

## Cabinet

Tuesday 2 June 2015

4.00 pm

Ground Floor Meeting Room GO2A, 160 Tooley Street, London  
SE1 2QH

### Membership

Councillor Peter John  
Councillor Ian Wingfield

Councillor Fiona Colley  
Councillor Stephanie Cryan  
Councillor Barrie Hargrove  
Councillor Richard Livingstone  
Councillor Darren Merrill  
Councillor Victoria Mills  
Councillor Michael Situ  
Councillor Mark Williams

### Portfolio

Leader of the Council  
Deputy Leader and Cabinet Member for  
Business, Employment and Culture  
Finance, Modernisation and Performance  
Adult Care and Financial Inclusion  
Public Health, Parks and Leisure  
Housing  
Environment and the Public Realm  
Children and Schools  
Communities and Safety  
Regeneration and New Homes

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Or email: [paula.thornton@southwark.gov.uk](mailto:paula.thornton@southwark.gov.uk); [virginia.wynn-jones@southwark.gov.uk](mailto:virginia.wynn-jones@southwark.gov.uk)

Members of the committee are summoned to attend this meeting

#### Councillor Peter John

Leader of the Council  
Date: 22 May 2015



# Cabinet

Tuesday 2 June 2015

4.00 pm

Ground Floor Meeting Room GO2A, 160 Tooley Street, London SE1 2QH

## Order of Business

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### **PART A - OPEN BUSINESS**

#### **MOBILE PHONES**

Mobile phones should be turned off or put on silent during the course of the meeting.

#### **1. APOLOGIES**

To receive any apologies for absence.

#### **2. NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT**

In special circumstances, an item of business may be added to an agenda within five clear working days of the meeting.

#### **3. NOTICE OF INTENTION TO CONDUCT BUSINESS IN A CLOSED MEETING, AND ANY REPRESENTATIONS RECEIVED**

No closed items are scheduled for consideration at this meeting.

#### **4. DISCLOSURE OF INTERESTS AND DISPENSATIONS**

Members to declare any interests and dispensations in respect of any item of business to be considered at this meeting.

#### **5. PUBLIC QUESTION TIME (15 MINUTES)**

To receive any questions from members of the public which have been submitted in advance of the meeting in accordance with the cabinet procedure rules.

| <b>Item No.</b> | <b>Title</b>  | <b>Page No.</b> |
|-----------------|---|-----------------|
| <b>6.</b>       | <b>MINUTES</b>  | 1 - 23          |
|                 | To approve as a correct record the minutes of the open section of the meeting held on 17 March 2015.  |                 |
| <b>7.</b>       | <b>DEPUTATION REQUESTS</b>  |                 |
|                 | To consider any deputation requests.  |                 |
| <b>8.</b>       | <b>PETITION FROM BURGESS PARK USERS - SOUTHWARK SPINE CYCLE CORRIDOR</b>  | 24 - 26         |
|                 | To consider a petition from regular users of Burgess Park in respect of the Southwark Spine cycle corridor.   |                 |
| <b>9.</b>       | <b>ADOPTION OF THE COUNCIL'S CYCLING STRATEGY 2015 AND ASSOCIATED DELIVERY PLAN</b>   | 27 - 85         |
|                 | To agree to the adoption of the council's cycling strategy 2015 (the 'strategy') and the associated delivery plan.  |                 |
| <b>10.</b>      | <b>ADULT SOCIAL CARE, FAIRER CONTRIBUTIONS POLICY - CONSULTATION EXERCISE</b>   | 86 - 106        |
|                 | To agree to consult on proposals for a 'fairer contributions policy', the consultation period and timescale for reporting back to cabinet.  |                 |
| <b>11.</b>      | <b>MOTIONS REFERRED FROM COUNCIL ASSEMBLY</b>   | 107 - 119       |
|                 | To consider motions on the following:   |                 |
|                 | <ul style="list-style-type: none"> <li>• Welfare reform with an emphasis on financial inclusion</li> <li>• Financial advice in health centres</li> <li>• Mental health services in Southwark</li> <li>• Betting shop enforcement</li> <li>• Improve services at London Bridge station.</li> </ul> |                 |
| <b>12.</b>      | <b>APPOINTMENTS TO OUTSIDE BODIES 2015/16</b>   | 120 - 128       |
|                 | To consider and agree appointments to outside bodies for the 2015/16 municipal year.  |                 |
| <b>13.</b>      | <b>NOMINATIONS TO PANELS, BOARDS AND FORUMS 2015/16</b>   | 129 - 137       |
|                 | To agree the allocation of places and nomination of members to panels, boards and forums for the 2015/16 municipal year.  |                 |

**DISCUSSION OF ANY OTHER OPEN ITEMS AS NOTIFIED AT THE START OF THE MEETING**

**EXCLUSION OF PRESS AND PUBLIC**

The following items are included on the closed section of the agenda. The Proper Officer has decided that the papers should not be circulated to the press and public since they reveal confidential or exempt information as specified in paragraphs 1-7, Access to Information Procedure Rules of the Constitution. The specific paragraph is indicated in the case of exempt information.

The following motion should be moved, seconded and approved if the cabinet wishes to exclude the press and public to deal with reports revealing exempt information:

“That the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraphs 1-7, Access to Information Procedure Rules of the Constitution.”

**PART B - CLOSED BUSINESS**

**14. MINUTES**

To approve as a correct record the minutes of the closed section of the meeting held on 17 March 2015.

**DISCUSSION OF ANY OTHER CLOSED ITEMS AS NOTIFIED AT THE START OF THE MEETING AND ACCEPTED BY THE CHAIR AS URGENT**

Date: 22 May 2015





## Cabinet

MINUTES of the OPEN section of the Cabinet held on Tuesday 17 March 2015 at 4.00pm at the Council Offices, 160 Tooley Street, London SE1 2QH

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**PRESENT:** Councillor Peter John (Chair)  
Councillor Ian Wingfield  
Councillor Fiona Colley  
Councillor Dora Dixon-Fyle MBE  
Councillor Barrie Hargrove  
Councillor Richard Livingstone  
Councillor Darren Merrill  
Councillor Victoria Mills  
Councillor Michael Situ  
Councillor Mark Williams

### 1. APOLOGIES

There were none.

### 2. NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT

The chair gave notice that the following late items of business would be considered for reasons for urgency to be specified in the relevant minutes:

Item 7: Deputation requests

Item 21: Review of the Voluntary Redundancy Offer

### 3. NOTICE OF INTENTION TO CONDUCT BUSINESS IN A CLOSED MEETING, AND ANY REPRESENTATIONS RECEIVED

No representations were received in respect of the items listed as closed business for the meeting.

### 4. DISCLOSURE OF INTERESTS AND DISPENSATIONS

Councillors Fiona Colley and Victoria Mills declared an interest in respect of item 14, determination of primary school expansions – permanent enlargement of Cherry Garden school, and Phoenix, Bellenden, Ivydale, Robert Browning and Keyworth primary schools

as they had children of primary school age within the relevant catchment areas. These were not disclosable pecuniary interests.

Councillor Victoria Mills declared a non-disclosable interest in respect of item 15 – Gateway 1 – Homecare procurement strategy, in respect of the ethical care charter, as her partner works for Unison.

## **5. PUBLIC QUESTION TIME (15 MINUTES)**

The following question was submitted by Maggie Woods to Councillor Victoria Mills, cabinet member for children and schools. Ms Woods did not attend the meeting to ask the question. The leader asked that the response be circulated to Ms Woods.

### **Question from Maggie Woods to Councillor Victoria Mills**

The recommended expansion of Keyworth Primary fails to acknowledge traffic issues in surrounding streets (especially Faunce Street). Existing problems will be further exacerbated by the expansion. The school's travel plans consistently fail to resolve this and the current proposals increase the risks of harm to children. Why is this not being adequately addressed?

### **Response**

As part of the expansion of the school a review has been undertaken of the existing entrances and the operation of the school.

There will be four entrances to the school, Sharsted Street, Faunce Street, Doddington Grove and Gaza Street. It is proposed to restrict access to the new building in the Sharsted Street, so that it is only used for the After School Club. Parents will be advised that they should not drive up Sharsted Street. It has also been suggested that the entrance in Faunce Street should also be restricted so that it is no longer used as the entrance for drop offs and collection in the morning and evening peaks. This will be an improvement to the current arrangements and instead the entrances Gaza Street and Doddington Grove will be regarded as the main pupil entrances. Parents and carers will be actively encouraged, through the School Travel Plan, to not drive and instead use public transport or walk. Any drivers will also be asked to park away from the school site, to limit any impact on the local community.

The following question was submitted by Geraldine Vomero to Councillor Mark Williams, cabinet member for regeneration, planning and transport. Ms Vomero did not attend the meeting to ask the question. The leader asked that the response be circulated to Ms Vomero.

### **Question from Geraldine Vomero to Councillor Mark Williams**

Use of the land on the Kennington Enterprise Site would have allowed Keyworth to expand in such a way to allow the school to retain green and outdoor play space for pupils whilst also enabling future expansion opportunities. Where is the evidence that this land was considered and assessed?

## **Response**

The Kennington Enterprise site is currently in employment use and is not available for consideration for development for education purposes in the time period required to implement a basic need scheme to add school places by September 2016.

The site chosen for the expansion of the school is actually underused and provides the potential for a good quality school building to cater for the demand from local parents for school places. The scheme includes for new landscaping works to improve the overall school site.

The following question was submitted by Adrian Davidson to Councillor Mark Williams, cabinet member for regeneration, planning and transport. Mr Davidson did not attend the meeting to ask the question. The leader asked that the response be circulated to Mr Davidson.

### **Question from Adrian Davidson to Councillor Mark Williams**

Good relationships between school and the local community are extremely important. Given the development proposals for the Keyworth expansion have attracted c. 50 objections from local residents and parents, why does p135 of the cabinet report conclude there is no evidence of negative impacts on any area of the community?

## **Response**

We do agree that good relationships are extremely important and there has been extensive consultation with local residents. The cabinet report deals with the specific implications of the proposals to add school places in the local area to meet demographic demand. The impact on the local community from any traffic is a matter for the planning committee to consider as part of a separate process. Nevertheless, I understand that it is proposed to restrict access to the new building in Sharsted Street, so that it is only used for the After School Club. Parents will be advised that they should not drive up Sharsted Street. It has also been suggested that the entrance in Faunce Street should also be restricted, so that it is no longer used as the entrance for drop offs and collection in the morning and evening peaks. This will be an improvement to the current arrangements. The entrances in Gaza Street and Doddington Grove will be regarded as the main pupil entrances. Parents and carers will be actively encouraged, (through the School Travel Plan) to not drive and instead use public transport or walk. Any drivers will also be asked to park away from the school site, to minimise any impact on the local community.

The following question was submitted by Sue Plain to Councillor Peter John, leader of the council.

### **Question from Sue Plain to Councillor Peter John**

What is the current percentage of Southwark Residents currently receiving direct payments for care? Of the percentage in receipt of direct payments how many are over 65? What is the percentage of those over 65 in receipt of a council managed budget?

## **Response**

43% of Southwark Residents are currently receiving direct payments for care and trend is upwards as more people choose a Direct Payment year on year. 41% are over 65, and trend is upwards as more older people choose a Direct Payment year on year. 74% of those over 65 are in receipt of a council managed budget, and trend is downwards as more older people choose a Direct Payment year on year, which by law have to be offered to all new clients and to existing clients at review.

Ms Plain was present at the meeting, and asked a supplemental question suggesting that the council consider trialling in-house homecare for those over-65s who are still in receipt of a council managed budget. Councillor John noted her suggestion.

## **6. MINUTES**

### **RESOLVED:**

That the minutes of the meeting held on 10 February 2015 be approved as a correct record and signed by the chair.

## **7. DEPUTATION REQUESTS**

This item had not been circulated five clear days in advance of the meeting. The chair agreed to accept the item as urgent because the request was received in line with the constitutional deadline for the receipt of deputation

Deputation request from local residents in Dulwich.

The deputation spokesperson addressed the meeting to request that the council consider a holistic approach to transport developments in Dulwich.

The deputation stated that the consultation exercises for the cycling strategy, the quietway proposals and various planning applications were difficult to find out about and engage with, and suggested a number of methods of improving consultation exercises in the area. They also requested that the council pause all proposed plans for transport and development in Dulwich and look at the projects strategically rather than individually.

## **8. SOUTHWARK AND LAMBETH CHILDCARE COMMISSION: REPORT AND RECOMMENDATIONS**

### **RESOLVED:**

1. That the report and be received and recommendations of the Southwark and Lambeth Childcare Commission be noted.
2. That a further report will be brought back to the next cabinet meeting responding to the Commission's report.

## 9. AGE-FRIENDLY SOUTHWARK

### RESOLVED:

1. That the proposal to hold a borough-wide community conversation on making Southwark an age-friendly borough and supporting residents to age well be agreed, and the involvement of stakeholders in the development of these proposals be noted.
2. That Southwark's letter of application to become part of the World Health Organisation's network of age-friendly cities (Appendix 2 of the report) be approved.

## 10. ELECTORAL REVIEW OF SOUTHWARK

### RESOLVED:

#### Decisions of the Cabinet:

1. That it be noted the Local Government Boundary Commission for England will conduct a review of the electoral boundaries and composition of Southwark Council.
2. That an electoral review working group be established with terms of reference as set out in paragraphs 23-28 of the report.
3. That Councillor Richard Livingstone be appointed as chair of the electoral review working group.

#### Decisions of the Leader

4. That a report is received from the working group by 29 May 2015.
5. That a report be brought to council assembly from the working group.
6. That the report of the working group be considered and a recommendation made to the Commission on behalf of the council.

## 11. DOMESTIC ABUSE STRATEGY

### RESOLVED:

1. That the domestic abuse strategy (DAS) set out in Appendix 1 and the strategy delivery plan as set out in Appendix 2 of the report be approved.
2. That an update report on the DAS be brought back to cabinet in 12 months.

## 12. AYLESBURY REGENERATION PROGRAMME UPDATE

### RESOLVED:

1. That the update progress report of the work carried out under the Aylesbury Development Partnership Agreement (DPA), entered into in April 2014 by the council and its development partner Notting Hill Housing Trust (NHHT), as set out below be noted:
  - The position of the planning applications submitted by NHHT; these comprise a detailed planning application for the First Development Site and an outline application for the remainder of the estate masterplan (Phases 2, 3 and 4).
  - The progress update on the rehousing of tenants and leaseholders on the First Development Site and on Phase 2.
  - That 57-76 Northchurch has been brought forward into Phase 2 of the regeneration programme, by individual decision by member (IDM) dated 17 February 2015.
  - The one year programme to purchase non-council owned residential properties in non-active phases as set out in paragraphs 26 – 31 of this report.
  - The update on the design of the key community facilities to be delivered early as part of the council's commitment to supporting the community.
  - The additional funding that has been secured from the Affordable Homes Programme for the regeneration of the Aylesbury by NHHT.
  - The application for funding for the Aylesbury made by NHHT to the Government's Estate Regeneration Programme.
  - That NHHT will now undertake demolition of the existing buildings on the First Development Site, on Plot 18 and in Phase 2, as provision is made for within the DPA.
  - The principle of the director of housing and community services serving phased demolition notices on blocks within Phase 4 of the Aylesbury regeneration as the development comes forward and in accordance with the programme agreed through the DPA with NHHT.

## 13. COMMUNITY INFRASTRUCTURE LEVY AND SECTION 106 PLANNING OBLIGATIONS AND COMMUNITY INFRASTRUCTURE LEVY SUPPLEMENTARY PLANNING DOCUMENT

### RESOLVED:

That council assembly be recommended:

1. To consider the Examiner's Report on the Southwark Community Infrastructure Levy (Southwark CIL) (Appendix A of the report).
2. To approve the Southwark CIL (Appendix B of the report) and bring it into effect on 1 April 2015.
3. To approve Southwark's "Regulation 123 List" (Appendix C of the report).
4. To note the Southwark CIL Infrastructure Plan (Appendix D of the report), the updated Equalities Analysis (Appendix E of the report) and Consultation Report (Appendix F of the report).

Cabinet agreed:

5. That the Section 106 Planning Obligations and Community Infrastructure Levy Supplementary Planning Document (the SPD) (Appendix G) on 1 April 2015, be adopted subject to approval of the Southwark CIL by council assembly on 25 March 2015.
6. That the SPD Consultation Report (Appendix H), the updated SPD equalities analysis (Appendix I), the table of modifications (Appendix J), the draft adoption statement (Appendix K) and the Habitats Regulations Assessment carried out under the EU Habitats Directive (Appendix L of the report) be noted.
7. That a sustainability appraisal and environmental assessment are not required for the SPD and to the publication of the related screening assessment and statement of reasons (Appendix M) be agreed.
8. That the approval of any non-substantive amendments to the SPD be delegated to the director of planning in consultation with the cabinet member for regeneration, planning and transport.

**NOTE:** In accordance with overview and scrutiny procedure rule 23.1(a) (budget and policy framework) these decisions are not subject to call-in.

**14. DETERMINATION OF PRIMARY SCHOOL EXPANSIONS - PERMANENT ENLARGEMENT OF CHERRY GARDEN SCHOOL, AND PHOENIX, BELLENDEN, IVYDALE, ROBERT BROWNING, AND KEYWORTH PRIMARY SCHOOLS**

In light of the non-pecuniary interest declared by Councillors Colley and Mills at the start of the meeting, they left the room while this item was discussed.

**RESOLVED:**

1. That the outcome of the consultation on the proposed enlargements of Cherry Garden School, and Phoenix, Bellenden, Ivydale, Robert Browning, and Keyworth Primary Schools be noted.
2. That the enlargement of Phoenix, Bellenden, Ivydale, Robert Browning, and Keyworth Primary Schools, from 1 September 2016 onwards be agreed, and to the

enlargement and relocation of Cherry Garden School relocation, on a new site in September 2017 onwards.

## **15. GATEWAY 1 - HOME CARE PROCUREMENT STRATEGY**

### **RESOLVED:**

1. That the procurement strategy outlined in the report be approved, namely:
  1. to undertake a competitive tender to re-commission home care services to establish a series of demand led, geographically based contracts aligned to the development of neighbourhood working and local care networks
  2. that the contracts once awarded will be for a term of five years from 1 July 2016, with provision to extend the contracts for a further two one year extensions.
  
2. That it be noted as set out in paragraph 71 of the report, that the initial market testing and development phase of the procurement will be used to determine the optimum configuration of the contracts that meet operational service requirements in relation to:
  - Service quality and continuity
  - Provision of robust back up service delivery arrangements
  - Provision of specialist support including culturally specific care needs
  - Partnership working arrangements across the series of contracts
  - Provision for the council to be able to commission care and support services to extra care housing from the contracts as required.
  
3. That decisions in respect of the optimum configuration of contracts be delegated to the strategic director of children's and adults' services.
  
4. That it be noted that the projected maximum estimated annual contract value for these contracts is £24 million (currently £18m), which will be met by existing social care budgets, and from NHS funding to the Local Authority, from the Better Care Fund and under agreements arising from integration, in line with the Care Act 2014.
  
5. That it be noted that in line with the existing contract terms a further gateway 3 report will be brought forward to exercise a further and final one year extension to 30 June 2016 to allow time for procurement of home care services to be completed.

## **16. GATEWAY 2 - REABLEMENT SERVICE CONTRACT AWARD APPROVAL**

### **RESOLVED:**

#### **Decisions of the Cabinet**

1. That the limited response to the reablement tender and the concerns set out in this report in relation to the outcome of the procurement be noted.



2. That it be agreed to cease the procurement and not to proceed to award the reablement contracts for the reasons set out in paragraphs 31-39 of the report.
3. That the strategic director of children and adult's services be authorised to urgently explore the options for directly delivering a reablement service and bring back to cabinet recommendations for taking this forward.

#### **Decision of the Leader of the Council**

4. That the strategic director of children's and adults' services be authorised to enter into single supplier negotiations with the current providers for contracts to cover up to twelve months from 1 July 2015 to 1 July 2016 at a projected combined cost of approximately £635,000; to ensure continuity of service and allow time to complete the appraisal and, subject to cabinet approval, implement a direct delivery reablement service.

#### **17. GATEWAY 1 - PROCUREMENT STRATEGY APPROVAL: MANAGEMENT OF THE COUNCIL'S LEISURE FACILITIES**

##### **RESOLVED:**

That the procurement strategy outlined in the report to go out to tender for the management of the council's leisure facilities from 21 June 2016 for a period of seven years with an option to extend for a period or periods of up to a further seven years be approved.

#### **18. GATEWAY 1 - PROCUREMENT STRATEGY: PARKS GROUNDS MAINTENANCE CONTRACT**

##### **RESOLVED:**

1. That the procurement strategy outlined in the report for the long term parks grounds maintenance contract commencing October 2016 at an estimated annual value of £2,795,000 for a period of seven years with an option to extend by a further seven years making a total contract value of £39,130,000 be approved.
2. That the use of the extension of the parks grounds maintenance contract to Quadron Services Limited (Quadron) for a period of 18 months for the reasons detailed in paragraphs 52 to 60 at a total cost of £4,192,500 be approved. This term will comprise the following:
  - i) a six month extension from 1 April 2015 to 30 September 2015 at a cost of £1,397,500 and
  - ii) a further 12 months from 1 October 2015 to 30 September 2016 via a single supplier negotiation at a cost of £2,795,000 by way of an exemption from contract standing orders as provided in CSO 4.4.3.

**19. GATEWAY TO PECKHAM PROJECT UPDATE AND APPROVAL OF THE MAKING OF AN APPLICATION TO THE SECRETARY OF STATE FOR A COMPULSORY PURCHASE ORDER TO ACQUIRE THE PROPERTY INTERESTS WITHIN THE REVISED PROJECT BOUNDARY**

**RESOLVED:**

1. That the council makes a Compulsory Purchase Order (CPO) under section 226 (1) of the Town & Country Planning Act 1990 and section 13 of the Local Government (Miscellaneous Provisions) Act 1976 for the acquisition of the land and new rights within the area and hatched edged black on the Ordnance Survey plan LBS\_3175(Layout3) at Appendix One for the purpose of securing the creation of a new public square and new or refurbished commercial space to the front of Peckham Rye Station part of proposal site 6 in the Peckham & Nunhead Area Action Plan (PNNAP).
2. The director of regeneration be authorised to:
  - a) take all necessary steps to secure the making, confirmation and implementation of the CPO including the publication and service of all notices and the presentation of the council's case at Public Inquiry should one be called;
  - b) acquire all interests in land within the CPO boundary either by agreement or compulsorily;
  - c) approve agreements with land owners setting out the terms for the withdrawal of objections to the CPO, including where appropriate seeking exclusion from the CPO;
  - d) amend the boundaries of the Area 1 edged and hatched black on the Ordnance Survey plan LBS\_3175(Layout3) at Appendix One; or
  - e) either amend the boundaries of the Area 1 edged black on the Ordnance Survey plans to include Area 2 edged black on plan LBS\_3175(Layout4) at Appendix One or seek a separate compulsory purchase order, if negotiations are not concluded between Network Rail (the freeholder) and Bywater Properties (the tenant), should it be required;
  - f) make arrangements for the presentation of the council's case for confirmation of the CPO at any public inquiry;
  - g) exercise the compulsory purchase powers authorised by the CPO by way of general vesting declaration and/or notice to treat.
  - h) to approve the acquisition of all interests, where possible, by negotiation pursuant to the CPO approving payments to interest holders in line with the statutory compensation provisions within the budget and limits per interest set out in the closed report.

3. That the following be noted:
  - a) The change in the delivery of the project
  - b) The results of the community engagement work undertaken as part of the co-design process
  - c) Other work completed as part of the project
  - d) The renewed funding agreement to be entered into with the GLA.

## 20. MOTIONS REFERRED FROM COUNCIL ASSEMBLY

### RESOLVED:

#### **Traffic and transport including cycling and public transport**

That the motion referred from council assembly as a recommendation to cabinet, set out below, be agreed.

1. That a well resourced, well maintained and accessible transport system can improve the lives of our residents, expand economic growth, improve public health and make the borough a more pleasant place to live. Council assembly recognises the need for a robust transport policy that enables people to travel around the borough and access services as freely and easily as possible, while at the same time minimising the environmental impact of transport and making the borough a safer, cleaner, healthier and more attractive place to live.
2. That council assembly believes that transport policy should reflect an emphasis on public transport, including improving walking and cycling routes, increasing bus capacity and improving transport links for people living in outreach areas of the borough, who are currently poorly served by National Rail.
3. That council assembly recognises the key role played by the council in promoting and encouraging sustainable forms of transport, such as walking and cycling, to improve health and air quality, and to improve the public realm, including streets, parks and open spaces.
4. That council assembly welcomes the progress made by the council to reduce traffic and encourage more environmentally friendly forms of transport. In particular, council assembly welcomes the launch of the new cycling strategy for consultation, which aims to both improve cycling experiences and increase the number of people cycling in the borough.

#### **Economic growth**

5. That council assembly recognises the potential for improvements in transport to unlock economic growth by increasing employment opportunities, opening up connectivity across the borough and improving links between Southwark and the rest of London.

6. That with a projected population increase of 19% over the next fifteen years, it is essential to ensure capacity and affordability of public transport in Southwark by maintaining and improving the existing transport network, to ensure that those who live and work in the borough are able to make journeys as freely and easily as possible.
7. That council assembly recognises that significant public transport improvements are needed in parts of the borough which are currently under-served and in need of additional investment.
8. That council assembly fully supports Labour's campaign to extend the Bakerloo line south of Elephant and Castle and welcomes the cross party support for this campaign. Council Assembly welcomes that after more than 100 years since the extension was first proposed, a consultation is now being undertaken by TfL to consider options for the route.
9. That council assembly supports the expansion of the Bakerloo line to serve both Camberwell and the Old Kent Road and calls on Cabinet to continue pushing for a two-branch extension with Transport for London (TfL) and the Mayor of London and to push for a more ambitious timetable for the delivery of the Bakerloo line extension.
10. That council assembly calls on the cabinet to support small businesses in Southwark and encourage people to shop locally by supporting the small business Saturday campaign, including suspending parking charges to encourage people to shop locally.

### **Public health**

11. That council assembly recognises the potential to improve public health through transport policy, by encouraging residents in the borough to make more active journeys walking and cycling. Council assembly believes that sustainable journeys should be prioritised and encouraged through transport policy.
12. That over 100 people in Southwark die prematurely each year from poor air quality. Council assembly supports the implementation of an Ultra Low Emissions Zone (ULEZ) in London, but believes that the current ULEZ proposal by TfL will not go far enough to improve air quality across the capital. Council assembly calls on the cabinet to press the Mayor and TfL to consider Labour's proposed revisions to the scheme, including widening the zone beyond the Central London Congestion Charge boundary, committing to levy increased charges for more polluting vehicles, introducing a scrappage scheme to provide targeted assistance to drivers and cleaning up the TfL bus fleet.
13. That council assembly welcomes the launch of the borough's new cycling strategy, which aims to increase the number and quality of cycling journeys made in Southwark. Council assembly welcomes the cabinet's commitment to more than double cycling in the next ten years by proving the infrastructure, education and information needed to get more people cycling. Council assembly also welcomes the fact that more money is being spent on cycling in Southwark than ever before, with

£2 million funding committed for cycling over the next four years.

14. That council assembly calls on the cabinet to:
- i) Continue investing in cycling, both to make roads safer and to promote cycling as a healthy mode of transport.
  - ii) Invest in cycling infrastructure, including:
    - Introducing new cycle routes
    - Closing off roads to motor vehicles to make routes more accessible for cyclists
    - Identifying areas where segregated cycle lanes could be introduced to improve cycle safety
    - Pressing TfL for an expansion of the cycle hire scheme.

### **Making the borough a more pleasant place to live**

15. That prioritising sustainable modes of transport and designing roads and public spaces to be more pedestrian friendly has a positive impact on the public realm, making the borough cleaner, greener and a more attractive place for people to live and work.
16. That closing off roads to enable children to play outdoors can promote healthy activities and bring together the community in a positive way. Council assembly calls on the cabinet to continue to promote play streets, making it easier and safer for children to play outdoors in Southwark.
17. That council assembly welcomes the steps taken by the council to ensure we have a transport system that works for all, by improving disabled access and making Southwark an age friendly borough. Council assembly believes that significant access improvements are needed across the London transport system and welcome's the Mayor of London's recognition of the need for improved step free access in the London Infrastructure Plan. However, council assembly believes that the Mayor's commitment to step free access in two thirds of stations by 2050 is not sufficient, and calls on the cabinet to push the Mayor of London to commit to a more ambitious target of step free access across the London transport network by 2030.
18. That council assembly welcomes the council's ambitious step to become a 20mph borough, making Southwark a pioneering council in London committed to reducing road casualties and creating a more pleasant environment for people in the borough.
19. That council assembly recognises the potential for transport improvements to transform communities; making improvements to streets and public spaces by opening up areas and making them even better places to live, work and visit.
20. That council assembly welcomes the cabinet's commitment to transform the Elephant and Castle area through one of the biggest regeneration projects in London. Council assembly calls on the cabinet to work with TfL to deliver proposals to remove the northern roundabout and create a major new public space, to improve walking and cycling routes and to make the area feel cleaner and greener.

21. That council assembly welcomes the cabinet's commitment to transform the Old Kent Road, making it more pleasant for pedestrians and cyclists. Council assembly welcomes the designation of the Old Kent Road as an opportunity area, but recognises that the area is desperately in need of better public transport links. Council assembly calls on the cabinet to lobby the Mayor of London for infrastructure improvements, improved public transport connections and the extension of the Bakerloo line to support the development of the area. Council assembly welcomes the consultation on options for the area.

### **A fair deal for tenants and leaseholders**

That the amended motion referred from council assembly as a recommendation to cabinet, set out below, be agreed.

1. That council assembly notes that:
  - i) This administration wants to make Southwark a place we can all be proud of. The council is committed to tackling the borough's biggest problems and making a real difference to the quality of life of local people. As the largest local authority landlord in London, our housing department has a key role in achieving this aim.
  - ii) The council provides a range of housing services to help make our residents' homes cleaner, safer and more modern and to keep neighbourhoods clean and safe. Estate cleaning and grounds maintenance is inspected every 6 weeks by housing officers and tenant representatives and performance is consistently good.
  - iii) Last year the council carried out 3,149 estate inspections, to ensure services are being provided to a good standard. 97% of estates were rated good or excellent. 99.98% of bin collections are done on time and in the last year the council carried out:
    - 99.6% of graffiti removals within 24 hours
    - 99.6% of fly tipping removals within 24 hours
    - 99.8% of dog fouling removals within 48 hours.
  - iv) This administration has driven up standards in repairs and is taking innovative steps to improve the quality of our services. Since 2010 satisfaction with repairs has increased from 72% to 82% and 82% of repairs are now completed right first time, 14% higher than 2010.
  - v) This administration wants to go even further than this to ensure high quality service. Council assembly welcomes the cabinet's commitment in the draft Council Plan to:
    - Introduce resident inspectors - putting residents in control of repair quality
    - Introduce deep cleaning of estates, to remove built up dirt and keep estates clean

- Introduce an independent leaseholder management company to empower the local community to hold the council properly to account and ensure leaseholders know they are getting a fair deal.
- vi) The council's vision is to make Southwark's homes and neighbourhoods great places to live, where good quality services are delivered right first time. In many areas of the service the council does just that, but this administration is always looking for ways to improve the services that the council provides to our residents. When things go wrong the council will look at compensation on a case by case basis.
2. That council assembly believes that the council should continue to work with residents to improve services, rather than expecting residents to put up with poorer quality homes in exchange for compensation.
  3. That council assembly calls on the cabinet to prioritise getting things right first time and to continue to invest in improvements to ensure a high quality service is delivered to all residents.

### **Campaign against the high stake gambling machines**

That the motion referred from council assembly as a recommendation to cabinet, set out below, be agreed.

1. That council assembly reiterates its concern about the proliferation of high street betting outlets in Southwark which, like for many other London boroughs, is an issue of grave concern to the council and local residents.
2. That council assembly notes that there are more than twice as many betting shops in the poorest 55 boroughs compared with the most affluent 115, equivalent by population. Council assembly also notes the concerns of the Gambling Commission that fixed odds betting terminals (FOBTs) present a high inherent money laundering risk.
3. That council assembly regrets that despite this evidence that the most vulnerable are being targeted, the government has refused to act.
4. That council assembly condemns Liberal Democrat and Tory MPs, including government minister and local MP Simon Hughes, for voting against Labour's motion calling for local authorities to be given new powers to restrict the growth of FOBTs, despite publicly backing campaigns to curb high stakes gambling machines.
5. That council assembly notes that Labour's proposal have been welcomed by the Campaign for Fairer Gambling, which praised Labour for 'putting pressure on the government to take action sooner rather than later'.
6. That council assembly calls on the government to back Labour's proposals to enable local authorities to curb the growth of FOBTs and to establish a separate planning class for betting shops.
7. That council assembly calls on cabinet to work with The London Borough of

Newham and other London councils to make a submission to the government under the Sustainable Communities Act 2007 to reduce the maximum bet per spin on FOBTs in on street betting shops from £100 to £2, bringing them in line with other gambling machines.

8. That council assembly calls on Liberal Democrat MPs and government ministers, including Simon Hughes MP, to demonstrate their support for the campaign against high stake gambling machines by backing Labour councils' submission to reduce the maximum bet per spin on FOBTs and to introduce a separate use class for betting shops, instead of simply voting on the issue at an party conference that no one cares about.

### **Towns against tax dodging**

That the motion referred from council assembly as a recommendation to cabinet, set out below, be agreed.

1. That council assembly believes:
  - i. Southwark as a local authority has a duty to provide the best possible public services.
  - ii. The council's ability to provide quality local services would be significantly enhanced by the increased revenues from the government tackling tax dodging.
  - iii. All who benefit from public spending should contribute their fair share.
  - iv. The UK must take a lead role in creating a fairer tax system and combating tax dodging
2. That council assembly notes:
  - i. It has been estimated that the UK Treasury loses as much as £12 billion to tax dodging by multinational companies every year. Developing countries lose three times more to tax dodging than they receive in aid each year - enough to give a basic education to the 57 million children currently missing out.
  - ii. The UK has a particular responsibility to end tax dodging, as it is responsible for 1 in 5 of the world's tax havens in the British Overseas Territories and Crown Dependencies.
  - iii. The use of tax havens by UK companies is rife, with 98 of the FTSE 100 companies routinely using tax havens.
  - iv. Large multinational companies pay as little as 5% in corporate taxes globally, while smaller businesses pay up to 30%.
3. That therefore council assembly calls on cabinet to support ActionAid's Towns Against Tax Dodging campaign and to support the motion:

"While many ordinary people face falling household income and rising costs of



living, some multinational companies are avoiding billions of pounds of tax from a tax system that fails to make them pay their fair share. Local governments in developing countries and the UK alike would benefit from a fairer tax system where multinational companies pay their fair share, enabling authorities around the world to provide quality public services. The UK government must listen to the strength of public feeling and act to end the injustice of tax dodging by large multinational companies, in developing countries and the UK.”

4. That council assembly notes the work of all parties in government to start to tackle tax avoidance since 2004.
5. That council assembly acknowledges that government action since 2010 has helped HMRC collect considerable additional tax revenue by:
  - Increasing the number of prosecutions for tax crimes
  - Closing tax loopholes
  - Improving tax data systems to reduce fraud
  - Collecting tax through deals with tax havens like Switzerland, Liechtenstein and the Channel Islands.
6. That council assembly agrees that because of the increasingly global nature of trading operations and finance, tax avoidance should most effectively be tackled at a national and international level.

### **Healthy and active communities**

That the motion referred from council assembly as a recommendation to cabinet, set out below, be agreed.

1. That everyone in our borough should have the opportunity to lead a healthy and active life. As a local authority Southwark Council is supporting local residents to be healthy and active by:
  - 1) Committing to make swim and gym use free for all Southwark residents in council leisure centres to ensure that that cost is not a barrier preventing people in Southwark from getting fit and healthy. This groundbreaking initiative will be particularly targeted at those who would benefit most from free swimming and gyms, including residents with ill health, children and young people, older people, and those with disabilities.
  - 2) Giving free healthy school meals to all primary school children in Southwark, despite four years of opposition from Liberal Democrat councillors, saving parents £340 a year for each of child, and extending free fruit to all primary school pupils as a healthy morning snack.
  - 3) Investing in our parks and open spaces and bringing even more of our parks up to green flag standards.
  - 4) Delivering a cycling strategy to improve cycle take up and safety in the borough.

- 5) Doubling the number of free NHS health checks to catch problems like heart disease and diabetes.
  - 6) Providing a wide range of sports provision, including:
    - Free accredited training for Southwark residents
    - Equipment grants for clubs and coaching courses to increase sport participation for young people
    - A wide range of disability sport opportunities and sportability grants to increase opportunities for disabled people in sport and physical activity
    - A large programme of older adult classes
    - Sports activities for women and girls
    - Free community sport hours at leisure centres and parks across the borough.
  - 7) Investing in sports infrastructure, including the state of the art BMX track in Burgess Park, reinstating Southwark Park athletics track, and new leisure centres at Elephant and Castle and Canada Water.
  - 8) Helping residents in Southwark to support each other to lead healthy and active lives, by working with partner organisations, including Volunteer Centre Southwark, Community Action Southwark and Southwark Arts Forum, to make it easier to volunteer and to encourage more people in Southwark to volunteer.
2. That there are a number of barriers that can prevent people from being healthy and active, including finance, time, work, ill health, disability or access to health, sport and leisure services. Council assembly welcomes this administration's work to remove these barriers and support our residents to become healthy and active. However, council assembly is concerned that the government is making it harder for people to be healthy and active by:
- 1) Overseeing an increase in GP waiting times, cancelled operations and delays in treatments.
  - 2) Hitting 3,500 families in the borough with the bedroom tax, making it harder to make ends meet and forcing people into debt for the first time.
  - 3) Imposing harsh welfare cuts and forcing huge increases in the number of families in Southwark relying on food banks.
3. That council assembly calls on the cabinet to continue doing everything possible to support local residents to be healthy and active members of the community and to remove the barriers currently preventing some residents from leading healthy and active lives.

### **Tackling empty homes in Southwark**

That the motion referred from council assembly as a recommendation to cabinet, set out below, be agreed.

1. That council assembly:
  - 1) Notes the projected rise in the borough's population within the next twenty years and the need to ensure sufficient housing as part of the borough's housing strategy and the new Southwark Plan.
  - 2) Notes that Southwark has one of the strongest records in London for delivering new homes, with more affordable homes being delivered over the last 3 years than any other London borough.
  - 3) Welcomes the administration's commitment to build 11,000 new council homes, with the first 1,500 to be delivered by 2018.
2. That council assembly also:
  - 1) Agrees that minimising the number of empty homes in the borough will also be a key way of ensuring the maximum number of homes for Southwark residents.
  - 2) Notes recent media reports of some other inner London boroughs where up to one third of new developments are said to be left empty as 'buy to leave' investment opportunities.
  - 3) Welcomes the new powers given to local authorities by the government to charge additional council tax for second and long-term empty homes and notes that Southwark was one of the first local authorities to use these powers.
  - 4) Notes, however, that minimising the number of empty homes in the borough on its own will not meet the growing demand for housing, which will require more homes to be built across the borough, particularly affordable homes.
3. That council assembly therefore calls on the cabinet to:
  - 1) Identify ways the council's planning powers could be used to ensure future new homes in Southwark do not stay empty for more than three months.
  - 2) Increase the number of existing empty homes in the borough that are charged council tax by reviewing the current council tax exemptions on empty homes.
  - 3) Support calls for the qualifying period for charging the empty home premium to be reduced from two years to one and for the amount to be increased from 150% to 200% council tax.
  - 4) Continue to build more homes of every type in Southwark, including council homes at council rents.

### **Local government devolution**

That the motion referred from council assembly as a recommendation to cabinet, set out below, be agreed.

1. That council assembly believes that local government has significant potential to shape outcomes for residents and to positively change the lives of people in our borough. Therefore, council assembly believes that local government is best placed to deliver services to residents to meet local need.
2. That local government has proved itself as the most efficient part of government. Local authorities are continuing to delivering services, balance budgets and grow local economies while at the same time making huge savings, following government cuts of up to 30% of councils' budgets.
3. That the devolution of public health to local authorities has been a welcome first step towards delivering better health outcomes and a more joined up approach to health and social care. Council assembly notes the efforts of this administration to put public health in Southwark at the front and centre of the council's priorities in every area, including transport, housing, leisure and environment.
4. That council assembly believes giving local government greater control over health and welfare spending has the potential to tackle health inequalities locally, to deliver better services and to save taxpayers money.
5. That council assembly calls on cabinet to work with other London boroughs and the Mayor of London to lobby government to be less centralist and to introduce greater devolution to local authorities in London. Council assembly further calls on cabinet to write to the Secretary of State for Health and the Secretary of State for Work and Pensions to call for the devolution of greater health and welfare powers to local government, in order to improve service delivery and local accountability.

### **HIV testing**

That the motion referred from council assembly as a recommendation to cabinet, set out below, be agreed.

1. That Southwark Council:
  - i. Recognises the importance of local action in coordinating and commissioning accessible and effective HIV testing to reach the undiagnosed and reduce late HIV diagnosis.
  - ii. Recognises that Southwark has a high prevalence of HIV (over 2 diagnosed per 1,000 residents) and commits to strengthening its own provision of HIV testing services through working with local NHS partners, HIV charities and patient groups.
  - iii. Recognises that late HIV diagnosis is a Public Health Outcomes Indicator in the Public Health Outcomes Framework.
  - iv. Recognises the volume and quality of public health and local government guidelines and performance indicators designed to support local authority implementation and monitoring of appropriate and effective testing guidelines.
2. That the council further notes:

- i. That an estimated 100,000 people were living in England with HIV in 2012; 22% were unaware of their status.
  - ii. That there is an impact of late diagnosis on individual health, public health and health budgets. Late diagnosis increases the likelihood of the need for complex and expensive treatment and the risk of onward transmission to others. 47% of people diagnosed with HIV in 2012 were diagnosed late (with a CD4 count <350mm<sup>3</sup>).
  - iii. That if diagnosed early, put on a clear treatment pathway and guaranteed access to antiretroviral therapy (ART), people living with HIV can expect to have a near-normal life expectancy and live healthy and active lives.
3. That recognising the weight of evidence in favour of expanding local HIV testing services, Southwark Council:
- i. Resolves to:
    - Act to halve the proportion of people diagnosed late with HIV (CD4 count <350mm<sup>3</sup>) in Southwark by 2020.
    - Act to halve the proportion of people living with undiagnosed HIV in Southwark by 2020.
  - ii. Further resolves to:
    - Ensure that rates of late diagnosed HIV are included as an indicator in its Joint Strategic Needs Assessment (JSNA).
    - Ask the Director of Public Health to provide a report outlining what needs to be done locally in commissioning and provision of services in order to halve late diagnosed and undiagnosed HIV by 2020.
    - Become a supporter of the Halve It Coalition by contacting the Halve It secretariat ([info@halveit.org.uk](mailto:info@halveit.org.uk)) informing them of this resolution and by agreeing to be listed as a Halve It coalition supporter.

## 21. REVIEW OF THE VOLUNTARY REDUNDANCY OFFER

This item had not been circulated five clear days in advance of the meeting. The chair agreed to accept the item as urgent because a voluntary redundancy scheme needs to be introduced as soon as possible in order to help support the implementation of budget plans for 2015/16 and beyond.

### RESOLVED:

#### Decisions of the cabinet

1. That the summary benchmark information for London boroughs be noted.

2. That the continued pressures on the council budget for 2015/16 and the likelihood of further pressures in future years impacting on council services and the work force in particular be noted.
3. That the creation of an enhanced voluntary redundancy scheme to be introduced in April 2015 be agreed.
4. That the head of paid service (chief executive) be delegated responsibility for the detailed preparation and publication of the scheme in consultation with the cabinet member for finance, strategy and performance
5. That it be noted that the chief executive as head of paid service will ensure appropriate consultation with trades unions is completed.

#### **Decision of the leader**

6. That final approval of the voluntary redundancy scheme be delegated to the cabinet member for finance, strategy and performance.

#### **EXCLUSION OF PRESS AND PUBLIC**

That the press and public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in category 3 of paragraph 10.4 of the access to information procedure rules of the Southwark Constitution.

The following is a summary of the closed part of the meeting.

#### **22. MINUTES**

The minutes of the closed section of the meeting held on 10 February 2015 were approved as a correct record and signed by the chair.

#### **23. GATEWAY 2 - REABLEMENT SERVICE CONTRACT AWARD APPROVAL**

The cabinet considered the closed information relating to this item. Please see item 16 for decision.

#### **24. GATEWAY 1 - PROCUREMENT STRATEGY APPROVAL: MANAGEMENT OF THE COUNCIL'S LEISURE FACILITIES**

The cabinet considered the closed information relating to this item. Please see item 17 for decision.

**25. GATEWAY 1 - PROCUREMENT STRATEGY: PARKS GROUNDS MAINTENANCE CONTRACT**

The cabinet considered the closed information relating to this item. Please see item 18 for decision.

**26. GATEWAY TO PECKHAM PROJECT UPDATE AND APPROVAL OF THE MAKING OF AN APPLICATION TO THE SECRETARY OF STATE FOR A COMPULSORY PURCHASE ORDER TO ACQUIRE THE PROPERTY INTERESTS WITHIN THE REVISED PROJECT BOUNDARY**

The cabinet considered the closed information relating to this item. Please see item 19 for decision.

Meeting ended at 6.00pm.

**CHAIR:**

**DATED:**

**DEADLINE FOR NOTIFICATION OF CALL-IN UNDER SECTION 21 OF THE OVERVIEW AND SCRUTINY PROCEDURE RULES IS MIDNIGHT, 25 MARCH 2015.**

**THE ABOVE DECISIONS WILL NOT BE IMPLEMENTABLE UNTIL AFTER THAT DATE. SHOULD A DECISION OF THE CABINET BE CALLED-IN FOR SCRUTINY, THEN THE RELEVANT DECISION WILL BE HELD IN ABEYANCE PENDING THE OUTCOME OF SCRUTINY CONSIDERATION.**

|                                    |                                |   |                                     |
|------------------------------------|--------------------------------|---|-------------------------------------|
| <b>Item No.</b><br>8.              | <b>Classification:</b><br>Open | <b>Date:</b><br>Cabinet   | <b>Meeting Name:</b><br>2 June 2015 |
| <b>Report title:</b>               |                                | Petition from Burgess Park Users - Southwark Spine Cycle Corridor |                                     |
| <b>Ward(s) or groups affected:</b> |                                | All   |                                     |
| <b>From:</b>                       |                                | Proper Constitutional Officer                                     |                                     |

## RECOMMENDATION

1. That the cabinet consider a petition from regular users of Burgess Park in respect of the Southwark Spine cycle corridor.

## BACKGROUND INFORMATION

2. A petition containing 500 signatures or more may be presented to the cabinet. A petition can be submitted by a person of any age who lives, works or studies in Southwark. Petitions must relate to matters which the council has powers or duties or which affects Southwark.
3. At the meeting, the spokesperson for the petition will be invited to speak up to five minutes on the subject matter. The cabinet will debate the petition for a period of up to 15 minutes and may decide how to respond to the petition at the meeting.
4. Any relevant resource or community impact issues will be contained in the comments of the strategic director/chief executive.

## KEY ISSUES FOR CONSIDERATION

5. A petition containing 529 signatures has been received from regular users of Burgess Park in respect of the Southwark Spine Cycle Corridor. The petition states:

“We the undersigned are against the Southwark Spine cycle corridor cutting across the great lawn in our park.

- The Southwark Spine is “a completely new, high capacity strategic cycling corridor with clear space for cycling, running the whole length of our borough... linking the new north-cycle superhighway to Dulwich and beyond... links through parks and open spaces will be direct and designed to avoid conflict with other users.” Southwark’s Cycling Strategy V2.8
- The current proposal is for a completely new path to cut across the great lawn in Burgess Park. i.e. the large open expanse of grass west of the large hill and south west of the lake.
- FOBP do not support the proposed Southwark Spine route cutting directly across Burgess Park. The preferred alternative is to direct cyclists through Wells Way – which FOBP propose as a greenway. Commuter cyclists



should be encouraged to use non-park routes, and these routes should be improved.”

6. Cabinet should decide how to respond to the petition at this meeting. A decision could be made to:
  - Take the action the petition requests
  - Not to take the action requested for reasons put forward in the debate, or
  - To commission further investigation into the matter.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Joint comments of the Strategic Director of Environment and Leisure and the Chief Executive (Director of Planning)**

7. The Southwark Spine cycle route will be an important new addition to the cycle network in Southwark. Analysis of the existing network has identified the need for a new north-south route through the borough to complement proposed Quietway routes and link to the new north-south Cycle Superhighway on Blackfriars Road. The Spine route will be funded by the council and designed to Quietway standard. The route will be cohesive, direct, safe, attractive, comfortable and easy to navigate for all ages and abilities.
8. It will be physically segregated in areas of heavy traffic or large vehicles, with different signals to prioritise cyclists at junctions. On streets with moderate traffic, and fewer large vehicles, the road layout, including parking, will be redesigned to provide for cycling and walking. On residential streets, traffic will be heavily calmed or designed out. The route passes through Burgess Park where a new greenway will be carefully designed as part of the new park masterplan.
9. An alternative route will also be provided around the park, while other existing routes through the park are being replaced by parallel on road routes wherever possible. The first phase of the Spine will run from Dulwich Library to St George's Circus, with extensions to Forest Hill and London Bridge under consideration. Initial scoping work on the route has been carried out with a number of possible interventions identified. Full public consultation will be carried out on specific route proposals.

## **BACKGROUND DOCUMENTS**

| <b>Background Papers</b>  | <b>Held At</b>                       | <b>Contact</b>                  |
|---|--------------------------------------|---------------------------------|
| Cabinet procedure rule 2.13 on petitions (page 166)   | 160 Tooley Street,<br>London SE1 2QH | Paula Thornton<br>020 7525 4395 |
| <b>Link:</b><br><a href="http://modern.gov.southwark.gov.uk/ecSDDisplay.aspx?NAME=04.6%20Cabinet%20Procedure%20Rules&amp;ID=50000039&amp;RPID=536134161&amp;sch=doc&amp;cat=13459&amp;path=13459">http://modern.gov.southwark.gov.uk/ecSDDisplay.aspx?NAME=04.6%20Cabinet%20Procedure%20Rules&amp;ID=50000039&amp;RPID=536134161&amp;sch=doc&amp;cat=13459&amp;path=13459</a> |                                      |                                 |

## AUDIT TRAIL

|   |   |                          |
|---|---|--------------------------|
| <b>Lead Officer</b>   | Everton Roberts, Principal Constitutional Officer |                          |
| <b>Report Author</b>  | Paula Thornton, Constitutional Officer            |                          |
| <b>Version</b>  | Final   |                          |
| <b>Dated</b>  | 18 May 2015                                       |                          |
| <b>Key Decision?</b>  | No  |                          |
| <b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b> |   |                          |
| <b>Officer Title</b>  | <b>Comments Sought</b>                            | <b>Comments included</b> |
| Director of Legal Services  | No  | No                       |
| Strategic Director of Finance and Corporate Services                    | No  | No                       |
| Strategic Director of Environment and Leisure                           | Yes   | Yes                      |
| Chief Executive (Director of Planning)                                  | Yes   | Yes                      |
| <b>Date final report sent to Constitutional Team</b>                    |   | 18 May 2015              |

|                                    |                                |  |                                 |
|------------------------------------|--------------------------------|--|---------------------------------|
| <b>Item No.</b><br>9.              | <b>Classification:</b><br>Open | <b>Date:</b><br>2 June 2015  | <b>Meeting Name:</b><br>Cabinet |
| <b>Report title:</b>               |                                | Adoption of the Council's Cycling Strategy 2015 and Associated Delivery Plan |                                 |
| <b>Ward(s) or groups affected:</b> |                                | All  |                                 |
| <b>Cabinet Member:</b>             |                                | Councillor Darren Merrill, Environment and the Public Realm                  |                                 |

### **FOREWORD – COUNCILLOR DARREN MERRILL, CABINET MEMBER FOR ENVIRONMENT AND THE PUBLIC REALM**

I am delighted to present the cycling strategy to cabinet for adoption. I need to thank Councillor Mark Williams for all the work he has done on this over the past year and I look forward to making this plan a reality.

The plan gives us clear direction on the ambition to make Southwark a cycling friendly borough for young and old. We are committed to increasing levels of cycling in Southwark whilst making it safer for everyone. The public consultation on cycling has proven the need to think differently about cycling and the need to involve all throughout this process. This plan is only the start of a very exciting new way of thinking. The consultation reached out to those who do not cycle but wished to take it up, if only there was a safe route to take, as well as the more capable that cycle already. Overall Southwark residents are in favour of the council making this investment in cycling.

This strategy confirms the council's commitment to delivering a network that works, that everyone can use. It sets out the cost estimates and delivery plan to show how this policy will be implemented over the next 5 years. Delivering a new infrastructure to support people who cycle and those who wish to will not be straightforward and our commitment is to engage with local people and to listen to their concerns. There will be some difficult decisions to make, but we will look at all options and discuss them with the local population. In this way we hope to work together and build a community project that achieves the goals set out.

### **RECOMMENDATION**

1. That the cabinet agrees to the adoption of the council's Cycling Strategy 2015 ('the Strategy') and the associated delivery plan.

### **BACKGROUND INFORMATION**

2. The council's Transport Plan (incorporating the requirements of the Local Implementation Plan ('LIP')) was adopted by the council in July 2011 and sets out how the council works with partners to coordinate and improve its transport infrastructure and services in the borough. The Transport Plan covers all modes of travel, including cycling and sets a number of outcome based targets, including targets for cycling mode share and casualty reduction.
3. In 2013 boroughs were required to update the delivery plan associated with the

LIP and related targets, taking account of new regional strategy documents including the Mayor's Vision for Cycling. Cabinet approved these changes in September 2013.

4. The Mayor's Vision for Cycling was published in 2010 and sets out an ambitious programme of measures to promote cycling in the capital. These include a commitment to work with the boroughs and other stakeholders to deliver high quality cycle infrastructure to encourage an increase in and safer cycling.
5. In July 2014 cabinet agreed new Fairer Future promises and principles, including a commitment to deliver a safer cycling network and to extend bike hire across the borough.
6. In June 2014, cabinet members participated in a 'Kickstand' workshop led by Dutch and Danish cycling specialists. The workshop developed concepts for a new approach to cycling in Southwark and identified the need for a clear vision and strategy for cycling going forward.

#### **KEY ISSUES FOR CONSIDERATION**

7. Cycling levels in Southwark are growing each year and Southwark has the sixth highest percentage of commuting cycle users in London. Geography, demographics and land uses in Southwark all lend themselves to cycling and there is the potential for many more bike trips in the borough. Currently 4.6% of all trips in Southwark are made by cycle.
8. Large parts of Southwark are undergoing regeneration and this presents a significant opportunity to secure new and improved cycling facilities through the planning process.
9. Southwark's population is predicted to grow by over 50% by 2050. Southwark is already densely populated with 9,992 persons/sq km; with the growth in population, the density will become even greater. The resulting increase provides an opportunity for supporting more cycling trips.
10. Employment in Southwark is expected to increase by a third by 2050. There is an opportunity to promote cycling as a cost effective practice to businesses, particularly in regard to increased productivity by healthy staff, as well as for the delivery of goods and services.
11. Cycling has a significant role to play in promoting healthy lifestyles to all sections of the community and can increase accessibility as a mobility aid.
12. Potentially many trips currently made by car or public transport could be cycled. There have been significant falls in motor traffic levels in the decade to 2011 and this provides opportunity to re-allocate road space to cycle traffic.
13. Southwark is the 12th most deprived borough in London, with significant numbers of low-income households. Cycling is one of most equitable forms of transport and can assist in addressing issues regarding health, social and economic deprivation by improving mobility and access to opportunities.
14. The strategy proposes to maintain the current Transport Plan cycle mode share target of 10% by 2025/26; effectively doubling current levels of cycling.

15. The strategy updates the council's target on cyclist casualties to take into account the expected doubling of cycling numbers, recognising that it may take time for absolute numbers of casualties to decline in this context. The new target is:
  - Annual reduction in cyclist casualty rate until 2020
  - Year on year fall in absolute numbers of casualties after 2020
  - Aim for 'vision zero' (no casualties).
16. Key barriers to cycling have been identified as:
  - Affordability
  - Accessible cycle parking (home and destination)
  - Routes
  - Feeling safe
  - Attitudes to cycling.
17. The strategy includes a specific pledge that the council will implement a new cycle route, the Southwark Spine, which will link the planned North-South Cycle Superhighway from St George's Circus right through the borough to Dulwich. The Spine will be physically segregated in areas of heavy traffic or large vehicles, with different signals to prioritise cyclists at junctions. On streets with moderate traffic, and fewer large vehicles, the road layout, including parking, will be redesigned to provide for cycling and walking. On residential streets, traffic will be heavily calmed or designed out. The route passes through Burgess Park where a new greenway will be carefully designed as part of the new park master plan. An alternative route will also be provided around the park. Overall there will be a significant net reduction in the extent of routes through the park, with current routes replaced by parallel on-road routes. Full public consultation will be carried out on specific design proposals on the Spine route.
18. Alongside the Spine route the strategy commits to the delivery of further routes as part of the Mayor's Vision for Cycling. Taken together these form the programme of route interventions that are currently committed and which form the first phase of the delivery of a comprehensive new cycle network extending throughout the borough and providing key links to the wider London cycle network. The committed network will be delivered within the next five years.
19. The strategy also includes a map showing both first phase routes and additional routes and links to be implemented in further delivery phases. These additional routes and links are not yet committed and are subject to further evaluation, engagement and prioritisation. This map will be referenced by the New Southwark Plan enabling the council to secure funding and access through the planning process as appropriate.
20. As well as specifying new infrastructure requirements, the Strategy sets out a new approach to marketing and promoting cycling in Southwark as well as other measures to support cycling such as training and safety initiatives.

21. The strategy pledges that the council will lead by example in promoting cycling and sustainable travel in general to all staff.

### **Policy implications**

22. The strategy is consistent with the council's Transport Plan 2011 as well as the council's broader policy framework including Southwark 2016: Sustainable Community Strategy and various national and regional policies including the Mayor's Vision for Cycling.
23. The New Southwark Plan (NSP) is being developed in parallel to the strategy. The NSP will refer to the strategy and require development to deliver the aims and objectives set out within it.

### **Community impact statement**

24. It is expected that the strategy will provide a positive benefit for those living and working in Southwark and extensive consultation will be carried out with the local community to identify their needs.
25. The strategy seeks to actively address the council's responsibilities to eliminate discrimination, promote equality of opportunity and promote good relations between the different groups.
26. These proposals are in accordance with council policy and should have a positive impact on all Southwark residents. However the council will undertake ongoing monitoring to ensure there are no adverse implications for the community, or that any identified are proportionate to the overall objective of the Strategy. The council produces an annual monitoring report collating all available data on the impacts of its transport policies. It identifies general travel trends within Southwark and includes an assessment of any variation of impacts across different groups.

### **Resource implications**

27. The expected investment set out in the strategy is approximately £30 million over the next 5 years, representing double the £10 per head of population per year recommended by the all party parliamentary report on cycling. This investment comprises existing committed projects and expected funding streams. Funding is from a range of sources, both internal and external. Transport for London is already supporting the delivery of new cycle routes and facilities and the TfL funded LIP programme continues to support cycling schemes. Council capital has been committed to support cycling schemes and s106 / CIL contributions, received and expected, will be used for this purpose.

### **Consultation**

28. Extensive public consultation has been carried out to support the development of the strategy. Consultation ran from November 2014 to February 2015. Consultation included a wide range of activities and events such as focus groups, user surveys, interactive maps, drop in sessions and public meetings. Further details of the consultation are included as an appendix to the strategy.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Director of Legal Services**

29. The cabinet is being asked to adopt the Cycling Strategy 2015. Cabinet members are entitled to take this decision pursuant to the council's constitution.
30. The Equality Act 2010 introduced the public sector equality duty, which merged existing race, sex and disability equality duties and extended them to include other protected characteristics; namely age, gender reassignment, pregnancy and maternity, religion and belief and sex and sexual orientation, including marriage and civil partnership. In summary those subject to the equality duty, which includes the council, must in the exercise of their functions: (i) have due regard to the need to eliminate unlawful discrimination, harassment and victimisation; and (ii) foster good relations between people who share a protected characteristic and those who do not. It is not envisaged that the adoption of the Strategy will conflict with the requirements of the Act.
31. The Human Rights Act 1998 imposed a duty on the council as a public authority to apply the European Convention on Human Rights; as a result the council must not act in a way which is incompatible with these rights. It is not envisaged that the adoption of the Strategy will conflict with any protected rights.

### **Strategic Director of Finance and Corporate Services (CED/MD/15/01)**

32. The resource implications in paragraph 27 above are noted. The cost of this consultation and development can be met from existing planning and transport budgets.
33. It is observed that funding has not been identified for some of the schemes contained within the strategy. If the consultation results in the strategy being adopted it will therefore be necessary for sources of funding, both revenue and capital, to be found for these schemes.

### **Strategic Director of Environment and Leisure**

34. The strategic director of environment and leisure supports the recommendations of this report on which we have been extensively consulted. The key principles set out in the report will inform our current policies and programmes relating to traffic management, highway design, asset management and parks infrastructure. In particular the Strategy, once adopted will lead to the delivery of a comprehensive cycling network designed with reference to the recently produced London Cycling Design Standards.

**BACKGROUND DOCUMENTS**

| <b>Background Papers</b>  | <b>Held At</b>  | <b>Contact</b>                     |
|---|---|------------------------------------|
| As set out below  | Planning and Transport,<br>5 <sup>th</sup> Floor, Tooley Street | Simon Phillips on<br>020 7525 5542 |
| <b>Link:</b><br>Transport plan 2011<br><a href="http://www.southwark.gov.uk/transportplan">www.southwark.gov.uk/transportplan</a>   |   |                                    |
| <b>Link:</b><br>Mayor's Vision for Cycling<br><a href="http://www.london.gov.uk/priorities/transport/publications/mayor-s-vision-for-cycling">http://www.london.gov.uk/priorities/transport/publications/mayor-s-vision-for-cycling</a> |   |                                    |

**APPENDICES**

| <b>No.</b> | <b>Title</b>          |
|------------|-----------------------|
| Appendix A | Cycling Strategy 2015 |

**AUDIT TRAIL**

|   |   |                          |
|---|---|--------------------------|
| <b>Cabinet Member</b>   | Councillor Darren Merrill, Environment and the Public Realm |                          |
| <b>Lead Officer</b>   | Eleanor Kelly, Chief Executive                              |                          |
| <b>Report Author</b>  | Simon Phillips, Team Leader Transport Policy                |                          |
| <b>Version</b>  | Final   |                          |
| <b>Dated</b>  | 18 May 2015   |                          |
| <b>Key Decision?</b>  | Yes   |                          |
| <b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b> |   |                          |
| <b>Officer Title</b>  | <b>Comments Sought</b>                                      | <b>Comments included</b> |
| Director of Legal Services  | Yes   | Yes                      |
| Strategic Director of Environment and Leisure                           | Yes   | Yes                      |
| Strategic Director of Finance and Corporate Services                    | Yes   | Yes                      |
| <b>Cabinet Member</b>   | Yes   | Yes                      |
| <b>Date final report sent to Constitutional Team</b>                    |   | 18 May 2015              |



# Southwark's Cycling Strategy

Cycling for everyone

2015



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# Foreword

Councillor Darren Merrill

## **Cycling for everyone**

We have a clear vision for cycling in our borough and this strategy is central to delivering that vision. We are committed to increasing levels of cycling in Southwark whilst making it safer for everyone. Public consultation on the cycling strategy has demonstrated overwhelming support for these objectives. The consultation reached out to those who do not currently cycle, many of whom said they would like to do so, as well as to people who currently cycle. Southwark residents are in favour of the council investing in cycling. The cycling strategy objectives and targets were widely supported.

This strategy confirms our policy on cycling in Southwark and sets out a delivery plan and cost estimates to show how this policy will be implemented over the next 5 years. Overall we are committed to investing over £30M in cycling over that period. Our proposed cycling network has been tested using the latest network analysis techniques and the routes and interventions we are proposing will lead to a step change in provision for cycling in the borough. We need this step change in order to meet our ambitious target to more than double the level of cycling in the next 10 years. To put this in perspective, that equates to over 40,000 additional trips by bike every day. To achieve this, we need not only infrastructure improvements, but a targeted promotional campaign to help make cycling a genuinely inclusive mode of travel – a real option for everyone. Increasing the number of people who cycle in Southwark will benefit all of us.

Delivering new infrastructure to support people who cycle and those who wish to do so is not always straightforward. We are committed to engaging with local people and to listen to their concerns. There will be some difficult decisions to make, but we will always be open and willing to discuss the options before us. Some of our proposals affect locations that are particularly sensitive – green space for example and the south of the borough where the road network is particularly constrained. We will give particular attention to such locations and give strong weight to local views within our overall strategic approach. In this way we hope to work together and build a cycling network that achieves broad support across our communities.

# A new approach

30 per cent of our children would like to like to cycle to school - but only 4 per cent currently cycle.

## This is just the start

This strategy is not an end in itself. It is the start of the process and the beginning of our conversation with the whole community about how we invest in cycling and improve life for everyone living, working and studying in Southwark. We consulted you on our vision and proposals and we received overwhelming support, both from people who currently cycle and those that don't.

### Our vision

In Southwark, cycling will be for the many, not the few – the natural choice for getting from A to B. Whatever your needs, you will find an attractive route and one that does not involve sharing the road with large vehicles or fast moving traffic. We will increase the number of people who cycle, cycle trips and reduce the number of cyclist casualties. The improvements we will deliver for cycling will make Southwark a better place for all of us.

There is a recognition that cycling is a good thing – good for Southwark, good for all of us. More people cycling and fewer cars on the road means cleaner air, less noise, less stress and fear and fewer road traffic injuries. There is still a lot of work to do to gather similar support for specific projects required to deliver the strategy. Such projects often involve difficult decisions, challenging long established priorities and conventions. We are committed to doing this by taking a new approach.

**We asked people who cycle and people who don't what they thought about cycling in Southwark.** Almost half of respondents to our Consultation Questionnaire and 78 per cent of respondents to our Residents Survey *did not cycle at all* but agreed that the council should invest in cycling.

**You told us we should invest in cycling.** 76 per cent of respondents to our Resident Survey agreed that the council should invest in promoting and supporting cycling.

Car ownership and use are continuing to decline in Southwark.

TfL identified that almost 50 per cent of trips made by motorised vehicles could be cycled (TfL, 2010, *Analysis of cycling potential*). This finding was supported by Southwark's consultation results which indicated 58 per cent of trips could be considered within cycling distance.

### **What is different?**

Our approach is different from what we have done in the past. We have developed a cycle network over many years, delivering schemes such as the LCN+ and Greenways, and more recently schemes such as the Greendale segregated cycle route, which extended the existing segregated cycle route from Greendale, across Denmark Hill, to connect Dulwich and Ruskin Park in Lambeth. In partnership we have invested £1 million in the Connect 2 walking and cycling bridge, making it easier for residents to walk and cycle over Rotherhithe New Road to South Bermondsey Station and beyond. While this was a success we can do more. The problem with the existing network is that it often failed at the difficult sections, leaving people who cycle stranded at busy junctions. We also have a number of programmes that address issues of access to cycles and how to start cycling. We have not promoted these to the best of our abilities so there is little to no knowledge about the support we offer.

**Network analysis** A comprehensive analysis of the demand for cycling in Southwark and how this can best be served by cycle routes and network interventions was carried out in the preparation of this Strategy. As part of the consultation on this Strategy we received hundreds of requests and comments via our interactive map. Combined, this analysis and feedback has helped us plan a new cycle network for Southwark that will not only deliver new and improved cycle routes but also unlock the whole network for all kinds of cycle trips. Our proposed network has been thoroughly tested using the latest network analysis techniques. See Appendix B to see the results of this analysis. This Strategy adopts the resulting network, both committed and future versions, so that available funding can be prioritised and that proposed development in the borough will be required to deliver the network via the planning process. The future cycle network map is a living document that will be amended as appropriate. For example, analysis suggests that a further north-south route through Dulwich is desirable from a network perspective and this will be considered as part of a wider consultation exercise in the south of the borough.

**You told us you wanted the Southwark Spine.**

83 per cent of respondents to our Consultation Questionnaire agreed or strongly agreed with the proposed new north-south cycle route.

There is strong demand from all parts of the borough to destinations in the north, and beyond to City of London and Westminster (2013, *Southwark's Cycle Demand Study*).

**The Southwark Spine - creating a family of routes**

The Southwark Spine cycle route will be an important new addition to the cycle network in Southwark. Analysis of the existing network has identified the need for a new north-south route through the borough to complement proposed Quietway routes and link to the new north-south Cycle Superhighway on Blackfriars Road. The Spine route will be funded by the council and designed to Quietways standard. The route will be cohesive, direct, safe, attractive, comfortable and easy to navigate for all ages and abilities.

It will be physically segregated in areas of heavy traffic or large vehicles, with different signals to prioritise cyclists at junctions. On streets with moderate traffic, and fewer large vehicles, the road layout, including parking, will be redesigned to provide for cycling and walking. On residential streets, traffic will be heavily calmed or designed out. The route passes through Burgess Park where a new greenway will be carefully designed as part of the new park masterplan.

An alternative route will also be provided around the park, while other existing routes through the park are being replaced by parallel on road routes wherever possible. The first phase of the Spine will run from Dulwich Library to St George's Circus, with extensions to Forest Hill and London Bridge under consideration. Initial scoping work on the route has been carried out with a number of possible interventions identified. Please see Appendix C. Full public consultation will be carried out on specific route proposals.

# Our commitment

**You told us that you agreed with our target.** 60

per of respondents to the Consultation

Questionnaire told us that they fully agreed with the target.

Key regeneration areas include the Aylesbury, Bermondsey Spa, Borough, Bankside, London Bridge, Canada Water, Elephant and Castle, Peckham, Camberwell and Old Kent Road.

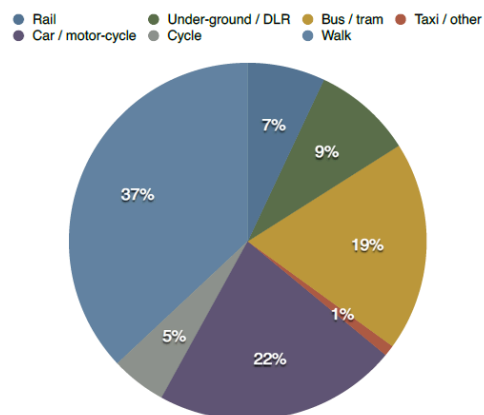
## Cycling is the future

We plan to future proof Southwark for cycling by unlocking the existing transport network for cycling through development. Developers investing in Southwark will need to invest in the future of Southwark by ensuring that they design for existing and future cycling levels.

### What our are targets?

- 1. Mode share** The key measure of success is the number of trips made by cycle in relation to all trips made by all forms of transport. Expressed as a percentage this is known as mode share. Mode share is measured by a household survey that asks people to state their main mode of travel for the trips they make. Measured in this way the current mode share for cycling in Southwark is 4.6 per cent, which equates to approximately 35,000 trips made by cycle every day. Our target is to increase mode share for cycling to 10 per cent by 2025/26. This means an increase of 40,000 daily trips in 10 years time. We will continue to review progress against our target on an annual basis as part of the Annual Transport Plan Monitoring report.
- 2. Cycling to work** National census data tells us how many people cycle to work. In 2011, 7.1 per cent of people living in Southwark cycled to work. We have set a new cycling to work target of 15 per cent by 2025/26.
- 3. Cycling to school** Averaged across the borough, cycling to school has a mode share of 4 per cent. In line with our overall mode share target we expect this to increase to 10 per cent by 2025/26. Because of the enthusiasm for cycling shown by children, we believe that we can effectively target this group. Our target is to increase the mode share for cycling to school to 15 per cent by 2025/26.
- 4. Collisions** We have a target to reduce all cycling casualties by 44 per cent by 2020. There will be three stages to the collision reduction target. Stage one is to reduce casualty rates year on year to 2020, with stage two a reduction in actual numbers beyond 2020. Stage three is to work towards *vision zero* where we will have no cyclist or pedestrian deaths on our roads.

Figure 1: Southwark mode share (2013/14)



**You told us your ideas and concerns.** From our consultation meetings and the Consultation Questionnaire you told us how we could support the uptake of cycling and areas that you were concerned with, such as cycling through parks and what the impacts are.

The Cycling Joint Steering Group (CJSG) is Southwark Council's key stakeholder group. Representatives from Southwark Council, Southwark Cyclists, the local London Cycling Campaign group, RoadPeace, Living Streets, Twenty is Plenty, Better Bankside and Wheels for Wellbeing participate as part of the early engagement process.

**Governance and delivery plan** We have outlined how we intend to deliver our commitment in our Delivery Plan. This plan shows the estimated costs of each scheme, the proposed timeframes for delivery. To ensure we stay on track, we have set up a Cycling Strategy Project Board. The Cycling Joint Steering Group, made up of key stakeholders with an interest in cycling, will also continue to provide advice and guidance on cycling in the borough. To read the Delivery Plan please see Appendix A.

**What will we do?** To ensure we meet our targets we are committed to meeting the following aims.

- 1. We will involve you** We will continue to talk to you about how we can make your streets more friendly for cycling and walking. We learnt from our consultation that you want to have more of a say over how your street functions and understand better what *designing for cycling* means for your street, your parks, your neighbours and you. We will continue to meet our consultation obligations but we will expand on this, and deliver better early engagement and consultation methods.
- 2. We will have a strong evidence base** Through studies such as the 2013 Cycle Demand Study and our work into cycle hire expansion, we know where the demand for cycling is. Our consultation also helped us identify where we need to prioritise our investment and where we need more knowledge.
- 3. We will work together** We will ensure that we are working together to support and promote cycling, with an integrated delivery plan across all council-wide and departmental programmes. We will identify opportunity areas that we can work on together in partnership with other boroughs, organisations, businesses, schools, universities and community groups.



**You told us the reasons why you don't currently**

**cycle.** Respondents to the Consultation Questionnaire who don't currently cycle regularly were asked why this is the case. The primary reasons were due with safety, a lack of cycle lanes and individuals' lack of confidence.

As part of the consultation on the Draft Cycling Strategy we received feedback on ways to support more cycling. To read a summary of the report see Appendix D or visit [www.southwark.gov.uk/cyclingstrategy](http://www.southwark.gov.uk/cyclingstrategy) to read the full reports.

- 4. We will deliver the right infrastructure** We recognise that developing a cycle network is more than just delivering strategic cycle routes. It is also about catering for all the other trips people want to make, ensuring residential streets are good for cycling by designing out unnecessary motorised traffic and giving priority to people who cycle and walk. We learnt from our consultation where you want to see improvements in the cycling network and that you would like to see segregated cycle routes where necessary. We will continue to deliver the new generation cycle routes as part of the Mayor's Vision for Cycling programme, such as cycle superhighways and quietways, which will complement the Southwark Spine - a new cycle route that will form the backbone of our network. We will also deliver small, cost effective solutions throughout the borough to open up the entire network to cycling. We will ensure cycling infrastructure is suitable for everyone, that can be used confidently by people of all ages and abilities.
- 5. We will provide the right support** We will improve the quality and promotion of our support programmes, such as cycle training, and ensure that they are targeted and meeting the needs of our diverse communities. We will continue to deliver targeted campaigns in schools and identify ways we can expand our programme to attract more children, parents and teachers to cycle.
- 6. We will promote cycling to a broader demographic** To meet our targets we need to attract more people to cycling. We will not achieve this by providing infrastructure alone. We learnt from our consultation that we need to engage, promote and market cycling in smarter ways to reach our diverse communities. We need to let you know about what infrastructure and programmes we have available to help you start and keep cycling. We also learnt that we need to invest in targeted marketing campaigns to address negative perceptions of cycling. We will address the image of cycling as something for *middle-aged men in lycra* by showing all the different faces of people who cycle in Southwark. We will show that cycling is for everyone regardless of age or abilities.

**You told us where we can improve the network.**

You told us where we could improve our cycle network through our Interactive Map and Consultation Questionnaire.

The New Southwark Plan will provide the framework for all land use and development in Southwark and will be used to determine planning applications. The first draft of the New Southwark Plan was recently consulted on and the final version will be adopted in 2017. We have embedded cycling throughout the policies of the new plan. Cycling is also embedded in our Transport Plan, neighbourhood plans, area action plans and opportunity areas. See Appendix E for these cycling policies.

**Developer contributions** The council collects financial contributions from developers to provide essential infrastructure improvements across the borough. This includes contributions towards strategic and local transport improvement schemes. In the future much of this funding will come from the Community Infrastructure Levy (CIL) which collects developer funding for redistribution to strategic infrastructure projects. CIL and local Section 106 contributions will play an important role in funding the Cycling Strategy. For example, £1.5M has already been collected for the Lower Road 2-way scheme which is essential to the delivery of Cycle Superhighway 4 in Rotherhithe.

**How will we do this?** We will meet our commitments through policies founded on a strong evidence base, unlocking the network through the planning process, delivering the right infrastructure and applying a strategic, targeted marketing approach.

- 1. The planning process** We have embedded cycling policies in all our strategic documents. Robust evidence identifies the missing links, ensuring that we future proof cycling in Southwark. These policies and guidance will be used to determine and influence planning applications. The creation of new neighbourhoods offers a unique opportunity to unlock the cycling potential of areas as the places we live, work, study, shop and play in come closer together. We can support cycling from the outset with the advantage of built-in infrastructure, such as high levels of cycle parking or cycle hire docking stations, at homes, stations and destinations and connected, attractive, inclusive, safe and stress free routes that are designed for low vehicle speeds. To achieve our vision, we have included stronger cycling policies throughout the New Southwark Plan, including increased cycle parking for all new developments and references to the Cycling Strategy. See Appendix E for a list of our policies that support cycling.

**You told us where you want to cycle.** Over 1,000 responses were made on our Interactive Map. You told us areas where you would like to cycle and what we could do to open up the network to cycling.

We will invest £20 every year per person living in Southwark to deliver the Cycling Strategy objectives.

**Cycle hire expansion** We are committed to expanding cycle hire in Southwark. Cycle hire offers great opportunities for attracting new people to cycling, particularly for those who don't have a cycle or lack the facilities to store a cycle.

- 2. Funding** We will invest £30 million over the first five years of this strategy. The funding will come from various sources including Transport for London, developers, our revenue and capital budgets and EU funding. Cycling will be considered across all relevant work programmes and 50 per cent of the transport budget will be spent on schemes that directly benefit people who cycle. Not every scheme will need to be expensive or complicated as just a few bollards across a road or a hay bale for a trial can make all the difference. We will use the funding that we have available in smarter ways and specifically use redevelopment within Southwark to unlock our cycling network.
- 3. Accessible design** We will ensure our designs are suitable for all ages and abilities and will test infrastructure, including cycle parking, to ensure it is fit for purpose.
- 4. Cycle hire expansion** We will ensure that even if you don't own a cycle, you will have access to one. We have identified locations for an extended network of docking stations and pledged council funds towards the capital costs of the expansion. We have also undertaken research to demonstrate how the scheme can appeal to a wider user group. We are lobbying TfL to expand the scheme south to Walworth, Bermondsey, Rotherhithe, Camberwell and Peckham.
- 5. Southwark Spine** Through the Cycle Demand Study we identified demand is strong for a north to south route. This was supported by your feedback on our Draft Cycling Strategy.

**You told us how we could improve.** Comments from the Consultation Questionnaire suggested how we could improve and promote existing training programmes and make cycling safer for children.

- 6. Targeted approach** We will improve our marketing and promotional activities. We will apply a targeted approach to ensure that cycling is seen as something everyone can do and make sure our communities know about what support is available to help them start and keep cycling.
- 7. Leading by example** We will lead by example by looking at improvements we can make within Southwark Council to support more staff to cycle to work and for work purposes. We will aim to achieve Fleet Operators Recognition Scheme (FORS) Gold standard accreditation, and ensure that any contracts involving HGVs require that contractors are signed up to FORS, CLOCS (Construction Logistics and Cycle Safety) compliance and driven by someone fully trained in cycle awareness. We will also look at how we can ensure as many deliveries as possible are made by cycle.
- 8. Reporting** We will continue to monitor our schemes and report annually on our Transport Plan. We will publish and report on any studies undertaken and lessons learnt.

# Our principles

The council's Fairer Future promises inform our approach. These 10 commitments outline what the council is doing to create a fairer future for all. The updated promises were approved by cabinet on 2 July 2014.

In Southwark, 26 per cent of our adult population are inactive, achieving only 30 minutes of physical activity a week.

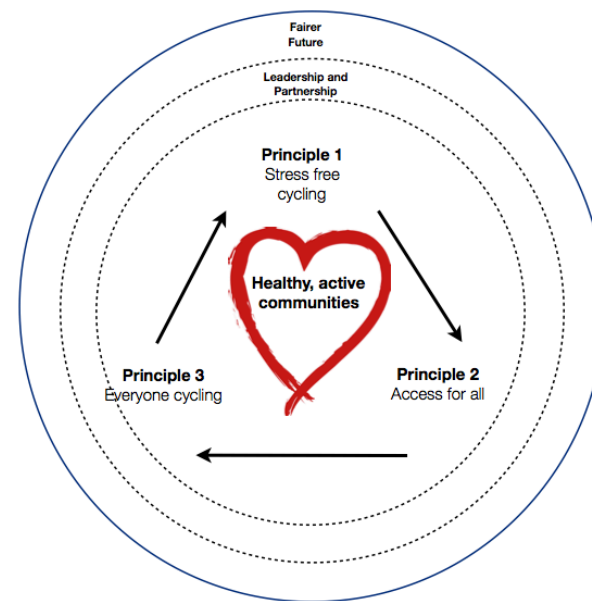
## Interconnected principles

To help build understanding and expertise within the council, we invited Dutch and Danish colleagues in June 2014 to provide expertise on their experiences and examples of good practice. This was where the vision of cycling for everyone in Southwark started. Founded on this vision, we have developed three interconnected principles aimed to get everyone in Southwark cycling - stress free cycling, access for all and everyone cycling. At the heart of our strategy are healthy and active communities, with fewer cases of premature death due to poor air quality, obesity and road deaths.

**Tackling inactivity** Switching short journeys from inactive modes, car or public transport journeys, to cycling and walking delivers enormous health benefits, improving air quality and increasing the healthy life expectancy of Southwark residents. By improving access to cycling we can create more active communities, improving mobility and access to opportunities.

### You told us you agreed with our objectives.

Nearly 80 per cent of respondents to the Draft Cycling Strategy questionnaire supported the strategy and just over 90 per cent fully agreed or agreed to some extent with the proposed objectives and projects.



# Principle 1

## **You told us that safety was your main concern.**

The primary reasons given by respondents who don't currently cycle regularly when asked why this is the case were due to safety issues associated with cycling (Consultation Questionnaire).

Heavy Goods Vehicles (HGVs) are disproportionately involved in cyclist collisions (TfL, 2013, *Safer Lorry Scheme: The Way Forward*).

In 2014, the majority of cycle theft was committed on the street.

## **Stress free cycling**

Cycling should be fun. It should not be stressful. Cycle routes and infrastructure should be cohesive, direct, safe, attractive, comfortable and easy to navigate, with people who cycle and walk given priority. However you travel, you shouldn't be afraid of being harmed or yelled at. Motorists should be aware and drive safely around other, more vulnerable road users and people who cycle should know the Highway Code and cycle with consideration.

**Objective 1.1** Reduce conflicts between motor vehicles, particularly HGVs, people who cycle and walk, as well as perceptions of conflict

**Objective 1.2** Ensure drivers do not exceed the new borough-wide 20 mph speed limit

**Objective 1.3** Work with TfL to segregate cycle routes on roads over 20mph or where traffic volumes are high

**Objective 1.4** Work closely with the police to ensure the safety of people who cycle and enforce traffic regulations

**Objective 1.5** Improve driving standards and awareness of people who cycle

**Objective 1.6** Restrict HGV movements and ensure safe vehicles on our streets

**Objective 1.7** Improve street and junction design by applying innovative road layouts and safety technologies, more filtered permeability schemes, address access, cohesive and visibility issues and, where possible, close roads to motor vehicle traffic

**Objective 1.8** Secure cycling improvements through the regeneration and planning processes, and ensure interim measures and connected and cohesive

**Objective 1.9** Ensure connected networks and support programmes by working in partnership with our neighbouring boroughs and TfL

**Objective 1.10** Support and invest in leisure cycling opportunities in parks and open spaces

**Objective 1.11** Maintain cycling infrastructure and surfaces as part of our maintenance work programmes

**Objective 1.12** In partnership with the Met Police, reduce the theft of cycles

# Principle 2

## You told us you supported the Southwark

**Spine.** 83 per cent of respondents agreed or strongly agreed with the proposal of a north-south cycle route. You also told us you wanted us to provide more cycle lanes and parking.

136 premature deaths in Southwark were attributed to air pollution in 2008 (Institute of Medicine).

Southwark, with Lewisham, has the highest number of obesity related NHS hospital admission (Heath and Social Care Information Centre, 2014).

Cycling generated almost £3 billion a year for the UK economy in 2010 (London School of Economics, 2011, *Gross Cycling Products report*).

## Access for all

There are direct economic and social benefits for prioritising cycling. The cost and return on investing in cycling and walking is higher when compared to other transport modes. A more active population means a healthy, more productive community, with less absences from work, and a reduction in healthcare and social care costs. Studies show that attracting more people to cycle and walk to their local shops generates additional revenue for local traders. A cycle path or cycle hire station can also have a positive impact on property prices.<sup>1</sup>

**Objective 2.1** Address health inequalities by supporting more active communities, particularly in areas of high health need or deprivation

**Objective 2.2** Support businesses and organisations using cycling as a key part of their activity and those investing in cycling

**Objective 2.3** Aim for all households who want to cycle to have access to affordable cycles

**Objective 2.4** Secure cycle hire intensification and expansion

**Objective 2.5** Increase and improve cycle parking in city centres, destinations, including workplaces, and stations

**Objective 2.6** Aim to provide and facilitate secure cycle parking for every home, particularly in new developments

**Objective 2.7** Design infrastructure, including parking, to accommodate different designs of cycles

<sup>1</sup> Cycle Cities, October 2014, *New Ways to Go: Public Investment in Cycling* [www.cyclecities.eu/results](http://www.cyclecities.eu/results)

# Principle 3

## **You told us you supported our vision and that**

**you want to start cycling.** 94 per cent of respondents fully support or support to some extent our vision of cycling for everyone. 82 per cent of respondents told us they would like to cycle a frequent journey they make.

43 per cent of the population owns or has access to a bicycle (National Travel Survey, 2013).

Research suggests that older people's participation in cycling is unusually low in London compared to other European countries and some UK cities.

## **Everyone cycling**

If people start cycling when they are young they will go on to cycle throughout their life. We need to win hearts and minds and change the perception of cycling from something *a few people do* to something *everyone does*. Cycling is a great family activity and provides a sense of freedom for children and young people. Cycling, as a low impact activity, is also an ideal form of exercise and transport for older and disabled residents - some people even use it as a mobility aid when walking becomes too difficult. Ensuring that older people and disabled people are engaged and aware of the services available will address the perception that disabled and older people can't cycle.

**Objective 3.1** Ensure Southwark Council is an exemplar employer, developing a cycling culture within the council and actively supporting more staff to cycle

**Objective 3.2** Work with a broader range of groups, including young women, older and disabled residents, black and ethnic minority community groups, and businesses, organisations, cultural and religious groups to culturally integrate and promote cycling

**Objective 3.3** Continue to work with children, parents and teachers to ensure cycling becomes ingrained at an early age

**Objective 3.4** Develop a cycling culture by showing that cycling is practical and something everyone can do easily, and learn at their own pace and manner

**Objective 3.5** Promote the wellbeing and health benefits from improved mobility and better access to workplaces, schools and universities, services, social and leisure opportunities

**Objective 3.6** Promote cycling to visitors and tourists

**Objective 3.7** Promote our free, personalised confidence cycle training courses and supported rides that are available to everyone living, working and studying in Southwark



# Measuring our success

**You told us why you don't cycle.** Respondents to the Consultation Questionnaire and focus group told us that they don't cycle because of concerns about safety, a lack of cycle lanes and confidence.

## What will success look like?

**A new culture of cycling** We will have achieved our vision when people cycle to get around, without thinking about it, not because they are a *cyclist*. People in Southwark, and across London, will cycle because it is cheapest, easiest, fastest, healthiest and most enjoyable way to get around. We will have all demographics equally represented, and therefore an infrastructure that meets the needs of children, families, older people, disabled cyclists. Everyone who wants to cycle can. We will have cycling facilities to accommodate parents, children and disabled people who cycle.

We will see deliveries made by cycle, with less vans and HGVs on the street.

We will see children cycling to school, people cycling to work, the shops, parks, to catch up with friends. We will see people cycling happily in their everyday clothes, with little specialist gear except for a cycle and a good lock and their route will be direct, comfortable, attractive, safe, and connected.

**Monitoring** We will use a range of indicators to measure our success. Progress will be published in our Annual Monitoring Report, as part of the Transport Plan monitoring, each year with a full review of progress after three years.

- 1. Mode Share** We will monitor our mode share using data from the London Travel Demand Survey (LTDS) which is collected by Transport for London. Each year, 8,000 randomly selected households in London and the surrounding area are interviewed as part of the London Travel Demand Survey. For more information on the survey visit [www.tfl.gov.uk](http://www.tfl.gov.uk)
- 2. Cycling to work** We will monitor the number of trips made to work by cycle using Census data or other statistical data available.
- 3. Screen line surveys** Each year the council carries out traffic counts to gauge the level of traffic in the borough. These are organised into north to south and east to west cordons. These counts are important for strategic planning and have provided evidence for recent falls in overall motorised road traffic volumes. Starting in 2014, the council has undertaken a similar set of cordon or screen line surveys for cycling and these will be repeated and published each year to show progress in promoting more trips cycled. We will also investigate the feasibility of looking at the gender split of people cycling in particular places and monitoring levels of motor traffic on designated cycle routes where people who cycle need to share space with other road users.
- 4. Cycling to school** A further key measure is the number of trips made by cycle to our schools. The council works with schools in the borough to help them develop a School Travel Plan which includes an annual survey measuring how students and staff travel to school.
- 5. Collisions** Using a three year rolling average, which is more consistent than year by year data, we will monitor killed and seriously injured (KSI) data, as well as reported near misses. We will also work closely with TfL on reducing collisions on the TfL Road Network (TLRN) and monitoring HGV movements.
- 6. Attitudes to cycling** We need to understand the way people feel about cycling and consequently what kind of things might make them more likely to cycle. We will monitor attitudes in Southwark through our annual Resident Survey.
- 7. Scheme and network evaluation** We will continue to evaluate individual schemes and their contribution to improving conditions for cycling. We have clear objectives for projects and identify measures of success for monitoring purpose. All highway schemes are expected to demonstrate improvements to Cycling Level of Service – whether cycling is a primary focus for the scheme or not. This measure combines a range of indicators concerning safety, comfort and attractiveness for cycling to produce an overall score for a given road or junction. We will continue to monitor collision and traffic flow data as standard practice.

We publish an Annual Monitoring Report on our Transport Plan. The Transport Plan outlines our challenges, objectives and delivery plan for all transport modes. We will be including a section on the delivery of the Cycling Strategy within this annual report. To read more visit [www.southwark.gov.uk/transport\\_policy](http://www.southwark.gov.uk/transport_policy)

- 8. Permeability** We have been measuring the permeability of the network for a number of years by auditing the level of confidence required to cycle each part of it. The Cycle Skills Network Audit (CSNA) rates each part of the network according to the skills required to negotiate it, providing a colour coded map showing how this varies across the borough.
- 9. Auditing** Based on the network analysis carried out as part of the development on this strategy we will develop and deliver a borough wide network permeability programme, with a presumption that people who cycle should be exempted from existing and future road closures and one-way restrictions and that key junctions and links should be improved to overcome barriers obstructing cycle friendly routes. Repeat CSNA surveys will demonstrate progress against these network objectives. As part of full review of progress of the cycling strategy, we will also measure our progress in making our roads more attractive for cycling.
- 10. Our progress** We will monitor our progress ourselves against comparable inner London boroughs to ensure we are achieving our full potential. We will report our findings in the Transport Plan's Annual Monitoring Report.

# Next steps

**You told us you want to be involved.** From our consultation meetings you told us you want to be better informed and engaged in the process.

The Get Britain Cycling inquiry recommends investment of at least £10 per person per year (All Party Parliamentary Group Cycling Group, April 2013, *Get Britain Cycling Summary and Recommendations*)

## Investment and dialogue

The adoption of the council's Cycling Strategy formally launches an ambitious programme of works and initiatives to make Southwark a great place for cycling. Over the next 5 years the council will co-ordinate investment in cycling in the borough, more than £30 million – £20 per year, per resident of our growing population, double the *Get Britain Cycling* report recommendations. The potential returns on this investment greatly exceed the expenditure involved – this is an investment in the future of Southwark – economic, environmental and social. Now we need to make sure that this investment is used wisely and effectively.

To make sure this happens we need to continue the dialogue started in the preparation of this Strategy. We need to work together with the whole community to ensure a broad base of support for the schemes and initiatives set out in our Delivery Plan. We need to maintain a strategic focus, informed by and with an understanding of local needs. We will keep in touch by providing regular updates on projects and programmes and through continuing community engagement, plans for which are already in place.

For further information, evidence, updates and contacts relating to the Cycling Strategy visit [www.southwark.gov.uk/cyclingstrategy](http://www.southwark.gov.uk/cyclingstrategy).

# Appendix A: Delivery plan

**Delivery Plan** Our Delivery Plan is a five year plan.

We will report on it annually as part of the Annual Transport Plan and review the plan at three and five years. All infrastructure schemes will be subject to full public consultation.

This delivery plan covers new infrastructure and supporting measures to encourage cycling. We have only included programmes that focus specifically on cycling, but in practice a number of other funding streams will make a significant contribution to improving conditions for people that cycle. We invest around £2 million annually in neighbourhood and corridor improvement schemes and our road maintenance programme also prioritises cycle routes. A more detailed programme of works, including consultation timeframes, will be published online. Visit [www.southwark.gov.uk/cyclingstrategy](http://www.southwark.gov.uk/cyclingstrategy)

## Key

|  |                       |
|--|-----------------------|
|  | Design development    |
|  | Detailed design       |
|  | Construction/Delivery |

|   | Scheme                          | Objectives               | Year and Allocated Funding £000 |         |         |         |         | Funding £000 |                      |                |                 |     |      |
|---|---------------------------------|--------------------------|---------------------------------|---------|---------|---------|---------|--------------|----------------------|----------------|-----------------|-----|------|
|   |                                 |                          | 2015/16                         | 2016/17 | 2017/18 | 2018/19 | 2019/20 | Indicative   | Committed/Identified | Funding source | To be confirmed |     |      |
|   |                                 |                          |                                 | *       | *       | *       | *       |              |                      |                |                 |     |      |
|   | <b>Infrastructure measures</b>  |                          |                                 |         |         |         |         |              |                      |                |                 |     |      |
| 1 | Cycle parking                   | 1.8, 1.11, 2.5, 2.6, 2.7 | 200                             | 200     | 200     | 200     | 200     | 1,000        | 1,000                | TfL, LBS       | 0               |     |      |
| 2 | Cycle Superhighways 4           | 1.3, 1.11                | 200                             | 2000    | 2000    |         |         | 4,200        | 4,200                | TfL            | 0               |     |      |
| 3 | Cycle Superhighway: North-South | 1.3, 1.11                | 4000                            | 1000    |         |         |         | 5,000        | 5,000                | TfL            | 0               |     |      |
| 4 | Southwark Spine                 | 1.7, 1.8, 1.9, 1.11      | 310                             | 530     | 310     | 39      | 2000    | 530          |                      | 3,189          | 2,000           | LBS | 1189 |

\* LIP funding post 2015/16 is assumed

Key

- Design development
- Detailed design
- Construction/Delivery

|                         | Scheme   | Objectives     | Year and Allocated Funding £000 |         |         |         |         | Funding £000 |                          |                   |                    |                       |     |
|-------------------------|--|----------------|---------------------------------|---------|---------|---------|---------|--------------|--------------------------|-------------------|--------------------|-----------------------|-----|
|                         |  |                | 2015/16                         | 2016/17 | 2017/18 | 2018/19 | 2019/20 | Indicative   | Committed/<br>Identified | Funding<br>source | To be<br>confirmed |                       |     |
| Infrastructure measures |  |                |                                 |         |         |         |         |              |                          |                   |                    |                       |     |
| 5                       | Quietway 1: Waterloo to Greenwich                          | 1.7, 1.9, 1.11 | 4000                            |         |         |         |         |              |                          | 4,000             | 4,000              | TfL                   | 0   |
| 6                       | Quietway 23: Elephant & Castle to Crystal Palace           | 1.7, 1.9, 1.11 | 2000                            | 1000    |         |         |         |              |                          | 3,000             | 3,000              | TfL                   | 0   |
| 7                       | Quietway 88/113: Southwark to Canada Water and Thames Path | 1.7, 1.9, 1.11 | 75                              | 200     | 1650    |         |         |              |                          | 1,925             | 1,925              | TfL                   | 0   |
| 8                       | Quietway 89: Nunhead                                       | 1.7, 1.9, 1.11 | 100                             | 150     | 1500    |         |         |              |                          | 1,750             | 1,600              | TfL                   | 150 |
| 9                       | Quietway 82: Oval to Burgess Park                          | 1.7, 1.9, 1.11 | 100                             | 150     | 1500    |         |         |              |                          | 1,750             | 1,600              | TfL                   | 150 |
| 10                      | Quietway 83: Link from Q1 to Honor Oak Park                | 1.7, 1.9, 1.11 | 100                             | 150     | 1500    |         |         |              |                          | 2,250             | 1,600              | TfL                   | 650 |
| 11                      | Townley Road   | 1.7, 1.9, 1.11 | 20                              | 180     |         |         |         |              |                          | 200               | 200                | Cycling School P'ship | 0   |
| 12                      | Filtered permeability                                      | 1.7, 1.9, 1.11 | 78                              | 52      | 130     | 130     | 130     | 130          |                          | 650               | 650                | TfL                   | 0   |

\* LIP funding post 2015/16 is assumed

Key

- Design development
- Detailed design
- Construction/Delivery

|              | Scheme                                 | Objectives   | Year and Allocated Funding £000 |         |         |         |         | Funding £000  |                          |                   |                    |
|--------------|--|--|---------------------------------|---------|---------|---------|---------|---------------|--------------------------|-------------------|--------------------|
|              |  |  | 2015/16                         | 2016/17 | 2017/18 | 2018/19 | 2019/20 | Indicative    | Committed/<br>Identified | Funding<br>source | To be<br>confirmed |
|              | <b>Complementary measures</b>          |  |                                 |         |         |         |         |               |                          |                   |                    |
| 13           | Cycle training for adults and children | 1.1, 3.1, 3.2, 3.3, 3.4, 3.5, 3.7                      | 168                             | 168     | 168     | 168     | 168     | 840           | 840                      | TfL               | 0                  |
| 14           | Driver training and education          | 1.1, 1.2, 1.4, 1.5, 3.7                                | 9                               | 9       | 9       | 9       | 9       | 45            | 45                       | TfL               | 0                  |
| 15           | Cycle grants for schools               | 3.2, 3.3, 3.4, 3.5, 3.7                                | 6                               | 6       | 6       | 6       | 6       | 30            | 36                       | TfL               | 0                  |
| 16           | Programme management                   | All  | 50                              | 50      | 50      | 50      | 50      | 250           | 300                      | TfL               | 0                  |
| 17           | Bike-It Officer programme              | 1.2, 1.5, 1.9, 1.12, 2.1, 2.2, 3.2, 3.3, 3.4, 3.5, 3.7 | 30                              | 160     | 160     | 160     | 160     | 670           | 30                       | LBS               | 640                |
| 18           | Smarter travel (including Cycle Loan)  | 1.12, 2.1, 2.2, 2.3, 3.1, 3.2, 3.3                     | 150                             | 150     | 150     | 150     | 150     | 750           | 750                      | TfL               | 0                  |
| 19           | VeloCitta (cycle hire)                 | 1.12, 2.1, 2.2, 2.3, 3.1, 3.2, 3.3                     | 56                              | 56      |         |         |         | 112           | 112                      | EU                | 0                  |
| <b>TOTAL</b> |  |  |                                 |         |         |         |         | <b>28,914</b> | <b>27,175</b>            |                   | <b>1,739</b>       |

\* LIP funding post 2015/16 is assumed

# Appendix B: Cycle network

## **Network Analysis**

Following the Kickstand sessions and learning from our Dutch and Danish colleagues there was a clear requirement to ensure that a whole network approach was taken to planning for future cycling mobility. The development of the Cycling Strategy coincided with the publication of the revised London Cycling Design Standards (LCDS). The LCDS proposes a suite of techniques for the evaluation of cycle networks and Southwark is the first borough to apply these techniques borough wide. We have worked closely with TfL to refine and apply the various methodologies and the results are shown in the series of maps below.

The maps in this section are the outcome of this analysis.

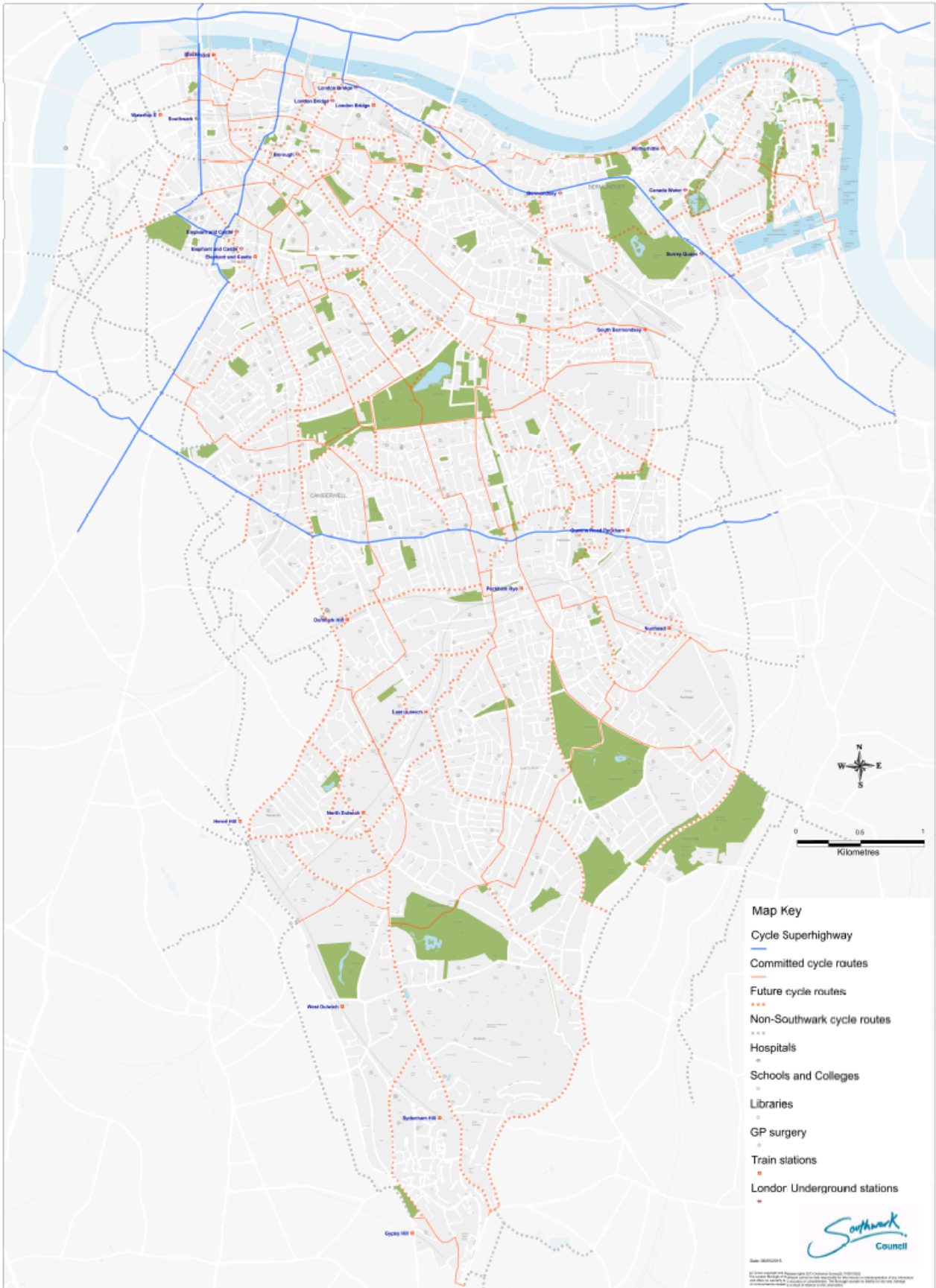
Committed routes are those we have secured funding to deliver.



Future network

To see a more detailed version of these maps visit [www.southwark.gov.uk/](http://www.southwark.gov.uk/)

Southwark Cycle Routes - Committed and Future



**Mesh Density Analysis**

This is a high level tool to evaluate whether there are 'enough' cycle routes in a given area and how evenly they are spread.

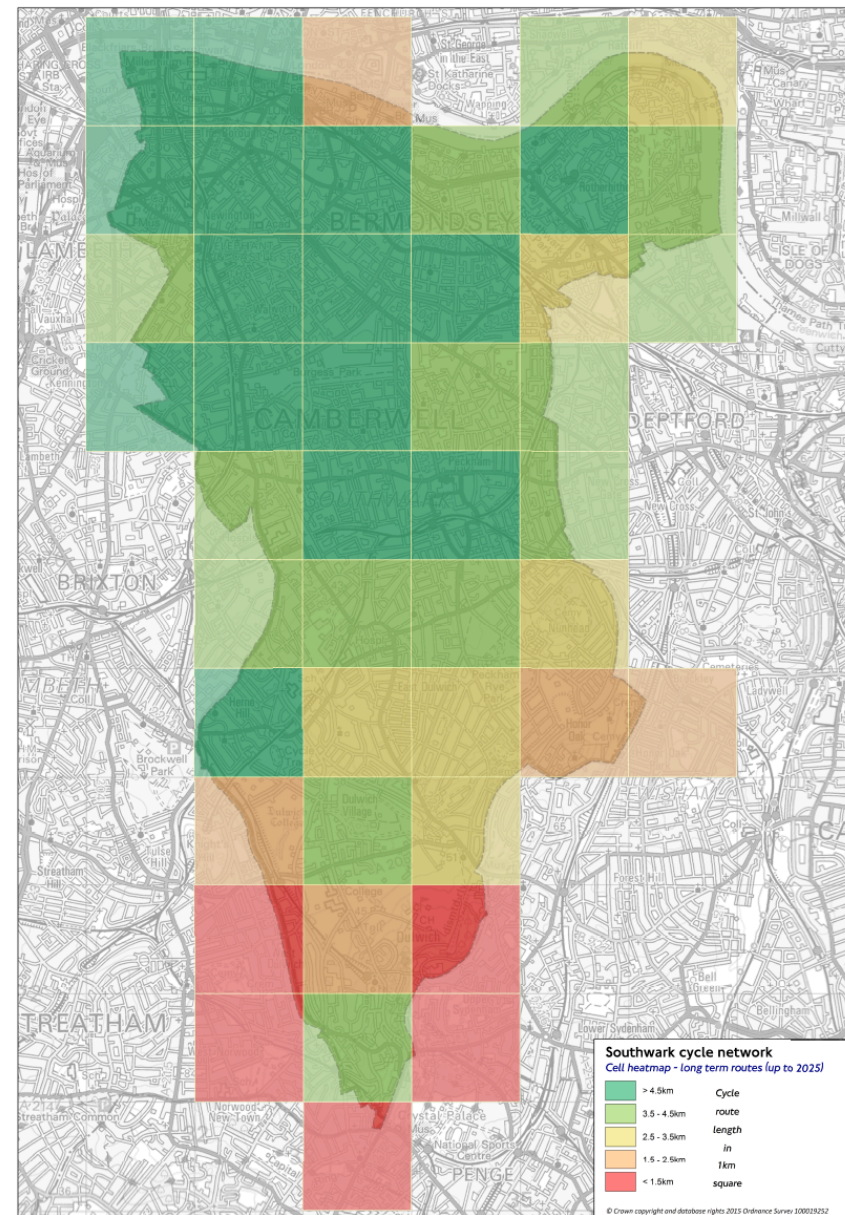
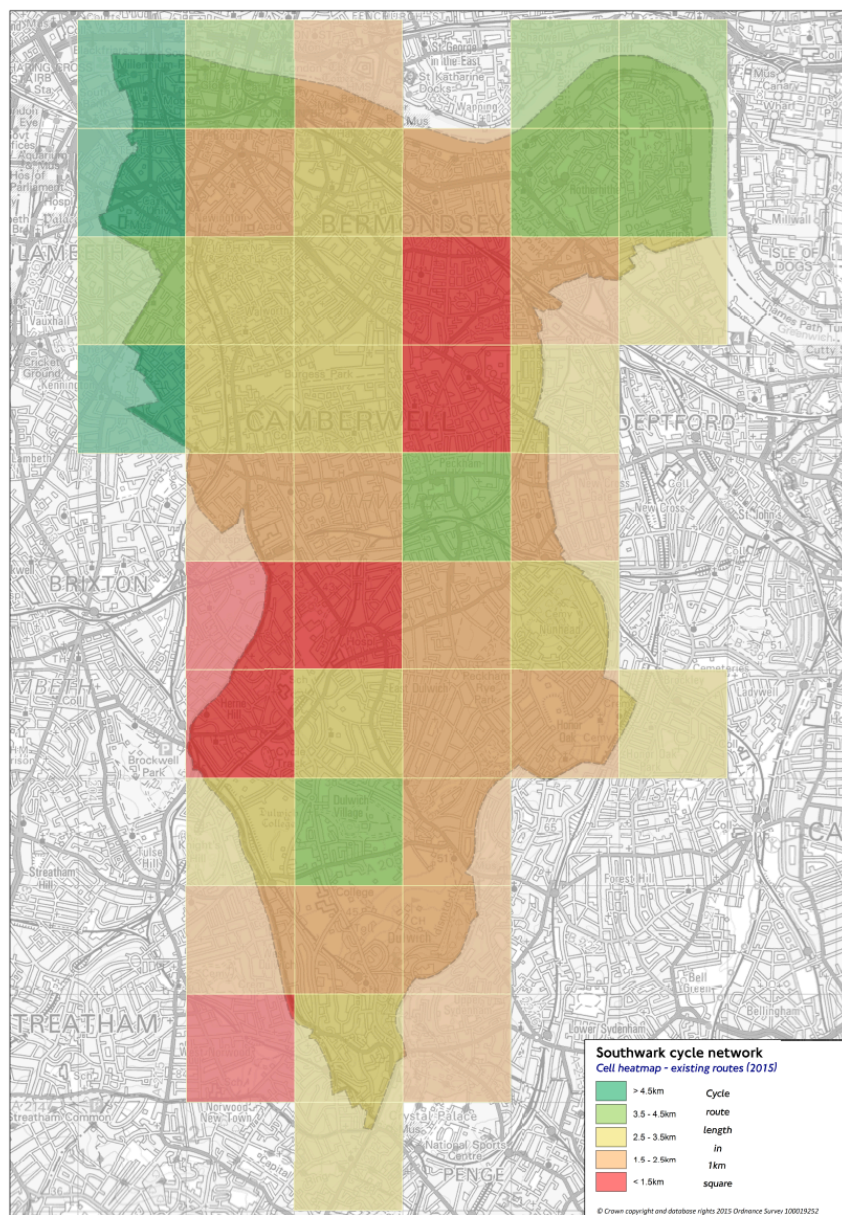
The LCDS asserts that in a properly joined-up cycle network, cyclists should not have to travel more than 400 metres to get to a parallel route of similar quality. This attribute of a cycle network is known as 'mesh density'. To determine mesh density we have divided the borough into cells and measured the length of cycle network in each cell. A 1km by 1km cell should have 4km of cycle network. Each cell is colour coded to indicate relative density of routes based on this assumption. Cells on the borough boundary are affected by the provision of routes in neighbouring boroughs.

This analysis does not tell us anything about the quality of existing or future routes. Currently there are many routes and links in Southwark, the legacy of various initiatives to promote cycling. The new network that we will build (the 'committed' network) will not contain as many routes, but will be built to a higher standard. The future network, including routes not yet committed, will be more extensive and of better quality. The maps below compare the current and future network and demonstrate that the latter will provide much better coverage of the borough than we have now.



**Mesh Density Analysis - existing and future routes**

To see a more detailed version of this map visit [www.southwark.gov.uk/cyclingstrategy](http://www.southwark.gov.uk/cyclingstrategy)



### **Porosity Analysis**

Providing for cycling is not all about cycle routes. Many of the trips people want to make will not be on an official route, or only partially on one. That is why network permeability or porosity is so important. Area porosity is a measure of how many places there are for cyclists to enter, pass through and leave comfortably. A location that is 'porous' is a space that cyclists can pass through with ease and comfort – usually a junction. If the porosity of an area is high, then overall it is very permeable for cyclists (but often less so for other vehicles).

This technique first identifies all the busy roads in an area – the kind of roads that would need a high level of confidence and experience for someone who cycles to be happy using. For others with less confidence and / or experience, such roads represent a barrier. The next step is to look at how many 'gateways' there are into and out of areas bounded by such roads and how attractive they are to people who cycle, or may wish to cycle. This 'attractiveness' is measured with reference to the Bikeability levels 1, 2 and 3. To qualify as a suitable gateway a junction should have a rating of less than 3, that is it should cater for all, not just confident and experienced cyclists.

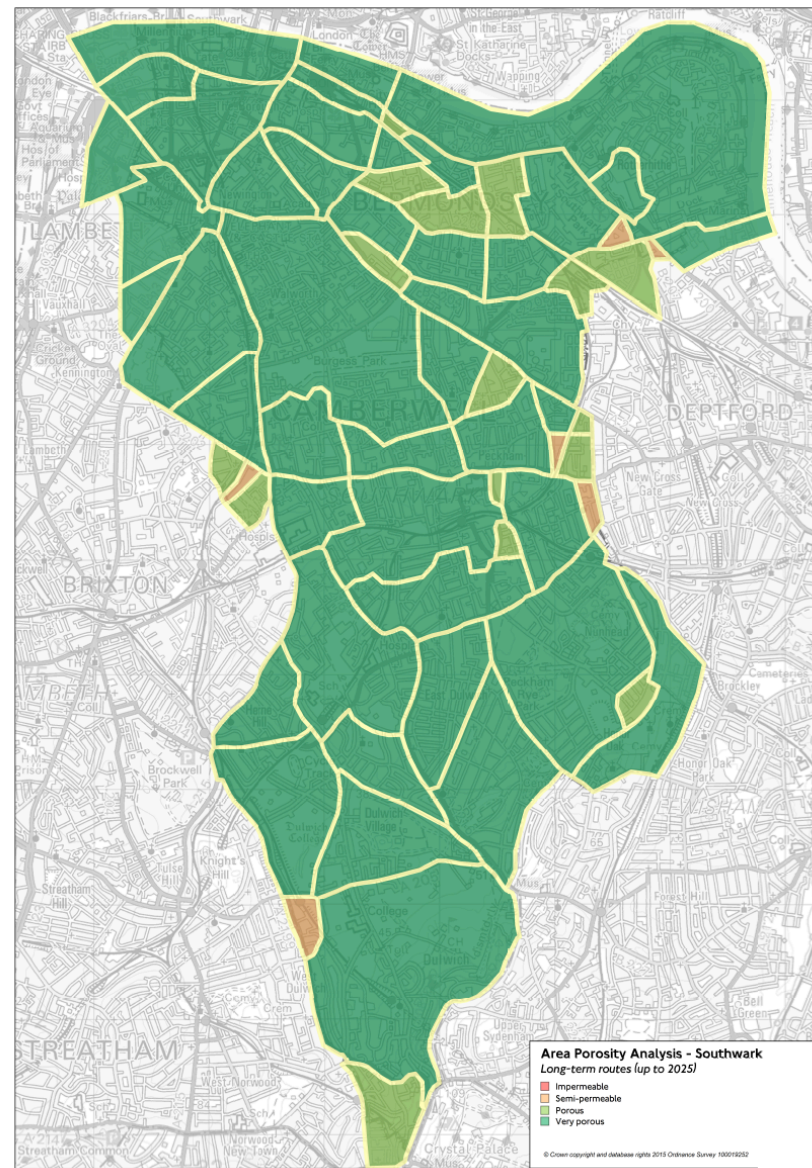
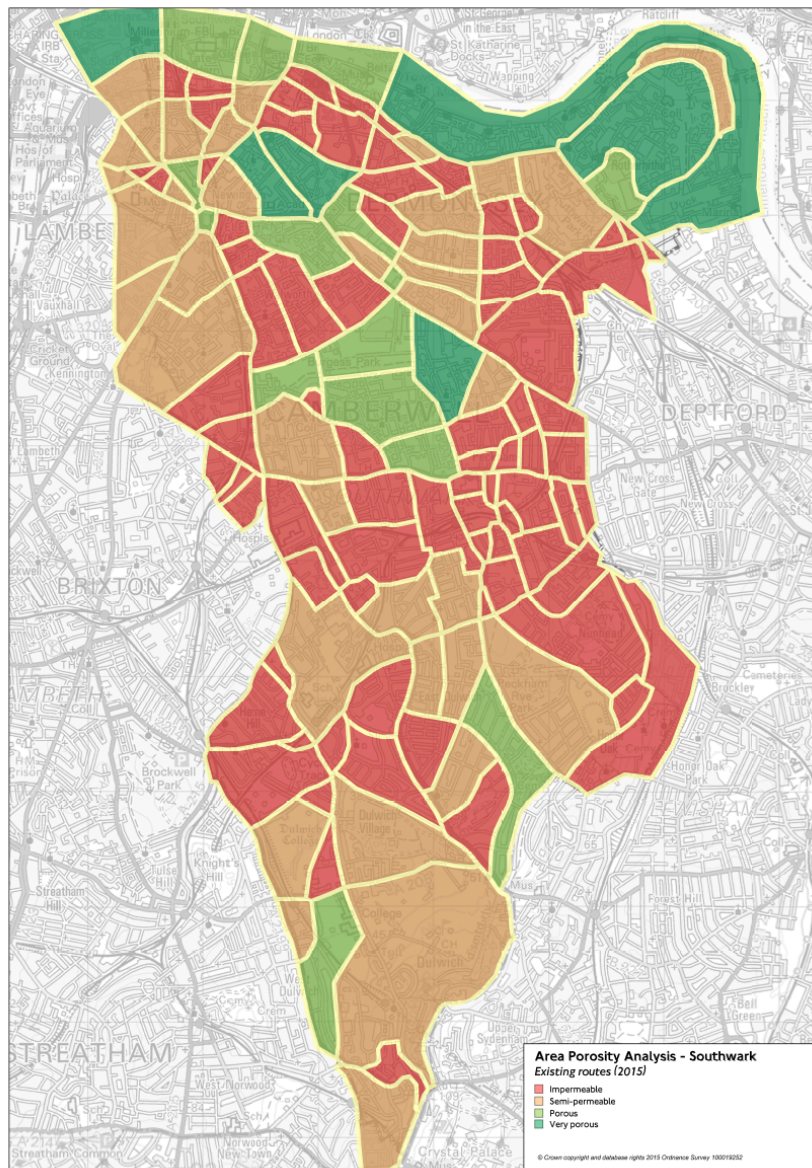
Using this technique we have evaluated the current, committed and future road network in Southwark. As part of this process we have reviewed all the current gateways between areas bounded by busy roads. We found that very few of these met the Bikeability test described above. For this reason we conclude that the current road network is impermeable for cycling. To evaluate how that may change as a result of this strategy, we then considered all the junctions that we intend to improve as part of the committed cycle network and what would happen to permeability / porosity if all of these were made attractive for cycling to all. The analysis shows that, provided these junctions are improved to right standard, our road network will become much more permeable for people who cycle. If we then look at the future network and use the same assumptions, then Southwark will be very permeable.

It should be noted that this approach only takes into account the impact of cycle route proposals, whereas in practice we will also seek to deliver a range of further permeability interventions as part of the wider transport improvement programme. Also, where we are delivering a cycle route, we would expect any busy road that this runs along to be designed for cyclist at Bikeability level 2 and below with the result that these barriers are removed from the network.



Area Porosity Analysis - existing and future routes

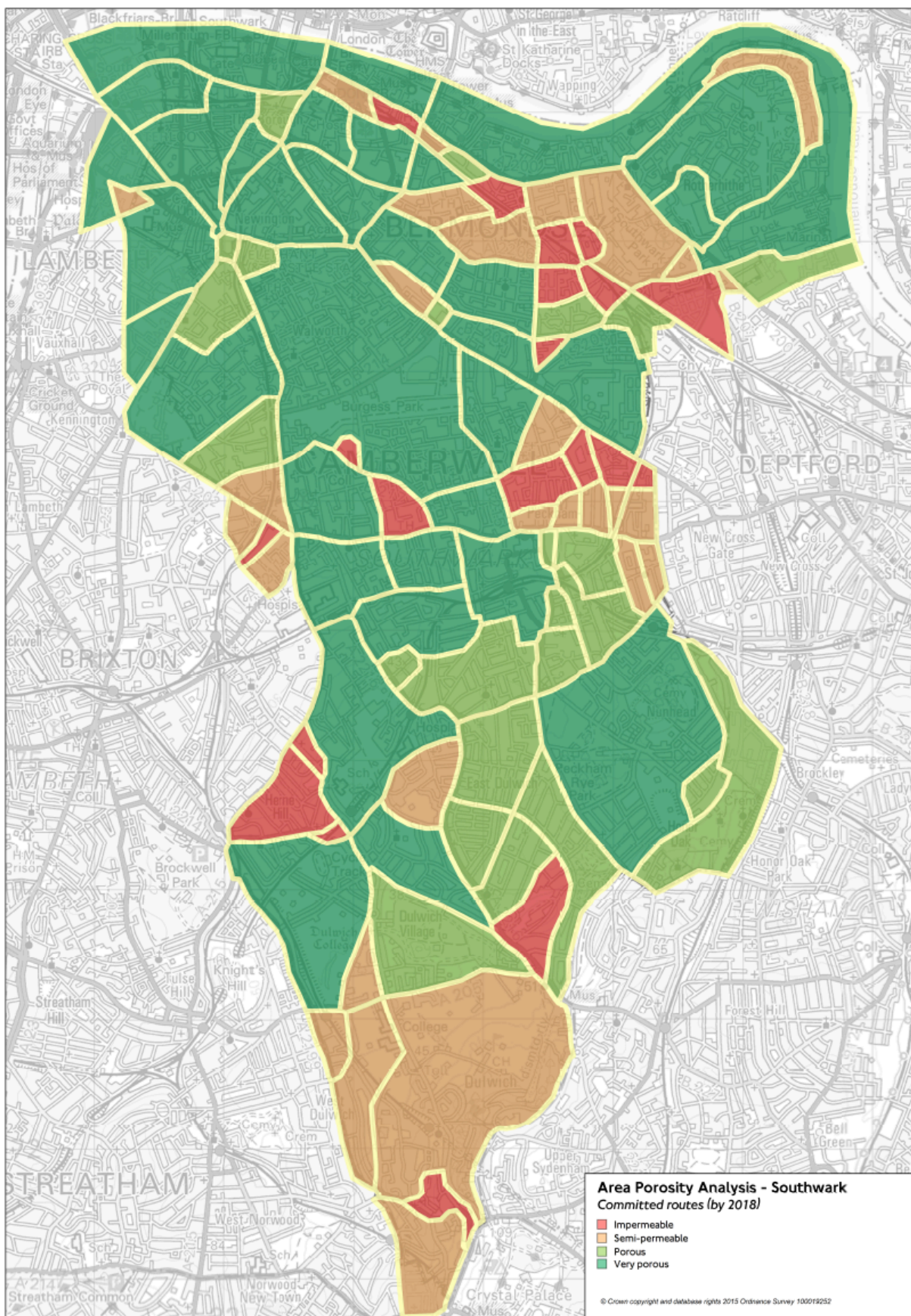
To see a more detailed version of this map visit [www.southwark.gov.uk/cyclingstrategy](http://www.southwark.gov.uk/cyclingstrategy)





Area Porosity Analysis - committed routes

To see a more detailed version of these maps visit [www.southwark.gov.uk/cyclingstrategy](http://www.southwark.gov.uk/cyclingstrategy)





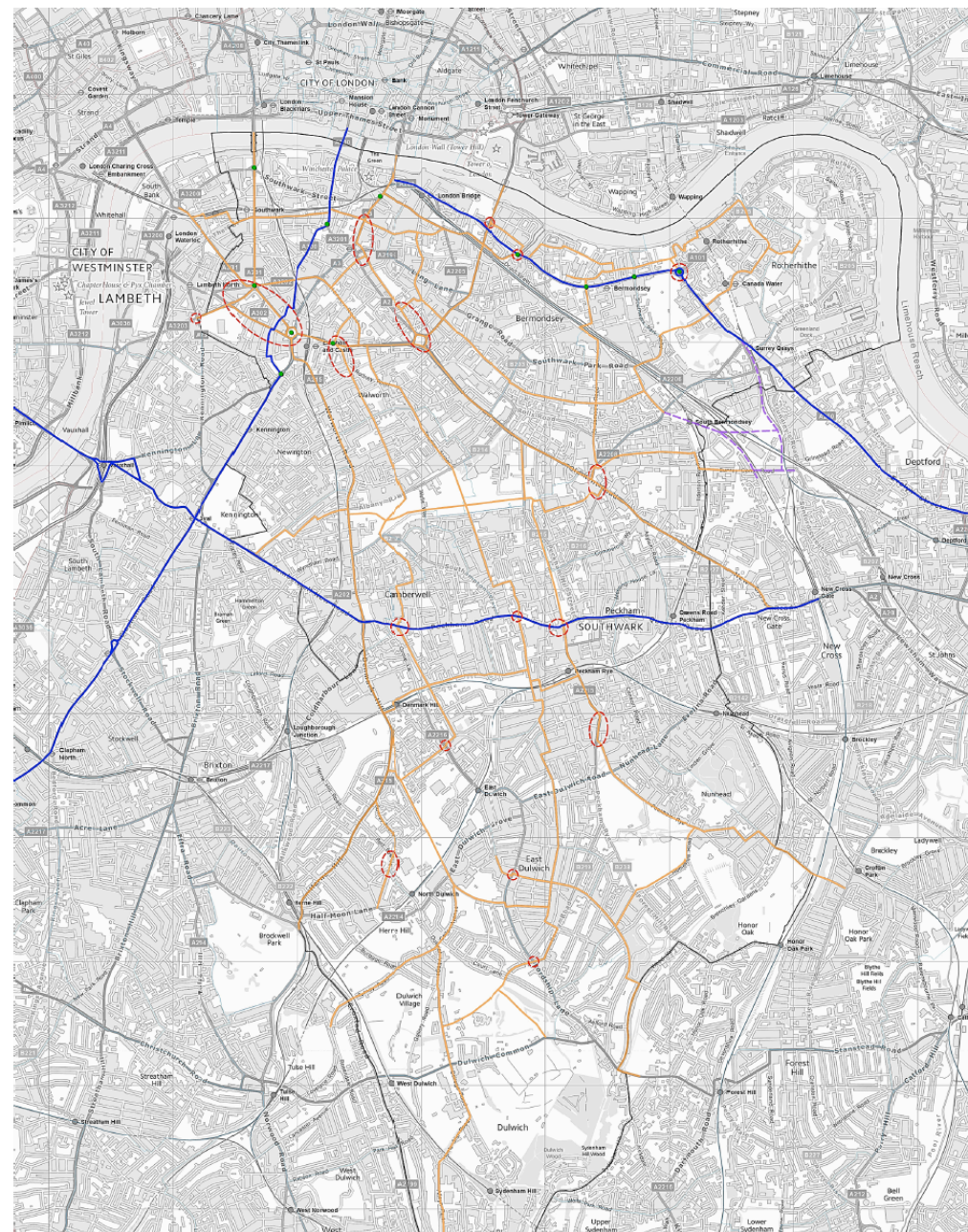
### Cycle demand study map

In 2013, we commissioned a study to identify potential cycle demand and corridors for cycle movement which are important and should be prioritised for improvement. There are numerous radial routes leading into the north of the Borough which should be prioritised for implementation, and in addition, there are three orbital corridors, one to the north, one centred on Burgess Park and the other on Peckham Road which should be implemented. Taken together, this network of radial and circumferential corridors will provide a network of routes for cycle traffic which will allow for significant future expansion of cycling within the borough.

To read more about the study visit

[www.southwark.gov.uk/cyclingstrategy](http://www.southwark.gov.uk/cyclingstrategy)

To see a more detailed version of this map visit [www.southwark.gov.uk/cyclingstrategy](http://www.southwark.gov.uk/cyclingstrategy)

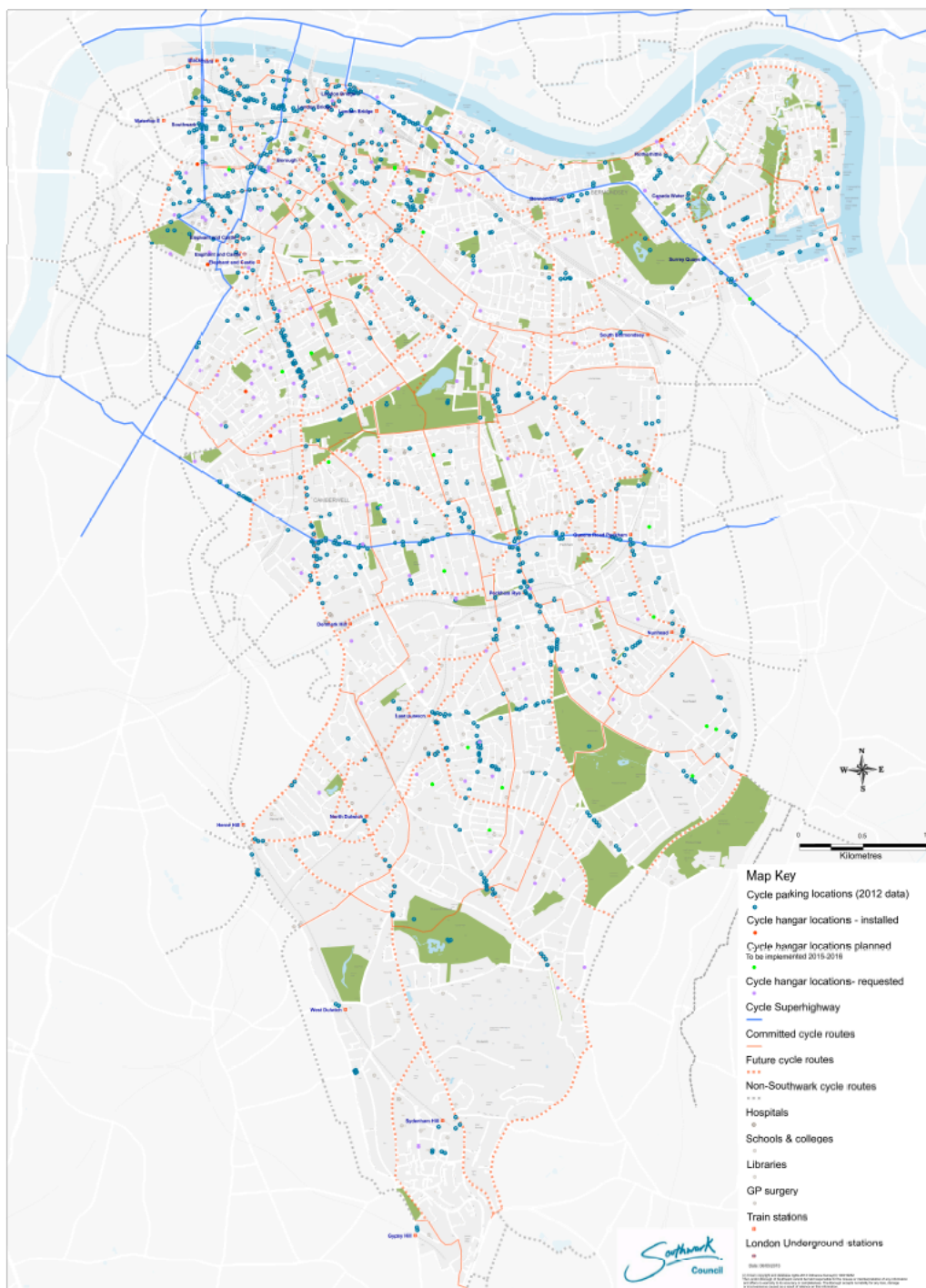


## Cycle parking

Based on the findings of the consultation on the Draft Cycling Strategy we estimate that lack of space to store a bike at home represents a key barrier for around 10 per cent of people. The council is addressing this issue by installing cycle lockers and cycle hangars across the borough. Lockers store one cycle securely and hangars up to six. We will continue to investigate all options to provide secure residential parking, but based on the current approach we estimate that 3-400 additional hangars will be **required to support us in reaching our mode share target** for cycling. All new residential developments are required to provide ample secure cycle parking. In addition to residential parking we will continue to provide destination parking, for example in town centres.

To see a more detailed version of these maps visit [www.southwark.gov.uk/cyclingstrategy](http://www.southwark.gov.uk/cyclingstrategy)

Southwark Cycle Parking and Hangar locations





# Appendix C: Southwark Spine

MAP 1 London Road to Thurlow Street

As part of the consultation on the Draft Cycling Strategy, we asked our communities to identify improvements to the cycle network. We have mapped these comments along the Southwark Spine and will use these to inform our design processes.



65

MAP 2 Thurlow Street to Peckham Road



MAP 3 Peckham Road to East Dulwich Road



MAP 4 East Dulwich Road to Landells Road



# Appendix D: Summary Consultation Report

## 1. Introduction

### About the consultation

1.1 Between Friday 31st October 2014 to Sunday 1st February 2015, Southwark Council ran a series of consultation activities to gather feedback on their draft Cycling Strategy from people living, working, studying and travelling in the borough. Consultation activity included:

Interactive Consultation Map;

Consultation Questionnaire;

Residents Survey;

Community Council Meetings; and

Stakeholder Meetings.

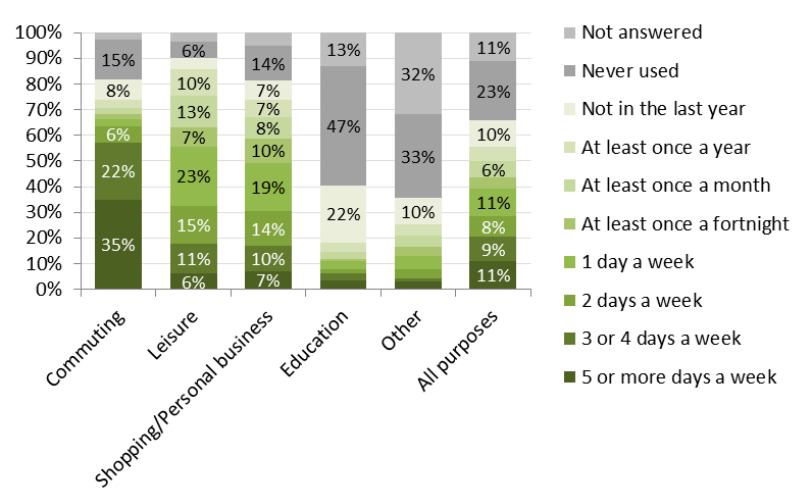
1.2 The interactive map allowed respondents to pinpoint comments about cycling and suggest improvements to specific locations across the borough. In order to leave a comment, people had to register on the site – 187 did so, leaving 477 comments in total. Anyone could visit the site and *agree* or *disagree* with a comment. 767 *agrees* were left, with 51 *disagrees* – these could be made by either registered or non-registered users.

1.3 The consultation questionnaire sought information on Southwark residents' current travel behaviours, levels of cycling and propensity to cycle, as well as their views on the draft strategy and its content. The questionnaire was aimed at both cyclists and non-cyclists. 687 individuals completed the consultation questionnaire.

To read all the reports on the  
Draft Cycling Strategy visit  
[www.southwark.gov.uk/  
cyclingstrategy](http://www.southwark.gov.uk/cyclingstrategy)

1.4 Respondents to the consultation questionnaire were asked how often they cycle on average and for what journey purposes, Figure 3.2 provides a breakdown of the results. Looking at the average frequency of cycling for all journey purposes, 39% of respondents cycle on a weekly basis: 11% of respondents cycle five days a week or more and 28% cycle between one and four days a week. Additionally 11% of respondents cycle between once a fortnight and once a month. A third of respondents have not cycled in the last year or never cycle. Focusing on respondents' trip frequencies for different journey purposes, commuting trips are made with the greatest frequency. 35% of respondents cycle to work five or more days a week and 31% cycle between one and four days a week. Additionally 11% of respondents cycle to work between once a fortnight and once a month. A third of respondents have not cycled in the last year or never cycle.

Figure 1.1: Average cycle use by purpose



Southwark Council also conducted a Residents Survey during the consultation period. The survey took place in January 2015 and involved telephone. 515 Southwark residents aged 16+ took part, with quotas set to map the profile of those taking part to the demographic profile of the wider Southwark population in terms of age, gender, ethnicity, working status and housing tenure. 76% of respondents agreed that the council should invest in promoting and supporting cycling.

1.6 The Council also consulted stakeholders including Local Authorities, Assembly Members, Ward Councillors and local resident, interest, transport and business groups.

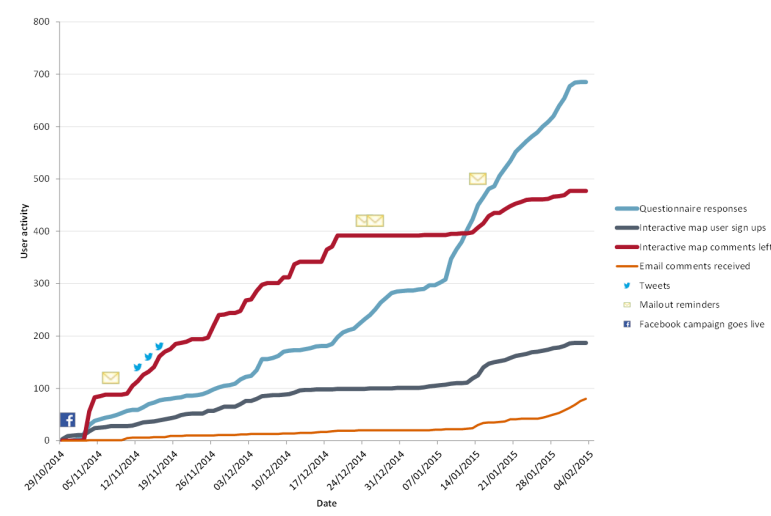
1.7 Regular meetings were held with the London Borough of Lambeth and bi-monthly stakeholder meetings were held with key stakeholders as part of the Cycling Joint Steering Group (CJSG). These groups represented include: Southwark Cyclists; RoadPeace; Better Bankside; Living Streets; The Open University; Metropolitan Police; SilverFit; Wheels for Wellbeing; and Sustrans.

1.8 A focus group with people who currently do not cycle was held on Saturday, 7 February 2015 at the Rockingham Centre, Elephant and Castle. The participants were all Bengali first or second generation residents living in the Elephant & Castle neighbourhood. The main discussion points were about what other people do, cyclists and car drivers behaviour and concerns with the danger of cycling. A number of the women indicated that they wanted to learn to cycle.

1.9 Council officers arranged two workshops with Ward Councillors. These were held on 12th January and 22nd January 2015. Three rides of the Southwark Spine were also arranged on 16, 20 and 22 January 2015 with Ward Councillors, key stakeholders and members of the media.

1.10 Figure 1.2 shows the timeline of the consultation, including the date the Facebook campaign went live, dates of tweets sent about the consultation and dates of email reminders, alongside the corresponding consultation activity: people registering and leaving comments on the interactive map, individuals completing the consultation and comments sent in by email.

Figure 1.2: User activity on the cycling strategy consultation



## **Methodology**

1.11 The consultation was announced on Saturday 1st November 2014 at the Road Danger Reduction Conference and a flyer was prepared asking for people to comment on how to improve cycling in Southwark and how to get more people cycling. Additionally, the consultation was advertised in the local newspaper Southwark Life and a press release was also issued by the council with an article in the Southwark News on 15 October 2014.

1.12 The consultation was promoted online via twitter, an email campaign targeting tenants and residents associations, business networks and key cultural and educational organisations and a Facebook campaign, targeting Southwark residents who currently do not cycle.

## **2. Current Travel Behaviour**

### **Current levels of cycling – consultation questionnaire**

2.1 Almost half of respondents said cycling was not their usual mode of transport, while 56% said it was. The consultation questionnaire established that a high proportion of respondents own a bicycle (84%) and around a third make use of the Barclays Cycle Hire scheme. Considering respondents' main mode of transport 56% of respondents cycle, 11% walk, 9% use the Underground, 8% drive, 6% use National Rail and 5% take the bus.

2.2 When asked how often they cycle on average, 39% of questionnaire respondents cycle on a weekly basis and 11% cycle between once a fortnight and once a month. Commuting trips are the most frequent trip type made by bike, 35% of the respondents who cycle to work do so five or more times a week and 31% cycle between one and four days a week.

2.3 Respondents who don't currently cycle regularly were asked why this is the case, the primary reasons were due with safety issues associated with cycling, a lack of cycle lanes and individuals' lack of confidence. Respondents were then asked to choose from a list of measures which would encourage them to cycle more, the two most popular were segregated cycle routes and junction improvements.

2.4 Respondents were asked to log a journey they frequently make. 30% of respondents (208) logged journeys that were not made by bicycle and when asked whether they would like to cycle the journey 82% said they would.

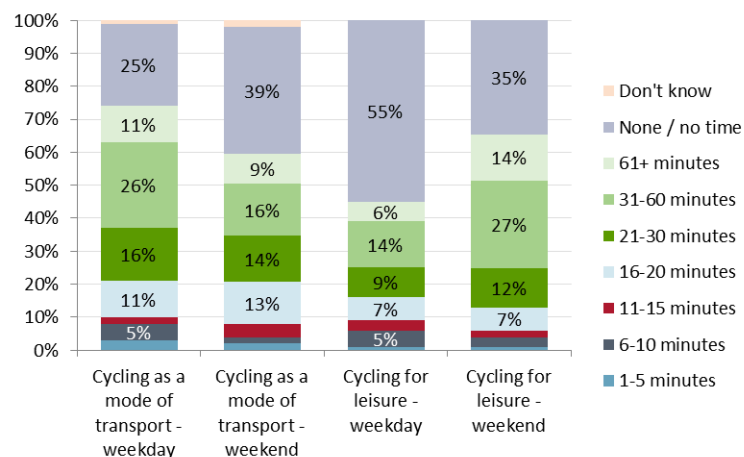


**Current levels of cycling – residents survey**

2.5 The residents survey asked respondents whether they cycle, either as a mode of transport or for leisure, 22% said they do cycle and 78% do not cycle. Expanding on this, Figure 2.1 shows how many minutes people who currently cycle spend cycling per day.

2.6 Respondents of the residents survey were also asked what could be done to encourage them to cycle more in London and Southwark in particular. The most common response was nothing, 51% of respondents simply do not want to cycle. After this, safety improvements/safer roads and more/better cycle routes were the most popular responses.

Figure 2.1: Amount of time spent cycling per day



**3. Cycling Strategy**

**Views on Southwark’s draft Cycle Strategy**

**Support for the draft strategy**

3.1 Based on responses to the online questionnaire 79% of respondents support the draft Cycling Strategy. As well as the responses received via Southwark’s consultation questionnaire online tool, 77 responses commenting on the draft Cycling Strategy were sent in by letter and email. Of these, 25% were positive in sentiment, 31% were neutral and 44% were negative.

3.2 Respondents to the residents survey were asked to what extent they agree that promoting and supporting cycling is something the Council should invest in. 75% of respondents either definitely agree or tend to agree. 12% of respondents either definitely disagree or tend to disagree. The remaining respondents either neither agree nor disagree (11%) or do not know (2%).

3.3 Open comments relating to Southwark's draft Cycling Strategy were made by respondents via the questionnaire, directly returned emails and on the interactive map. Many respondents discussed cycle lanes and made the following points:

- Segregated cycle lanes should be implemented in Southwark, particularly on wide and busy roads and at junctions to ensure the safety of cyclists, reduce conflict between cyclists and motorists and make cycling a more comfortable experience;
- Direct, well connected cycle lanes are required to reduce travel times by bike;
- Adequate road space must be made available for cycle lanes and other cycling infrastructure; and
- Cycle lanes must be well maintained and well-marked out with good continuity.

3.4 71 respondents discussed road behaviour, voicing concern about the behaviour of both motorists and cyclists. Respondents suggested that both groups should be provided with training to ensure the safety of cyclists on the roads.

#### ***Support for Southwark's cycling target***

3.5 60% of respondents to the consultation questionnaire agree fully with Southwark's target to secure a 10% cycling mode share within the borough by 2025/26 and 31% agree to some extent. Just 8% do not agree with the target.

3.6 The overarching feedback received was that the mode share target for cyclists should be more ambitious. Respondents felt that either the long-term target should be increased or the proposed target should be achieved within shorter timescales. Some respondents suggested there should be different mode share targets for different journey purposes.

#### ***Support for objectives and illustrative projects***

3.7 When asked about the objectives and illustrative projects proposed in Southwark's draft strategy, 91% said they fully agree or agree with these to some extent and just 4% disagree.

3.8 Feedback on the objectives and illustrative projects from several respondents was that the strategy is too vague in places and they would like to see more clearly defined projects, timescales and budgets included in the document.

3.9 Other popular comments included suggestions to improve the existing training programmes offered to cyclists in the borough and to increase the focus on improving cycling provisions for children, e.g. by providing safe routes to schools.

### ***Other comments***

3.10 Respondents were invited to leave additional comments at the end of the consultation 1.10questionnaire. A quarter of the comments received related to strategies which support the uptake of cycling in Southwark, including:

- Repairing and maintaining road surfaces to improve safety;
- Implementing more segregated cycle lanes;
- Provide more secure cycle parking;
- Create safe routes to schools to encourage more children to cycle; and
- Use examples of best practice design from other London boroughs and European cities.

3.11 Additionally, a series of responses were received opposing cycling and the strategy due to the 1.11impact new infrastructure will have on residential streets and other road users. A small number of respondents felt that improving other modes of transport, e.g. walking conditions and public transport should take priority over cycling

3.12 Many specific requests were made across the borough on the interactive map consultation 1.12tool. Map users had the ability to agree or disagree with comments posted, which produced the following list of most popular comments across the borough:

- Turney Road is unsuitable for a cycle route due to limited space and off street parking;
- Turning right across Rodney Road is difficult;
- Dulwich Park is unsuitable for a cycle route due to its shared paths and its night time closure;
- Improvements needed to make Portland Street safer for cycling – it is a rat run – and there could be a better link to Burgess Park;
- The cycle lane at the northern end of Rye Lane is not clearly marked enough;
- There is already limited parking on Burbage Road, routing cyclists there will exacerbate it;

- Support for cycling along the Surrey Canal Path; and
- Street lighting required through Burgess Park to make night cycling safer.

3.13 The most frequently mentioned comment from individuals who responded by email and letter 1.13 was concern about routing the Southwark Spine through Dulwich Park, via Eynella Road. These people requested for parties likely to be affected by the proposals in the Strategy to be consulted with directly in future.

#### ***Views on the proposed Southwark Spine cycle route***

3.14 Respondents to the consultation questionnaire were asked about the Southwark Spine cycle 1.14 route, 83% said they agree or strongly agree with the proposed route and just 7% disagree or strongly disagree with it.

3.15 Respondents to the resident survey were asked how likely they would be to use the Southwark 1.15 Spine route. 43% said they are likely to use it, with 55% saying they wouldn't. Given that the survey covers the whole borough and the Spine can only serve part of it, this is a reasonably positive result.

3.16 Open comments relating to the Southwark Spine were made by respondents via the 1.16 questionnaire, directly returned emails and on the interactive map. Some comments made specific requests about the route detail, and some were principles about the route which should be followed.

3.17 Many respondents asked that the route utilise segregated cycle lanes to protect cyclists. Some 1.17 respondents requested that the route design be as direct and continuous as possible. Other commenters wanted assurance that the route would not impact negatively on other road users or residents. Some requested that the route be both child and family-friendly.

3.18 Many commenters were generally concerned about the use of parks for the route, due to 1.18 concerns about sharing space with other park users and night time safety. Specifically, routing through Dulwich Park was a concern for many respondents, with a smaller number also concerned about Burgess Park.

- Support for cycling along the Surrey Canal Path; and

3.19 Other specific comments included:

- Difficulty accessing the start of the Spine from the proposed North-South Cycle Superhighway;
- The Harper Road alignment is indirect, suggest using Rockingham Street instead;
- The crossing of Old Kent Road at the junction with Harper Road feels unsafe for cyclists;
- Segregate cyclists on Thurlow Street, or use quieter Portland Street as alternative;
- Improve cyclist access past the barrier on Chandler Way near Burcher Gale Grove;
- Suggest alternative route via Cronin Street to reduce route on busy Commercial Way;
- One-way system of Bellenden Road and Lyndhurst Way is unsafe for cyclists;
- Calm traffic on Crystal Palace Road, Alleyn Park, Alleyn Road and Gallery Road;
- Segregate cyclists on Barry Road; and
- School time congestion on College Road is dangerous for cyclists.

# Appendix E: New Southwark Plan

**New Southwark Plan** This plan sets out a regeneration strategy from 2017 to 2033 and will be used to make decisions on planning applications. Key policies include increasing the number of new homes and schools, investing in our high streets and local businesses to increase local jobs, making Southwark a healthier, safer and better place to live, work and visit.

## Draft policies of the New Southwark Plan - Issues version

The draft policies set out below were subject to consultation as part of the first draft of the New Southwark Plan consultation between 31 October 2014 to 6 March 2015. The draft policies will be updated and improved in light of the responses received during this consultation. The next stage will be the New Southwark Plan Preferred Option that will be consulted on in Autumn 2015.

**DM15: Walking and cycling** Southwark will become more accessible for pedestrians and cyclists through effective design of exemplary routes and facilities to encourage people to walk and cycle.

**DM 15.1** Development must:

**15.1.1** Provide facilities for pedestrians and cyclists within the development and the surrounding area.

**15.1.2** Design facilities, routes and access that meet the needs of pedestrians and cyclists, with particular emphasis on disabled people and the mobility impaired.

**15.1.3** Integrate with surrounding networks, and remove barriers to improve permeability, access and safety of pedestrians and cyclists.

**15.1.4** Ensure the urban realm is designed with wide, level footways for pedestrians and that crossings and crossovers are safe and accessible for all.

**15.1.5** Enable the delivery of Southwark's Cycling Strategy and the Mayor of London's Vision for Cycling, which aim to deliver significant increases in cycling through safe, direct routes and generous provision for cycle parking and associated facilities.

**15.1.6** Delivering the cycling network as set out in the Cycling Strategy.

**15.1.7** Provide convenient, secure, weatherproof and fully accessible cycle parking close to access points according to the minimum parking standards set out in a leaflet for consultation.

**DM16: Infrastructure improvements** Southwark will be accessible by public transport and cycling through transport infrastructure improvements. This will facilitate regeneration and assist economic growth of town centres as well as making local jobs more accessible for residents.

**DM 16.1** Planning permission will be granted for the following public transport improvements and development will not be permitted that would prejudice their implementation:

**16.1.1** The Bakerloo Line extension to Camberwell, Peckham and Old Kent Road. **16.1.2** A rail station at Camberwell.

**16.1.3** Bus priority.

**16.1.4** Cycle hire docking stations.

**16.1.5** Cycle superhighways, Quietways and the Central London Bike Grid. **16.1.6** A river crossing from Rotherhithe to Canary Wharf.

**16.1.7** The 'Low Line' cycle and walking route. **16.1.8** The new Garden Bridge; and

**16.1.9** The Elephant and Castle square.

**DM19: Car clubs and cycle hire docking stations** Southwark will provide a wider range of shared transport provision, reducing the dependence on cars and supporting an increase in cycling.

**DM 19.1** Development must:

19.1.1 Provide a minimum of three years free membership per dwelling to a car club should a car club bay be located within 850m of the development; and/or

19.1.2 Provide the appropriate space within the development; and/or

19.1.3 Contribute towards the provision of car club bays relevant to the size and scale of the development.

**DM 19.2** Development must:

19.2.1 Provide a free two year cycle hire fob per dwelling should a cycle hire docking station be located within 400m of the development; and/or

19.2.2 Provide the appropriate space within the development; and/or

19.2.3 Contribute towards the provision of cycle hire docking stations relevant to the size and scale of the development.

**DM22: Railway arches (outside the PILs)** Planning permission will be granted for a range of uses in railway arches outside the PILs to contribute to the local economy and provide low cost, flexible space for small businesses.

**DM 22.1** Permission will be granted for a range of business uses (B class), retail (A class) and community facilities (D class) in railway arches located outside PILs.

**DM 22.2** Development must include walking and cycling routes alongside railway viaducts.

**DM 22.3** Railway arches located inside the PILs will be part of the review set out in DM20.

**DM38: Quality in design** Southwark's buildings and places will have excellent architectural and urban design. They will enhance the visual and practical experience of the built environment in order to create attractive places that people will choose to live in, work in and visit.

**DM 38.1** Development must:

**38.1.1** Achieve a high quality of architectural and urban design, including both external and internal design.

**38.1.2** Ensure new buildings and alterations to existing buildings embody a creative and high-quality appropriate design solution, specific to their site's shape, size, location and development opportunities. Where applicable development must preserve or enhance the significance of historic assets and their settings, and the local character.

**DM 38.2** Development must take into account:

**38.2.1** Functionality - how the form and layout of the development successfully functions in relation to its land use.

**38.2.2** Aesthetics and geometry - the visual appearance of the development.

**38.2.3** Local character and context.

**38.2.4** Urban structure and site layout.

**38.2.5** Specification of materials that are high-quality, durable, sustainable and enhance local character.

**38.2.6** Sustainable design and construction techniques, including the avoidance of internal overheating, contributions to the urban heat island effect and creation of adverse local climatic conditions.

**38.2.7** Active design principles.

**38.2.8** Servicing within the footprint of the building and site.

**38.2.9** Materials and the building fabric.

**DM41: Designing out crime** Development will deliver safe places with improved community safety and crime prevention in the private, public and civic realm.

**DM 41.1** Development must consider:

**41.1.1** Natural surveillance where development must incorporate windows overlooking places such as parks and streets, courtyards, parking areas and civic spaces.

**41.1.2** Street network designs, pedestrian routes, footpaths and cycle paths that are easy to navigate as well as permeable, direct routes that provide good visibility and avoid sharp or blind corners, tunnels, and hidden alcoves.

**41.1.3** Clear and uniform signage that helps people move about, making the public realm and public transport safer and more attractive for people to use.

**41.1.4** Effective street lighting that illuminates, enabling natural surveillance and avoiding the creation of dark, shadowed areas.

**41.1.5** Clearly-defined boundaries between public, semi public, semi private and private spaces, which reduces the likelihood of anti-social behaviour by establishing ownership and responsibility for a particular space; and



**41.1.6** Security considerations for buildings and places that are proportional to their use and function, taking into account that places must also not become hostile or unwelcoming.

**DM43: Public realm** Southwark will have a public realm that can be enjoyed by all. It will enable movement, social interaction and create a network of connected places and spaces that are healthier and more resilient.

**DM 43.1** Development that includes public realm must consider:

**43.1.1** Direct and safe ease of movement to encourage walking and cycling. **43.1.2** Accessibility and inclusive design for all.

**43.1.3** Navigation with good signage.

**43.1.4** Public safety and management.

**43.1.5** Street furniture, whilst avoiding unnecessary clutter.

**43.1.6** Opportunities for formal and informal play.

**43.1.7** Materials, landscaping and green infrastructure.

**43.1.8** Active frontages and building entrances that successfully engage with the public realm.

**43.1.9** Historic streetscape features and development patterns.

**43.1.10** The size of public space provided in proportion to height and scale.

**DM45: Tall and large buildings** Tall and large buildings will encourage regeneration, new jobs and homes at appropriate locations within Southwark.

**DM 45.1** LOCATION CRITERIA - The appropriate areas for tall and large buildings are

**45.1.1** Central Activities Zone.

**45.1.2** Elephant and Castle, BBLB, Old Kent Road (proposed) Canada Water (proposed) Opportunity Areas.

**45.1.3** Peckham and Aylesbury Action Area cores.

**45.1.4** Elephant and Castle, Canada Water and Peckham Major Town Centres. **45.1.5** Locations outside of these areas may be sensitive or inappropriate for tall and large buildings. However, some locations may be appropriate and will be considered on their planning merits on a case-by-case basis.

**DM 45.2** DESIGN CRITERIA - Tall or large building development proposals must comply with the following design criteria and:

**45.2.1** Be located at a point of landmark significance. For example, where a number of important routes converge, where there is a concentration of activity and which is, or will be, the focus of views from several directions.

**45.2.2** Be located in an area with high public transport accessibility.

**45.2.3** Have no adverse impact on strategic, borough and local views.

**45.2.4** Make a positive and considered contribution to the London skyline and landscape, taking into account the cumulative effect of existing or approved proposals, clustering and the avoidance of canyoning.

**45.2.5** Have a height that is proportional to the significance of its location.

- 45.2.6** Consider local character and avoid harm to the significance of heritage assets or their settings.
- 45.2.7** Be of exemplary design. Tall buildings should be slender, well articulated, and recessive.
- 45.2.8** Be constructed of high quality materials.
- 45.2.9** Deliver a mix of land uses with active lower floors that have designed entrances taking into account patterns of existing pedestrian and cycling movement and urban design principles.
- 45.2.10** Larger sites should be broken up to improve permeability for walking and cycling, and consider local urban grain.
- 45.2.11** Be connected to a new public space that is proportional to its size and height.
- 45.2.12** Avoid harmful environmental impacts including wind shear, overshadowing and glare.
- 45.2.13** Incorporate communal facilities for users and residents.
- DM 45.3** Proposals for buildings that are considerably taller in height than their context can have the greatest impact. As such, careful consideration should be given to any existing or emerging hierarchy of tall buildings. The delivery of a publically accessible space should be also considered.

**DM56: River Thames** The strategic importance and unique character of the River Thames will be maintained and enhanced to enable the use and enjoyment of the Thames for all.

**DM 56.1** Development within the Thames Policy Area must:

**56.1.1** Conserve and enhance the strategic importance, character and amenity of the River Thames and its hinterland.

**DM 56.2** Deliver high quality architectural and urban design and:

**56.2.1** Integrate successfully with the waterspace with its use, appearance and physical impact.

**56.2.3** Sustain or enhance the historic character and appearance of buildings and of areas and buildings of historical or architectural significance

**56.2.4** Include a mix of uses appropriate to their location next to the river, including public and open spaces, to ensure an inclusive, accessible, active waterside and ground level frontages.

**56.2.5** Integrate into the public realm, especially in relation to walking and cycling routes and borough open space strategies. Public art will often be appropriate in such locations as well as clear signage, information and lighting to promote the use of waterside spaces by all.

**56.2.6** Incorporate built form that has a human scale of interaction with the street, public spaces and waterside and integrates with existing communities and places.

**56.2.7** Recognise the opportunity to provide landmarks that are of cultural and social significance along the river, providing orientation points and pleasing views without causing undue harm to the cohesiveness of the water's edge.

**56.2.8** Successfully relate scale, materials, colour and richness of detail, not only to direct neighbours but also to buildings on the opposite bank and those seen in the same context with the river, or other locally identified prospects and views. Such juxtaposition of buildings should take into account river meanders and the impact these can have on how buildings may be seen together.

**56.2.9** Incorporate sustainable design and construction techniques, in particular a precautionary approach to flood risk.

**56.2.10** Protect the biodiversity and nature conservation interests of the River Thames.

**DM 56.3** Maintain and enhance the existing facilities that support and increase the use and enjoyment of the Thames, and the functions and activities associated with the Thames, in the Thames Policy Area. These include:

**56.3.1** Access points to and alongside the river, including stairs, piers and the Thames Path.

**56.3.2** Sport and Leisure facilities.

**56.3.3** Docks, including protection against partial or complete infilling. 56.3.4 Walking and cycling routes.

**56.3.5** Mooring facilities.

**56.3.6** Facilities for passenger, freight and tourist traffic.

**DM 56.4** Establish or continue the Thames Path along the water frontage and encourage new access points to the Thames, especially in areas of deficiency, when adjacent to the river.

**DM 56.5** Avoid detrimental effects on navigation, biodiversity or the existing character of the Thames Policy Area if proposing new mooring facilities. Proposals will not be permitted if it is an attempt to be used as an extension of developed land or where it would result in a continuous line of moored craft.

**DM 56.6** Maintain, remediate and improve flood defence walls for developments adjacent to the River Thames where necessary. Developments adjacent to defences and culverts should demonstrate that their development will not undermine the structural integrity or detrimentally impact upon its intended operation.

**DM68: Improving air quality** Southwark will have improved local air quality.

**DM 68.1** Development must not lead to a reduction in air quality.

# Appendix F: Southwark's Transport Plan

An Annual Report on the delivery of the Transport Plan is published each year. This report provides a detailed progress update on our initiatives and how we are meeting our objectives and targets.

## Southwark's Transport Plan

The Transport Plan was adopted in 2011. The Plan sets out how we will improve travel to, within and from the borough, and the council's long term goals and transport objectives for the borough. The Southwark Transport Plan responds to the revised [Mayor's Transport Strategy](#) (MTS), the Sub-Regional Transport Plans (SRTPs), Southwark's Sustainable Community Strategy and other relevant policies.

**Policy 1.6** When reviewing CPZs we will ask the community if they would support removal of parking spaces and the introduction of cycle parking, car club bays and/or street trees

**Policy 1.7** Reduce the need to travel by public transport by encouraging more people to walk and cycle

**Policy 1.10** Improve the cycling environment and ensure that people have the information and confidence to use it

**Policy 1.11** Lobby TfL for the further extension of the Cycle Hire scheme to zone two and beyond

**Policy 1.12** Ensure that cycle parking is provided in areas of high demand and in areas where convenient

**Policy 2.1** Work with the school community to encourage more children to travel to school sustainably

**Policy 2.2** Work with businesses, employers and organisations to encourage more staff to travel sustainably

**Policy 2.3** Promote and encourage sustainable travel choices in the borough

**Policy 2.4** Continue to support improving skills and knowledge to travel sustainably

**Policy 4.1** Promote active lifestyles

**Policy 4.2** Create places that people can enjoy

**Policy 4.3** Help communities shape their streets

**Policy 4.5** Enhance quality of life through the built and natural environment

**Policy 5.2** Lobby/work with TfL to improve safety on our busy roads

**Policy 5.3** Target commuter cyclists in road safety campaigns

**Policy 5.4** Seek to reduce vehicle speeds and educate and enforce against those who break speed limits

**Policy 5.5** We will make Southwark a 20mph borough

**Policy 5.6** We will seek to create conditions where our roads are safe

**Policy 5.7** Deliver a coordinated package of road safety training and publicity measures

**Policy 5.8** Improve perceptions of safety in the public realm

|                                    |                                |  |                                 |
|------------------------------------|--------------------------------|--|---------------------------------|
| <b>Item No.</b><br>10.             | <b>Classification:</b><br>Open | <b>Date:</b><br>2 June 2015  | <b>Meeting Name:</b><br>Cabinet |
| <b>Report title:</b>               |                                | Adult Social Care, Fairer Contributions Policy – Consultation Exercise |                                 |
| <b>Ward(s) or groups affected:</b> |                                | All wards; existing & future users of adult care services              |                                 |
| <b>Cabinet Member:</b>             |                                | Councillor Stephanie Cryan, Adult Care and Financial Inclusion         |                                 |

## **FOREWORD - COUNCILLOR STEPHANIE CRYAN, CABINET MEMBER FOR ADULT CARE AND FINANCIAL INCLUSION**

The council's vision for adult social care underlines the importance of ensuring there is good quality, coordinated care and support available to people in their own homes and local neighborhoods. People are financially assessed to determine what amount they can afford to pay towards their service, and the funding this raises is used to help sustain current levels of care provision.

The existing charging policy has been in place since 2003 and is in need of reviewing. At the same time, local councils across the country are facing challenging financial times and the way existing services are funded needs to be considered in the face of financial restrictions imposed upon us. We need to be realistic about our available resources, and this includes looking at how people pay a contribution towards the costs of the care they receive.

Several proposals are contained within the outlines for a new policy which is being drafted. I wish to consult on them, and the aim is to introduce a modernised policy which takes due regard of the legislative requirements. I believe that people should be consulted and that their views should be heard and I am therefore asking the cabinet, after consideration of the officers' report set out from paragraph 1 onwards, to approve the recommendations below.

### **RECOMMENDATIONS**

1. That the cabinet agrees to consult on proposals for a 'Fairer Contributions Policy'.
2. That cabinet agrees the consultation be started on 15 June 2015 to run for 12 weeks until 4 September 2015.
3. That cabinet proposes to consider the outcomes of this consultation at a meeting scheduled for 15 September 2015 where implementation decisions will be made.

### **BACKGROUND INFORMATION**

4. The department currently uses an approach to charging for non-residential social care services which was first developed in 2003, using guidance issued by the Department of Health (DH) at that time. Since then, further guidance has been

issued and there has been a significant change in the law – notably the introduction of the Care Act and the regulations and guidance issued under it. There is now a need to consider the implications of these changes and ensure our practice fits. Changes to the existing policy, some of which are significant, will require a formal consultation exercise.

5. If agreed by cabinet, the proposed consultation will run for 12 weeks and will include letters (in appropriate formats such as easy-read versions) to existing clients and to advocacy/independent organisations, as well as web-based information. We will also write to provider organisations to ensure their staff are aware of the proposals and can assist service users where appropriate. Open meetings will also be held where service users and advocacy groups can attend and raise issues with officers.

### **KEY ISSUES FOR CONSIDERATION**

6. The proposed Fairer Contributions Policy aims to ensure that a fair and consistent approach is applied to all service users. This policy does not include care services provided under section 117 of the Mental Health Act 1983 as the local authority is not permitted to charge for the provision of these services.
7. If the proposals contained within the consultation are agreed by cabinet and adopted, some existing clients will be expected to contribute a higher amount of their available income towards their care costs. In addition, people currently excluded from the existing policy will be financially assessed and as a result, some will be expected to contribute towards services they at present receive free.
8. Income received through the policy will be used to continue funding care services.

### **Policy implications**

9. The existing policy needs revision and updating to ensure that it reflects changes in the law and that the relevant regulations and statutory guidance are followed.
10. The changes to existing policy are contained within the consultation document and summarised under the key points section – all proposals are designed to modernise the policy and to offer a clearer, more understandable system for service users. The proposed policy will also introduce greater fairness across service user groups, as it will include mental health clients who are currently excluded.
11. The separate meals at home charge will no longer exist, as meals will be included as part of a service user's care package, and that person's contribution will be assessed, resulting in one care charge per week.
12. Some of the proposals contained within the new policy may be unpopular or disagreeable to some service users, notably the inclusion of mental health clients and to increase from 80% to 100% of the disposable income (over the minimum income guarantee) that can be taken into account when calculating charges.
13. Some benchmarking has been undertaken with other local authorities and it is

believed that Southwark is the only authority which does not currently include mental health service users. Further information gained from this exercise is displayed below.

| Benchmarking Exercise - Fairer Contributions |                            |                            |           |                            | Current           | Proposed                   |
|--|----------------------------|----------------------------|-----------|----------------------------|-------------------|----------------------------|
|  | Lewisham                   | Camden                     | Greenwich | Kent                       | Southwark         | Southwark                  |
| is there a minimum charge?                   | £1 p.w.                    | £3.50p.w.                  | .50 p.w.  | £1 p.w.                    | £2 p.w.           | £3 p.w.                    |
| any discounts i.e. pay by DD = 5% less?      | none                       | none                       | none      | none                       | none              | 5%                         |
| disposable income level                      | 100%                       | 100%                       | 100%      | 100%                       | 80%               | 100%                       |
| maximum charge applied?                      | yes when capital = £23,250 | yes when capital = £23,250 | no max    | yes when capital = £23,250 | no max            | yes when capital = £23,250 |
| any customers excluded?                      | sect 117                   | sect 117                   | sect 117  | sect 117                   | all mental health | sect 117                   |

14. There are 6 key points contained within the proposed consultation on which we will be seeking views. These are:

- **Introducing a ‘no charge to the service user if the assessed contribution is less than £3 per week’ rule**

This in effect introduces a minimum contribution of £3 per week, and exempts any person who, after financial assessment, has less than £3 above the minimum income guarantee + 25% buffer amount.

- **Changing the charge rate from up to 80% to up to 100%**

After a financial assessment, a person must be left with at least the minimum income guarantee (set annually by government) +25% buffer. Any surplus above this can be included as available towards care contribution. We are proposing to allow a further £3 (key point no.1) and then charge at 100% of the remainder.

- **Including all people who receive our services when assessing ability to pay a contribution**

Under the current policy we do not charge any mental health service users for their non-residential care services. The consultation seeks views on including these people within the proposed policy (with the exception of section 117 people as at present).

- **Including further services in the policy so that separate charges are unnecessary**

This aims to simplify the process and make it more understandable, removing existing separate charging mechanisms for e.g. respite care and meals at home. In this way, service users will be financially assessed and, if the result is that they are chargeable, they will receive one charge per week for their entire care package.

- **Changing the way we include savings above £23,250 in assessments**

This point is seeking views on the proposal to have an upper threshold for savings (mirroring the existing rules for residential care). This means that any service user with savings above this amount would be expected to pay the full cost of their care.



- **Introducing a discount scheme for people who pay using Direct Debit**  
This is seeking views on the viability of offering an incentive to encourage people to pay by Direct Debit in recognition this is the most efficient way of collecting income.

15. The proposed consultation document has full explanations of current process, proposed change, and reasoning. There are also worked examples of real-life situations to assist understanding. This forms Appendix 1 of this report.
16. Responses to the consultation exercise will be collated and presented as part of the final report to cabinet (scheduled for September 2015) to be considered.

### **Community impact statement**

17. The public sector Equality Duty, at section 149 of the Equality Act, requires public bodies to have due regard to the need to eliminate unlawful discrimination, harassment and victimisation and to advance equality of opportunity, and foster good relations between different people when carrying out their activities. The council's Approach to Equality ("the approach") commits the council to ensuring that equality is an integral part of our day to day business.
18. The proposed Fairer Contributions policy introduces potential charges to mental health clients who are at present excluded from the current system. Therefore the impact might be considered as negative in this respect to this particular client group.
19. At the same time, an existing disparity is being addressed and greater consistency and fairness is being introduced.
20. The proposal to increase from 80% to 100% of the available income above the minimum income guarantee that is taken into account means that people who pay an assessed contribution towards the cost of their care will face an increase to their weekly contribution in most cases. These people will be predominantly older service users and learning disabilities service users as they form the current customer base.
21. Alternatives would result in less income to the department, would mean that either fewer services could continue to be provided, or funding would need to be provided at the cost of a reduction elsewhere.
22. There are currently approximately 500 non-residential service users who, after financial assessment, are required to contribute towards the cost of their care. 70 (14%) of these people have available funds in excess of the cost of their care and therefore pay the full cost for their care. The remaining 86% pay currently at 80% of their available income and these people would therefore face an increase should the proposal be adopted.
23. A full Equality Analysis will be undertaken, the results of which will be available to inform final decision making planned for September.

### **Resource implications**

24. Should the proposed Fairer Contributions policy be adopted after due regard to

consultation outcomes, then a potential increase in workload (case numbers) for staff undertaking financial assessments, invoicing and collection of payment will follow. At this stage, no estimates have been progressed. For the scheme to be cost effective it will be necessary for the potential increase in income to the department to be far in excess of the costs of collection.

25. It is anticipated that the growth in workload would occur at the point the Fairer Contributions policy (in its final form) commences. Before this, a review of the current staffing position will have been undertaken and reported to departmental management.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Director of Legal Services**

26. The cabinet is being asked to approve a consultation on proposed changes to the council's approach to charging for social care set out in the draft 'Fairer Contributions policy'.
27. It is proposed that the consultation start on 15 June 2015 and conclude on 4 September 2015 with a further decision to be taken by cabinet on 15 September 2015.
28. Section 14 of the Care Act 2015 (and the previous legislation) allows a local authority to make reasonable charges for services outside of a care home. The power is subject to regulations and statutory guidance that requires local authorities to assess what a person can afford to contribute towards their care costs. Local authorities have some flexibility within this framework to disregard additional sources of income, set maximum charges or charge a person a percentage of their disposable income.
29. The statutory guidance requires local authorities to consult people with care and support needs when deciding how to exercise this discretion. It says that in doing this the local authority should consider:
- How to protect a person's income because it is inconsistent with promoting independent living to assume without further consideration that all of a person's income above the minimum income guarantee is available to be taken in charges.
  - Whether it is appropriate to set a maximum percentage of disposable income (above the minimum income guarantee) to be taken into account in charges
  - Whether it is appropriate to set a maximum charge.
30. Local authorities are required to act under the statutory guidance issued under the Care Act 2014 unless there are compelling reasons not to. There is a risk of legal challenge to any policy adopted where consideration has not been given to these points.
31. The report states that all of the changes proposed by the Fairer Charging Policy will be subject to consultation. For effective consultation to take place there are 6 requirements:
- Consultation must be conducted when the proposals are at a formative

- stage
  - The decision maker must give sufficient reasons for its proposals to permit intelligent consideration and response
  - Adequate time must be given for consideration and response
  - The product of consultation must be conscientiously taken into account before making the relevant decision
  - Where as here a consultation is aimed at the general public it should explain its proposals in more detail than if it were aimed at a professional audience with relevant knowledge of the issues involved
  - The authority will be held to a higher standard of fairness where the proposal will take away a benefit or advantage which people already enjoy.
32. Following the recent case in the Supreme Court, the authority should heed the Supreme Court's warning that public bodies have a more stringent duty of fairness in cases where what is proposed is the removal of a benefit or advantage.
33. There is no legal definition of what constitutes adequate time to consult and each case needs to be determined on its own facts. Guidance indicates that a 12 week consultation period is generally good practice.
34. Finally in making a decision to consult on the proposed policy the Cabinet is required to have due regard to its equalities duties as set out in the Equalities Act 2010 and specifically the need to:
- Eliminate discrimination, harassment, victimisation or other prohibited conduct
  - Advance equality of opportunity between persons who share a relevant protected characteristic and those who do not
  - Foster good relations between those who share a relevant characteristic and those who do not.
35. Arrangements are being made to write to all existing service users to inform them of the proposed changes with additional information being offered to the clients from mental health who are not currently within the charging scheme and easy read versions for clients who may have difficulty understanding this information. The report notes that a full Equalities Analysis will be undertaken to inform policy development and decision making on the proposed policy.

#### **Strategic Director of Finance and Corporate Services (FC15/001)**

36. The strategic director of finance and corporate services notes the recommendations in this report for consultation on a 'Fairer Contributions Policy', and that the results of the consultation are due to be considered by the cabinet in autumn 2015.

| Background Papers   | Held At                                    | Contact                       |
|---|--|-------------------------------|
| Charging policy – web link below  | Children’s and Adults’ Services Department | Kevin Almond<br>020 7525 3555 |
| <b>Link:</b><br><a href="http://www.southwark.gov.uk/info/200387/assessments_benefits_and_advice/2398/paying_for_your_care_assessments_and_contributions">http://www.southwark.gov.uk/info/200387/assessments_benefits_and_advice/2398/paying_for_your_care_assessments_and_contributions</a> |  |                               |

## APPENDICES

| No.         | Title   |
|-------------|---|
| Appendix 1  | Proposed Fairer Contributions Consultation Document                   |
| Appendix 1a | Proposed Fairer Contributions Policy Consultation Document Key Points |

## AUDIT TRAIL

|   |  |                        |
|---|--|------------------------|
| <b>Cabinet Member</b>   | Councillor Stephanie Cryan, Adult Care and Financial Inclusion |                        |
| <b>Lead Officer</b>   | Jay Stickland, Director of Adult Social Care                   |                        |
| <b>Report Author</b>  | Kevin Almond, Finance and Corporate Services                   |                        |
| <b>Version</b>  | Final  |                        |
| <b>Dated</b>  | 20 May 2015  |                        |
| <b>Key Decision?</b>  | Yes  |                        |
| <b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b> |  |                        |
|   | <b>Officer Title</b>   | <b>Comments Sought</b> |
|   | Director of Legal Services                                     | Yes                    |
|   | Strategic Director of Finance and Corporate Services           | Yes                    |
|   | <b>Cabinet Member</b>  | Yes                    |
|   | <b>Date final report sent to Constitutional Team</b>           | 20 May 2015            |

**APPENDIX 1****Fairer contributions – consultation on proposed policy  
12 June – 4 September 2015****Introduction**

This consultation document explains how the London Borough of Southwark will consider changing the way we work out a person's contribution towards their care. We are writing a new policy which will be called the 'Fairer Contributions Policy'. This is your opportunity to have your say on the proposed new Fairer Contributions Policy.

If you are receiving any of the following services you may be affected by the policy changes:

- Personal Budget – personal budgets help you take control of your own social care budget, manage your own support and choose the services that suit you best. You may be receiving direct payments and self-managing your money, or the council or another organisation may be managing your personal budget on your behalf.
- Traditional Community Support Services – such as home care for personal and practical needs, attending a day centre, receiving alarm service or Telecare, or residential respite care periodically.
- Meals service

There is no proposal to start charging carers for services they may receive so these people are not affected.

**Share your views**

We are inviting you to tell us what you think about the changes set out below. You can send us your views by:

- Completing the short questionnaire enclosed – a prepaid envelope is provided
- Sending your views via email to [fcp@southwark.gov.uk](mailto:fcp@southwark.gov.uk)
- Speaking to us over the phone on; 020 7525 3555

**Consultation Period**

We are seeking your response during the consultation period which runs from **12 June to 4 September 2015**. Responses to the consultation will be considered by Southwark Council's Cabinet. The proposed date for starting the new policy is 5<sup>th</sup> October 2015.

## Frequently Asked Questions

### **Why do we charge for social care services?**

Southwark Council's current policy on charging adults for (non residential) social care services is based on guidance set by the Department of Health. This was issued in September 2003 and is called 'Fairer charging policies for home care and other non-residential social services: Guidance for Councils with Social Services Responsibilities'.

Since then, the Department of Health has also provided guidance to local authorities on how they should assess contributions under Personal Budgets. The Care Act 2014 and the guidance issued with it sets out a number of principles which local authorities should follow. This includes the need to apply charging rules equally and fairly when assessing ability to pay, so that those with similar needs or similar services are treated the same. This excludes services which the Government has said should be provided free of charge.

### **What do we do with the money?**

The funds raised from client contributions are used to provide social care services. Without this we would not be able to continue providing all the services currently available.

### **Why do we want to change the way we charge for social care services in Southwark?**

We want to change the way we charge for services so that we follow the more recent government guidelines. Also since our original policy was formulated, various changes have occurred, for example, Personal Budgets have been introduced.

The Council is committed to giving people more choice and control over how their social care needs are met through Personal Budgets. In order for this to happen there are changes the Council needs to make to its current charging policies.

The policy of how we charge for services needs updating so that it:

- Is simplified
- Reflects the cost of providing services
- Includes all client groups
- Includes Personal Budgets

Local councils across the country are facing challenging financial times and the way existing services are funded needs to be considered in the face of financial restrictions imposed upon us. We need to be realistic about our available resources, and this includes looking at how people pay a contribution towards the costs of the care they receive.

**The information in this document outlines the proposed changes to the way we charge for social care. We would like to hear your views on the**

proposals. If you need help with understanding any of the proposals and how they might affect you, please contact us on 020 7525 3555

Please return your comments to us by Friday 4 September 2015

## Changes from fairer charging policy to fairer contributions policy

### Proposal 1 –

**To introduce a ‘no charge’ rule if the result of the financial assessment shows that the service user has to pay less than £3 per week towards the services received**

#### What we do now

At present, we charge service users if they have more than £2 per week available income after the financial assessment. This means that there is a minimum charge of £2 per week to those service users who can afford to contribute.

#### What we are proposing to change

We would like to introduce a further safeguard to people on the lowest incomes by having a rule which excludes contributions calculated at less than £3 per week.

#### What alternative proposals have we considered?

Alternatives would be to leave the present £2 per week as the minimum, or to have a higher minimum charge.

#### Why we are proposing this change

It is not the best use of resources to charge and collect smaller amounts of money and this will further protect the people on lowest incomes. We believe this is a fair level to set.

#### Example

*Mrs A currently receives 5 hours of home care per week and the cost of providing this is £67.25. She is financially assessed and is charged £2.50 towards the cost. Under the new scheme she is still assessed and because the result is less than £3, she is no longer expected to contribute. She will now receive her care free of charge.*

#### Do you agree with this proposal?

| Yes  | No   |
|------|------|
| Why? | Why? |

|  |  |
|--|--|
|  |  |
|--|--|

**Proposal 2 –  
To charge the full amount of what we consider people’s available  
income (after a financial assessment)**

**What we do now**

When we assess people to see what they must pay towards the cost of services they receive, we take into account their income and their expenditure and therefore how much they can afford.

Currently we take into account savings above £14,250, pensions and state benefits (apart from DLA mobility component, the highest level of DLA care component and the highest level of Attendance Allowance). From this amount we take off housing costs, and disability related expenditure. The government says that we must leave people with a certain amount (the ‘living expenses’) and this amount must be 25% higher than the minimum income guarantee (or equivalent).

The government recommended amounts, including the 25% are;

|           |                  |
|-----------|------------------|
| Age 18-24 | £133.00 per week |
| Age 25-59 | £151.38 per week |
| Age 60+   | £189.00 per week |

So we then deduct this value as well as the housing costs and disability related expenses and look at the remainder which is the amount of money over and above the government recommended amount. This final value is called ‘available income’.

Currently we only charge 80% of this available income.

**What we are proposing to change**

We will continue to account for income and expenses as described above, but propose to charge 100% of the available income.

**What alternative proposals have we considered?**

An alternative would be to keep the 80% level. This would result in a shortfall of funding and a lower level of services could be provided as a result, as there would be less money available.

**Why we are proposing this change**

We have carefully considered the government’s statutory guidance and have concluded that we need to increase the resources available to protect services to the most vulnerable people in Southwark. This includes looking at how people contribute towards the cost of these services. We are the only council in London who currently charge 80% and most other boroughs charge 100%.



**Examples**

*Mr B currently receives homecare and the alarm service. His care package costs £200 per week and he is financially assessed. The result is that he has £15 available income, and he therefore currently pays £12 per week towards the cost of his service because we charge 80%. Under the new policy, we charge 100% of available income, so his contribution would increase to £15 per week (his services don't change).*

*Mrs C currently attends a day centre 2 times per week and has 2 hours of home care. Her care package costs £94.50. She is financially assessed and has £140 available income. Under the current scheme she pays £94.50 per week because the cost of her care is less than 80% of her available income. Under the new rules, her contribution won't change, because the cost of her care is still less than her available income.*

*Ms D lives in Supported Living accommodation and is 22 years old. She is currently assessed and under the current scheme she does not have to contribute because her weekly income after expenses is less than £133 per week. Under the new rules her income remains the same and she still isn't required to pay.*

**Do you agree with this proposal?**

| Yes  | No   |
|------|------|
| Why? | Why? |

**Proposal 3 –**

**Include in the policy all people who receive our services when assessing ability to pay a contribution.**

**What we do now**

Under the current policy we do not charge **any** mental health service users for their non-residential care services. Legally we cannot charge people if they are receiving their care as part of an aftercare package under Section 117 of the Mental Health Act.

### **What we are proposing to change**

We consider it fairer to all to include mental health service users (if they are not receiving their care under Section 117) within the policy. In this way, almost everyone receiving care would be assessed to see if they can make a contribution towards the cost of the care they receive. We will not be financially assessing Section 117 people as this would not be within the current law.

### **What alternative proposals have we considered?**

We believe it is not acceptable to leave the system as it is. The government's guidance is clear that local authorities should apply charging rules equally and minimise differences between different care settings and our review of other council's policies shows that charges are usually made to mental health service users unless they are subject to Section 117.

### **Why we are proposing this change**

We have considered the government's guidance, and believe it is fairer and more equitable to include all service users. We need to ensure that projected increases in demand can be met and therefore need to maximise the amount of charges collected whilst ensuring all clients are financially assessed and retain their Living Expenses. This would be the same as the policies of our neighbouring councils.

### **Examples**

*Miss E is a mental health service user and attends a day centre 4 times per week. At the moment she is not subject to charging policy and doesn't have to pay towards the cost of the service. Under the new contributions policy she is assessed, and because her available income is less than £151.38 (see proposal 2 above) she still doesn't have to pay towards the service – there is no change to her.*

*Mrs F is a mental health service user who receives homecare and attends a day centre 2 days per week. Under the new policy, she is assessed and she has £15 available income. She is expected to contribute this £15 per week towards her services.*

### **Do you agree with this proposal?**

|     |    |
|-----|----|
| Yes | No |
|-----|----|

|                    |                    |
|--------------------|--------------------|
| <p><b>Why?</b></p> | <p><b>Why?</b></p> |
|--------------------|--------------------|

#### **Proposal 4 –**

#### **Include residential respite, meals, and alarms (telecare) within the new contributions policy**

##### **What we do now**

When people have residential respite, we make a ‘flat rate’ weekly charge which is the equivalent of the higher rate of Attendance Allowance. If they have meals at home or at a day centre, we charge a set amount per meal. Some people pay a set charge for their personal alarm, regardless of their financial circumstances. This doesn’t take into account each person’s ability to afford the charge.

##### **What we are proposing to change**

We believe it is fairer to include these services within the new policy, and instead of paying separate charges for each, the person will be financially assessed to see what they can afford to contribute towards their services resulting in them being charged only once per week.

##### **What alternative proposals have we considered?**

An alternative would be to continue as at present but this is an opportunity to simplify the process *and* make it fairer.

##### **Why we are proposing this change**

We have looked at other councils’ policies and we have considered the government’s guidance. We believe the new contributions system is easier to understand, and is fairer because every person’s financial position is taken into account. People will only be asked to contribute what they can afford.

##### **Examples**

*Mr G currently receives homecare and he has residential respite twice per year. His home care package costs £200 per week and he is financially assessed. He currently pays £15 per week. When he goes for respite care, he doesn't receive home care, so his £15 per week charge isn't made, but he is charged £82.30 per week instead. Under the new scheme, he is assessed and it is found that he can afford to pay £15 per week, so this is his contribution towards his care. It doesn't change when he has respite care, and he is still expected to contribute £15 but isn't charged the £81.30 for that week.*

*Mrs H currently attends a day centre 2 times per week and has 2 hours of home care at weekends. She also has meals delivered 3 days per week. Currently, she pays her assessed charge for the care, and also pays separately for her meals at home. She is financially assessed and pays her current charge of £21 per week PLUS her meals charges. Under the new 100% rules, her contribution changes to £26.25 per week, but this includes the meals service so she no longer has to pay separately for this.*

**Do you agree with this proposal?**

| Yes  | No   |
|------|------|
| Why? | Why? |

**Proposal 5 –**

**To charge the full cost of the care services if a person's savings or capital are above £23,250.**

**What we do now**

At present, when looking at a service user's ability to contribute we use two different rule books – one for non-residential services and another for when

the person lives in a care home. We include their savings or capital when it is above £14,250 (this level is set by government). We apply a tariff income of £1 per week for every £250 of savings above £14,250 and there is no 'cut-off' point or maximum for people receiving care in their own home. If they live in a care home, and they have more than £23,250, they automatically have to pay the full cost of their care until their capital is reduced to less than this amount.

### **What we are proposing to change**

We would like to apply a maximum savings amount for those receiving non residential care in the same way as the people in care homes. If a service user has over this amount, we would apply the full charge of the service provided. The upper threshold amount is currently £23,250 (this level is set by government).

### **What alternative proposals have we considered?**

An alternative is to continue with the two separate systems. This is an opportunity to simplify the process and make it more understandable.

### **Why we are proposing this change**

We have looked at other councils' policies and we have considered the government's guidance. This proposal would simplify the assessment process and would be the same as the rules used for residential and nursing home cases. This would be the same as the policies of our neighbouring councils.

### **Examples**

*Mr J has £60,000 in savings and has a care package of homecare and day care which costs £145 per week. He has retirement pension and attendance allowance, and currently contributes £39 towards the cost of providing the care. Under this proposal, his contribution would increase to £145 per week until his savings reduce to below the £23,250 level.*

*Mrs K has £45,000 in savings and she also receives a private pension, attendance allowance and pension credit. She contributes £265 per week but as this is the full cost of her care package, she would not have to pay more as a result. When her capital is reduced, she will be financially assessed again.*

### **Do you agree with this proposal?**

|     |    |
|-----|----|
| Yes | No |
|-----|----|

| Why? | Why? |
|------|------|
|      |      |

### Proposal 6 -

#### To introduce a discount scheme for people who pay by Direct Debit

##### What we do now

At the moment we apply the charge to the client once the financial assessment has been completed and we send statements of account and invoices regularly. We also send reminders and follow up when the charges are not paid.

##### What we are proposing to change

We would like more of our clients to pay by Direct Debit because we recognise that it is the most economic way of collecting income and is usually the most convenient method for people. We are proposing to offer a discount to people paying by direct debit which would reduce their weekly contribution.

##### What alternative proposals have we considered?

An alternative would be to continue charging the same amount regardless of the fact the client is paying by direct debit. This might result in a higher level of income but would not acknowledge and reward the people who elect to pay by a more efficient method.

##### Why we are proposing this change

We believe it would be fair to recognise the savings this can create and to pass on this efficiency to our clients – similar to schemes used by some utility companies.

##### Examples

*Mr L is financially assessed and the result is he can contribute £25 per week towards his care package. He opts for paperless billing and chooses to pay via Direct Debit – a discount is applied to his weekly contribution.*

*Miss M is financially assessed and does not want to pay via Direct Debit. She receives no discount as a result and continues to receive invoices which must be paid within the specified time.*

**Do you agree with this proposal?**

**If yes, what level of discount do you favour? 1% 3% 5% (please circle)**

| Yes  | No   |
|------|------|
| Why? | Why? |

**If you have further comments or alternative suggestions please add them here**

|       |
|-------|
| DRAFT |
|-------|

**Summary**

Thank you for reading our proposals and for providing your feedback. Your views will be made anonymous and summarised. This information will be presented by Adult Social Care for consideration at a Council Cabinet meeting. Councillors will then make their decisions regarding the Fairer Contributions Policy.

The report to Cabinet will be available on the Council's website after 24<sup>th</sup> September and this can also be obtained via local libraries or your one-stop shop.





**Key Points****APPENDIX 1a**

Adult Social Care

**Fairer Contributions Policy****Consultation document**

Publication date: June 2015

Closing date for comments: 4 September 2015

|  |  |
|--|--|
| Subject of this consultation:                      | The content of the proposed Fairer Contributions Policy before final document is prepared  |
| Scope of this consultation:                        | To seek views from interested parties and to circulate information on proposals  |
| Who should read this:                              | Existing service users of community care services, their carers, relatives, advocates and others who may have an interest in these issues  |
| Duration:  | 12 June – 4 September 2015   |
| Contact:   | Kevin Almond   |
| How to respond or enquire about this consultation: | Complete enclosed documents & return to Southwark Council, 4 <sup>th</sup> floor HUB 3, PO Box 64529, London SE1P 5LX<br>Telephone: 020 7525 3555<br>email: fcp@southwark.gov.uk |
| Additional ways to be involved:                    | There will be opportunities to discuss the proposals during the consultation period at meetings. If you would like to be involved please contact us on the details given above   |
| After the consultation:                            | Responses to this consultation will be considered by Southwark Council's Cabinet   |
| Getting to this stage:                             | The Care Act 2014<br>DH Fairer Contributions Guidance 2010<br>DH Fairer Charging guidance 2003   |

**If you would like the documents in larger print, or translations, please contact us - details how to are shown below.**

**KEY POINTS:**

1. Introducing a 'no charge to the service user if the assessed contribution is less than £3 per week' rule
2. Changing the charge rate from up to 80% to up to 100%
3. Including all people who receive our services when assessing ability to pay a contribution
4. Including further services in the policy so that separate charges are unnecessary
5. Changing the way we include savings above £23,250 in assessments
6. Introducing a discount scheme for people who pay using Direct Debit

Please take the time to read the enclosed document as we are interested to hear your views. There are spaces for you to write your opinions and to give us your alternative suggestions. This will be considered by Southwark Councillors when they are making their decisions.

Please return the papers to us in the envelope provided by Friday 4<sup>th</sup> September 2015.

If you have any questions about completing the information, you can contact us:

by phone on 020 7525 3555

by email to [fcpsouthwark@southwark.gov.uk](mailto:fcpsouthwark@southwark.gov.uk)

|                                    |                                |  |                                 |
|------------------------------------|--------------------------------|--|---------------------------------|
| <b>Item No.</b><br>11.             | <b>Classification:</b><br>Open | <b>Date:</b><br>2 June 2015            | <b>Meeting Name:</b><br>Cabinet |
| <b>Report title:</b>               |                                | Motions Referred from Council Assembly |                                 |
| <b>Ward(s) or groups affected:</b> |                                | All                                    |                                 |
| <b>From:</b>                       |                                | Council Assembly                       |                                 |

### RECOMMENDATION

1. That the cabinet considers the motions set out in the appendices attached to the report.

### BACKGROUND INFORMATION

2. Council assembly at its meetings on Wednesday 25 March 2015 agreed several motions and these stand referred to the cabinet for consideration.
3. The cabinet is requested to consider the motions referred to it. Any proposals in a motion are treated as a recommendation only. The final decisions of the cabinet will be reported back to the next meeting of council assembly. When considering a motion, cabinet can decide to:
  - Note the motion; *or*
  - Agree the motion in its entirety, *or*
  - Amend the motion; *or*
  - Reject the motion.

### KEY ISSUES FOR CONSIDERATION

4. In accordance with council assembly procedure rule 2.10(6), the attached motions were referred to the cabinet. The cabinet will report on the outcome of its deliberations upon the motions to a subsequent meeting of council assembly.
5. The constitution allocates responsibility for particular functions to council assembly, including approving the budget and policy framework, and to the cabinet for developing and implementing the budget and policy framework and overseeing the running of council services on a day-to-day basis.
6. Any key issues, such as policy, community impact or funding implications are included in the advice from the relevant chief officer.

**BACKGROUND DOCUMENTS**

| <b>Background Papers</b>  | <b>Held At</b>                  | <b>Contact</b>   |
|---|---------------------------------|--|
| Council agenda – 25 March 2015  | Report on the council's website | Lesley John<br>Constitutional<br>Team<br>020 7525 7228 |
| <b>Link:</b><br><a href="http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CId=132&amp;MId=4789&amp;Ver=4">http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CId=132&amp;MId=4789&amp;Ver=4</a> |                                 |  |

**LIST OF APPENDICES**

| <b>Number</b> | <b>Title</b>   |
|---------------|--|
| Appendix 1    | Welfare reform with an emphasis on financial inclusion |
| Appendix 2    | Financial advice in health centres                     |
| Appendix 3    | Mental health services in Southwark                    |
| Appendix 4    | Betting shop enforcement                               |
| Appendix 5    | Improve services at London Bridge station              |

**AUDIT TRAIL**

|   |                                       |                          |
|---|---------------------------------------|--------------------------|
| <b>Lead Officer</b>   | Ian Millichap, Constitutional Manager |                          |
| <b>Report Author</b>  | Lesley John, Constitutional Officer   |                          |
| <b>Version</b>  | Final                                 |                          |
| <b>Dated</b>  | 18 May 2015                           |                          |
| <b>Key Decision?</b>  | No                                    |                          |
| <b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b> |                                       |                          |
| <b>Officer Title</b>  | <b>Comments Sought</b>                | <b>Comments included</b> |
| Chief Executive   | Yes                                   | Yes                      |
| Strategic Director of Environment and Leisure                           | Yes                                   | Yes                      |
| Strategic Director of Housing and Community Services                    | Yes                                   | No                       |
| Strategic Director of Finance and Corporate Services                    | Yes                                   | No                       |
| Strategic Director of Children's and Adults Services                    | Yes                                   | No                       |
| Director of Legal Services  | Yes                                   | No                       |
| <b>Cabinet Member</b>   | No                                    | No                       |
| <b>Date final report sent to Constitutional Team</b>                    | 18 May 2015                           |                          |

**APPENDIX 1****Welfare Reform with an Emphasis on Financial Inclusion**

At council assembly on Wednesday 25 March 2015 a motion entitled 'welfare reform with an emphasis on financial inclusion' was moved by Councillor Fiona Colley and formally seconded by the Mayor. The motion was agreed and stands referred to the cabinet as a recommendation.

**RECOMMENDATION**

1. That council assembly believes that the coalition government's welfare reform has utterly failed, with hardship and deprivation increasing, at the same time as the cost of implementing the reforms is mounting.
2. That council assembly condemns the government's changes to benefits which have targeted the most vulnerable and hit families with children under five harder than any other group.
3. That council assembly notes that despite the government's rhetoric on repairing the nation's finances, cuts to welfare have been offset by tax cuts for the most well off, meaning the government's welfare reform has made no overall contribution to paying down the deficit.
4. That council assembly notes that residents in Southwark have been hit hard by the coalition government's welfare reform, including:
  - The cruel and unfair bedroom tax, which has hit 5,000 Southwark residents
  - A benefit cap which disproportionately affects families in London and has left some households facing the threat of eviction
  - Unacceptable delays in personal independence payments, which have left over 300,000 disabled people in limbo nationally as they wait for a decision on crucial support
  - Cuts to local government funding for discretionary housing payments and council tax benefits.
5. That council assembly notes this administration has prioritised our most vulnerable residents, using our resources to protect them as far as possible from the worst excesses of the government's welfare cuts, including:
  - Providing financial assistance and support for residents affected by the bedroom tax and other welfare changes through the welfare hardship fund
  - Providing a much-needed safety net for our most vulnerable residents through the Southwark Emergency Support Scheme, despite government cuts to the funding
  - Helping residents to ensure they are claiming all benefits entitled to them, through the Rightfully Yours advice service.
6. That council assembly is concerned about the rollout of universal credit, particularly following direct payment pilots in Southwark, which have highlighted the risk of residents struggling to cope with complex budgeting and increasing numbers of residents falling into rent arrears.
7. That council assembly welcomes the steps that have been taken by this administration to mitigate against these risks and to promote financial inclusion, working in

partnership with Lambeth and Lewisham to deliver support for residents to prepare for universal credit, including opening bank accounts, dealing with debt and coping with budgeting on a monthly basis.

8. That council assembly believes that employment is central to improving the financial resilience of our residents and recognises that current welfare to work provision fails to meet the needs of our most vulnerable residents. Council assembly therefore welcomes the steps this administration is taking to support residents with the most complex needs to develop the skills, motivation and experience to be able to secure employment.
9. That council assembly believes that the growth of insecure, low-paid, poor quality jobs under the coalition government is undermining the UK's ability to earn our way out of the current cost of living crisis and adding to welfare spending.
10. That council assembly believes that the country's welfare system can only become sustainable for the long-term by getting more people into work, and creating better paid and more secure jobs.
11. That council assembly therefore welcomes Labour's national commitments to:
  - Abolish the cruel, costly and failing bedroom tax, which is hitting over 400,000 disabled people nationally
  - Make work pay by increasing the national minimum wage and encouraging more employers to pay a living wage
  - Tackle the root causes of rising housing benefit spending by getting 200,000 homes a year built by 2020
  - Introduce a compulsory jobs guarantee, paid for by a bank bonus tax, to provide a paid starter job for every young person unemployed for over a year, and everyone over 25 unemployed for over two years.

**APPENDIX 2****Financial Advice in Health Services**

At council assembly on Wednesday 25 March 2015 a motion entitled 'financial advice in health services' was moved by Councillor Stephanie Cryan and seconded by Councillor Rebecca Lury. The motion was subsequently amended and the amended motion stands referred to the cabinet as a recommendation.

**RECOMMENDATION**

1. That council assembly acknowledges the inherent link between financial health and health and wellbeing, particularly mental health.
2. That council assembly welcomes the work of the healthy communities scrutiny sub-committee exploring the health of the borough, including financial health. Council assembly welcomes the committee's work in highlighting the impact of financial exclusion on health, in particular the impact on those with mental health concerns who are also struggling financially.
3. That council assembly therefore calls on cabinet to introduce financial health services in health centres, to provide high quality debt and income maximisation advice and welfare benefits casework for patients in Southwark.
4. That council assembly believes that the provision of high quality financial advice will improve the patient experience and optimise the time of GPs and health professionals, as well as directly targeting the link between mental and financial health.
5. That council assembly notes that many user-led local mental health services which give patients holistic support, including financial advice, are currently struggling and at risk of closure because of a number of factors including:
  - A move away from block contracts and a traditional day centre model to personal budgets and recovery-focused day activities
  - The recent decision by the CCG, as the lead commissioner, to commission mental health services with a national provider, instead of a Southwark-based consortium of mental health voluntary sector providers
  - The complexity of the Section 75 pooled budget arrangements.
6. That council assembly notes that changes to local mental health services, including financial advice for users, need to be managed and supported carefully and therefore calls on cabinet to:
  - Urgently commission a report laying out the financial stability and viability of the local voluntary sector mental health services in Southwark and bring a report back to the next cabinet meeting
  - Explore one-off or ongoing transitional funding prior to the introduction of community and wellbeing grants in October to support long-established and trusted local services, providing high-quality debt- and income-maximisation advice or welfare benefit casework services in Southwark, in order to avoid any gaps in service provision and allow these services to develop alternative funding sources to make them viable.

**APPENDIX 3****Mental Health Services in Southwark**

At council assembly on Wednesday 25 March 2015 a revised motion entitled 'mental health services in Southwark' was proposed by Councillor Ben Johnson and formally seconded by Councillor Adele Morris. The revised motion was subsequently amended and the amended motion stands referred to the cabinet as a recommendation.

**RECOMMENDATION**

1. That council assembly notes that:
  - Mental health issues will affect 1 in 4 people at some point in their lives and that 70,000 people in Southwark will suffer from mental health issues
  - Mental health issues can shorten life expectancy by fifteen to twenty years
  - People with mental health issues are more likely to experience homelessness, and anxiety and depression have been linked to overcrowded and unfit housing.
  
2. That council assembly notes that the coalition government has taken some steps to improve mental health services:
  - Invested £400 million in early support for people with mental health issues
  - introduced maximum waiting times for talking therapies and the Crisis Care Concordat to ensure nobody experiencing psychosis is ever turned away from accident & emergency
  - Pledged extra investment for new inpatient beds, better case management and improved access to mental health care for children and young people
  - Helped fund the Time to Change campaign which challenges mental health stigma and discrimination
  - Called on all health service trusts to aim for a 'Zero Suicide' policy and established a government-wide mental health taskforce.
  
3. That council assembly notes, however, that despite the government's commitment to put mental health treatment on a par with physical health, mental health trusts in England have seen their budgets fall by more than 8% in real terms, equivalent to almost £600m, and spending on children's mental health services in England has fallen by more than 6% in real terms, equivalent to nearly £50m, since 2010.
  
4. That council assembly condemns the government's cuts to spending on children's mental health services, which have led to increased waiting times and children being treated on adult psychiatric wards or having to travel hundreds of miles across the country to get the help they need.



5. That council assembly also notes that the government's cuts to local authority budgets which have led to a £90m shortfall in funding for social care.
6. That council assembly welcomes the extensive work undertaken by the council and the CCG to tackle stigma, raise awareness about mental health and promote wellbeing in Southwark, including:
  - Setting up a Parity of Esteem Programme Board chaired by the GP clinical lead for mental health, to review the extent of inequality amongst people with mental health problems
  - Providing training for teachers and head teachers to recognise and support children and young people with mental health issues in schools
  - Working with the Time to Change campaign
  - Providing community grants for small organisations to promote wellbeing with their clients/members
  - Commissioning mental health first aid courses for voluntary and community sector
  - Adopting the Mayor of London's Healthy Workplace Charter to minimise the risk of mental distress in the workplace and promoting to all employers in Southwark.
7. That council assembly welcomes Labour's national commitment to provide fairer access to mental health services, including ensuring all professional health service staff receive mental health training and changing the NHS Constitution to give people the right to psychological therapies for mental health problems like anxiety and depression, helping to give mental health the same priority as physical health.
8. That council assembly calls on the cabinet to:
  - Extend advocacy services available for Southwark residents with mental health issues
  - Consider the appointment of a Southwark Mental Health Champion to act as a link between the council, clients and the different agencies working in mental health
  - Ensure that mental health services receive their fair share of public health funding and review funding for mental health services each year
  - Ensure each council department deals with residents with mental health issues consistently and with a supportive and sympathetic approach
  - Improve the promotion of counselling services available for staff experiencing mental health or emotional issues.

### Betting Shop Enforcement

At council assembly on Wednesday 25 March 2015 motion entitled 'betting shop enforcement' was proposed by Councillor Renata Hamvas and formally seconded by Councillor Lorraine Lauder. The motion was agreed and stands referred to the cabinet as a recommendation.

#### RECOMMENDATION

1. That council assembly recognises the growing concern of local residents and the council about the proliferation of high street betting shops in Southwark; particularly the rise in high stake Fixed Odds Betting Terminals.
2. That council assembly is particularly concerned by recent evidence which suggests that despite age restrictions on gambling, some young people under the age of 18 are using these highly addictive gambling machines in betting shops.
3. That council assembly notes that the council does not currently have the power to inspect gambling venues to ensure that age restrictions are being properly enforced, nor is there a requirement for a 'Think 21' or 'Think 25' policy, as there is in premises selling alcohol, tobacco or other age-restricted products. Council assembly also notes that there are currently no regulations on layout in gambling premises to ensure that all customers entering the premises are in line of sight of staff.
4. That council assembly further notes that of the 80 gambling premises in Southwark, only two have recently been subject to spot-checks by the Gambling Commission and that both premises failed these checks.
5. That council assembly believes that it is vital that betting shops have sufficient controls in place to prevent children from using these highly addictive gambling machines, which could lead to young people developing gambling problems later in life.
6. That council assembly therefore calls on the cabinet to lobby local MPs and government to give local authorities more powers of enforcement in gambling premises, which are effectively self-regulating, to bring them in line with other licensed premises.

#### Comments of the Strategic Director of Environment and Leisure

- (1) Betting and gaming are governed by the Gambling Act 2005. The Act establishes a two-tier licensing system, with responsibilities split between the Gambling Commission and the local licensing authorities.
- (2) The Commission is responsible for licensing gambling operators (operators licence) and key personnel (personal licence). The Commission sets the boundaries for many aspects of how the business operates, including access to gambling by children and young persons. This is set out under the Gambling Commissions code of practice. A key feature of this code of practice is self regulation for both age verification and exclusion of known addictive gamblers.
- (3) The local licensing authority's main role is limited to the licensing of gambling premises. Whilst the local authority has powers to inspect and take enforcement

action, in many instances such action requires a referral to the Gambling Commission, or the primary authority (in cases where the establishment is a national operation).

- (4) The issues of the role and responsibility of the local licensing authority; its local discretion; and its relationship with the Commission have all been the subject of long on-going debate and there has been very recent movement to deal with some of these issues.
- (5) It would be highly beneficial for local licensing authorities to have more powers to regulate gambling and betting establishments.
- (6) It is noted that the Commission's Licensing Conditions and Codes of Practice have recently been revised, with the new social responsibility chapters coming into effect on 8 May 2015.
- (7) There an opportunity to lobby MP's and government as part of the Commissions public consultation on the revised guidance to local licensing authorities on gambling and betting. The deadline for responses of 22 June 2015.

**APPENDIX 5****Improve Services at London Bridge Station**

At council assembly on Wednesday 25 March 2015 a motion entitled 'improve services at London Bridge station' was proposed by Councillor Helen Hayes and seconded by Councillor Sarah King. The motion was subsequently amended and the amended motion stands referred to the cabinet as a recommendation.

**RECOMMENDATION**

1. That council assembly believes that the current situation for rail passengers at London Bridge station is completely unacceptable.
2. That council assembly notes that almost three months since the introduction of the new timetable at London Bridge the situation at the station is worse than ever, with increasing chaos and disruption and dangerous overcrowding.
3. That council assembly notes that passengers in Dulwich, Peckham Rye and South Bermondsey, are facing increasing delays and cancellations to an already reduced timetable, and that unacceptable levels of overcrowding are also being experienced at other stations including Herne Hill and Loughborough Junction as passengers seek to avoid London Bridge.
4. That council assembly believes that the chaos at London Bridge has demonstrated that Network Rail and Southern are not capable of sorting out the mess.
5. That council assembly notes that the Secretary of State for Transport, Patrick McLoughlin MP, has so far failed to respond to letters from elected members in Southwark on the issues at London Bridge, and requests that Cabinet writes to demand his urgent personal intervention to improve the service for passengers at London Bridge.
6. That council assembly notes that there are significant transport issues on trains across South East London in addition to the problems at London Bridge, including the lack of capacity on the Southeastern line into London Victoria, affecting passengers at Nunhead, Peckham Rye and Denmark Hill.
7. That council assembly notes the success of London Overground services run by Transport for London, which have consistently achieved high ratings for punctuality and customer satisfaction, while more than trebling passenger numbers, and whilst using much of the same infrastructure as Southern.

8. That council assembly notes that it is Labour's policy to allow public sector organisations to bid to run rail services, and that in London we have a public sector organisation, Transport for London, which already runs some of London's rail services to an extremely high level of customer satisfaction.
9. That council assembly welcomes the government announcement in July 2013 which will allow some commuter rail services out of Liverpool Street station to be managed by Transport for London. Council assembly further notes that it was London Liberal policy in 2012 for Transport for London to run commuter rail services into the capital.
10. That council assembly therefore calls on the Secretary of State to allow Transport for London to run all rail services in South East London in order to have a properly integrated transport system.
11. That council assembly also notes that the long-term improvements at London Bridge should not just be for commuters, but also improve and green the local environment around the station for residents. Council therefore calls on the cabinet to work with Team London Bridge, Network Rail and Transport for London to ensure:
  - That the new public realm around the station is of equal priority to the development of the station
  - That no opportunity is missed to reduce local traffic and air pollution to make the area more pedestrian- and cyclist-friendly
  - Support for local independent and creative businesses.

## **Comments of the Chief Executive**

### **Impact on passengers travelling to/from London Bridge**

#### **Southern and Thameslink train service network performance**

- (1) As part of the council's commitment to encouraging greater sustainable transport usage, every effort is made to lobby the railway industry to deliver as high a level of train service performance across services in the borough.
- (2) Performance on the Southern and Thameslink network as a whole has been at an unacceptable level since Christmas 2014. In January 2015, the percentage of trains that arrived at their destination within 5 minutes of their advertised arrival time on Southern stood at 75.2% and 71.9% for Thameslink. Corresponding figures for March 2015 are 80.1% for Southern and 84.5% for Thameslink.
- (3) The key constraint to performance is that physical network capacity into and out of London Bridge station has been reduced from 4 approach tracks down to 3. This is in addition to reduced platform availability as part of the Thameslink work programme. The new timetable to accommodate the revised station and approach layout has required several modifications since implementation in January 2015 to improve train service performance in light of current experience.
- (4) In February 2015, Network Rail, Southern and Govia Thameslink Railway launched their Performance Plan (which has subsequently been revised). Key immediate commitments to improve performance included provision of additional staff to assist passengers and dispatch trains, additional infrastructure monitoring equipment on the approach to London Bridge to detect asset failures and

continual monitoring of the timetable to ensure that available capacity is not exceeded at London Bridge.

- (5) The May 2015 timetable seeks to deliver improvements to both Southern Main Line and Metro services to optimise the available capacity at London Bridge. Turnaround times at stations, particularly at London Bridge have been increased. This will enable trains to depart on time and run punctually.
- (6) The Department for Transport are in extensive negotiations with Ministers in development of potential options for compensation packages for passengers impacted by London Bridge. It is expected that an announcement will be made later in the year.
- (7) It is imperative that a rapid performance improvement is delivered on Southern/Thameslink train services to/from London Bridge. The socio-economic long term impacts on both Southwark and London as a whole could be significant in the ability to maintain competitive advantage as a destination for business and tourism.

#### **London Bridge station overcrowding**

- (8) Overcrowding levels at the station have been a serious issue during times of disruption and more generally. It is expected that once half of the new street level concourse opens at London Bridge in 2016 with direct access to St Thomas Street, some relief should be provided to the existing concourse.
- (9) Network Rail maintain that at no time has London Bridge station ever been at a point that the station has become dangerously overcrowded during times of disruption. Southern and Govia Thameslink Railway have stated that the communications strategy in times of disruption needs to be improved. In March 2015, Network Rail introduced a number of measures to improve station performance which included: creation of a single station management team to better respond to incidents as they occur, increased staffing provision at the station, improved information provision providing advanced warning of disruption and alternative routes and changes to the timetable to improve the throughput of trains into and out of the station.

#### **Wider Issues facing Southwark residents**

##### **Devolution of South East London rail services to Transport for London operation**

- (10) The devolution of rail services to permit Transport for London to run all services in South East London, could be advantageous. The existing London Overground network has high punctuality and customer satisfaction levels. However, the current London Overground network operates over a largely self contained network with minimal interaction with different types of services. Southern Metro services operate and interact with a number of different service types at numerous locations. The Southern services will be merged into the 'new' Govia Thameslink Railway franchise in July 2015 which will operate until September 2021. Therefore, it is very unlikely that any devolution would occur before then.

##### **Overcrowding on Govia Thameslink Railway services at Herne Hill and Loughborough Junction**

- (11) Overcrowding is a continual issue on peak Govia Thameslink Railway (GTR) services at both Herne Hill and Loughborough Junction stations. This is exacerbated by the London Bridge disruption. Little scope exists to provide

additional capacity due to lack of additional rolling stock. Introduction of new Class 700 rolling stock onto the network from 2016/17 will provide a marginal increase in capacity. The Council is currently promoting the re-opening of Camberwell station where there is the potential for additional Catford Loop services to call.

### **South Eastern Railway Metro services**

- (12) It is recognised that there are issues regarding train service capacity on South Eastern services from Nunhead, Peckham Rye and Denmark Hill. Users of services to/from Denmark Hill have benefitted from an additional Victoria service with a Dover Priory service calling at the station. A lack of rolling stock is also impacting on South Eastern Metro services. Introduction of the new Class 700 Govia Thameslink Railway rolling stock may provide an opportunity to transfer existing stock on Southern/Govia Thameslink Railway to South Eastern which will in turn permit the strengthening of Metro services. Any cascade would require Department for Transport approval. This would be unlikely to occur before 2018 at the earliest under the new South Eastern franchise.

### **London Bridge urban realm and station access**

- (13) A high quality, accessible urban realm is particularly important in and around stations, particularly major gateways such as London Bridge. We continue to work with stakeholders and use our powers through the planning process and highway agreements to facilitate improvements which deliver this objective.

|                                    |                                |  |                                 |
|------------------------------------|--------------------------------|--|---------------------------------|
| <b>Item No.</b><br>12.             | <b>Classification:</b><br>Open | <b>Date:</b><br>2 June 2015            | <b>Meeting Name:</b><br>Cabinet |
| <b>Report title:</b>               |                                | Appointments to Outside Bodies 2015/16 |                                 |
| <b>Ward(s) or groups affected:</b> |                                | N/a                                    |                                 |
| <b>From:</b>                       |                                | Proper Constitutional Officer          |                                 |

## RECOMMENDATION

1. That the cabinet consider and agree appointments to the outside bodies listed in Appendix A of the report for the 2015/16 municipal year.

## BACKGROUND INFORMATION

2. Each year the council makes appointments / nominates individuals to outside bodies.

## KEY ISSUES FOR CONSIDERATION

### Appointments to outside bodies

3. It is for the cabinet to make appointments to outside bodies in connection with the functions which are the responsibility of the cabinet (e.g. housing, education, social services, regeneration etc).
4. Attached as Appendix A is a list of the outside bodies the cabinet are being recommended to consider appointing to for the 2015/16 municipal year.

### Legal implications

5. Appointments to some of the outside bodies may carry risk both corporately and to the individuals appointed. Standards committee at its meeting on 9 November 2011 approved 'Guidance to Members who serve on Outside Bodies' which is intended to help councillors understand their duties when appointed to outside bodies, and how to handle conflicts of interest that may arise. The guidance is available in the Library on the council website.

### Community impact statement

6. The council is being invited to make nominations to various outside bodies. The nominations process has no direct impact on the community.

### Consultation

7. The political group whips have been consulted on the issues contained in the report and have been invited to submit nominations.



**BACKGROUND DOCUMENTS**

| <b>Background Papers</b> | <b>Held At</b> | <b>Contact</b> |
|--------------------------|----------------|----------------|
| None                     |                |                |

**APPENDICES**

| <b>No.</b> | <b>Title</b>                           |
|------------|--|
| Appendix A | Appointments to outside bodies 2015/16 |

**AUDIT TRAIL**

|   |   |                          |
|---|---|--------------------------|
| <b>Lead Officer</b>   | Ian Millichap, Proper Constitutional Officer      |                          |
| <b>Report Author</b>  | Everton Roberts, Principal Constitutional Officer |                          |
| <b>Version</b>  | Final   |                          |
| <b>Dated</b>  | 21 May 2015                                       |                          |
| <b>Key Decision?</b>  | No  |                          |
| <b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b> |   |                          |
| <b>Officer Title</b>  | <b>Comments Sought</b>                            | <b>Comments Included</b> |
| Director of Legal Services  | No  | No                       |
| Strategic Director of Finance and Corporate Services                    | No  | No                       |
| <b>Date final report sent to Constitutional Team</b>                    |   | 21 May 2015              |

## APPENDIX A

## APPOINTMENTS TO OUTSIDE BODIES 2015/16

| Name                                   | Purpose  | No. of places | Notes  |
|--|--|---------------|--|
| <b>Age UK London</b>                   | To promote the welfare of the aged in any manner that may be deemed by law to be charitable within Greater London.   | 1             | <b>(Health and adult social care function)</b>               |
| <b>Better Bankside Board</b>           | To improve the quality of the Bankside environment, further develop the potential draw of the area, increase the sense of security and ensure that better and sustainable maintenance and management arrangements are put in place.  | 1             | <b>(Regeneration function)</b><br><br>Councillor or officer. |
| <b>Blue Bermondsey BID Board</b>       | <p>To help tackle street crime and anti-social behaviour.</p> <p>To offer access to free recycling services to local businesses.</p> <p>To engage the local community to report on areas of grime to ensure streets stay clean.</p> <p>To work with local business support organisations to try and get local people into jobs.</p> <p>To work with local schools to get young people involved in apprenticeships and works schemes.</p> | 1             | <b>(Communities, Employment and Business function)</b>       |
| <b>Canada Water Consultative Forum</b> | The forum is responsible for advising on the overall direction of development proposals and ensuring public awareness and involvement in the development proposals.  | 4             | <b>(Regeneration function)</b>                               |

| Name  | Purpose   | No. of places | Notes  |
|---|---|---------------|--|
| <b>Central London Forward</b>                     | To provide a cross-sector 'voice for central London'. It operates at a strategic level, seeking to influence policy makers on matters of mutual interest to the communities and businesses of central London. | 1             | <b>(Regeneration function)</b><br><br>Must be the Leader of the Council.                     |
| <b>Centre for Literacy in Primary Education</b>   | Professional development and family learning centre. Provides a range of education support, advisory and direct delivery services to schools and families throughout Southwark.                               | 1             | <b>(Education function)</b>  |
| <b>Creation Trust</b>                             | The Creation Trusts key aims are;<br><br>Engaging the community within the regeneration programme.<br><br>Tackling issues around skills and training, young people and health and wellbeing.                  | 3             | <b>(Regeneration function)</b>   |
| <b>Cross River Board</b>                          | To deliver cross-borough regeneration initiatives north and south of the River Thames in the London Boroughs of Southwark and Lambeth, the Corporation of London and the City of Westminster.                 | 1             | <b>(Regeneration function)</b><br><br>Usually the leader or cabinet member for regeneration. |
| <b>Crystal Palace Community Development Trust</b> | Trust set up to oversee the development of the Crystal Palace area.   | 1             | <b>(Regeneration function)</b>   |
| <b>Greater London Enterprise Limited</b>          | To assist, promote, encourage and secure the physical and economic development and regeneration of the whole or any part of Greater London.   | 1             | <b>(Regeneration function)</b><br><br>Does not have to be a councillor.                      |

| Name  | Purpose   | No. of places | Notes   |
|---|---|---------------|---|
| <b>Groundwork London, Local Authority Strategic Input Board</b> | <p>The Local Authority Strategic Input Board enables Local Authorities to shape the strategic direction of Groundwork within Local Authorities by:</p> <ul style="list-style-type: none"> <li>• Advising Groundwork on the regeneration needs of local communities.</li> <li>• Providing input to the development process for projects and programmes.</li> <li>• Developing and maintaining close relationships with elected members and officers of local authorities.</li> <li>• Developing relationships with other key local partners.</li> </ul>                | 1             | <b>(Regeneration, Communities and Environment function)</b> |
| <b>Guys and St Thomas NHS Foundation (Council of Governors)</b> | <p>To advise the trust on how it carries out its work so that it is consistent with the needs of the members and wider community.</p> <p>The governors:</p> <ul style="list-style-type: none"> <li>• help the trust to carry out its duties in ways that meet with NHS values and the terms agreed with Monitor, the independent regulator for NHS Foundation Trusts</li> <li>• advise the trust on its longer term strategy</li> <li>• provide advice and support to the Board of Directors, who are responsible for the overall management of the trust.</li> </ul> | 1             | <b>(Health function)</b>                                    |

| Name   | Purpose   | No. of places | Notes  |
|--|---|---------------|--|
| <b>Kings College Hospital NHS (Council of Governors)</b> | Their vision is to become a fundamentally new kind of hospital built around patient need, offering patients the highest quality of care, and to deliver this as part of a joined-up and well-managed healthcare system, built in partnership with GPs and other healthcare providers.       | 1             | <b>(Health function)</b>   |
| <b>Lambeth and Southwark Housing Association Limited</b> | To provide affordable rented housing for local people on low incomes.   | 1             | <b>(Housing function)</b>  |
| <b>London Road Safety Council (LRSC)</b>                 | To reduce the number of road accident casualties within Greater London and provide a means of communication relating to road accident prevention between London local authorities, central government and other organisations.  | 2             | <b>(Community safety function)</b><br><br>Up to two elected members and an officer from road safety education. |
| <b>London Youth Games Limited</b>                        | The London Youth Games Limited organise the annual London Youth Games on behalf of the London boroughs. It is a non-profit making company owned and guaranteed by the London boroughs and the City of London Corporation.   | 1             | <b>(Leisure function)</b><br><br>One representative and one deputy.  |
| <b>Millwall For All</b>                                  | The objectives of Millwall for All are:<br><br><ul style="list-style-type: none"> <li>• To promote equality and diversity in football and other sports at amateur and professional.</li> <li>• To promote awareness of equality and diversity in primary schools in Lewisham and</li> </ul> | 1             | <b>(Equalities and Diversity function)</b>   |

| Name  | Purpose   | No. of places | Notes  |
|---|---|---------------|--|
|   | <p>Southwark.</p> <ul style="list-style-type: none"> <li>• To develop active programmes and partnerships designed to promote equality and diversity in football and build community cohesion.</li> <li>• To raise funds for equalities programmes.</li> <li>• To represent the boroughs of Lewisham and Southwark on equalities and diversity in football.</li> <li>• To publicise the work being done by Millwall Football Club to tackle racism and promote equalities and community cohesion.</li> </ul> |               |  |
| <b>North Southwark Environment Trust</b>    | <p>The preservation and conservation of the environment for the benefit of the public, including the promotion of energy efficiency and efficient methods of disposing of waste.</p> <p>The provision of facilities for education, recreation or other leisure time occupation, in the interests of improving the conditions of life of the inhabitants covered by the area of benefit.</p>   | 1             | <p><b>(Environment function)</b></p> <p>Does not have to be a councillor.</p> <p>The area of benefit covered by the trust is north of the roads known as Camberwell New Road, Camberwell Church Street, Peckham Road, Peckham High Street and Queens Road.</p> |
| <b>Potters Fields Park Management Trust</b> | <p>Potters Fields Park Management Trust leases the park for events, functions and other activities in order to provide funds for maintenance, and to develop programmes</p>   | 2             | <p><b>(Leisure function)</b></p> <p>Does not have to be a councillor.</p>  |

| Name  | Purpose   | No. of places | Notes   |
|---|---|---------------|---|
|   | which educate and engage with the community.  |               |   |
| <b>South Bank Partnership</b>                                     | Engagement with South Bank employers groups, local MPs and community organisations in North Lambeth and Southwark (Bankside).   | 4             | <b>(Regeneration function)</b><br><br>One representative and local ward councillors.                          |
| <b>South Bank and Bankside Cultural Quarter Directors Board</b>   | To work with the community to celebrate the richness and diversity of cultural activity in the quarter and across London and engage with local communities.   | 1             | <b>(Community engagement function)</b>  |
| <b>South Bermondsey Big Local Partnership Steering Group</b>      | The Partnership informs and guides the development and delivery of the BIG Local programme for South Bermondsey and Livesey wards.  | 2             | <b>(Community engagement function)</b><br><br>Currently one Livesey and one South Bermondsey ward councillor. |
| <b>South London Gallery Trustee Limited</b>                       | To act as trustees and director of South London Gallery Trustee Ltd (the sole trustee of the South London Fine Art Gallery and Library Trust), which operates the South London Gallery as a public contemporary art gallery. Southwark Council is a major funder of the gallery but trustees must act solely in the best interests of the charity and are responsible for controlling the management and administration of the charity in line with the governing document. | 3             | <b>(Leisure function)</b>   |
| <b>South London and Maudsley (SLaM) NHS Trust Members Council</b> | To support the board of directors in setting the longer-term vision for the trust and to influence proposals to make changes to services and to act in a way that is  | 1             | <b>(Health function)</b>  |

| Name  | Purpose  | No. of places | Notes  |
|---|--|---------------|--|
|   | consistent with NHS principles and values and the terms of the trust's authorisation.  |               |  |
| <b>Southwark and Lambeth Archaeological Excavation committee (SLAEC)</b>              | The SLAEC is an advisory body established to promote archaeological work in Southwark and to advance the knowledge of the history of Southwark and Lambeth by archaeological investigation.  | 1             | <b>(Leisure function)</b><br><br>One representative and one deputy.                      |
| <b>Southwark Cathedral Education Centre</b>   | The Education Centre exists to help teachers cover the curriculum for primary and secondary education in imaginative ways, while playing its part in the Cathedral's out-reach and mission and presenting the Cathedral as a place of worship. | 1             | <b>(Education function)</b>  |
| <b>Safer Neighbourhood Board (Southwark)</b>  |  | 1             | <b>(Community safety function)</b><br><br>Cabinet member with community safety portfolio |
| <b>Waterloo Quarter Business Alliance – Southwark (Business Improvement District)</b> | To create a safer and more pleasant trading environment for businesses and to promote the area to bring in more visitors, whilst maintaining its individuality and unique character.   | 1             | <b>(Regeneration function)</b><br><br>Usually a ward councillor.                         |



|                                    |                                |   |                                 |
|------------------------------------|--------------------------------|---|---------------------------------|
| <b>Item No.</b><br>13.             | <b>Classification:</b><br>Open | <b>Date:</b><br>2 June 2015                         | <b>Meeting Name:</b><br>Cabinet |
| <b>Report title:</b>               |                                | Nominations to Panels, Boards and Forums<br>2015/16 |                                 |
| <b>Ward(s) or groups affected:</b> |                                | N/a   |                                 |
| <b>From:</b>                       |                                | Proper Constitutional Officer                       |                                 |

## RECOMMENDATIONS

1. That the cabinet agrees the allocation of places to the panels and boards and forums set out in Appendix A of the report for the 2015/16 municipal year and nominates members accordingly.
2. That the cabinet considers whether to appoint a chair and vice-chair to the following body from amongst those individuals appointed to serve:
  - Standing Advisory Council on Religious Education

## BACKGROUND INFORMATION

3. It is for the cabinet to agree the allocation of places to panels, boards and forums in connection with the functions that are the responsibility of the cabinet (i.e. housing, education, social services, regeneration etc).

## KEY ISSUES FOR CONSIDERATION

### Proportionality

4. Appendix A sets out the detail of those, panels, boards and forums for which nominations are required for the 2015/16 municipal year. There is no requirement that appointments to panels, boards and forums are proportionate and in the past, where the allocation of seats has been proportionate, this has been done by local agreement.
5. There is no requirement that a seat allocated to a particular group can only be filled by a member of that group. Therefore groups have the discretion to allocate seats as they wish, including to a member of another group or an individual councillor.

### Appointment of chairs and vice-chairs

6. In recommendation two, members are asked to consider whether the appointment of the chair and vice-chair of the Standing Advisory Council on Religious Education (SACRE) should be agreed by the cabinet or at the first meeting of the body. If Members are minded to agree the chair and vice-chair at this meeting then names should be given at the time:
  - Standing Advisory Council on Religious Education

7. Currently SACRE appoint the chair and vice-chair.

#### **Establishment of new bodies**

8. Members may wish to establish new bodies or recommend that officers look into changing the status of existing bodies. In relation to the creation of new bodies, Members will need to:
- (i) agree new terms of reference
  - (ii) agree the membership and allocation of places
  - (iii) consider whether to appoint the chair and vice-chair

#### **Community impact statement**

9. There are no specific community impact issues arising from the recommendations.

#### **BACKGROUND DOCUMENTS**

| <b>Background Papers</b> | <b>Held At</b> | <b>Contact</b> |
|--------------------------|----------------|----------------|
| None                     |                |                |

#### **APPENDICES**

| <b>No.</b> | <b>Title</b>                                     |
|------------|--|
| Appendix A | Nominations to Panels, Boards and Forums 2015/16 |

#### **AUDIT TRAIL**

|  |   |                          |
|--|---|--------------------------|
| <b>Lead Officer</b>                                    | Ian Millichap, Proper Constitutional Officer      |                          |
| <b>Report Author</b>                                   | Everton Roberts, Principal Constitutional Officer |                          |
| <b>Version</b>   | Final   |                          |
| <b>Dated</b>   | 21 May 2015                                       |                          |
| <b>Key Decision?</b>                                   | No  |                          |
| <b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES</b> |   |                          |
| <b>Officer Title</b>                                   | <b>Comments Sought</b>                            | <b>Comments Included</b> |
| Director of Legal Services                             | No  | No                       |
| Strategic Director of Finance and Corporate Services   | No  | No                       |
| <b>Date final report sent to Constitutional Team</b>   |   | 21 May 2015              |

NOMINATIONS TO PANELS, BOARDS AND FORUMS 2015/16

JOINT PARTNERSHIP PANEL (TRADE-UNION CONSULTATION)

| Summary of Functions  | Status        | Membership  | Politically Proportionate |
|---|---------------|---|---------------------------|
| To provide a member-level trade union consultation forum for dialogue on corporate policy issues and corporate proposals affecting the workforce. | Non statutory | 2 Councillors, Human Resources Director.<br>Plus accredited Branch Secretaries of Unison, GMB, UCATT & Unite. | N/a                       |

| Allocation 2014/15  | Proposed Allocation 2015/16        | Council Appointment | Comments |
|---|------------------------------------|---------------------|----------|
| 2 representatives from the cabinet. In 2014/15 the cabinet members were the leader of the council and cabinet member responsible for human resources. | 2 representatives from the cabinet | 2 Councillors       | None     |

### LEASEHOLDERS ARBITRATION PANEL

| Summary of Functions   | Status        | Membership  | Politically Proportionate |
|--|---------------|---|---------------------------|
| To resolve disputes between Southwark Right to Buy applicants, Southwark Council leaseholders and Residential Freeholders who pay a service charge to Southwark Council. | Non statutory | 1 Independent chairperson<br>1 Leaseholder representative<br>1 Councillor (from pool) | N/a                       |

| Allocation 2014/15 | Proposed Allocation 2015/16 | Council Appointment      | Comments   |
|--------------------|-----------------------------|--------------------------|--|
| Unlimited.         | Unlimited                   | Members to act as a pool | Cabinet members are not able to be members of the panel. |

**SOUTHWARK SAFEGUARDING ADULTS BOARD**

| <b>Summary of Functions</b>  | <b>Status</b> | <b>Membership</b> | <b>Politically Proportionate</b> |
|--|---------------|-------------------|----------------------------------|
| The purpose of the Board is to ensure that adults can live a life free from abuse and neglect. | Statutory     |                   | N/a                              |

| <b>Allocation 2014/15</b>                       | <b>Proposed Allocation 2015/16</b>                    | <b>Council Appointment</b> | <b>Comments</b> |
|---|---|----------------------------|-----------------|
| Cabinet Member for Adult Care, Arts and Culture | Cabinet Member for Adult Care and Financial Inclusion | 1                          | .               |

**SOUTHWARK SAFEGUARDING CHILDREN'S BOARD**

| <b>Summary of Functions</b>  | <b>Status</b> | <b>Membership</b>  | <b>Politically Proportionate</b> |
|--|---------------|--|----------------------------------|
| <p>To promote and safeguard the welfare of children.</p> <p>To engage in activities that safeguard all children and aim to identify and prevent maltreatment or impairment of health or development.</p> <p>To ensure that children are growing up in circumstances consistent with safe and effective care.</p> <p>To lead and co-ordinate proactive work that aims to target particular groups and to arrange for responsive work to protect children who are suffering, or likely to suffer significant harm.</p> | Statutory     | Senior managers from different services and agencies including independent and voluntary sector. | N/a                              |

| <b>Allocation 2014/15</b>               | <b>Proposed Allocation 2015/16</b>      | <b>Council Appointment</b> | <b>Comments</b>   |
|---|---|----------------------------|---|
| Cabinet Member for Children and Schools | Cabinet Member for Children and Schools | 1                          | Cabinet Member for Children and Schools to be participant observer. |

**STANDING ADVISORY COUNCIL ON RELIGIOUS EDUCATION**

| <b>Summary of Functions</b>  | <b>Status</b> | <b>Membership</b>   | <b>Politically Proportionate</b> |
|--|---------------|---|----------------------------------|
| To review the existing provision of Religious Education and consider whether any changes need to be made in the agreed syllabus or in support offered to schools. To monitor the provision of the daily collective worship and to consider any action to improve such provision. | Statutory     | 4 Councillors<br>Plus representatives of local faith groups and Teachers Associations | N/a                              |

| <b>Allocation 2014/15</b>                                | <b>Proposed Allocation 2015/16</b>                       | <b>Council Appointment</b> | <b>Comments</b> |
|--|--|----------------------------|-----------------|
| Labour – 3<br>Liberal Democrats – 1<br>Conservatives – 0 | Labour – 3<br>Liberal Democrats – 1<br>Conservatives – 0 | 4 Councillors              |                 |

### TENANCY AGREEMENT ARBITRATION PANEL

| Summary of Functions   | Status        | Membership   | Politically Proportionate |
|--|---------------|--|---------------------------|
| To resolve certain disputes between secure tenants and the council (landlord) arising from a breach within the terms of the Tenancy Agreement. | Non statutory | 1 Independent chairperson<br>1 Tenant representative<br>1 Councillor (from pool) | N/a                       |

| Allocation 2014/15 | Proposed Allocation 2015/16 | Council Appointment    | Comments   |
|--------------------|-----------------------------|------------------------|--|
| Unlimited          | Unlimited                   | Members to act as pool | Cabinet members are not able to be members of the panel. |



**SOUTHWARK TENANT MANAGEMENT ORGANISATION COMMITTEE**

| <b>Summary of Functions</b>   | <b>Status</b> | <b>Membership</b>   | <b>Politically Proportionate</b> |
|---|---------------|---|----------------------------------|
| To discuss with representatives of TMO's issues of mutual interest. | Statutory     | 4 Councillors<br>TMO Representatives<br>Cabinet Member for Housing Management | N/a                              |

| <b>Allocation 2014/15</b>                                | <b>Proposed Allocation 2015/16</b>                     | <b>Council Appointment</b>   | <b>Comments</b> |
|--|--|--|-----------------|
| Labour – 3<br>Liberal Democrats – 1<br>Conservatives – 0 | Labour – 3<br>Liberal Democrat – 1<br>Conservative – 0 | 4 Councillors and<br>Cabinet Member with<br>responsibility for Housing |                 |

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**NOTE:** Original held by Constitutional Team; all amendments/queries to  
Paula Thornton/Virginia Wynn-Jones Tel: 020 7525 4395/7055

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