

**Minutes of the Sustainable Development Select Committee**  
**Thursday, 16 April 2015 at 7.00pm**

Present: Councillors Liam Curran (Chair), James-J Walsh (Vice-Chair), Suzannah Clarke, Amanda De Ryk, Carl Handley, Mark Ingleby, Olurotimi Ogunbadewa, Eva Stamirowski and Paul Upex.

Apologies: None.

Also present: Rob Holmans (Director of Regeneration and Asset Management), Tom Henry (Engineering Manager, Transport Division), John Miller (Head of Planning), Alex Williams, (Director of Borough Planning, Transport for London (TfL)), Nick Lloyd (Road Safety Manager (England), Royal Society for the Prevention of Accidents (RoSPA)), Andrew Rawlings (Senior Portfolio Manager, Land Securities), Jonathan Downey (Street Feast), Ed Holloway (Director of Beep Studios, SEE3), Charlotte Dale (Overview and Scrutiny Manager) and Roger Raymond (Scrutiny Manager).

**1. Confirmation of the Chair and Vice-Chair**

- 1.1 RESOLVED: To confirm Cllr Liam Curran as Chair and Cllr James-J Walsh as Vice Chair.

**2. Minutes of the meeting held on 3 March 2015**

- 2.1 RESOLVED: That:

The minutes of the meeting held on 3 March 2015 be signed as an accurate record of the meeting.

**3. Declarations of Interest**

- 3.1 There were no declarations of interest.

**4. Select Committee Work Programme**

- 4.1 Roger Raymond introduced the report.

- 4.2 The Committee discussed the work programme and agreed:

- The inclusion of an 'Enforcement Review' – a one-meeting review in conjunction with Safer Stronger Communities Select Committee looking at all aspects of enforcement since the reorganisation.
- To add an element of 'enforcement policy' for recycling, alongside the Waste Strategy once it comes back to the Committee (scheduled 26 Nov 2015).
- To conduct an in-depth review focused on the Catford Regeneration Scheme. The Committee will be looking for witnesses/evidence from the following:
  - Internal Officers

- Deputy Mayor of Lewisham: Cabinet Member for Growth and Regeneration
- TfL
- Network Rail
- Tesco
- Work being carried out by Allies & Morrison

4.3 In response to questions from the Committee, the following was noted:

- Some items may move after further discussions with Planning and Transport Division officers.
- Officers to look at moving the May meeting to either the 11 May or 14 May.
- The Committee asked not to be in Committee Room 4 for their meetings if at all possible.
- The Chair to write a letter on behalf of the Committee to the Mayor in respect of upgrading the ICT equipment in the Civic Suite.

4.4 RESOLVED: That the Committee agree that the Committee's suggestions be added to the provisional work programme for submission to Overview and Scrutiny Business Panel.

## 5. Modern Roads Review - Evidence Session

5.1 Alex Williams, (Director of Borough Planning, TfL), gave a presentation to the Committee. The key points to note were:

- His role is pan-London, working with all London boroughs, in liaison with the Greater London Authority (GLA) and TfL.
- Up to an extra 1.6m people are expected to be living in London by 2031 and London's economy is expected to grow by 42%. As a result, by 2031, TfL expect to see increases in:
  - Vehicle km by 10%
  - Bus travel by 30% (& capacity by 10%)
  - Cycling to triple in volume
  - Freight traffic by 22%
  - Demand for road-space, for both movement and place-making.
- This will bring challenges, such as congestion, estimated to be an increase of 15-25% in Lewisham.
- The Mayor of London commissioned the Roads Taskforce (RTF) in 2012 to help develop a new strategy to tackle the challenges facing London's streets and roads, such as congestion, pollution and ease of travel by foot, bike and public transport. The RTF is an independent body, which brought together a wide range of interests and expertise, to develop a new approach to improving urban roads in the UK. The RTF report, published in July 2013, set out a vision of how London could cope with major population growth while becoming a more vibrant, accessible and sustainable world city.
- The RTF advised that defining London roads on the basis of how many vehicles they carried was not practicable for London going forward, and as well as allowing people and vehicles to travel around London more efficiently, they also needed to transform the environment for cycling, walking and public

transport. There also needed to be an improvement in the public realm and provision of better and safer places for all the activities that take place on the city's streets, and provide an enhanced quality of life.

- Street types can be grouped into nine categories, according to their local or strategic significance as places and for movement:
  - Arterial
  - High Road
  - City Hub
  - Connector
  - High Street
  - City Street
  - Local Street
  - Town Square
  - City Place
- TfL are working with Lewisham officers on the classification of their roads to match with the nine categories.
- There are a broad range of tools to get the most out of the road network, for example the more efficient and flexible use of space, intelligent systems and management, changing behaviour and managing demand.
- TfL has a Roads Modernisation Plan that consists of £4bn of investment across the capital up to 2020-21, which will:
  - Ensure our roads assets are fit for the future
  - Deliver a programme of major highway improvements to:
    - unlock economic growth & regeneration
    - optimise use of road space (for all modes)
    - improve pedestrian, cycling and bus facilities
    - enhance urban realm and 'place' function
    - deliver safety improvements
  - Deliver the Mayor's vision for cycling
  - Deliver a further 40% reduction in fatalities and serious injuries on London's roads
  - Keep London moving
- Funding up to 2017 allocated as yet and this includes £13.6m investment allocated for schemes and assets across the borough, including:
  - 3m TfL road network (TLRN) investment in the A21
  - Carriageway resurfacing on the A20
  - Deptford Bridge improvements
  - Extensive investment in TfL assets
  - Plus £6.7m Local Implementation Plan funding for 2014/15
- In respect of highway improvement on the TRLN for 2014-17, there are 28 schemes in total, costing of £9.2m, including:
  - A21 Lewisham High Street: Courthill Road
  - A21 Lewisham High Street cycle improvements between Whitburn Road & Lewisham
  - A21 Bromley Road junction with Whitefoot Lane
  - A2 Deptford Bridge junction with Deptford Church Street and Brookmill Road
- There is also investment in the traffic signal technology. SCOOT traffic signals use sensors to adapt dynamically to traffic conditions, and there will be a further 1,500 traffic signals will be upgraded to SCOOT by 2019 increasing coverage to approximately 75% of London's traffic signal network. In respect

of extensive SCOOT coverage already in LB Lewisham there will be 48 new sites included in this programme, of which 7 enabled on street.

- There will be also investment in the asset renewal, with
  - Carriageway and Footway resurfacing - £3m
    - A20 Lewisham Way (Laurie Grove to Somerset Gardens)
  - Drainage works - £262k
    - A21 Bromley Rd - 259 to 400 AND 433 to 26 Bromley Hill (2 sections)
  - Lighting renewal - £128k
    - A21 Bromley Road Lighting - Sangley Rd to Kings Ave.
  - Structures- £360k
    - Deptford Bridge
- In respect of investment in borough roads, including:
  - £2.2M for LIP Corridor schemes – includes Brockley Road neighbourhood scheme, to reinvigorate the local shopping centre, improve the pedestrian environment and provide safer streets for all road users
  - £500k for Deptford High Street Major Scheme – for design of the High Street, including a new cycle route, widening of the footways and better access to the market and station
  - £215k Borough cycle programme – includes funding for the delivery of cycle training and cycle parking on a borough-wide basis
- TfL supports the wider application of 20mph limits where appropriate on Lewisham's roads and would be happy to provide technical expertise, advice or data where required. 57% per cent of Lewisham's borough roads currently have a 20mph limit. There is also a 20mph limit on the TLRN on the A2 by New Cross Station.
- TfL has changed its approach to traffic management to deliver this programme of work. It is doing so by:
  - A more sophisticated use of London's intelligent traffic light system to keep delays to a minimum
  - A more targeted use of enforcement to ensure the road space is used effectively
  - An improved information to road users to give them options to avoid disrupted areas
  - A targeted freight information and management strategies
- There is a potential new scheme in Catford Town Centre. There are aspirations for high levels of growth in Catford over the next 5-10 years which will increase demand on the transport network. Also, there are existing transport challenges in Catford; including traffic congestion on the A205 South Circular, insufficient cycling facilities and poor pedestrian and urban realm environments.
- Also, there is a recognition that improving transport provision will be important to enable regeneration activity and to improve the quality of life of people that visit, work and live, in Catford. The designation of the RTF Street Types provides an understanding of the role of the different streets in Catford Town Centre, and the kinds of interventions required to improve the role they play
- TfL are always open to look at transformational project such as what would be required in Catford, and it has shown with the projects at Elephant and Castle and Piccadilly Circus, it can deliver them in a timely manner.

- TfL note that its £4bn Roads Modernisation Plan is an essential response to London's changing character and needs. They also note that there are a number of challenges in delivering this level of investment including a busy construction period with reduced road capacity, changes to traffic patterns and impacts on journey time reliability.
- TfL state that the outcomes will support a more liveable, attractive and healthier Capital, with world class conditions for walking and cycling, thriving business and inward investment and safer streets for everyone. TfL and LB Lewisham will continue to work together to investigate the transport improvements required in Catford to ensure the transport network meets the needs of future demand.

5.2 In response to questions from the Committee, the following was noted:

- TfL has approved a radical cycling vision for London with £913m of investment across the capital. The aspiration is to create more direct cycling routes and cycle superhighway to improve cyclists' safety. TfL would need to see whether the cycle super highways with 'blue surfacing' is enough, and whether there should be physical separation between cyclists and motorists. In Stratford, East London TfL first started with blue surfacing for cyclists, then physically separating the modes of transport when safety needed to be improved. On the Embankment, there will also be physical separation of traffic.
- Car use in London has gone down in London over the past 15 years, and this has coincided with the increase in use of public transport and increasing in cycling. The investment to aid the increase of cycling will start with the major roads and key corridors, but TfL are also improving the safety of cyclists with the creation of Quietways, and the Safer Lorries Scheme, implemented in September 2015, to tackle cycling fatalities in London that occur due to collisions with lorries.
- The classification of the roads in London is two-staged; firstly how the roads function now, and then secondly how they will function in the future.
- The Mayor of London is tackling the issue of air quality in London. The London Low Emission Zone was implemented in 2007 covering the area within the M25, so only cars of a certain emissions standard allowed in the capital. Following on from this, there will be the Ultra Low Emission Zone (ULEZ), which will be in operation from September 2020. London's buses will be either electric or hybrid. There will also be a step-change in the improvement of taxis and lorries if they want to operate in the ULEZ. The benefits of this will be significant in the zone, and beneficial all over London.
- London Councils have also implemented a London Lorries Control Scheme, which is a scheme to control where HGV's over 18 tonnes can drive at night and weekends in London, to encourage deliveries at night.
- TfL are in talks with Network Rail about Catford Bridge, to enable TfL to improve and widen the road network in the area.
- TfL attempts to work in a joined-up way with the utility companies when improving the road network; they notify the utility companies in advance of their proposed modernisation work, so can they also make their necessary improvements to wiring, piping etc. at around the same time. Legislation is in place that can preclude utility companies from having street works 12 months after TfL's own street works, unless it is an emergency. TfL also charge a fee

on its network for utility company to have street works in the day, to encourage them to carry out their work at night.

- The Bakerloo Line extension is progressing, with the public consultation recently concluded.
- Some London boroughs, like Lewisham won't get the direct benefits of Crossrail 1 and Crossrail 2 because it goes across London. Some other transport network improvements could be considered that go north to south.
- The Santander Cycle hire scheme, have seen an incremental growth from their original central London docking stations, and its growth will continue to be incremental in the near future.
- Local Implementation Plan (LIP) funding is distributed via a formula. Lewisham latest allocation was £4m to fund local projects which support the Mayor's Transport Strategy, with about £2.5m signed off late last year. TfL are also willing to look at more transformative proposals to improve transport in the borough.
- TfL recognise that modernising the South Circular is challenging at present, but will consider in the future where practicable.
- Introducing a 20mph limit in Lewisham is a decision for the Council, not TfL.
- TfL's asset renewal programme is based on priorities and what needs to be modernised to improve safety.
- Tree-planting can help improve with air quality and the environment, and there is some limited funding for such schemes.
- TfL has a large capital and revenue budget, and both main parties are committed to large capital investment to the transport infrastructure, so officers at TfL are confident the capital budget would remain substantially intact after the Election.
- Council officers have been in discussion with TfL about re-routing the A205/Catford Gyratory. The Council has commissioned Allies and Morrison to look at the potential of moving the A205 south of Laurence House, or whether it would be preferable to leave it in its current position. They should report shortly. Once this is complete, officers will consult with the ward Councillors and discuss the proposals with TfL.
- TfL notes that there would have to be significant private sector investment, possible through a Section 106, to fund a re-routing of the Catford Gyratory.
- There are three river crossings that are being considered:
  - Silvertown Tunnel, due to be open by approximately 2020.
  - A scaled-down Thames Gateway bridge crossing, now called Gallions Reach
  - Belvedere river crossing, scheduled for opening approximately 2025.

5.3 Nick Lloyd (Road Safety Manager (England), (RoSPA), gave a presentation to the Committee. The key points to note were:

- RoSPA was formed in 1917, and is a registered charity. It has been at the heart of accident prevention in the UK and around the world for almost 100 years.
- RoSPA agree that the higher the speed limit the greater the injury. If a pedestrian is hit at 20mph there is a 2.5% chance that they will die, in comparison to a 20% chance at 30mph. Therefore RoSPA supports speed reduction measures such as these.

- In terms of the effectiveness of 20mph limits, studies have shown that they do have positive effects on casualty figures and road speeds. A major review of road casualties in London between 1986 and 2006 was published in the BMJ (formerly the British Medical Journal) in 2009. It demonstrated that 20mph zones reduced the number of casualties by over 40% (41.9%). 20mph zones were slightly more effective in preventing fatal or serious injuries to children, which were reduced by half (50.2%). There was a smaller reduction in casualties among cyclists than any of the other major groups of road users studied, with a reduction of 16.9%. In terms of road speeds, current evidence from Portsmouth and Bristol shows that in Portsmouth there was an overall average speed reduction of 1.3 mph from 19.8 to 18.5 mph. Bristol saw a reduction of 0.4mph on 65% of their residential roads.
- It was also noted that signed speed limits are more effective when speeds are below 24mph. On higher speed roads which don't feel like 20mph is the appropriate speed then without other measures (traffic calming and enforcement) they are likely to be ineffectual as more are introduced if drivers feel that they can ignore them without penalty. Transport Research Laboratory (TRL) has been commissioned by the DfT to undertake further research on this.
- The Department for Transport's guidance in DfT Circular 01/2006 encourages and supports Local Authorities to implement 20 mph limits and zones in situations where there is a particular risk to vulnerable road users.
- In terms of modal shifts, evidence would indicate that 20mph limits do encourage more walking and cycling if people feel that the area is safer. A RoSPA/Yougov Survey also found that 39% people said they would cycle more if the roads were safer.
- When providing facilities for cyclists, RoSPA recommend that these be implemented within the SAFE SYSTEM approach. The principle behind this is the recognition that 'people make mistakes', so roads should be designed so that these don't result in death, including reducing the energy involved in the collision. With the SAFE SYSTEM approach you separate vulnerable road users on high speed roads, for example cyclists using the 20 mph roads rather than the higher speed TfL arterial routes such as the A205.
- It was also noted that when cyclist safety is considered, and what highway measures to provide it is important to remember that cyclists are not a homogenous group and can be broadly divided in to 5 main categories:
  - Fast commuter
  - Utility cyclist
  - Inexperienced and/or leisure cyclist
  - Children
  - Users of specialist equipment
- When considering what measures to use, road designers first need to consider who will be the primary user. It is also important to remember that the road network is the most basic and important cycling facility available and in general cyclists need only be removed from the road where there is an overriding safety requirement that cannot be met by on carriageway improvements, or where providing an off-carriageway cycle route is an end in its own right
- The range of measures that need to be considered when design roads could range from traffic speed/volume reduction, junction/hazard-type treatment,

reallocation of space, to creating new shared use routes and converting pedestrian routes to shared routes.

- The Sustrans 'Cycle Friendly Design Manual: Handbook for cycle-friendly design' booklet also provides advice on how to design roads that are safer for cyclists and other good practice.
- Roads are in need of more good 'shared routes' for cars and cyclists; designers could also think of more radical ideas such as the hybrid cycle tracks in Copenhagen.

5.4 In response to questions from the Committee, the following was noted:

- In terms of the 5 types of cyclists, the category that is most in danger to injury would be children.
- Areas where there are more accidents/fatalities tend to be areas of deprivation; this is because there are also issues of heavy traffic, congested road networks and housing estates and built-up areas, all leading to the potential risk of more accidents.
- Some mitigating factors to help reduce the likelihood of cyclists getting into accidents are:
  - Education and information
  - 'Bikeability' training
  - Working closely with local organisations and businesses
- In terms of the most adequate design for roads in Lewisham, planners and developers need to take into account local conditions and their professional knowledge to design the most appropriate roads. Manuals such as the Sustrans 'Cycle Friendly Design Manual: Handbook for cycle-friendly design' booklet already mentioned, can help to do that more effectively.
- The aim of 20mph limits should be to reduce traffic speeds, reduce accidents and fatalities and encourage different types of roads users like pedestrians and cyclists onto the roads. Research has shown that 20mph limit make the roads safer and encourages more walking and cycling.
- Air quality issues can be dealt with in London, with LEZ and the ULEZ to be implemented in 2020.
- Police resources need to be targeted to ensure 20mph limits are enforced. Local knowledge will aid the borough and local police to single out where the major hotspots for non-compliance are, and apply resources accordingly. Other measures that can be used are signage and traffic-calming measures like speed humps to help with compliance.

5.5 RESOLVED: That the Committee:

- a) Note the evidence presented.
- b) Consider the evidence as part of the Modern Roads Review.

## 6. High Streets Review - Evidence Session

6.1 Andrew Rawlings (Senior Portfolio Manager, Land Securities), gave a presentation to the Committee. The key points to note were:



- As Senior Portfolio Manager, he manages a number of sites, including the O2 Centre in Camden, West 12 Shopping Centre in Hammersmith and Fulham, and the Lewisham Shopping Centre.
- High streets and regional centres are continuing to evolve, with some of the drivers for the evolution are:
  - Shoppers are shopping less often but spending more: Land Securities are seeing frequency down but conversion up to 55% in some of their locations
  - catering and leisure uses are becoming ever more critical to location decisions – 40% of Land Securities' customers eat or drink in their centres
  - more choice of brands is the number one requirement of Land Securities' shoppers
  - Access and environment becoming more important
  - Destination marketing and digital offers are also becoming important
- Some of the innovations Land Securities have tried at its Trinity Leeds Shopping Centre have included:
  - 46 new brands to Trinity Leeds
  - Boar Lane car park purchased with 635 car spaces
  - Later Opening times
  - Trinity Kitchen – dedicated street food in the centre
- Research has shown that customers will shop for 50% more goods if they also have something to eat while shopping.
- The high street is going through a structural change, with more internet shopping, more price comparison and more discount shopping – but this also has meant that there is more spending on better quality items rather than quantity.
- Some of the factors that have changed retail behaviour are as follows:
  - Multi-channel TV shopping; therefore less stores needed
  - There are now less retailers in each sector
  - Some sectors disappearing or downsizing – for example in the areas of music, insurance, video hire
  - Also customers are able to check pricing via the internet to ensure they get the best deal
  - The UK's biggest towns are now competing with European rivals as locations to shop and for business.
- Land Securities have attempted to diversify into other areas such as Printworks in Manchester, and expand in the retail sector, for example acquiring a 30% share of Bluewater Shopping Centre.
- In terms its management of Lewisham Shopping Centre, Land Securities have tried to reduce the Centre's void rates (availability of retail units) and aged debts as well as improving the retail mix.
- Lewisham has tried innovative approaches, such as the Street Feast's Lewisham Model Market, which was very successful.
- They have also looked to bring in different types of shops to the Shopping Centre, improving the shop front and displays, encouragement of 'Pop Up shops in the Shopping Centre and in-shop refurbishments. They would also like to reconfigure the space in the Shopping Centre to incorporate larger units, for example, and Land Securities are in discussions with retailers about redesigning some of the stores.

- Land Securities are also in negotiations with a number of top retailers about having units in the Shopping Centre.
- The vision for Lewisham Shopping Centre for the next few years is as follows:
  - Residential growth in excess of 30%
  - Enormous potential for future reposition of scheme
  - Favourable planning environment
  - Significant mix-use development prospects
  - Convenience and Experiential Centre
- Lewisham Shopping Centre does have some key factors in its favour, such as it is located within a developing London commuter belt with excellent transport links with mainline to Charing Cross, Waterloo, London Bridge and Cannon Street, Blackwall Tunnel access, DLR to Canary Wharf and possible Bakerloo Line extension; plus there are major increases in housing developments in the area.
- Other proposals to upgrade the Shopping Centre include changing the Riverdale Hall area, improve the Leisure Box area with the possibility of a pop-up cinema and improve the car park.

Standing orders were suspended at 21:25 in order to enable the completion of Committee business.

6.2 In response to questions from the Committee, the following was noted:

- The success of Street Feast's Lewisham Model Market, has led to a second initiative that was scheduled to be open on 17 April (tomorrow), until September on Friday and Saturday nights.
- The attitude of Land Securities has been to try pop-up shops and small business units in the Shopping Centre and give them a chance to thrive. This also gives the Shopping Centre the opportunity to feature varied and specialised independent outlets and add to a sense of 'place-making' for the area.
- Land Securities still want to attract some of the big retailers to the Shopping Centre and this will be easier to achieve once they have reconfigured the South Mall.
- Land Securities will work closely with Lewisham officers to ensure that it gets the development support to improve the Shopping Centre and continue to make it succeed.
- One of the key objectives for Land Securities is securing at least a pop-up cinema in the Shopping Centre.

6.3 Ed Holloway (Director of Beep Studios, SEE3), gave a presentation to the Committee. The key points to note were:

- The Sydenham Town Centre Steering Group worked with Council officers on bidding for funding for the Outer London Fund, which they were unsuccessful in receiving.
- The group evolved into the group working together across Sydenham, Forest Hill and Kirkdale, which bid for and won one of 27 Portas Pilot grants in the second round of bidding on 25 July 2012.
- To formulate the bid, the group put a business case together which included setting up a number of roles in the project, such as a Town Team Manager, an

Artist-In-Residence, a Market Manager and a Shop Revolution Project Manager.

- The Shop Revolution Project was a project to attempt to fill empty properties in the area to make viable entities with pop-up shops and possibly turn them into permanent businesses.
- The project would have been even more successful with improved marketing and project management. There were also limited funds to promote the project.
- The legacy of the project is that there are now several shops that have been sustained in the area, plus there was an urban design workshop partly funded by SEE3. There are also now local professionals embedded and involved in the local area
- The LIP funding to make improvements in Dartmouth Road shows that the SEE3 area is still developing and is a synthesis of what is going on.
- An aim of the project to make sure the lessons learnt from the project are disseminated to other market areas who might be thinking about conducting a similar project.

6.4 In response to questions from the Committee, the following was noted:

- The lessons learnt from the SEE3 project in respect of improving the borough's high streets is to ensure that affiliated groups can be brought together to work successfully, and continue to stimulate initiatives such as the SEE3 project. This will encourage embryonic and sustainable high streets in the future. To sustain such projects, they need to be resilient and continue the synergy of organisations talking to each other.
- Another lesson learnt from the SEE3 project is to ensure that the knowledge that has been gained is not lost, and the experience is passed on to other like-minded groups and initiatives.
- The SEE3 project has led onto more work, such as an initiative in LB Lambeth to improve shop frontages in Streatham.
- The GLA are looking at the legislation and protocols in respect of landlords' policy towards utilising their vacant property.

6.5 RESOLVED: That the Committee:

- a) Note the evidence presented.
- b) Consider the evidence as part of the High Streets Review.

## **7. Asset Management Strategy (Highways) - Information Item**

7.1 The Chair noted that this was originally an information item, but the relevant officers were in attendance to answer questions from the Committee if necessary.

7.2 In response to questions the following was noted:

- The Council conducted a research programme that has identified 75 roads on the highway network for resurfacing and maintenance. The list of work was devised using an evidence based assessment to categorise road condition and establish the maintenance/resurfacing priority in line with the available funding. There will

also be liaison with Members to identify local roads that need to be added to the programme. Officers are also open to liaising with Ward Assemblies if Members feel that it is appropriate.

- Officers would check on whether the correspondence to Members could be sent in the purdah period.
- The responsibility of licensing of shop fronts resides with the Licensing Team.
- The Highways Team would look at working with the Licensing Team to help coordinate their work to help improve income from shop front licensing.
- Insurance claims are more difficult to calculate as, due to the nature of the legal process, claims won't be settled for some years.
- There was a spike in the highways budget in 2013-14 because of works such as the Sydenham Town Centre scheme and some Section 106 agreements.

7.3 RESOLVED: that the Committee refer the following to Mayor and Cabinet:

The Committee recommends that the Mayor reviews the Asset Management Strategy (Highways) and ensures it is aligned with Lewisham's commercial revenue from shop front licensing; and that the Council is maximising income where appropriate.

## **8. Items to be referred to Mayor and Cabinet**

8.1 The Committee made a referral to Mayor and Cabinet at 7.3.

The meeting ended at 10.30pm

Chair:

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Date:

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