

QUESTION No. 1
Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

27 FEBRUARY 2019

Question by Councillor Walsh
of the Mayor

Question

Please update Council on the current situation regarding the Doggett Road - Catford Green Footbridge.

Please remind Council of the planning agreement regarding the bridge and options in it.

Reply

The original planning permission (ref. DC/07/067276, granted in January 2009) for the redevelopment of the Catford Greyhound Stadium site included the provision of a footbridge to Doggett Road. A contribution of £2 million was secured through the S106 agreement in the event that, having used reasonable endeavours, the owner (Barratt London Ltd) was unable to deliver the footbridge. The provision of the footbridge was not an absolute requirement on Barratt London because its delivery relied on third parties, including Network Rail.

In March 2014, the Council approved a minor material amendment to the original permission. The design of the footbridge was changed to include a lift and stair on the development side, with a ramp and stair still shown on the Doggett Road side. A variation of the original S106 agreement was agreed on 12 March 2014, establishing a series of trigger dates by when specific steps needed to be taken to enable to developer to deliver a new footbridge across the railway. If any of these stages are not met, the S106 agreement requires the developer to make a contribution of £2 million, minus abortive costs (for project management, legal fees, Network Rail fees, S278/38 costs and demolition). It was also envisaged that the commencement of the footbridge would occur prior to commencement of Phase 2 of the development.

On 8th June 2018, Barratt London informed the Planning Service that the 'trigger' dates were not met and it could no longer deliver the footbridge, so would instead pay the contribution to the Council. It has suggested a contribution of £484,463 and

I have instructed officers request a greater amount in order to maximise improvements to the area.

The S106 agreement states that, if the footbridge contribution becomes payable to the Council, it is required to take reasonable endeavours to install the footbridge itself. It is not obliged to incur costs in excess of the net footbridge contribution. If the Council finds it is unable to deliver the footbridge, the S106 can be used for station improvement purposes and other infrastructure improvements in the surrounding development area.

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

27 FEBRUARY 2019

Question by Councillor Anwar
of the Cabinet Member for School Performance and Children's Services

Question

In the light of the most recent school performance tables, what progress is being made towards the manifesto commitment to help improve the performance of Lewisham's schools?

Reply

A good education is one of the most important things we can offer our young people. That is why we made clear in our 2018 manifesto our determination to continue working with our schools so that they are all rated good or outstanding by Ofsted. The recent (2018) school performance tables demonstrate progress across Lewisham schools- both primary and secondary.

Lewisham has continued to improve levels of attainment for 11 year olds at key stage 2, with all measures improving on 2017 results and Lewisham improving at a greater rate across the board than the national averages, demonstrating a successful 2018 in the primary phase. Achievement of the expected standard in reading, writing and maths improved by seven percentage points to 69%, a significant improvement on 2017, taking Lewisham above the national average.

For Lewisham's 16 year olds, there has been improvement for most Key Stage 4 indicators. Lewisham's secondary schools overall improved at a higher rate than national for every indicator, thereby reducing the gap to national. For example, 61% of pupils achieved 9-4 in English and maths at KS4, a 2% point increase from last year, whereas nationally there was no increase from 2017.

That said, we recognise that there is still work to do when we benchmark performance against other LAs, and to continue this trajectory of improving outcomes for Lewisham's young people. Lewisham Secondary Challenge is the partnership approach through which our schools are working together to improve teaching and learning across all our schools. I am pleased that since this programme began in 2016 we have seen an improvement in the Ofsted gradings of our secondary schools, reducing permanent exclusions and improved school attendance alongside the improvements in our GCSE attainment.

We will continue to work with our schools to build on this progress, and ensure the best possible education for all of our children.

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

27 FEBRUARY 2019

Question by Councillor Hall
of the Mayor

Question

Will the Mayor update me on progress for a Bell Green masterplan?

Reply

The Council is currently preparing a new Local Plan which once adopted will form part of Lewisham's statutory development plan. Through the plan process, officers are reviewing the adopted spatial strategy for the borough, as set out in the Core Strategy (2011), along with relevant area-based objectives and policies which help give effect to this strategy, including in the Bell Green and lower Sydenham area.

To help support work on the emerging Local Plan and other corporate priorities, the council recently submitted a bid to the Greater London Authority for Home Building Capacity funding. This included funding to support Masterplanning work for the Bell Green area. Outcomes of the bidding process are expected in late February / early March 2019, at which point the council will consider options for progressing this work.

I have been in touch with the Sydenham Society, who have begun work on a community-led Bell Green urban renewal project, following the council's 'call for sites' for the new Local Plan. I am pleased that a number of local councillors, including yourself, attended the initial meeting, which discussed a range of important issues about the renewal of Bell Green, such as tackling air pollution and improving transport infrastructure.

QUESTION No. 4
Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

27 FEBRUARY 2019

Question by Councillor Krupski
of the Cabinet Member for Parks Neighbourhoods and Transport

Question

Many areas in Lewisham suffer from heavy traffic and high air pollution which is having a detrimental effect on the health of our residents. With this in mind please could you outline how the new Healthy Neighbourhood areas, identified in the LIP and submitted to TFL, were decided upon. What were the key risk indicators when making this decision?

Reply

As part of the Mayor of London's Transport Strategy, there is a requirement for boroughs to demonstrate a clear strategy of how they intend to reduce traffic by an average of 10-15% by 2041, thereby helping to improve air quality. The draft Lewisham Transport Strategy and Local Implementation Plan (LIP) sets out how this will be achieved, and acts as a holistic long term traffic reduction strategy for the borough. The Healthy Neighbourhoods programme and borough cycling strategy are key components within this, which will complement TfL led measures such as the expanded Ultra Low Emission Zone and public transport improvements.

The Healthy Neighbourhoods programme will involve using interventions such as point closures, modal filters (road closures allowing pedestrians and cyclists to pass while stopping motorised traffic from doing so) and banned turns, enforced by cameras. The borough will be piloting closures outside schools during pick up and drop off times, to address issues around congestion and parking, encourage more active travel to school and improve air quality. This will be complemented by a series of other measures such as contraflow cycling, improved crossing points, cycle hangars, electric vehicle charging points, parklets, street trees and benches.

A map showing the neighbourhood areas has been developed, which has been derived taking into account a number of basic principles. These include:

- Areas to be of a reasonable size to allow analysis and treatment (1 to 3 hectares).

- The boundaries to the areas should, where possible, have low permeability (such as railway lines, parks etc) or be “major” roads (Red Routes & other “A” roads etc. - where high volumes of traffic could be expected to occur).
- Where practicable known intrusive traffic routes (rat-runs) between “major” roads have been included in a single area to allow a full analysis of the issues and comprehensive proposals for alleviation interventions in a single scheme.

A programme of two to three neighbourhoods a year is planned, with data led prioritisation of areas based on a number of criteria. Most of the criteria are related to the changes and benefits that could be expected when areas become less trafficked and more people are encouraged to use active travel for all or part of their journeys. To help minimise some of the key risks associated with the project, a small element of the selection criteria relates to the public acceptability, practicality and viability of introducing the types of intervention to significantly reduce/remove through traffic.

Two of the criteria used to help prioritise the neighbourhoods relate to air quality:

- **air quality levels** – A successful healthy neighbourhood should help to improve air quality levels within the neighbourhood. Neighbourhoods with the worst air quality are therefore given a higher score, based on recent diffusion tube monitoring within each area;
- **asthma levels in the community** – The prevalence of asthma has been linked to air quality issues, which should improve within healthy neighbourhood areas. Higher scores are therefore given to those neighbourhoods with higher asthma levels based on data from the Council’s public health team;

Other criteria include personal injury collisions, levels of obesity, public transport accessibility, levels of deprivation, public consultation feedback and pre-existing local community support and action.

There is a desire to see different parts of the borough benefitting from the programme. Cells have therefore been separated into those inside and outside the extended ULEZ boundary (i.e the south circular), with at least one neighbourhood from either side of the boundary to be implemented in each tranche. Other factors may also be taken into consideration when determining the priority for delivery, such as the availability of funding from other sources. Areas will be re-prioritised at least every 2 years, using the latest available data.

The above prioritisation exercise has provided four areas to be progressed over the first two years of the LIP programme: Lewisham and Lee Green, West Brockley, Bellingham and East Sydenham. It is worth noting that three of the four areas chosen already have a degree of public support for the types of changes that we will be seeking to implement through the HN schemes. This should reduce the risk of the programme “foundering” in the early stages through lack of support. As each healthy neighbourhood is delivered, this will help to showcase the benefits of the programme to other areas of the borough.

It should be noted that delivery of all four areas may be dependent on the borough securing further funding through the Mayors Air Quality Fund (MAQF). MAQF bids have been submitted for the East Sydenham and Lewisham & Lee Green areas, the

latter in partnership with the Royal Borough of Greenwich. Boroughs will be notified of the outcome of these bids in March 2019.

A programme for the first two years is currently being drawn up, with healthy neighbourhood areas to be notified of the intended timeline for their area by spring 2019. The package of measures will then be developed in close consultation with the local community, prior to implementation, in line with the budget available. Travel and air quality monitoring will be undertaken to understand the impact of the schemes.

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

27 FEBRUARY 2019

Question by Councillor Holland
of the Cabinet Member for Community Safety

Question

What progress has been made in developing a public health approach to serious youth violence and what are the timescales for implementation?

Reply

Lewisham has been delivering elements of a public health approach to violence for some time and we are now building on these. These include embedding a Trauma informed, restorative approach in the Youth Offending Service which is now showing reductions across a number of Key Performance indicators. This approach has also been widened and a range of voluntary sector organisations are working in this way.

There has also been a clear focus on education and awareness raising and the Council commissioned the Universal Schools Safety Programme for Year 7 in the borough as well as direct work we are doing with a number of organisations who work with young people.

Officers have also been working with a wide range of voluntary sector organisations including those who received Young Londoners Funding from the London mayor and I will continue to support opportunities for networking and collaborative working where possible.

The role of enforcement is important in the whole systems approach and working with our partners there is a continued focus on arresting those causing the greatest harm.

I want to build on the work already undertaken and launch a new wide-reaching strategy and ensure that it's developed and owned by local residents and groups as well as ourselves and our partners.

I am setting up a Reducing Violence Board which will focus the Councils wide ranging services on this agenda. This will be in place from the 1st April 19. I will

work with my cabinet colleagues to provide a strategic vision and to focus on the following areas:

- ❖ Strategic needs and data assessment
- ❖ Have a clear performance framework to understand impact
- ❖ Set up and have information on a homicide review which is being commissioned currently
- ❖ Have input and oversight of reviews taking place on specific elements of work across the council which will influence this agenda
- ❖ Setting up a community dialogue programme. We are inviting Expressions of Interest from organisations to bid to lead a community dialogue and training community groups and individuals in this approach. I am keen to hear from all parts of our community about the issues they face and solutions they hold to the violence which will help inform our community strategy to violence. We are aiming to begin these conversations in March 19.
- ❖ Threaded through this Board will be a youth panel which will help shape the vision and actions required to reduce violence.

It is important that this work is placed within a continued improvement and learning environment and will work with Partners to help deliver this programme of work.

This is a strategy that will set a direction for the next 10 years, and I will be working with stakeholders, partners and community individuals to ensure that our collective work will bring about the long term changes needed as well as dealing with the current challenges we face.

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

27 FEBRUARY 2019

Question by Councillor Rathbone
of the Cabinet Member for the Community Sector

Question

What procedures are in place to monitor the performance and governance of charitable, community and voluntary sector groups in receipt of funding from the London Borough of Lewisham?

Reply

Officers continue to monitor all funded organisations in receipt of Main Grant funding. This is done in two ways. Firstly, at an organisational and strategic level, an annual monitoring exercise takes place using the Rocket Science assessment tool. This measures leadership, finance, performance review and business development. Secondly, a quarterly monitoring report is submitted by each organisation outlining their performance against agreed outcomes and outputs.

Generally performance for all organisations is as a minimum rated as good and in some cases organisations continue to protect and deliver excellent front line service provision at previous funding levels despite cuts to their funding.

Where poor performance is highlighted officers do everything they can to support the organisation to improve to the required standard. This may include direct support or mentoring, linking the group with a group that can provide support or enlisting the support of a third party agency who can support in the specific area that an organisation may be struggling.

In the majority of cases this support will improve performance but if this is not the case funding will ultimately be withdrawn.

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

27 FEBRUARY 2019

Question by Councillor Copley
of the Cabinet Member for Housing

Question

What progress has been made towards the introduction of landlord licensing in the borough?

Reply

Work began in autumn 2018 to investigate the option of applying to the Secretary of State to introduce a borough wide landlord licensing scheme.

The first stage of this project is to collate data that identifies all properties in the private rented sector (PRS) across Lewisham and it is near conclusion. This data will be compared to key information on issues such as anti-social behaviour, crime, deprivation and poor housing conditions in order to establish any correlation between these factors and Lewisham's private rented homes. If a strong correlation is found then an application will be considered. The data analysis will be completed by the end of February 2019. Work has also been carried out to establish the resource implication of the scheme should it be agreed. Once this is completed a report will be submitted to Mayor & Cabinet in the spring to request permission to take proposals out to consultation. The consultation is anticipated to run between May and August 2019. If all the requirements are met an application could be submitted at the end of this calendar year with a possible launch of a borough wide scheme by May 2020.

The aim of borough wide licensing would be to improve the basic standard of accommodation in all private rented property.

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

27 FEBRUARY 2019

Question by Councillor Ingleby
of the Deputy Mayor

Question

Ongoing pilot work in Whitefoot ward and elsewhere has showed the success of Council surveillance cameras in both catching fly-tippers and deterring this behaviour.

But when the camera is moved on, the deterrent is lost. Given the current use of cheaply available 'sniper' cameras by CrossRail security staff, which can maintain both data chips and battery life for over a month, is it now time for the Council to plan and cost out a modest and inexpensive pilot programme for the use of such equipment and the organisation of staff or (eg) Glendales' staff to collect the data chips and replenish batteries, or a citizen- participatory version of this, as in the current Whitefoot citizen camera monitoring programme?

Reply

The Council's deployment of re-deployable CCTV in relation to fly-tipping in the borough is at an all-time high. The ongoing Whitefoot pilot may be expanded should additional funding become available. This would require funding for the cameras themselves as well as additional staffing. At this moment in time the limited staff resources available for CCTV enforcement are operating with the maximum number of manageable cameras but we will continue to keep this under review and consider any new opportunities which might arise as a result of emerging technology.

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

27 FEBRUARY 2019

Question by Councillor Curran
of the Deputy Mayor

Question

Will the Mayor give an update on The Railway Children Urban National Park?

Reply

The Railway Children Urban National Park is a concept that is being developed by the Grove Park Neighbourhood Forum through their Neighbourhood Plan. It is in essence a linear park/nature trail (approx. 4km in length) that aims to connect the green spaces of Sundridge Park Golf Course and Elmstead woods in Bromley leading up along Chinbrook Meadows and Grove Park nature reserve.

The focus of this project is to protect the local wildlife and ecology of the area, improve the green infrastructure links to Grove Park town centre and enhance and increase access throughout the existing green spaces creating a number of new walkways and cycle friendly paths. The park will also include a heritage trail influenced by the Edith Nesbitt book the Railway Children

The Grove Park Neighbourhood Forum and associated draft plan which covers this area has proposed this concept. The plan is at a draft stage and will be subject to further consultation and a referendum. Should the plan be supported through the referendum it will then be adopted as planning policy.

We are very supportive of the concept and indeed the green space in question has a number of policy designations such as MOL (Metropolitan Open Land), borough SINC (Site of Importance for Nature Conservation) and open space designations that current protect and safeguard the future of the corridor.

The corridor significance will also be identified in the emerging new Local Plan in due course.

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

27 FEBRUARY 2019

Question by Councillor Gibbons
of the Cabinet Member for Parks Neighbourhoods and Transport

Question

Given the wide range of benefits that extending the Bakerloo Line to Lewisham will bring to the borough, how is Lewisham council supporting the Back the Bakerloo Campaign?

Reply

Lewisham Council was instrumental, together with Southwark Council, in devising and launching this campaign with the establishment of the website, backthebakerloo.org. The website explains the plans for the BLE, its benefits, and encourages people to pledge their support. The number of pledges is now over 11000.

Being able to demonstrate local support for the scheme will be important in putting the case to ministers. We are continuing efforts to get as many people on board as possible. For example, a poster campaign was recently launched, with posters on billboards in more than 50 locations across the Lewisham.

All of this supplements activities to raise awareness and get support from stakeholders across London for this regionally significant scheme.

Please see attached a version of our latest Bakerloo Line update

London’s Mayor has committed to extending the Bakerloo Line from Elephant & Castle to Lewisham via New Cross Gate Station. A second phase could see the line extended further to Ladywell, Catford, and Lower Sydenham and on to its end station, Hayes, in Bromley. Funding for the scheme remains uncommitted. TfL is progressing the proposals to get the necessary planning powers and funding to construct and operate the extension.



Currently the line operates 22 trains per hour and trains are 47 years old.

The BLE Proposals include a line upgrade to deliver 25% more capacity with more new underground trains - potentially up to 36 trains per hour. It will also mean new trains and signalling.

The extension would move 65,000 people every morning, facilitate the delivery of 27,500 homes and 6,000 jobs in Lewisham. It will also help to facilitate the delivery of than 100 000 homes and 130 000 jobs in the 9 London Plan opportunity areas and four housing zones that are situated along the entire line.

Timeline - The current timeframe sees submission of the BLE Transport and Works Act Order (TWAO) in 2021 and a TWAO decision in 2022. If the extension gets the go ahead, construction would commence in 2023 with trains up and running by 2030.

Current stage of TfL's work

Last year TfL consulted on the scheme and issued its response to the consultation on 12 September 2018. This document confirmed:

New Cross Gate Station – Two possible station sites continue to be evaluated – Goodwood Road and Sainsbury's. TfL proposed the Sainsbury's retail park site for the construction and operation of a Tube station in the 2017 consultation campaign it ran. TfL are investigating ways of retaining the Sainsbury's during construction and have confirmed that Sainsbury's would be compensated if the suffered any losses due to the disruption.

TfL also stated at the time of that consultation that the Sainsbury's site may aid the construction of the whole extension project given its size and location along the route. In this scenario, it is unlikely that the store's present could be maintained.

A New Cross Gate Area Framework (client group – LBL, TfL and GLA) is being finalised.

Shaft Site, Alexandra Cottages Lewisham Way – TfL consider this the most preferable option and is working with the landowner to progress designs.

Lewisham station - Designs for a station interchange are being developed between the Bakerloo line, DLR and National Rail services. A Lewisham Interchange Study was completed last year by Studio Egret West/Atkins. Very initial costings were given of £200m to £250m. This would be additional to the cost of the BLE to Lewisham, the figure for this, which informed TfL's 2017 consultation was c£3.6bn to Lewisham, based on a 2016 estimate in 2016 prices, although this is now known to be higher. An MoU is being finalised between Network Rail, TfL and LBL.

Funding for the BLE

TfL have funding committed to develop the scheme although there is no funding beyond the Transport and Works Act Order. Some funding will come from Local CIL and S106 although this will not cover the cost of the BLE or station interchanges so funding is being sought from other sources. There is a strong argument that the Bakerloo Line upgrade and its extension is a strategic London wide project, warranting access to Mayoral CIL.

Benefits of BLE

a) Transport

Improved transport links and journey times

1. Journeys from Lewisham to the West End would be 9 minutes faster (which for a commuter would save 3 days a year)
2. A huge increase in frequencies meaning a tube train every 2- 3 minutes.
3. A Bakerloo Line upgrade is also planned which will see new, state of the art trains and new signaling.
4. The upgrade will mean the number of trains on the existing Bakerloo Line increases to up to 27 trains an hour, however if the extension goes ahead the number of trains per hour may increase up to 36 trains an hour.
5. The existing line which terminates at Elephant and Castle does not run at capacity it is therefore able to increase its capacity by 25% which will address the demand arising from Lewisham's anticipated 20% population growth between 2011 and 2036.
6. The Bakerloo Line interchanges with every other tube line as well as The Elizabeth Line and Thameslink, so the extension will provide significantly improved connections across London

with access to wider range of destinations. It will also make it easier to reach HS2 and London's airports.

7. The BLE would mean improve resilience on the network meaning that if there is an issue on another line there are more options for people to fulfil their journey.
8. The BLE will free up capacity on other tube lines, National Rail and London Overground and buses - making journeys less crowded and more pleasant.
9. Reduced congestion at interchanges - e.g. strategic modelling for Canada Water found the introduction of the BLE reduced interchanges at Canada Water by over 20% resulting in significant relief to platform crowding pressure.

London wide transport benefits

10. London's population is expected to rise by 3 million people by 2050 and there will be additional population growth in the Greater South East region. Committed transport projects will not meet future demand and as such, investment in the Bakerloo Line is essential to support London's growth.
11. London wide, the Bakerloo line extension will connect 9 of London's Opportunity Areas which is more than any other existing or proposed rail line including Crossrail 2
12. It will also connect four of London's Housing Zones which have been prioritised for Mayoral investment and three of London's largest estate regeneration schemes (Stonebridge Park – LB Brent, South Kilburn - LB Brent; Aylesbury Estate – LB Southwark).
13. Extending the line further south also opens up opportunities for stabling more trains, facilitating greater train frequency. TfL has been looking at a number of sites in the vicinity of the Hayes line-.

b) New Homes

14. In Lewisham the Bakerloo Line extension will support delivery of 27 500 homes of which will be seeking that 35% are genuinely affordable in the New Cross Lewisham and Catford and Deptford Creekside and Greenwich Reach Opportunity Areas over the next 20 years and will enhance the speed of their delivery.
15. Support the delivery of new homes in the south of the Borough if the line is extended beyond Lewisham
16. In Southwark it will support delivery of 20,000 new homes along the Old Kent Road.
17. The extension and upgrade could support the growth of over 100,000 new homes and across London.

c) Jobs And The Local Economy

18. It will support 6000 new jobs in New Cross Lewisham and Catford and Deptford Creekside and Greenwich Reach Opportunity Areas and many more if Phase 2 is also realised.
19. It will provide improved access to jobs, education and training, and business opportunities across London.
20. Improved accessibility will also mean increased business activity and productivity, including benefits to existing local businesses.
21. Phase 2 (Beyond Lewisham) could see the BLE run close to some of the wards in the Borough which suffer from high levels of deprivation.
22. Support jobs in a wide range of sectors including the creative and digital industries, office, industrial and distribution sectors – which are all crucial to the wider London economy and to Lewisham's growing economy.
23. London wide - the Bakerloo line extension and upgrade could support the delivery of over 130,000 new jobs.

24. The Council intends to commission a study to look in more detail as to what the BLE's impact could be and help quantify the local economic impacts.

d) Environmental Impact

25. Contribute to reducing air pollution and CO2 and NOx emissions, improving air quality which will deliver associated with health benefits.
26. Reduce congestion on the Borough's roads by providing an alternative to car travel.

e) Societal And Perceptual Benefits

27. The BLE will mean Lewisham is on the tube system for the first time.
28. Being on the tube map means enhanced perceptions and image of Lewisham
29. Greater sense of connection of Lewisham residents to London and to London wide economic, social and cultural opportunities.

f) Value For Money

30. The Bakerloo line extension and upgrade offers enormous value for money (particularly compared to Crossrail 2 with an estimated cost of over £30 billion in 2014 prices¹).
31. The business rate uplift over the entire Bakerloo line could make a significant contribution to London local tax base.
32. Relative technical ease of delivery of the BLE. The existing Bakerloo Line has the capacity to deliver a significantly enhanced service. Bakerloo Line tunnels already exist in central London that are not used to full capacity; second phase for the extension beyond Lewisham could use existing overground tracks and would probably not require further tunneling.

¹ See <https://crossrail2.co.uk/discover/funding/>

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

27 FEBRUARY 2019

Question by Councillor Gallagher
of the Cabinet Member for the Community Sector

Question

What is the Council doing to celebrate LGBT History Month in Lewisham?

Reply

To celebrate LGBT History Month 2019 Lewisham LGBT Forum are holding a special reception at Lewisham Town Hall on the evening of Friday 1st March.

Those interested in attending this event should register at:

<https://www.eventbrite.co.uk/e/peacereconciliationactivism-where-are-we-now-hiv-art-prep-sexual-health-tickets-56011918155>

More generally Lewisham's Hub Libraries have displays of reading material dedicated to LGBTQ+ month and the Library and Information Service has launched a new eCollection on the Lewisham OverDrive site for LGBTQ+ month. Libraries also offer The Advocate, Attitude, and Diva in the eMagazines collection with the RBDigital App, and Gay Times on PressReader.

Overall, activities for the month, and beyond, are coordinated by the LGBT Forum at:

<https://us14.campaign-archive.com/?u=ae30d9e13e41f7610eeeb5ddd&id=66dc85422d>

Lewisham has worked with the LGBT Foundation and facilitated a successful joint bid with Lambeth and Southwark to the Equalities office to pilot their successful Pride in Practice programme. This will be mobilising shortly, and the LGBT Foundation are taking advantage of LGBT history month to meet with members and senior Council officers on the 22nd of February to plan for the roll out.

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

27 FEBRUARY 2019

Question by Councillor Walsh
of the Cabinet Member for Parks, Neighbourhoods and Transport

Question

Can Mayor and Cabinet tell Council how they have been raising the profile of the Bakerloo Extension line beyond the Borough Boundary; specifically any assessment of how the *Return on Investment* of this major Transport project compares to other regional projects.

Reply

1. London's population is expected to rise by 3 million people by 2050 and there will be additional population growth in the Greater South East region. Committed transport projects will not meet demand and, as such, investment in the Bakerloo Line is essential to support London's growth. The benefits of the Bakerloo Line Extension to Lewisham to London as a whole are many:
 - Extending the BLE to Lewisham would transform train frequency on the whole line from the current 22 trains per hour to up to 36 trains per hour (a train every 2 minutes). It also strengthens the business case for the planned upgrade to the existing line, bringing new trains and signaling.
 - It helps to facilitate the delivery of the over 100,000 new homes earmarked for the 9 London Plan opportunity areas and four housing zones that it runs through— from Harrow and Wealdstone in the north, to Lewisham in the South. It will also support the delivery of over 130,000 jobs in London.
 - The line interchanges with every other tube line in London as well as the Elizabeth Line and Thameslink. The improvements to the whole line that the extension will bring will mean significantly improved connections across London with access to a wider range of destinations.

The BLE will ease congestion on these lines, as well as National Rail and the London Overground.

- It will ease congestion at key interchanges. E.g. strategic modelling for Canada Water found the introduction of the BLE reduced interchanges at Canada Water by over 20%, resulting in significant relief to platform crowding and pressure.
 - Value for Money: At an estimated £3.6bn, the BLE offers enormous value for money, particularly compared to Crossrail 2 which has an estimated cost of more than £30bn. So, at a tenth of the cost of Crossrail 2, the BLE will help to facilitate the delivery of more than 100,000 homes, compared to Crossrail 2's 200,000 homes.
 - The business rate uplift over the entire Bakerloo Line could make a significant contribution to the London local tax base.
 - In engineering terms, the scheme is relatively easy to deliver. The Bakerloo Line tunnels in central London already exist and are not used to full capacity. The second phase for the extension, beyond Lewisham, could use existing overground tracks and eliminating the need for further tunneling. The current Hayes service operates 4 trains per hour and 6 at peak, benefiting not just Lewisham, but neighbouring Bromley. The BLE will transform frequency and improve resilience in parts of South London that are currently dependent on National Rail services.
2. We have been working actively to ensure that the benefits of the BLE to the whole of London are understood. Together with LB Southwark, we have campaigned to increase the profile of the scheme and secure support for it by attending and speaking at regional events. A BLE display stand has been put together, promoting the regional case. We also had a presence with the stand at a recent West London Growth Summit, to engage with boroughs in North West London to raise awareness and gain their support. A booklet has been produced and handed out to a range stakeholders across London.

A joint communications strategy has been developed with the GLA, TfL and LB Southwark, which we intend to execute in earnest over the coming months.

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

27 FEBRUARY 2019

Question by Councillor Hall
of the Deputy Mayor

Question

Will the Cabinet Member provide an update and breakdown of the costs to date on Beckenham Place Park? And, what is the full budget

Reply

The current budget for delivery phase works in Beckenham Place Park is £6,958,125.

The two principal contracts are for building restoration (£2,524,742) and landscape restoration (£2,362,377). Key costs which fall outside these contracts include utilities connections and arboriculture services. The breakdown of invoices paid to date is as follows:

Building restoration	£631,228
Landscape restoration	£950,950
Arboriculture works	£102,640
Rubbish clearance, repairs & materials	£22,428
Furniture & bins	£1,926
Tree planting	£20,337
Community engagement	£22,650
Architect fees	£118,734
Landscape architect fees	£118,149
Quantity Surveyor fees	£52,521
Mechanical & Engineering consultancy	£28,898
Archaeological fees	£25,703
Planning fees and surveys	£18,258
Legal services	£3,600
Public notices & signage	£2,689
Total	£2,120,711

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

27 FEBRUARY 2019

Question by Councillor Copley
of the Cabinet Member for School Performance and Children's Services:

Question

What is being done to tackle pressures on the children's social care service and its budget?

Reply

Lewisham is not alone in facing pressures on its social care services, which protect children from harm, and support children in need. The national underfunding of children's social care has received belated but important media attention in recent months. The National Audit Office published a report recently which identified that 91% of councils overspent their children's social care budgets in 2018/19. The NAO cited data showing that referrals to children's social care rose 7% between 2010-11 and 2017-18, outstripping population growth. The numbers of children classified as 'in need' rose by 2% over the period. There has been a national increase in children on child protection plans (26% increase) and higher numbers of looked after children as well.

In the face of these sorts of pressures, in Lewisham, as reported in detail to Public Accounts Select Committee on 25 September 2018, Children's Social Care spent £12.6m more than its budget in 2017/18. The budget pressures in Children's Social Care are firstly in the cost of placements for looked after children and care leavers, especially the high costs of children with higher levels of need requiring residential placements. The second area of budget pressure is staffing, where the service is expected to maintain reasonable caseloads for social workers, enabling them to undertake direct work with children.

During this year, the pressures have been urgently addressed through development and implementation of an Improvement Plan, which sets out an ambitious and fast-paced programme of improvement, building on the earlier post-Ofsted improvement plan, which ran from 2015 to 2018. The Plan both delivers improvements to the quality and reliability of services – so that our most vulnerable children get the best

possible support - and tackles the budget issues faced by the service, reducing costs and improving value for money.

The key aims of the improvement programme include:

- Improving the placement process for looked after children and care leavers, with smarter commissioning of residential care, leaving care accommodation and semi-independent accommodation and agency fostering.
- Increasing the number of in-house foster carers.
- Setting out all our placement needs and procurement plans in a clearer, refreshed Children's Social Care Placements Sufficiency Strategy.
- Clarifying the children's social care staffing establishment, ensure it is properly costed and establish a staffing budget and fixed establishment which can be effectively monitored.
- Restructure the children's social care budget, with a recoding exercise, introducing effective budget monitoring all levels with a budget which reflects activity and for which individual budget holders can be held to account.
- Introducing a consistent practice model, starting January 2019, Signs of Safety which better enables social workers to support children to stay with their families and reduces escalation.
- Developing a 'contextual safeguarding' approach to working with adolescents to achieve better outcomes through earlier intervention and thereby reducing the numbers of older children coming into care.

In order to provide assurance, and ensure pace of delivery, the improvement programme is overseen by a senior board, involving key officer leads across the Council. I chair this board fortnightly. A lot remains to be done, but I am pleased to be able to report that the key areas of work are on track.

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

27 FEBRUARY 2019

Question by Councillor Curran
of the Cabinet Member for Parks Neighbourhoods and Transport

Question

Will the Cabinet Member give an update on the proposed extension of the Bakerloo Line to Hayes?

Reply

1. Background

- 1.1 Consultation on the Phase 1 extension of the Bakerloo line to Lewisham Station was undertaken by TfL in the early part of 2017. Since that time the Council have sent two holding responses to that consultation which took into account feedback from Sustainable Development Select Committee.
- 1.2 Both responses confirmed that LB Lewisham fully supports the Bakerloo Line extension to Lewisham via Old Kent Road and New Cross Gate which would provide new capacity and frequent connections from areas currently underserved by rail as well as enable development close to new stations. It confirmed that LB Lewisham considers the extension essential to the Borough because it will (in brief):
 - Enable it to realise its significantly increased housing targets and associated growth.
 - Support Lewisham's productivity by providing homes for people within easy reach of central London and by better connecting the business and higher education community.
 - Much improved access to the central London employment market and a wider sales market for our existing businesses.
 - Provide increased capacity for passengers and better connections for existing and future residents.
 - Fundamental to sustainable growth of the Borough.

- 1.3 Also made clear was our concern that without the BLE, some parts of Lewisham's public transport network will be unable to meet demand for parts of the travelling day.
- 1.4 The responses strongly set out LB Lewisham's support of a Phase 2 extension beyond Lewisham to Catford and Hayes as it is considered to be essential for the Borough. It would be the catalyst for housing and economic growth, improve connectivity and bring significant change to our existing communities. The business case for such an extension is considered to be very strong, particularly as the bulk of the infrastructure costs are in the Phase 1 tunnelling.
- 1.5 TfL previously consulted on a proposal to extend the Bakerloo line via Lewisham and down the Hayes line, assuming its conversion from National Rail to Tube services. The case for its conversion lies primarily in the prospect of delivering a more frequent rail service on the Hayes line itself, and the recast of the current National Rail paths from Hayes to central London termini onto alternative Southeastern network routes, thereby increasing rail frequencies elsewhere in the south east London region and beyond. Those frequency increases would improve passenger journeys and support future growth along the routes.
- 1.6 Since 2014, TfL has not ruled out an extension of the Bakerloo line beyond Lewisham either down the Hayes line or to an alternative destination. TfL stated in its final response to the 2017 consultation exercise, published on September 12th 2018 that *"the case for extending beyond Lewisham remains under review including considering if doing so could support our objectives for construction or operation of the Bakerloo line extension, or the contribution the scheme can make to the delivery of the aims and objectives of the Mayor's Transport Strategy"*.
- 1.7 Through our regular discussions with officers from TfL, we understand that TfL's work has been progressing on the approach to constructing the Bakerloo line extension to Lewisham. They have been considering a number of options to achieve that, including the 2014 consultation option of extending down the Hayes line which we consider there is a good business case for. TfL is investigating different options to Lewisham (which have different impacts on the scope of the scheme) and the potential destination beyond Lewisham. TfL expects to arrive at recommendations in summer of this year. We will continue to work with TfL officers to understand their work as it progresses.

2. Progress update

- 2.1 Since the holding responses were submitted, Officers continue to make the case for Phase 2 and a number of work streams have commenced in and around the stations along the existing Hayes Line (which could be future BLE stations) which are explained in the report.
- 2.2 The Council is in a Growth Partnership with the GLA, TfL and LB Southwark, dealing with regeneration, transport and planning matters along the Bakerloo Line Extension corridor.

- 2.3 Senior Officers from each organisation meet at the quarterly Old Kent Road, New Cross and Lewisham Board and other Officers meet on a regular basis with Officers from the GLA and TfL as part of a BLE Working Group and a BLE Communications Group.
- 2.4 Officers maintain a constant dialogue with TfL and meet every to examine details of how the scheme will work in the various localities.
- 2.5 A joint communications strategy has been developed with the GLA, TfL and LB Southwark. Over the last 18 months Officers from both Lewisham and Southwark Councils have campaigned to increase the profile of the BLE and gain support for it and, in doing so, have attended and spoken at London First and New London Architecture events, MIPIM London, the West London Growth Summit, the Civil Engineers and the London Real Estate Forum. Attending and speaking at these events has ensured officers connect with relevant stakeholders to obtain their support. We remain in a close working relationship with LB Southwark and intend to jointly continue campaigning as more needs to be done to ensure that we secure the BLE for the borough.
- 2.6 A website has been developed by LB Lewisham and LB Southwark called 'Back the Bakerloo' which explains the plans for the BLE and encourages people to pledge their support. The number of pledges is now over 11000. A poster campaign has been launched in more than 50 locations across the borough which will encourage people to go to the Back the Bakerloo website and give their support.
- 2.7 To fully support the Council's work on the BLE in identifying, maximising and driving the benefits to Lewisham, two additional posts have been created which are being recruited to at present which will add to the existing team.

3. Other workstreams

- 3.1 The Council is engaged in a wide range of related workstreams, including policy and economic work, as well as planning for improvements to the potential future BLE stations and surrounding areas. Most notably this includes detailed analysis and initial design work for Lewisham Station, which has been developed by the Council in partnership with TfL and Network Rail.
- 3.2 Officers will continue to update Sustainable Development Select Committee members. The most recent update was presented in January 2019, which can be found in the link below:

<http://councilmeetings.lewisham.gov.uk/documents/s62260/07%20Bakerloo%20update%20300119.pdf>

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

27 FEBRUARY 2019

Question by Councillor Gibbons
of the Cabinet Member for School Performance and Children's Services

Question

What progress has been made on reducing permanent exclusions from schools?

Reply

Permanent exclusion from school is a serious sanction, which should be used only as a last resort. Only the headteacher of a school can exclude a child and this must be on disciplinary grounds. The decision to permanently exclude a child should only be taken:

- in response to a serious breach or persistent breaches of the school's behaviour policy; and
- where allowing the child to remain in school would seriously harm the education or welfare of the child or others

The number of permanent exclusions in recent years has been a concern. That is why we pledged in our 2018 manifesto to work with parents and schools to reduce exclusions. I look forward to the conclusions of the current Children and Young People Select Committee Review on exclusions which focuses on the improvement of Lewisham performance, a deep dive into the causes of exclusion and the investigation of best practice around early intervention to support for children at risk. The report is expected in March 2019, and we will want to take it into account as we take forward the continued work of the Lewisham Inclusion Strategy, and the fulfilment of our manifesto pledge.

I would not want prejudice that report by speculating on the reasons for the past numbers of exclusions locally (although I note the pressures that schools are under nationally, and the rising trend of exclusions elsewhere). I am however encouraged by the progress that our schools have been making in recent years. In the most recent national data, there were no permanent exclusions from primary schools.

As for secondary schools, in 2015/16 we had 78 permanent exclusions. This number fell to 63 in 2016/17 and was down to 43 in 2017/18. That is a drop in permanent exclusions of 45 per cent, bucking an upward national trend.

We anticipate – and very much hope for - a further decrease this academic year following extensive efforts and progress to reduce exclusions.

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

27 FEBRUARY 2019

Question by Councillor Gallagher
of the Cabinet Member for Democracy, Refugees and Accountability

Question

Can the Mayor provide us with an update on the review of the NRPF service?

Reply

Over the weekend, we announced that the embedded Home Office immigration officer has been removed from within the Council.

I have asked for an independent review of the Council's NRPF service with its specification to be designed in partnership with various community groups and campaigners.

The scope of the review will include:

- I. To examine existing policies and procedures and assess fit with relevant legal requirements including the Children's Act 1989, Working Together to Safeguard Children (2018), relevant case law, and the Nationality Immigration and Asylum Act 2002.
- II. To assess competence of staff to carry out section 17/ destitution assessments and make decisions regarding the provision of support, and provide a service in a non-discriminatory manner.
- III. To undertake an ethical survey of service users and community groups with a view to capturing the experience of NRPF service users.
- IV. To identify training requirements as necessary.
- V. To review practice over the last two years (access to case files and Human Rights Assessments will be provided).

The evaluation will include as an integral part of the review consultations with service users, LBL staff and community stakeholders engaged with the welfare of NRPF households

The proposed timetable is:

- Advert and invitations to go out on Wednesday 27 February 2019.
- Deadline for submissions 18th March 2019
- Shorting and appointment by 22nd March 2019.
- Review completed by 30th June 2019.

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

27 FEBRUARY 2019

Question by Councillor Hall
of the Cabinet Member for Safer Communities

Question

Can the cabinet member update me on progress of her enquiries relating to Gwenton Sloley?

Reply

The Mayor has had a meeting with Mr Sloley since the previous Full Council Meeting. Additionally, my offer at the last Council to meet with Mr Sloley remains as well if he would like to do so. The Mayor and I have raised with the police the concerns asked by Gwenton.

All other aspects of an individual's case is not something that can be shared owing to data protection.

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

27 FEBRUARY 2019

Question by Councillor Curran
of the Mayor

Question

Will the Cabinet Member ensure that the redevelopment of Bell Green and Lower Sydenham will address the multiple problems highlighted by the School Superzone project?

Reply

The concerns raised by the School Superzone project have all been shared with the Council's Planning Service and other partners. Some of these issues can be addressed by a more immediate multi-partners response whilst others will help to inform the development planning in the wider area.

In line with the Lewisham Labour 2018 manifesto, I am committed that the Council continues its work to tackle poor air quality and will intervene to protect our most polluted playgrounds and school gates.

The programme will work on the issues that have been identified to seek information and propose actions that could be taken. I will ensure that you and other local councillors are kept informed of this progress and involved in further discussions.

QUESTION No. 20

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

27 FEBRUARY 2019

**Question by Councillor Hall
of the Cabinet Member for Finance, Skills and Jobs**

Question

What are the true and accurate costs for the departure and replacement of Ian Thomas as Chief Executive? Please include any legal fees both sides if borne by the Council, on costs, any compensation agreed, estimated recruitment costs, any non-disclosure agreement costs and any other costs?

Reply

The cost of recruiting the previous Chief Executive was £35,000.

As with any member of the Council's staff, from senior management to junior officers, the Council does not comment on individual employment matters. This is to protect the privacy and confidentiality of individuals and is in line with a best practice employer approach.