



LAMBETH SCRUTINY ACTION PLAN

Report title: Equality Streets Scrutiny Commission

Report commissioned by: Overview and Scrutiny Committee

Date adopted by Cabinet: 23 March 2017

Proposed dates for monitoring reports to Overview and Scrutiny Committee

Update	Date	Note	Completed?
1 st	Sept 17	6 months after adoption	
2 nd	Sept 18	18 months after adoption	

Actions in grey have been completed.

	Recommendation	Response	Milestones & target dates	Resource implications	Lead Officer
Public Realm Design and Improvement					
1.	All public realm works should acknowledge the need for a balance between the priorities of different users. This should include a particular focus on the needs of people pushing children’s buggies and on vulnerable users and those that require assistance with their mobility such as in the use of wheelchairs, scooters, walking frames or sticks, in accordance with Lambeth’s policies on road user hierarchy and road danger reduction.	<ol style="list-style-type: none"> 1) The forthcoming update to Lambeth’s Public Realm Design Guide 2007 will reinforce the standards required to deliver this objective 2) All Officer Delegated Decision Reports to state impact on these groups 	Draft updated design guide summer 2017	Business as usual	Head of Capital Programmes
2.	Greening should be routinely incorporated in all town centre and residential public realm schemes, including maximising planting, pocket parks and green corridors. The ideas put forward by the Trees & Design Action Group (TDAG) should be implemented where appropriate.	The forthcoming update to Lambeth’s Public Realm Design Guide 2007 will reinforce the standards required to deliver this objective.	See above	Business as usual	Head of Capital Programmes
3.	De-cluttering and high quality signage for all street users should be embedded in neighbourhoods as default practice. De-cluttering should include the removal of disused telephone boxes	See above	See above	Business as usual	Head of Capital Programmes

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	More restrictions to be put on use of A-boards.	Increasing controls will require additional resources funded by the revenue budget, this would need to be considered by the Cabinet as part of the budget-setting process.	2018-19 Budget-Setting round	Additional enforcement resources would be required	Strategic Director for Neighbourhoods and Growth
4.	Developments impacting the public realm should take into account the need for taxi ranks where appropriate while ensuring robust enforcement of engine idling.	<p>Policy T9 of the Local Plan states that: <i>Proposals for minicab and private hire vehicle offices and taxi ranks will be supported in town centres and other areas where they are likely to meet transport needs and where they demonstrate through a transport assessment that their operation would not adversely impact on traffic congestion, local parking supply, capacity or need, pedestrian movement or road safety. (b) Proposals will not be permitted where they would cause unacceptable harm to residential or wider amenity; or to highway safety or operation.</i></p> <p>This policy to be reviewed and updated as necessary as part of the Local Plan review.</p> <p>All new London taxis will need to be zero emission capable from 2018</p> <p>Lobby TfL to enforce condition of taxi licence relating to engine idling.</p>	Local Plan review 2017	Business as usual	<p>Assistant Director Planning, Transport & Development</p> <p>Head of Neighbourhood Services.</p>
5.	The impact of uneven surfaces and changes in level on people with mobility difficulties should	Further staff training has been arranged to reinforce existing practice.	Completed	Business as usual	Head of Capital Programmes

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	be routinely considered whenever footway development and maintenance.				
Parking Strategy					
6.	The Commission supports the principle of a borough-wide CPZ (with different hours of operation in different areas as appropriate) and wishes to see this progressed, subject to consultation. Neither this nor the parking feasibility study should prevent the advance introduction of local parking restrictions where this is a response to evidenced needs.	The Borough Wide Parking Feasibility Study is due to be finalised in the first half of 2017. A key component of this work will include evidence-based data to inform the prioritisation of future CPZ expansion plans. In parallel, proposals for new CPZs are currently being undertaken in the Vassall / Coldharbour and Brixton Hill areas, with delivery expected in Autumn 2017 (subject to consultation).	Ongoing	Capital Resources required to continue CPZ expansion proposals in future years	Assistant Director: Environment Regeneration, Planning & Neighbourhoods
7.	Car club, cycle hangar and electric charging provision should be comprehensive, widespread (i.e. not just in affluent areas and including estates) and integrated into CPZ specification. Installation of cycle hangars should include consideration of non-standard-sized cycles, such as cargo bikes, tricycles, Christiana bikes and tandems.	<p>Lambeth has a well-established car club operation and is looking to extend this will a trial of a flexible car club concept.</p> <p>Location of cycle hangars is based on user demand. Lambeth to work with the newly appointed cycle hangar provider to examine how different cycles can be accommodated.</p> <p>Lambeth is in the process of procuring charging points for electric vehicles and ensuring that affordability is a key criteria for this.</p>	<p>Floating car club launch summer 2017</p> <p>Ongoing bike hangar delivery</p> <p>Charging point procurement and initial rollout 2017</p>	Future delivery of hangars and EVCPs dependent on securing Local Implementation Funding via Transport for London	<p>Head of : Performance & Development,</p> <p>Assistant Director Planning, Transport & Development</p> <p>Head of Capital Programmes</p>

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		We review all requests for cycle hangars and carry out necessary consultation to ensure comprehensive and appropriate provision.			
		Public realm programmes such as Our Streets to identify demand for the above on an area basis.	Completed –the Our Streets programmes are developed using the above data.	Business as usual	Head of Capital Programmes
8.	The Council should encourage the use of pool bikes and use car clubs for essential staff travel in time for the completion of the Your New Town Hall project.	Parking Services are currently reviewing staff permits to ensure their use is for essential travel. We are reviewing the process for using car clubs in preparation for our return to the town hall.	By March 2018	Business as usual	Senior Programme Manager for Your New Town Hall Head of Performance & Development
9.	Network Rail should be lobbied to provide more accessible cycle storage in order to enable easier transport interchange.	Officers will work with Network Rail, TfL and Train Operating Companies to identify opportunities for bike storage at or near stations. Positive Equalities Impact : health	Ongoing	Business as usual	Assistant Director Planning, Transport & Development
10.	One-way streets in the borough should be made two-way for cyclists as soon as possible where appropriate (taking into account the	All one-way streets in the borough have been assessed for their potential to accommodate two-way cycling. A programme of schemes	First tranche by March 2018	Future delivery dependent on securing Local	Head of Capital Programmes

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	results of the Borough Wide Two-Way Cycling in One-Way Streets Study).	has been developed with a phased implementation programme. Seven schemes are being delivered in 2016/17.		Implementation Funding via Transport for London	
11.	A cap on business permits should be introduced, with consideration given to a sliding scale whereby the number of permits allocated is based on demonstrable need (this could include such factors such as the size and nature of the business). Additional permits should be obtainable above the cap but at a significantly increased cost.	Policy to be reviewed to introduce a cap and / or price increases for additional permits.	Incorporate in procurement of online permits exercise completing March 2018	Business as usual	Delivery Lead: Performance & Development
12.	Policy should be revised to create a presumption against new crossovers, with Planning to lead on decisions. Where crossovers are permitted, these should seek to minimise changes in level on the pavement (cf recommendation 6) and officers should positively explore the possibility of introducing an annual charge. Any such annual charge should not apply to disabled drivers, though the initial one-off fee should still apply.	Policy already presumes against vehicular crossovers to provide access to parking in front gardens – Policy Q14 of the Local Plan. Except for cases relating to classified and local distributor roads however, crossovers fall under permitted development rights with only limited scope for refusal. Officers can investigate the implications of removing such rights, but in practice this will require significant resource and may be open to challenge. Charges to be reviewed.	Charges to be reviewed in 2017/18	Additional resources would be required to proceed with any changes to permitted development rights in this area.	Assistant Director Planning, Transport & Development, Delivery Lead: Performance & Development Head of Capital Programmes
13.	Existing evidence regarding the importance of the “pedestrian pound” should be collated and presented to BIDs for dissemination in order to counter the commonly held belief that	Existing reports, including some local case studies, can be collated and made available to BIDS as appropriate.	Ongoing	Business as usual	Assistant Director Planning,

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	customers who drive are more valuable to businesses than those who walk or cycle. Consideration should also be given to commissioning Lambeth-specific research on the “pedestrian pound” to better ascertain the situation locally.				Transport & Development
14.	As with schools, all businesses in the borough should be encouraged to support sustainable travel. Sustainable travel plans should be promoted and should recommend cycle training which adheres to national standards.	Workplace travel plans are currently secured and monitored through s106 agreements related to new developments. There is no requirement for existing businesses to develop travel plans, but Lambeth offers a wide range of sustainable travel initiatives to businesses, such as cycle training.	Ongoing	Future delivery dependent on securing Local Implementation Funding via Transport for London	Assistant Director Planning, Transport & Development
15.	The Council should work with TfL and BIDs to better manage local freight consolidation and distribution to ensure there is adequate provision for deliveries. This could include reviewing policy on waiting and loading times.	Officers are developing local freight consolidation initiatives as part of area regeneration schemes e.g. Brixton, including review of waiting and loading. VNEB logistics plan in development	Ongoing	Future delivery dependent on capital resources / funding via Transport for London	Assistant Director Planning, Transport & Development Programme Director: Strategic & Neighbourhood Delivery Investment & Growth

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Enforcement and Joining Up of Environmental Functions					
16.	A more joined up environmental enforcement function should be established, aimed at consolidating a range of enforcement services including parking, ASB, fly-tipping and dog fouling. This should be organised on a neighbourhood basis.	<p>The new community safeguarding service was launched in 2016 which brings together the council's ASB and environmental enforcement services. This has been supplemented by a new private contractor focussing on litter, spitting and dog fouling that are based within the new service to ensure co-ordination and joint tasking. In addition, the new parking enforcement contract with APCOA has recently commenced. Once this has bedded in, we will be working with APCOA to broaden the remit of the civil enforcement officer to cover environmental enforcement offences as well as parking.</p> <p>We are currently reviewing environmental enforcement service provision across the organisation to identify better join ups and efficiencies. Any structural changes will be delivered through the wider organisation redesign.</p>	20 months programme ending in July 2018	Business as usual	Head of Performance & Development
17.	Civil Enforcement Officers (CEOs) should be equipped with appropriate technology to enable easy capturing and publishing of offences, and air quality monitoring.	We are exploring the use of body worn cameras for our environmental enforcement officers, with the private enforcement contractors outlined in number 16 the first unit to look to trailing them in 2017. As we evaluate the effectiveness of these and embed the civil enforcement officer role in 2018 we will ensure	20 months programme ending in July 2018	Business as usual	Head of Performance & Development

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		staff have the appropriate equipment required to enforce effectively.			
18.	Housing estates and streets should be considered equitably and in an integrated manner when public realm improvements are planned, and parking enforcement should be seamless across estates and streets, notwithstanding current and future permit charging regimes.	<i>Integration of parking regimes across streets and estates is supported in principle and Housing Services will continue to support estates balloting to adopt parking restrictions and enforcement.</i>	Completed	Capital Resources required to continue CPZ expansion proposals in future years	Delivery Director - Housing Management
Communications					
19.	In order to support behaviour change, an awareness/publicity campaign in relation to enforcement of minor offences should be carried out, while also highlighting high profile prosecutions. A log of minor offences committed should also be published regularly.	Successful enforcement operations and prosecutions are published through social media and local media channels by the CS team. In addition, with the launch of the new private contractor service we ran the “Do the right thing” campaign to make the launch focussing on our increased enforcement services. As we review the enforcement services (outlined in section 16) we will include greater publicity and naming and shaming	Ongoing	Business as usual	<i>Head of Community Safety</i>

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		options, including regular performance information on minor offences.			
20.	The rights and responsibilities of blue badge holders in terms of parking in the borough should be better publicised.	Parking Services work with Accessible Transport to ensure blue badge holders are clearly informed of their rights and responsibilities. This includes updates to the Lambeth website.	Completed	Business as usual	Director Business & Customer Services Head of Performance & Development
21.	Clear and comprehensive details of car and cycle parking across the borough should be made available online, based on a robust asset record database, as and when the information becomes available (the commission notes that the CPZ study will be gathering much of this data).	This information is being captured as part of the parking feasibility study and can be made available on the Lambeth website	March 2018	Business as usual	Head of Performance & Development
22.	An awareness/publicity campaign should be conducted regarding the ways in which the parking surplus is spent.	Parking Services publish the income, expenditure and surplus annually through the Finance Report.	Completed	Business as usual	Associate Director: Financial Planning & Management Finance
23.	Full use should be made of London Councils as a forum to share ideas and best practice, lobby the Mayor of London and central government and in particular contribute to the London Plan.	Parking Services attend regular London Council meetings (Parking Managers Forums) with other boroughs to share best practice and will continue to do so.	Completed	Business as usual	Head of Performance & Development

