

## Mayor's Q&A Session – OSC 10.11.20

Questioner	Question	Response
Cllr Luke Sorba	<p>Following intense high profile pressure from Labour Councils in the North of England, the Chancellor of The Exchequer has increased planned Treasury support for jobs, the self-employed and businesses by an extra £8bn. What steps do you think Labour Councils should take to extract additional compensation to local authorities in London to help us reduce the level of cuts in services to our residents we are being forced to make?</p>	<p>The situation on support for the local economy and jobs has moved quickly over the past week, with the Government moving away from the tiered approach to national lockdown.</p> <p>The Council was receiving some limited support for businesses when London moved to tier 2. However, with the move to a national response the Council is receiving a further £6m of local discretionary business support. The Council, in consultation with the Business Task Force established earlier in the year with key partners, is preparing the Lewisham guidance, application and payment arrangements and will publish them this week.</p> <p>The government's response also confirmed additional funding to support business and extended the furlough scheme for employers and increased the self-employment payments to March 2021. These changes are welcomed and were supported by the Labour Party in Parliament. On 5<sup>th</sup> November the Bank of England announced that it was increasing quantitative easing with a further injection of £150bn into the economy.</p> <p>Working with other London Councils and the Mayor of London, Lewisham has consistently called on the Government to give councils the support we desperately need to respond to COVID-19, protect the most vulnerable and keep critical services running. Despite previous promises of doing 'whatever it takes' to support local authorities, the Government has failed to deliver on them. Lewisham's cost of responding to COVID this year is estimated to be £60m and rising, and £20m of this has still not been funded by the Government.</p> <p>The funding for local government services to address both the financial impact of COVID-19 on our budget and the fair and adequate funding for essential local services remain uncertain.</p> <p>The government have delayed the Comprehensive Spending Review (CSR) and reduced it to a one year review rather than four year. This delay and limited forward clarity comes</p>

		<p>on the back of over a decade of austerity and significant year on year cuts to Council budgets.</p> <p>The CSR is now expected from the Chancellor on 25<sup>th</sup> November with the provisional local government finance settlement likely to follow later in December. This gives the Council very little certainty and limited time to prepare our budget for 2021/22 which the Council will consider in February. This uncertainty is also unhelpful to the Council in the medium term as it seeks to plan the community recovery post COVID-19.</p>
<p>Cllr Louise Krupski</p>	<p>Now the Council has made a firm commitment to LTNs and we all broadly agree that we need to reduce car dependency in the borough, both to strengthen our resolution to reduce our Carbon expenditure and make Lewisham a better place to live, is it not now the time to look at how CPZs are implemented?</p> <p>We need a strategic approach to parking in the borough, rather than a lengthy drawn out process which pitches residents against each other in the ballot process. We need to take the lead in creating a public realm which works for everyone and supports our long-term goals. Decisions on CPZ implementation must be made as part of a rational design for transport in an area rather than through resident request.</p>	<p>In the current parking policy, which was updated in January 2020, the Council has committed to an annual programme of controlled parking zone (CPZ) consultations. CPZs are designed to protect residents and businesses from high demand for parking, with existing CPZs in Lewisham mainly concentrated around major destinations, such as town centres, railway stations and the hospital. Requests for new CPZs are prioritised by key criteria including the impact of existing CPZs and other transport projects that may affect parking, such as the upcoming expansion in 2021 to the Ultra-Low Emission Zone, public requests and new developments in the area.</p> <p>A borough-wide review of CPZs was expected to take place this financial year to inform the forward programme, but both this review and the completion of the existing CPZ programme are currently paused due to the pandemic. The Council is intending to restart this process and progress the agreed review.</p> <p>The roll out of future CPZs will generally be informed by public consultation results and be delivered in line with the Council's agreed policies and objectives. However, the policy does make provision for new or amended CPZs that are required urgently in response to extraordinary or acute issues around safety or access, in which case the CPZ programme may be amended in consultation with the Executive Director for Housing, Regeneration and Public Realm. Also, where significant parking problems are predicted as a result of significant levels of development, or transport projects, a presentation of evidence and specific solutions will be considered on a case by case basis, to be approved by Mayor and Cabinet. This may include consultation with residents to influence the design of the CPZ, but not on whether a zone will be implemented.</p>

<p>Cllr Octavia Holland</p>	<ul style="list-style-type: none"> <li>• What progress is being made on routes for safer cycling? Both in terms of segregated and quieter routes. Please confirm what is on hold, in the pipeline and planned.</li> <li>• What is progress on bike hangars? How do we justify charging for bike hangars in areas that have free car parking?</li> </ul>	<p>The Council's Cycling Strategy outlines our long term aspirations for the delivery of a network of cycle routes across the borough. Prior to the COVID lockdown this spring, the Council had been working with TfL to develop a programme of 'Cycleway' routes during the 2020/21 financial year. This included:</p> <ul style="list-style-type: none"> <li>• the implementation of Cycleway 4 (a segregated track along Evelyn Street);</li> <li>• the development and implementation of a number of Cycleways on quieter routes through the proposed Healthy Neighbourhood areas which would have been implemented in conjunction with a package of other measures in these areas;</li> <li>• initial development work on a number of other strategic corridors such as the A21 and A2.</li> </ul> <p>These schemes have all been put on hold due to financial pressures at TfL, and we await further news of the Department for Transport settlement with TfL and the implications for borough funding, including cycle route funding. However, the aspiration is to continue the development and delivery of these routes as soon as funding is available.</p> <p>In the meantime TfL had planned to bring forward a temporary CW4 scheme in conjunction with the borough, as part of the London Streetspace (LSP) programme. Unfortunately this has not been possible within the first 6 months of the programme and officers await a further update on this from TfL. Similarly the borough had also been investigating the feasibility of a number of other temporary pop up cycle lanes as part of the LSP programme. However, the initial routes investigated were found to be unfeasible within the parameters initially set by TfL (such as achieving a minimum width for the cycle lane, ensuring that the majority of the route is segregated and that no civil works are required). TfL had recently changed some of these parameters and the Council has made some modifications to the designs to reflect this. We await feedback from TfL on whether there is scope to bring forward these schemes during the remainder of the financial year.</p> <p>Officers will be delivering over 40 cycle hangars this financial year. Some of these have already been delivered in the Deptford area. The next phase will be delivered in the Lee Green and Hither Green area to complement the LTN scheme, with the remainder dispersed across the borough. Priority is being given to those streets with the most residents requesting space in a cycle hangar, but also to fit in with complementary schemes</p>
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<p>Cllr Octavia Holland</p>	<p>How is the £3m made on PCNs in the LTN being accounted for? Is it ring fenced funding or going to be spent on something specific?</p>	<p>The sole reason for introducing enforcement cameras is to ensure that the measures are adhered to. We have seen an 86% drop in contraventions since the camera enforcement started, so the majority of people are following the rules</p> <p>Under current legislation (the Road Traffic Regulation Act 1984 Section 55) any surplus raised can only be spent on things specified in the legislation, such as meeting the cost of providing and maintaining parking facilities, highways improvement works (including schemes to improve conditions for walking and cycling), highways maintenance (carriageway and footway), public passenger transport services - such as concessionary fares, the Freedom Pass and the Taxicard scheme - and the costs of anything approved by the Mayor of London which facilitates implementation of the Mayor's transport strategy.</p> <p>The Council's spending on these elements has consistently exceeded the surplus of the parking account.</p>