

## COUNCIL ASSEMBLY

24 MARCH 2021

### AMENDMENTS

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#### ITEM 3.2 – MOTION ON THE THEME: SOUTHWARK'S ECONOMIC RENEWAL: CREATING A FAIR, EQUAL AND INCLUSIVE LOCAL ECONOMY

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#### AMENDMENT A

**Moved:** Councillor Nick Johnson

1. Insert after paragraph 1e:

f. The administration at this council has failed to spend any of the £2.5m Brexit monies reserved to help business or local residents despite a hard Brexit being expected long before the pandemic and their promise that 'We will protect all local residents from the effects of Brexit and promote Southwark's diversity and cultural richness in the heart of London'.

g. Before the pandemic even started, this decade old administration has broken almost every major promise on 'fair, equal and inclusive' in successive Southwark Labour Manifestos of 2010, 2014 and 2018 including:

- Promised to make regeneration work for the community not just developers – but have ignored residents' responses to planning applications on almost every planning application. Regeneration works on the plans the Liberal Democrats set out for them over 10 years ago have still not completed including The Aylesbury, The Elephant and Castle/Heygate or Canada Water. Further, during this time, almost every night club and LGBTQ+ venue has been lost to development.
- Promised to build more homes for everyone – but have lost more council houses (2,000+) than they have ever built, dramatically missed their own Mayor's targets year on year for the past 4 years with one of the worst records for overall housing delivery of all London boroughs and only 20% affordable housing delivery in the past 4 years. This is resulting in the worst Council House Waiting List on record of over 15,000 people, with at least 2,000 children now in Temporary Accommodation whom they are moving further and further outside of Southwark under a policy revised at Cabinet just this month.
- Promised to build better transport links – but a decade later have achieved nothing in major infrastructure works in Southwark including failure on the Rotherhithe Bridge, now

unlikely to see the Bakerloo Line Extension until the 2040s and no pan Southwark cycling network with hardly a cycle station in sight south of Elephant and Castle.

- Promised to create a safer Southwark, secure the Future for Young People and give youth the best start in life – but Southwark is less safe than it was in 2010 with less police, less police stations, some of the worst youth offending of all London boroughs including one of the highest knife crime rates, and some of the highest numbers of school exclusions in Southwark Schools' history. This is hardly the best start in life. Eleven years of inaction on youth and employment has seen a fairer future lost to a whole generation of Southwark residents.
- Failing to put in place an effective High Street Renewal and Town Centres action plan. This has seen our high streets knocked down or replaced with an explosion of hotels, charity shops, betting shops and takeaway chicken shops instead of quality retail and green spaces for socialising. New local markets and social spaces established by the community are moved out when developers move in. Also, during the pandemic, instead of positive support, some businesses have been fined or sent warning letters by the council for their efforts in trying to survive the brutal lockdowns of this government, as well as having to fight against road closures from experimental Low Traffic Neighbourhoods (LTNs) affecting their business.

h. Last year, the Liberal Democrat Opposition Group called on this administration to adopt the 'Rethinking Locally' framework of the Local Government Association and to back this with a seed fund of £30 million and establish a diverse cross-party working group to define the key actions and investment needed as a 'Future Southwark in response to coronavirus and future threats' including, but not limited to, tackling inequality, poverty and climate change in Southwark. Sadly all Labour members voted against it. Now, after dither and delay nearly 12 months later, their Leader brings this vague and woolly theme motion to Council Assembly with less ambition and lacking in any clear action plan or commitments to funding.

i. Last year, the Liberal Democrat Opposition Group also called on this administration to consider a universal basic income (UBI) pilot in Southwark – again voted down by all Labour Councillors.

2. Delete paragraph 2a and replace with:

a. Once government grants were provided, through stellar efforts by departments such as the Local Economy team and Business Rates teams, Southwark Council responded quickly and effectively to deliver a total of £94m of government grant funding to local businesses throughout the pandemic.

And insert after paragraph 2h:

i. The incredible response of residents during the pandemic in creating mutual aid groups and the massively impressive independent efforts by the voluntary community sector. This was well before the council took action in setting up the Southwark Community Hub which has since enhanced this response and mobilised the council to work closer with the community in its future plans for a Southwark Community Support Alliance.

3. Insert after paragraph 3d:

e. Once lockdown lifts, there will be a significant impact on the local economy in Southwark from a long tail of COVID-19 economic devastation. The council needs to be better prepared for this than it currently is due to dither and delay in voting down last year's proposals by the Liberal Democrats.

4. And insert after paragraph 4g:

h. To thank all the keyworkers in Southwark by planning and holding a civic event and awards ceremony (including awards agreed in line with council procedures, such as Freedoms of the Borough and similar) for key NHS, council workers, mutual aid groups, community organisations, businesses and volunteers for their hard work, and to Southwark residents who have played their part in controlling the spread of the virus

i. Immediately publish the actions contained in its Economic Renewal Plan, produce the Town Centre Action Plans and an overall Healthy High Streets Action Plan based on its Healthy High Streets Framework signed off at Cabinet in October 2019 along with what funding is needed for consultation with the community and implement the outcome by mid 2021. Otherwise, the administration should commit to resigning en masse for failing its motto of 'United to Serve' and in its duty of care to residents of Southwark.

j. Set aside a sizeable fund of monies (like its £101M unsubstantiated Climate Change budget) to support these plans with long term sustainable investment and new revenue streams for Southwark incorporating any support needed for Brexit.

k. Immediately establish a cross-party UBI steering group to engage with key stakeholders in Southwark, the UBI Lab Network and other partners to cooperate in setting up and funding a UBI lab for Southwark – the aim of the lab being to consult with residents, establish the feasibility of and lobby the Government for the funding for a Southwark UBI pilot.

l. To assist better access to high streets in the south and east of the Borough where there are currently limited or no Santander cycle hire stations, by working with neighbouring boroughs such as Lewisham, Lambeth, Greenwich and other councils to combine funds to help

extend the Santander cycle hire scheme further – to include the whole of Bermondsey and Rotherhithe and go down through areas of Peckham, Camberwell and Dulwich.

m. Commit to stop using the council as a Labour propaganda machine and speak the honest truth about its poor delivery record going forward and this administration's decade of failure since 2010.

n. Commit to better listening, responding to and acting on the voice of Southwark residents and business as promoted through the ongoing efforts of the Liberal Democrat Councillors' work.

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## ITEM 5.2.1 – Bringing back trams to Southwark

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### AMENDMENT B

**Moved:** Councillor Radha Burgess

**Seconded:** Councillor Michael Situ

Insert after point 1d:

- e. Southwark's commitment to expanding public transport in the borough is motivated by the Climate Emergency and a need to challenge the default culture of car travel. Improving public transport in Southwark will make it as easy as possible for residents to lower their carbon footprint, and to this end the council has already begun exploring low carbon transport improvements with partners, including a tram system, rapid bus routes and continuing to work with the community on the campaign to reopen Camberwell station.
- f. The council's plans for a Low Traffic Borough places emphasis on modal shift towards walking and cycling, but also recognises the role of public transport in reducing reliance on cars.
- g. As part of this championing of public transport, the council is committed to the Bakerloo Line Extension as an initiative which will reduce air pollution and road congestion, and the council therefore welcomes the recent safeguarding of station sites on the Old Kent Road.
- h. A significant proportion of transport funding serving our city was removed by the government, leading to a reduction in new carbon-reducing initiatives.

Delete point 2b and replace with:

- There has been extensive cross-party support for Southwark public transport improvements over the last two decades, including pushing for the 'Cross River Tram' in the early 2000s and more recently the extension of the Bakerloo Line.

Delete point 2c and replace with:

- Southwark Council's Climate Emergency declaration set a target for the borough to become carbon neutral by 2030. The lower carbon footprint of trams, buses and Bakerloo Line Extension would help Southwark work toward that aim.

Delete point 3a and replace with:

- Include exploring trams, alongside the Council's commitment to the Bakerloo Line Extension, as part of the council's work on options for Low Carbon Public Transport over the next decade.

Delete point 3b and replace with:

- Investigate routes with local residents for further transport improvements across the borough, through the Climate Action Plan launching in June; looking at trams but also including rapid bus routes, cycling infrastructure and other sustainable transport methods.

Delete point 3c and replace with:

- Lobby national government to properly fund regional public transport providers, enabling them to introduce new forms of public transport such as the tram and expand existing forms of public transport such as the Bakerloo Line Extension.

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## ITEM 6.2 – MEMBER ALLOWANCES SCHEME 2021-22

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### AMENDMENT C

**Moved:** Councillor Anood Al-Samerai

**Seconded:** Councillor Humaira Ali

1. Council Assembly notes that:
  - a. The Member Allowances Scheme in Appendix 2 of this Report contains a section entitled “Payment to cabinet members for loss of office”
  - b. Paragraph 52. States that “The audit, governance and standards committee (or its relevant sub-committee) will adjudicate on any dispute as to entitlement and any allegation of abuse, and shall be authorised to determine any reduction or withholding of a loss of office payment.”
2. Council Assembly believes that:
  - a. It should not require such a committee to assess entitlement where a Cabinet Member has been dismissed or resigned voluntarily following a matter that relates to code of conduct or has brought the Council into disrepute in any way.
3. Therefore Council Assembly agrees to amend the report ‘Members Allowances Scheme - Appendix 2’:
  - a. At page 9, In section ‘Payment to cabinet members for loss of office’, add to end of para 52:

“For the avoidance of doubt, where a Cabinet Member has been dismissed or resigned voluntarily following a matter that relates to code of conduct or has brought the council into disrepute in any way, automatically by default they will forfeit and not be entitled to ‘loss of office’ payment. No payment will then be made by the council unless otherwise directed by such committee. ”