



## Mayor and Cabinet

### Catford Regeneration Programme Approval of Phase 1:

Match Funding of the Good Growth Fund / Improvements to Catford Stations Area.

**Date:** 16 September 2020

**Key decision:** Yes

**Class:** Part 1.

**Ward(s) affected:** Rushey Green/ Catford South

**Contributors:** Head of Law; Executive Director for Housing, Regeneration and Public Realm; Director of Regeneration and Inclusive Growth (Interim); Acting Chief Finance Officer.

### Outline and recommendations

This report provides a series of recommendations that focus upon the opportunity to deliver a number of key regeneration projects within Catford Town Centre. These Phase 1 projects maximise external investment and support both the Post-Covid19 recovery plan and Catford Town Centre's programme of regeneration by detailing plans for around £5m early investment. Mayor and Cabinet are asked to approve:

1. Match-Funding to the GLA Good Growth Fund in the sum of: £1.65M from the Capital Programme.
2. Delegation of authority to the Executive Director for Housing, Regeneration and Public Realm in conjunction with Head of Law to agree the terms of and to enter into the GLA's Good Growth Grant Agreement and to agree to the procurement of a suitable multi-disciplinary architectural practice from the ADUP framework.
3. The transfer of S.106 funding in the sum of £1,515,537. This was originally proposed for the delivery of a footbridge between Doggett Road and the Barratt's development (BLL) on the former Catford Greyhound Stadium site, the proposal is to deliver a programme of public realm and accessibility improvements to Catford Station areas instead – shaped by public engagement.
4. Delegation of authority to the Executive Director for Housing, Regeneration and Public Realm to agree the procurement strategy and appointment of a suitable contractor to construct the Catford Stations scheme.

## Timeline of engagement and decision-making

### Good Growth Fund

The GLA have indicated that they would like recipients of the Good Growth Fund to be in contract with them by end of September 2020. It is proposed that officers will (subject to approval of this report) commence with immediate effect, finalising the Good Growth Grant Agreement and a strategy and programme in conjunction with the GLA to commence with procurement of a suitable consultancy team to support the project via the ADUP framework.

### Improvements to Catford Stations Area

Full details of the indicative programme for the Station area improvements can be found in Section 6.11 of this report. The indicative timeline for consultation on is April 2021 with delivery anticipated to start in February 2022.

## 1. Summary

- 1.1. This report provides a series of recommendations that focus upon the opportunity to deliver a number of key regeneration projects within Catford Town Centre that can support the Post-Covid19 recovery plan and support Catford Town Centre's programme of regeneration. These early investment proposals correspond fully with the draft Catford Framework document that is also due to be presented to Mayor & Cabinet at the same meeting on 16 September 2020. However the Phase 1 projects can also be delivered independently of the Framework providing: fundamental improvements to the public realm for Catford, meeting social and economic integration objectives; opportunities for business creation, town centre jobs and potential early housing delivery.

## 2. Recommendations

It is recommended that Mayor & Cabinet approve:

1. Match-funding to the GLA Good Growth Fund in the sum of £1.65M, to be funded from the Council's General Fund Capital Programme.
2. Delegation of authority to the Executive Director for Housing, Regeneration and Environment in conjunction with Head of Law to agree to the terms of and enter into the GLA's Good Growth Grant Agreement and to agree a strategy and programme in conjunction with the GLA and to further commence procurement of a suitable consultancy team to support the project via the ADUP framework.
3. The transfer of S.106 funding in the sum of £1,515,537, originally proposed for the delivery of a footbridge between Doggett Road and the Barratt's development on the former Catford Greyhound Stadium site, to deliver public realm and accessibility improvements to Catford Stations as set out in this report.
4. Delegation of authority to the Executive Director for Housing, Regeneration and Public Realm to agree the procurement strategy and appointment of a suitable contractor to construct the Catford Stations scheme.

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### 3. Policy Context

- 3.1 The Council's Local Development Framework sets the vision, objectives, strategy and policies that will guide development and regeneration in the borough to 2025 and, together with the Mayor of London's 'London Plan', forms the statutory development plan for the Borough. It anticipates major change and includes a focus on Catford Town Centre as a major development opportunity. The London Plan reinforces this view by identifying Catford as having potential for significant urban renewal.
- 3.2 The content of this report is consistent with the Council's policy framework, namely the Corporate Strategy 2018-2022:
- Meeting the Council's Resources and Regeneration Strategy in which the Council commits to the following key objectives:
- Planning (guiding the future development and use of land across the borough).
  - Regeneration and Place (shaping the physical transformation of the borough).
  - Strategy (including economy and partnerships, and communication).
- 3.3 The Local Authority has a duty to ensure the long term growth of its town centres is planned and managed, to ensure that viable and vital functions of its town centres are integrated as part of a sustainable development strategy.
- 3.4 Catford Town Centre is located within an Opportunity Area, with significant capacity to accommodate new housing and commercial development, as defined by the London Plan (2017).
- 3.5 Alongside all the above, Catford has been impacted by Covid and the fundamental disruption that has taken place to normal cycles of resident and business life. Several businesses in Catford Town Centre have closed and footfall is struggling. This adds immediate pressure to progress a programme of investment and to make early progress on a positive support for the town.

### 4. Background

- 4.1 The Council has been developing a programme to secure long-standing plans to regenerate Catford Town Centre with work ongoing to produce a Catford Framework. The Framework will provide the foundation and structure to help guide a programme of phased change and delivery over a 15 year period. The draft document is now complete and appears earlier on tonight's agenda. It fundamentally remains consistent with the plans that were presented to and shaped by public engagement and Members briefing sessions. Following extensive engagement, it seeks to give life to the main principles and priorities, which residents and Ward Councillors have said are at the heart of what is best about Catford and must be retained; and areas that can be improved.
- 4.2 Meanwhile, the Catford Programme Team have continued to pursue work with TfL who are seeking an acceptable design solution to enable the re-diversion of the A205 through the town centre, with an in principal grant having been secured from the Department for Transport (DfT). Progress with the road has also been hampered by the impact of Covid19 due to the furlough of staff from the Transformational Change Team at TfL. However the team had reached the stage of developing a design that has

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passed the first phase of initial TfL modelling. It is believed that this design could provide a workable option subject to it passing more extensive modelling processes.

- 4.3 The impact of Covid19 upon normal operations and its potential impact upon the future may not become clear for some time however the Catford Programme Team have been seeking ways to deliver regeneration proposals as early as possible that can support the needs of the town centre sooner rather than later, with a focus on projects that align with but are not dependent on the Framework. There are two discreet projects which have been informed by earlier studies. One relates to a locally listed building and its surroundings (CCC) and Thomas Lane car park and one relates to landscape enhancements to Catford stations.
- 4.4 In March 2020, following a bid to the GLA for Good Growth funding, the Council were successfully awarded a grant of £1.65m to enable feasibility studies for the Catford Constitutional Club (CCC) building that would seek to retain its place in Catford as a community asset and to develop Thomas Lane car park site, to provide for new business and employment opportunities in buildings focused around a public yard. The grant will require the equivalent in match funding.
- 4.5 The Good Growth Fund is the Mayor of London's regeneration programme, delivered through the London Economic Action Partnership (LEAP). The fund will also provide expert regeneration advice, design support and knowledge sharing opportunities. The Good Growth Fund has been designed to build a broad and balanced programme of innovative and exemplary regeneration activities. The aim is to enhance and compliment other Greater London Authority (GLA) and Transport for London (TfL) programmes investing in London's housing, transport infrastructure, skills, culture and environment. It also aims to compliment regeneration activities by local authorities and the private and third sectors.
- 4.6 More detailed information about the aspirations for the CCC and Thomas Lane car park to fully utilise the Good Growth Funding can be found in Section 5 of this report. Conditions of the grant require an equivalent match fund from the recipient.
- 4.7 Although the development of Catford Green on the former Greyhound Stadium site proposed a replacement footbridge between Doggett Road and Adenmore Road, attempts between Barratt's and the Council to achieve a footbridge with the budget available and within the timeframes specified in the associated S106 has not proven possible.
- 4.8 Developers of the Catford Green development, Barratt Homes, carried out an extensive design consultation with the Council to establish whether the footbridge was deliverable. Prolonged design and costing revealed that the bridge proposal was not realistic and could certainly not be achieved within the financial envelope envisaged by the Section 106. Providing a footbridge with an essential accessible ramp also proved to be impossible as the length of the ramp would have extended too far along Doggett Road to be a viable option. Other design options were tested, one of these considered a footbridge with lift access at either end however the cost of the footbridge now far exceeded the available funding. A footbridge with lifts would also require significant annual expenditure for the Council to manage and maintain and residents on the Catford Green development would incur costs through their service charges for the lift on their side of the railway. Despite further CIL funding being injected into the budget stream as approved by M&C on 13 September 2016, the costs could not be met.
- 4.9 Barratt's therefore concluded that they would not be in a position to deliver the footbridge and opted instead to pay the Footbridge Contribution. In April this year the completion of final negotiations with the developer Barratt's in relation to how much that contribution should comprise was concluded. The allocation of S.106 funding in this

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regard, less the cost of the former footbridge demolition and other associated costs has now been paid to the Council by Barratt's in the sum of: £1,515,537.

- 4.10 The S.106 provides that where the Council, despite using all reasonable endeavours to do so, has been unable to procure the construction of the footbridge then the contribution can be applied by the Council towards station improvement purposes, (being improvements to Catford and/or Catford Bridge stations), and/or other infrastructure improvements in the vicinity of and relating to the development at the land as are notified to the Owner of the Development land. The S106 expressly provides that the Council is not under any obligation to incur any costs in excess of the footbridge contribution paid by Barratts.
- 4.11 Officers are satisfied that all efforts to deliver the footbridge have now been exhausted and have undertaken a study to consider how use of the S.106 contribution could be fully utilised to undertake improvements around the stations instead. The focus has been directed at how the improvements could best serve the local community and the town centre improving links and connections. The major benefit of a footbridge would have been to enable people to pass more easily between Doggett Road and Adenmore Road providing a more direct route between the town centre and Ladywell Fields. At the time that the funding for the footbridge was secured from the Barratt's development, Holbeach School were also planning to use a building on the development for their nursery provision. A footbridge would have provided a benefit for parents having easy access across the railway to collect children from both school buildings. However, Holbeach School now use a different building for their nursery provision, reducing the original demand for a footbridge. A footbridge would also only reduce walking/ cycling distances between the town centre and Ladywell Fields by an average of 200-400m.
- 4.12 More information about the process undertaken to arrive at a recommended selection of station improvement projects can be found in section 6 of this report.
- 4.13 The request to approve the match funding to the Good Growth Fund and the transfer of s.106 funding towards Catford Stations improvements is made on the basis that both schemes correspond fully with the developing Catford Framework, but are equally beneficial to the town centre and its community if delivered independently of the Framework.

## 5. Good Growth Fund and Match Funding proposals

- 5.1 As already noted in sections 4.4 and 4.5 of this report, the Good Growth Fund aims to support regeneration opportunities with a key focus on culture and environment.
- 5.2 The submission was very well received by the GLA who were inspired by the mixed proposal to restore the CCC and to nurture its use as a cultural venue for socialising with its opportunity to improve the night time economy. This combined well with the objectives to create a portfolio of workspace in Catford's Thomas Lane car park, to create jobs and to support local businesses including ideas around how facilities could be retained and/ or improved for market traders.

Adjacent to the site, CRPL are already investing in the refurbishment of shop units 17/18 Catford Broadway and the provision of 5 x 1 bed flats above. No. 17 will provide a new ground floor frontage on the corner approach to Thomas Lane Yard via the existing walkway to the site providing a key route and connection.

- 5.3 Although the Good Growth Fund is not a housing focussed grant, the bid includes a

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proposal to work up a scheme to evidence the potential to provide around 100 new homes on the car park site above proposed workspace provision at street level with an aim to meet a 50% affordable target.

- 5.4 Moreover, a key feature of the bid is the provision of an inclusive public realm that can support access, integration and link individual project sites. Defined as ‘Thomas Lane Yard’, a series of connected spaces, incorporating the CCC garden and the lane leading to the Catford Broadway, would be planned to enhance greening, safety and way-finding.
- 5.5 The total value of the grant is: £1.65M with a requirement that the recipient match funds an equivalent sum. The submission was based on the indicative costs to refurbish the CCC from previous survey information. If approved this would be divided across the scheme in the following way:

<b><u>Good Growth Fund – Value of Distribution</u></b>			
	<b>GLA Funding</b>	<b>LBL Match Fund</b>	<b>Total</b>
<b>CCC</b>	£ 750,000	£ 750,000	£1,500,000
<b>Thomas Lane Yards</b>	£ 900,000	£ 900,000	£1,800,000
<b>Overall Total</b>	<b>£1,650,000</b>	<b>£1,650,000</b>	<b>£3,300,000</b>

- 5.6 Subject to the approval to match fund the scheme, the next step will be to further develop the brief for the site and enter into the and conditions of the Funding Agreement with the GLA. Subject to approval his process will be undertaken between the end of September and November 2020. Liaison with the GLA will involve revising the programme and developing a detailed brief in preparation for a tender process for the appointment of an architectural practice to prepare a design feasibility study of development options for the sites.
- 5.7 The GLA requirements include the use of the ADUP Framework to engage the architectural team. This Framework has been subject to an OJEU (Official Journal of the European Union) procurement process and is a Framework that the Council already have access to.
- 5.8 As well as providing a 50% investment in the restoration of the CCC, the Good Growth scheme will further provide benefits through the development of a feasibility for the wider site that includes land and property owned and managed by CRPL, but with ultimate ownership resting with the Council. The objective will be to provide cohesive development options for the Council and CRPL that can be delivered via a joined up approach as swiftly and efficiently as possible.
- 5.9 To this end, to ensure that the scheme can achieve mutual benefits for CRPL and the Council and more importantly, for the community that they serve, a Steering Board will be created to help guide and direct the project. As well as officers from the Regeneration Team, the group will include (but is not limited to) key officers from:

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- The Economy & Partnerships Team
  - The Strategic Development Team
  - The Public Realm Team
  - CRPL
- 5.10 This report seeks the further approval of Mayor & Cabinet to delegate authority to the Executive Director for Housing, Regeneration and Public Realm in conjunction with the Director of Law, Governance and HR to agree the terms of and enter into the GLA's Good Growth Grant Agreement and to approve the procurement process via the ADUP Framework.

## 6. Catford Stations Area Improvements

- 6.1 In June 2017 Gensler, an integrated architecture, design, planning firm, produced an Urban Integration Study for the Council that set out a number of options for the future development of the area around Catford stations and the Wickes & Halfords regeneration opportunity site. This study considered the forthcoming comprehensive regeneration of Catford Town Centre alongside: the proposed diversion of the main TfL road through the town centre (A205), the future potential extension of the Bakerloo Line (BLE) from Elephant & Castle through to Catford.
- 6.2 This study looked at strategic public realm improvements along the South Circular and around Catford and Catford Bridge stations and elements that would comprise a station hub for Catford. The study highlighted the need for an upgraded arrival space at the stations, improved accessibility, connectivity, better walking and cycling connections and improved way finding and signage in the locality.
- 6.3 The Gensler study has helped to inform the draft Catford Framework by setting out a high level vision for Catford Stations and surrounds that considers how a new station hub might benefit Catford in the future and opportunities for public realm improvements and explores how future development can be directed to accommodate growth and the potential (BLE). It also differentiated long-term projects from those which could be delivered in the short to medium term. Studio Egret West have further defined and illustrated the key principles for the area in a Stations Area plan within the Catford Town Centre Framework document.
- 6.4 The Council have separately commissioned a study of the Stations Area plan with the aim of securing some early improvements and to illustrate some early progress against the principles established through the Catford Framework, and based on community priorities. This study has prioritised projects that are considered to best support and improve movement and safety around the stations vicinity and also be delivered with the available funding.
- 6.5 The study has identified the following package of elements for phase 1:
- **Area 1:** Widening of the northern footpath along Catford Road to create safer access from Catford Station to the town centre.
  - **Area 2:** Widening the subway between the Wickes/ Halfords site and Adenmore Road to provide a safer and more legible route for cyclists and pedestrians
  - **Area 3:** Greening and planting enhancements to the public realm around Catford station area to signal that Catford is a green town centre
  - **Area 4:** The construction of two possible decks over the river to open access and to create new amenity space. One deck has a proposed location just north of Catford Road, this deck would provide better movement space between stations, a place for waiting and meeting. The other deck would be located further north providing a clear link

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between Adenmore Road and the Catford Green site with its Sainsbury's store. This deck could aim to provide a green and park-like environment, away from the noise of the road where there is a chance to engage with the river and with nature. Seating would be incorporated into the design with this in mind.

Officers would also like to explore further improvements in the form of:

- **Area 5:** Locations along the platforms at Catford Bridge station that offer potential for additional entry/ access points along Adenmore Rd and Doggett Rd. This could help distribute the number of station users, improve connectivity and accessibility and reduce the number of people using the current single access/exit points on both sides of the railway line. This could also help reduce numbers using Catford Road to access the steps to the station.
- **Area 6:** Incorporating covered, cycle storage facilities within the station area with an objective to provide safe, well-lit and dry locations to store bicycles for people using the station and the town centre.

Delivery of the above projects will be subject to a consultation process with stakeholders including Network Rail and partners, TfL, local residents and station users as well as requiring further surveys and more in depth design analysis of each project to establish deliverability.

6.6 The study also provides aspirational future projects that could be explored with stakeholders and partners including:

- Catford Station – a new arrival experience.
- Catford Station improvements.
- Catford Bridge Station – a new arrival experience.

6.7 Although available funds would not extend to the delivery of improvements noted in 6.6 above, projects listed in 6.5 will require engagement with both Network Rail and their subsidiary contracted partner, Thameslink. Conversations about projects that could be delivered now, can therefore provide officers with opportunities to engage in promoting further aspirational projects for the future.

In April 2019 the Department for Transport (DfT) announced that as part of the Access for All programme, step free access would be introduced across 200 stations. Catford station was one of those selected for a feasibility study to make it equalities compliant. The programme will run until 2024 therefore it is also hoped that Catford station may benefit from early lift access to platforms – and this is part of the improvement programme that officers are keen to press for.

6.8 Although some improvements to the public realm between the stations were delivered by Barratt's in 2018 as part of the development of Catford Green, the proposed improvements seek to link these with strategic public realm accessibility enhancements for the area.

6.9 The availability of the s.106 footbridge funding can support the delivery of a package of interventions around the river, stations and the road and transform the experience of the area for visitors and residents of Catford. The project will also enable new conversations with Network Rail and their subsidiaries to help explore opportunities for other joined up projects that improve the station facilities in the longer term. The proposed Catford Stations Area improvements would benefit a large number of users, will aim to improve Equalities Act compliance and better support the future potential BLE.

6.10 Subject to Mayor & Cabinet's approval to transfer the Catford Footbridge s.106 funds to

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station area improvements a procurement process to engage an experienced multi-disciplinary Landscape Architect practice would be undertaken. The value of this commission would not constitute a key decision.

6.11 The table below provides an extraction from the indicative programme for the delivery of the station improvements:

<b><u>Catford Stations Indicative Programme</u></b>		
<b>Activity</b>	<b>Start</b>	<b>Completion</b>
Mayor & Cabinet approval – transfer of footbridge funding & procurement proposals		16 Sept 2020
Procure Multi-disciplinary Landscape Architect practice and enter into contract	Oct 2020	Dec 2020
Multi-disciplinary Landscape Architect appt commences until end of contract defect period	Dec 2020	TBC
<b>RIBA Stages 1-2:</b> analysis, surveys, internal consultation, engagement with partners and preparation of concept designs	4 Jan 2020	12 May 2021
Public Consultation		April 2021
<b>RIBA Stages 3:</b> Detailed Design and engagement with partners, incorporation of consultation comments into design	May 2021	July 2021
<b>RIBA Stages 4-7:</b> Technical Design, preparation to tender, engagement with partners	Aug 2021	Sept 2021
Tender period	Sept 2021	Oct 2021
Tender analysis, reporting and approval processes	Nov 2021	Dec 2021
Business Panel ( Overview & Scrutiny)		Dec 2021
Contractor Mobilisation	Dec 2021	Feb 2022
<b>Construction Phase</b>	<b>Feb 2022</b>	<b>Oct 2022</b>

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Defect Liability 1 year or 2 years if design involves provision of trees		Oct 2023 <i>or</i> Oct 2024
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- 6.12 The indicative programme outlined above demonstrates a high level view of the various processes required to design a suitable portfolio of station projects to consult with stakeholders, residents and the public and to procure a contractor to deliver them.
- 6.13 Conditional on the approval of Mayor & Cabinet to give delegation to the Executive Director for Housing, Regeneration and Public Realm to approve the procurement, delivery strategy and award decision. Contractors would be sought via either an open tender process or via a suitable Framework, in accordance with the Council's Contract Procedure Rules as set out in the Constitution.
- 6.14 Contractors would be carefully selected with a focus on being able to demonstrate the most appropriate experience of managing an engineering project of this nature within a busy station environment and in close proximity to a river and a TfL strategic road network.
- 6.15 Following completion of the procurement process a further report will be prepared by officers to demonstrate the process followed and to seek approval to appoint the most suitably qualified contractor to deliver the project. This report will be a key decision and subject to overview and scrutiny.
- 6.16 It is estimated that a contractor appointment would be targeted to start on site in February 2022 (subject to reaching all agreements with primary stakeholders: Network Rail, TW, TfL and the EA). A project of this nature will need to be completed in phases to retain safe accessibility to the stations at all times, it is therefore anticipated that an allowance for the contract to run for a period of around 34 weeks is proposed although this will be further determined by the architect team.
- 6.17 This report seeks the approval of Mayor & Cabinet to approve the transfer of S.106 funding in the sum of £1,515,537. Funding was originally proposed for the delivery of a footbridge between Doggett Road and the Barratt's development (BLL) on the former Catford Greyhound Stadium site to improvements to the stations area instead and, delegation of authority to the Executive Director for Housing, Regeneration and Environment to authorise the procurement strategy and subsequent appointment of an experienced and most economically viable contractor to deliver the scheme.

## 7. Financial implications

- 7.1 This report recommends that Mayor & Cabinet approves match-funding of £1.65m to the GLA Good Growth Fund. This will be funded from the Council's General Fund capital programme. The Council's available capital resources are very limited at present, and it is therefore necessary to free up resource in order to make this financial commitment. A capital programme budget of £3.9m, which had been allocated to the refurbishment of the Old Town Hall has been paused at present as part of emerging plans to accelerate the development of Catford. It is therefore proposed to divert £1.6m of this budget as match funding to this GLA good growth opportunity to secure additional investment into Catford consistent with the plans for re-development of the area. Details on the impact of the paused works on the Old Town Hall and how the balance of allocated funding for those works will be used in the capital programme are to be brought back to M&C as part of the full update scheduled for October.

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- 7.2 . This report also recommends that S106 funding of £1,515,537, which was originally proposed for the delivery of a footbridge between Doggett Road and the Barratt's development (BLL) on the former Catford Greyhound Stadium site, is now utilised to deliver public realm and accessibility improvements to Catford Stations instead
- 7.3 Diversion of the S.106 contributions to Catford station improvements would mean that the additional contribution of CIL funds approved by M&C on 13 January 2016 is no longer required.

## 8. Legal Implications

- 8.1 The Good Growth Fund is a GLA non-repayable grant of £1.65M. A requirement of the grant is that it is match funded via an equivalent amount by the recipient. In this case it is proposed that the match funding sum of £1.65M is met from the Capital Programme. Both decisions are for M&C to make.
- 8.2 In relation to the Footbridge S.106 funding, the allocation of S.106 funding in this regard, less the cost of the former footbridge demolition and other associated costs has now been paid to the Council by Barratt's in the sum of: £1,515,537. The Council is entitled to use the contribution for the purposes of installing the new footbridge but in using its reasonable endeavours to procure the construction of the new footbridge, is not obliged to incur costs in excess of the net payment made to it. The report at 4.10 explains that if having used all reasonable endeavours so to do the Council is unable to procure the construction of the footbridge then it may apply it towards station improvement purposes, namely measures required for the improvement of Catford and/or Catford Bridge Stations and/or other infrastructure improvements in the vicinity of and relating to the development as are notified to the owner and which in the Council's reasonable opinion comply with the tests in Regulation 122 of the Community Infrastructure Regulations 2010 as amended
- 8.3 The decision to approve the re-direction of S.106 funds originally proposed for the reinstatement of the Catford footbridge towards Catford station improvements instead is one for Mayor & Cabinet to make, having considered the content of this report and all other relevant considerations.
- 8.4 The report requests that Mayor & Cabinet delegate to the Executive Director for Housing, Regeneration and Environment decisions about the contracts referred to in this report, both in relation to the best procurement strategy for the appointment of a suitable contractor to deliver the station area improvements, and for the award of the relevant contract(s). The contract would constitute a Category A contract as set out in Contract Procedure Rules. The report sets out how the requirements of those Rules would be satisfied, including by use of an appropriate framework agreement.
- 8.5 Decisions made under delegation by the Executive Director would where – as here – they would constitute a key decision due to the value of works being above £200K, would require scrutiny processes to be undertaken via the Council's Business Panel.
- 8.6 The decision to approve delegation of decision making processes in relation to Catford station improvements to the Executive Director for Housing, Regeneration and environment, is one for Mayor & Cabinet to make.
- 8.7 The Equality Act 2010 (the Act) introduced a new public sector equality duty (the equality duty or the duty). It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 8.8 In summary, the Council must, in the exercise of its functions, have due regard to the

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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.

The duty continues to be a “have regard duty”, and the weight to be attached to it is a matter for the Mayor, bearing in mind the issues of relevance and proportionality. It is not an absolute requirement to eliminate unlawful discrimination, advance equality of opportunity or foster good relations.

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

8.9 The Equality and Human Rights Commission (EHRC) has previously issued five guides for public authorities in England giving advice on the equality duty:

1. The essential guide to the public sector equality duty
2. Meeting the equality duty in policy and decision-making
3. Engagement and the equality duty
4. Equality objectives and the equality duty
5. Equality information and the equality duty

8.10 The essential guide provides an overview of the equality duty requirements including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice on good practice. Further information and resources are available at: <http://www.equalityhumanrights.com/advice-and-guidance/public-sector-equality-duty/guidance-on-the-equality-duty/>

## 9. Equalities implications

9.1 Match funding the Good Growth Fund will support the proposals made by the bid to the GLA to help promote business and job opportunities, an issue even more prevalent given the recovery requirements since the bid resulting from the Covid19 pandemic situation. Design of the Thomas Lane yards can also seek to promote social integration across the community and address accessibility for those with mobility issues through careful planning of the public realm.

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- 9.2 Subject to the transfer of Catford footbridge s.106 funds being approved then re-design of public realm to incorporate better accessibility to Catford stations is likely to provide varied long term benefits to the wider community particularly through the improvements and widening of the underpass between the Wickes/ Halfords site and the station that will make it safer and more useable for cyclists and pedestrians. The projects also aim to incorporate areas to sit and engage with the river and natural environment with an objective to enhance wellbeing and to improve safety and fear of crime through good design and better natural surveillance.
- 9.3 The inability to deliver the proposed Barratt's footbridge between Doggett Road and Adenmore Road with the S.106 funding may impact some residents who would have benefitted from a direct connection to the town centre via the footbridge. Ideally the footbridge would have been delivered - however the alternative use of the funds will likely benefit a greater number of users and commuters than those who would have utilised the footbridge, including those living on either side of the railway line.
- 9.4 Furthermore, in developing the station improvement projects, officers can engage with partners, Network Rail and Thameslink to seek to pursue further projects that may provide equalities access for elderly people, those with mobility issues and those with young children and prams. As noted in 6.7 of this report the DfT have selected Catford station for a feasibility study for accessible lift access.

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

- 10.1 Existing planning consents will be in line with the Council and GLA guidance on climate change.
- 10.2 The projects will aim to encourage use of public transport rather than use of car and will further encourage walking and cycling therefore reducing impact upon the environment.
- 10.3 The projects aim to address improvement in use of sustainable transport through the encouragement of walking and cycling in the town centre.
- 10.4 All projects will be developed in conjunction with future recommendations and advice that is derived from the circumstances that evolve from the result of the Covid19 pandemic.
- 10.5 Any procurement processes will require bidders to provide best methodologies for undertaking works with as little impact upon the environment as possible.

## **11. Crime and disorder implications**

- 11.1 The project will consider any further need for CCTV surveillance but with a focus on natural surveillance and designs that aim to deter crime and increase the feeling of safety. Wherever necessary the finishing structure should incorporate anti-graffiti measures.

## **12. Health and wellbeing implications**

- 12.1 Both the Good Growth funded scheme to develop Thomas Lane Yards and the station area improvement projects aim to generate health and well-being.
- 12.2 Proposals for the development of Thomas Lane Yard together with the restoration of the CCC development will seek to deliver social integration through the enhancement of public realm that will link to areas that incorporate work, business and leisure

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activities amongst green and aesthetically pleasing redesign of the space.

- 12.3 The station area improvements aim to enhance the experience of commuters and users of the space through a series of interventions that will create ease of movement between locations surrounding the station. The creation of sun decks in this location will provide an essential link between park settings in the vicinity including Ladywell Fields and provides further opportunity to interact with the river and its wildlife.
- 12.4 Additional greening in this area aims to retain existing trees and further supplement the hard landscape with additional planting.
- 12.5 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, cycling and leisure pursuits offered by the town centre.

### 13. Social Value implications

- 13.1 Officers from the Regeneration Team will seek to address social value implications when procuring and awarding contracts for works wherever possible.

The Good Growth Fund is based on a series of outputs that will address social value including business and job and training creation.

### 14. Background papers

- 14.1 The following appendices are attached to this report:

### 15. Glossary

- 15.1 Please contact the report author if any term definition is required.

Term	Definition
N/A	N/A

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