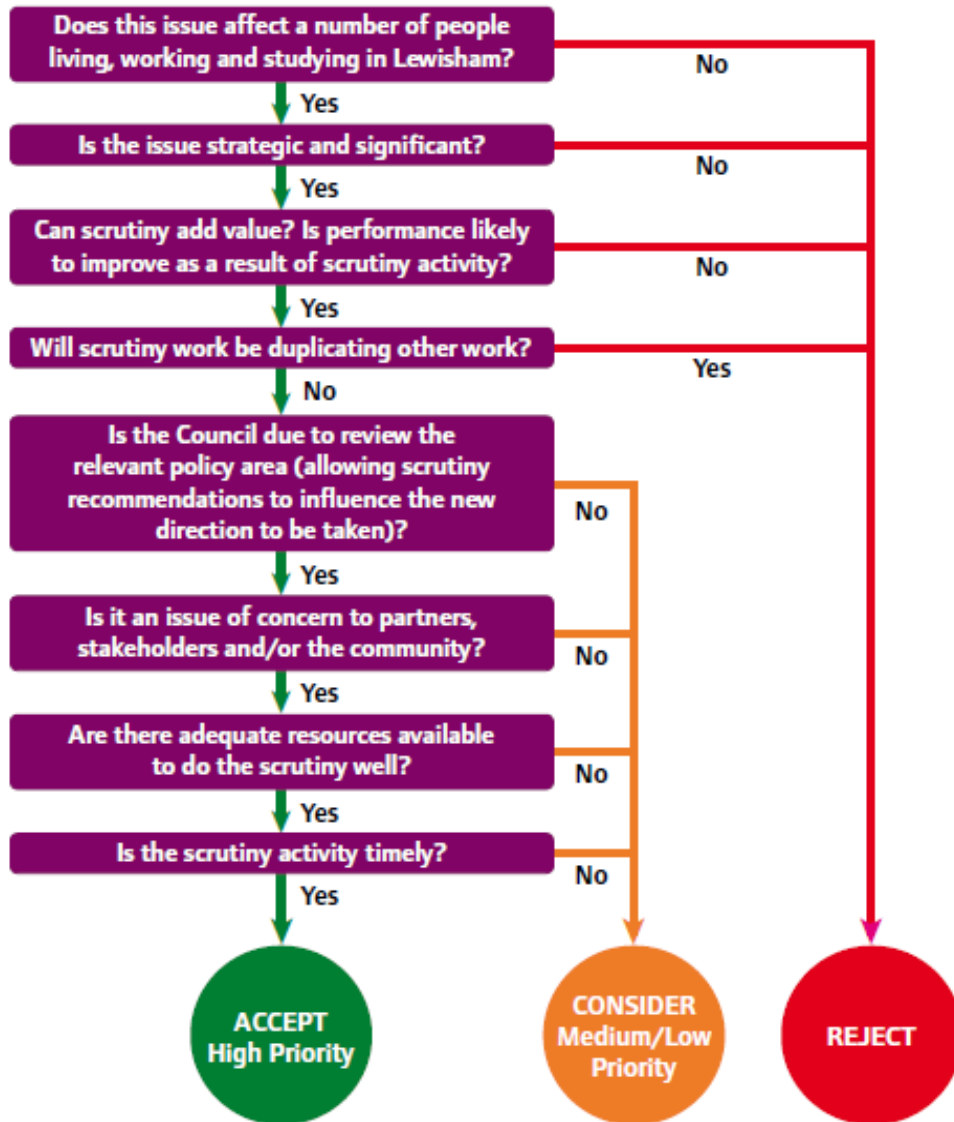
In addition to the general terms of reference outlined above, the Sustainable Development Select Committee has the following specific terms of reference:

- 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					
Levelling Up funding: Lewisham Town Centre	Pre-decision	CP2,4,6					
Public Realm Technical Manual	Pre-decision	CP5, 7					
Regeneration of Catford Town Centre update	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**

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

FORWARD PLAN OF KEY DECISIONS

Forward Plan October 2023 - January 2024

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. 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.

March 2023	Contract award for Council Insurances	01/11/23 Executive Director for Corporate Services	Karen Eaton, Group Manager, Insurance and Risk and Councillor Amanda De Ryk, Cabinet Member for Finance and Strategy		
March 2023	Dementia Strategy	01/11/23 Mayor and Cabinet	Tristan Brice, Associate Director, Community Support and Care 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
			Councillor Paul Bell, Cabinet Member for Health and Adult Social Care		
July 2023	Financial Monitoring - Period 4	01/11/23 Mayor and Cabinet	Nick Penny, Head of Service Finance and Councillor Amanda De Ryk, Cabinet Member for Finance and Strategy		
July 2023	Levelling Up Fund Programme - approval for procurement of contractors	01/11/23 Mayor and Cabinet	and		
April 2023	Lewisham and Lee Green LTN monitoring update	01/11/23 Mayor and Cabinet	and Councillor Louise Krupski, Cabinet Member for Environment and Climate		
August 2023	Property Agreement between LB Lewisham and TfL in relation to the A205 Road Realignment Project	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		
September 2023	Youth Justice Partnership Plan	01/11/23 Mayor and Cabinet	Keith Cohen, Head of Lewisham YOS and Councillor Chris Barnham, Cabinet Member for Children and Young People		
September 2023	Young Mayor's Budget	22/11/23	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			
September 2023	Approval to make an Article 4 Direction to withdraw permitted development rights for the change of use from commercial, business and service use (Use Class E) to residential use (Use Class C3)	06/12/23 Mayor and Cabinet	David Syme, Head of Strategic Planning and Councillor Brenda Dacres, Deputy Mayor and Cabinet Member for Housing Development and Planning		
May 2023	Approval to procure School Minor Works Programme 2024 (SMWP 24)	06/12/23 Executive Director for Children and Young People	Akweley Badger, Project Support Officer and Councillor Chris Barnham, Cabinet Member for Children and Young People		
September 2023	Brent Knoll and Watergate Co-operative Trust - appointment of a Local Authority Trustee	06/12/23 Mayor and Cabinet	Suhaib Saeed, Strategic Lead Governors' Services and School Leadership and Councillor Chris Barnham, Cabinet Member for Children and Young People		
September 2023	Building for Lewisham (BfL) Programme Update	06/12/23 Mayor and Cabinet	Patrick Dubeck, Director of Inclusive Regeneration and Councillor Brenda Dacres, Deputy Mayor and Cabinet Member for Housing Development and Planning		
July 2023	Catford Regeneration Partnership Limited (CRPL)	06/12/23 Mayor and Cabinet	Kplom Lotsu, SGM Capital Programmes 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
	Business Plan		Councillor Brenda Dacres, Deputy Mayor and Cabinet Member for Housing Development and Planning		
September 2023	Corporate Performance Report Q1&Q2	06/12/23 Mayor and Cabinet	and		
September 2023	Council Tax Base Report 2024/5	06/12/23 17/01/24 Mayor and Cabinet Council	and Councillor Amanda De Ryk, Cabinet Member for Finance and Strategy		
September 2023	Developing a new early childhood offer and integrating Children and Family Centres in the new Family Hub model	06/12/23 Mayor and Cabinet	Simon Whitlock, Head of Joint Commissioning • Joint Commissioning FQC and Councillor Chris Barnham, Cabinet Member for Children and Young People		
August 2023	Gambling Policy 2023-2026	06/12/23 Mayor and Cabinet	Richard Lockett and Councillor Will Cooper, Cabinet Member for Housing Management and Homelessness		
July 2023	Learning Disability Implementation Plan	06/12/23 Mayor and Cabinet	Heather Hughes, Joint Commissioner, Learning Disabilities and Councillor Paul Bell, Cabinet Member for Health and Adult Social Care		

FORWARD PLAN – KEY DECISIONS

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
September 2023	Lee Neighbourhood Plan, recommendations by independent examiner and approval to proceed to referendum	06/12/23 Mayor and Cabinet	David Syme, Head of Strategic Planning and Councillor Brenda Dacres, Deputy Mayor and Cabinet Member for Housing Development and Planning		
April 2023	Millwall FC Lease Restructuring Proposals	06/12/23 Mayor and Cabinet	Patrick Dubeck, Director of Inclusive Regeneration and		
May 2022	On Street Advertising Contract Variation and Extension	Not before 06/12/23 Mayor and Cabinet	Patrick Dubeck, Director of Inclusive Regeneration and Councillor Amanda De Ryk, Cabinet Member for Finance and Strategy		
September 2023	Parking Services: Contract Extension	06/12/23 Mayor and Cabinet	Paul Boulton, Interim Director of Public Realm and Councillor Louise Krupski, Cabinet Member for Environment and Climate		
May 2023	Permission to award Maximising Wellbeing at Home contracts (Lots 5,6,8,9)	06/12/23 Mayor and Cabinet	Tristan Brice, Associate Director, Community Support and Care and Councillor Paul Bell, Cabinet Member for Health and Adult Social Care, Councillor Paul Bell, Cabinet Member for Health and Adult Social Care, Councillor Paul		

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
			Bell, Cabinet Member for Health and Adult Social Care		
August 2023	Property Agreement to support the A205 road realignment	06/12/23 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	Public Space Protection Order consultation outcome	06/12/23 Mayor and Cabinet	James Lee, Director of Communities, Partnerships and Leisure and Councillor Louise Krupski, Cabinet Member for Environment and Climate		
September 2023	Response to the recommendations of the Disabled People's Commission Report; If not now, then when?	06/12/23 Mayor and Cabinet			
July 2023	Sustainable Streets recommendations and next steps - Evelyn	06/12/23 Mayor and Cabinet	Martha Lauchlan, Transport Planner and Councillor Louise Krupski, Cabinet Member for Environment and Climate		
August 2023	Gambling Policy 2023-2026	17/01/24 Council	Richard Lockett and Councillor James-J Walsh, Cabinet Member for Culture, Leisure 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
			Communication		
September 2023	Adventure Playgrounds Grant of Leases and Contract Award	24/01/24 Mayor and Cabinet	Harsha Ganatra, Joint Commissioner (FQC) and Councillor Chris Barnham, Cabinet Member for Children and Young People		
January 2023	Annual progress update on the Autism Strategy Action Plan	24/01/24 Mayor and Cabinet	and		
July 2023	Approval for s106 monies to go to Deptford Challenge Trust	24/01/24 Mayor and Cabinet	Julia Robbins, Developer Contributions Manager and Councillor Brenda Dacres, Deputy Mayor and Cabinet Member for Housing Development and Planning		
June 2022	Approval to appoint operator for concessions contract at Beckenham Place Park Lake	24/01/24 Mayor and Cabinet	Peter Maynard, Contract Officer, Green Scene and Councillor Andre Bourne		
September 2023	Building for Lewisham - approval for new homes on Small and Complex Sites	24/01/24 Mayor and Cabinet	Monique Wallace, Planning Manager, Strategic Housing and Councillor Brenda Dacres, Deputy Mayor and Cabinet Member for Housing Development and Planning		
April 2023	Grant of Leases for Adventure Playground Sites	24/01/24 Mayor and Cabinet	Harsha Ganatra, Joint Commissioner (FQC) and Councillor Chris		

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
			Barnham, Cabinet Member for Children and Young People		
September 2023	Permission to procure the Honor Lee / Rokeby House Supported Housing contract. The extension of two additional supported housing contracts	24/01/24 Mayor and Cabinet	Jonathan Scarth and Councillor Paul Bell, Cabinet Member for Health and Adult Social Care		
September 2023	Council Budget 2024/25	07/02/24 28/02/24 Mayor and Cabinet Council	and Councillor Amanda De Ryk, Cabinet Member for Finance and Strategy		
September 2023	Climate Emergency Action Plan update 2023/24	13/03/24 Mayor and Cabinet	Martin O'Brien, Climate Resilience Manager and Councillor Louise Krupski, Cabinet Member for Environment and Climate		
June 2023	Treasury Management Strategy Mid-Year Review	27/09/23 Mayor and Cabinet Council	Katharine Nidd, Head of Strategic Finance, Planning and Commercial and Councillor Amanda De Ryk, Cabinet Member for Finance and Strategy		

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
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