

Appendix A



LAMBETH SCRUTINY ACTION PLAN

Report title: Equality Streets Scrutiny Commission

Report commissioned by: Overview and Scrutiny Committee

Date adopted by Cabinet: 24 April 2017

Proposed dates for monitoring reports to Overview and Scrutiny Committee

Update	Date	Note	Completed?
1 st	Dec 17	8 months after adoption	
2 nd	Dec 18		

	Recommendation	Response	Milestones & target dates	Resource implications	Lead Officer	Update (Dec 2017)
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 2018 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	<p>The Public Realm Design Guide will now be developed in 2018 with consultation in the Autumn.</p> <p>The ODDR template already requires an EQIA / assessment of impacts on affected groups.</p> <p>The forthcoming Transport Strategy will identify any further policies required to deliver more accessible streets for all.</p>
2.	Greening should be routinely incorporated in all town centre and residential public realm schemes, including maximising planting, pocket parks and	The forthcoming update to Lambeth’s Public Realm Design Guide will reinforce the standards required to deliver this objective.	See above	Business as usual	Head of Capital Programmes	<p>See above.</p> <p>400 trees have been / are due to be planted in 17/18. Planting is already integrated with existing</p>

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	green corridors. The ideas put forward by the Trees & Design Action Group (TDAG) should be implemented where appropriate.					programmes e.g. Our Streets, Quietways. As part of the organisation re-design the tree service is being integrated with parks maintenance. Bringing together the 2 services will remove the need for a co-ordinating group.
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	The forthcoming design guide will consolidate existing practice which already seeks to integrate de-cluttering into projects and programmes e.g. the rollout of new CPZs without the need for pay and display meters reduces the amount of street furniture required (cash pay-points will still be available in local shops).
	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	There is currently no policy to ban A boards from the Highway. However where an A board is causing an obstruction or danger to the public, enforcement action will be taken to resolve the issue. These are dealt with on a case by case basis.

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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</p>	Local Plan review 2017	Business as usual	<p>Assistant Director Planning, Transport & Development</p> <p>Head of Neighbourhood Services.</p>	<p>The Local Plan Review (LPR) Issues consultation ran from October to December 2017. Responses are currently being reviewed. Any changes to Policy T9 will be consulted on as part of the Draft LPR in Summer 18.</p> <p>The forthcoming Transport Strategy will examine the role of taxis in delivering sustainable transport objectives.</p> <p>LBL's response to the Mayor's Environment Strategy includes reference to the need to reduce taxi idling.</p> <p>LBL's response to the Mayor's Transport Strategy refers to the need to accelerate the delivery of a zero emissions taxi fleet, including a review of exemptions from the Ultra-Low Emissions Zone (ULEZ).</p> <p>Officers are assisting TfL in the identification of locations for Rapid Charging Points, accessible to taxis and other users, in Lambeth. First tranche expected to be implemented by Summer 18.</p>

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		necessary as part of the Local Plan review. All new London taxis will need to be zero emission capable from 2018 Lobby TfL to enforce condition of taxi licence relating to engine idling.				
5.	The impact of uneven surfaces and changes in level on people with mobility difficulties should be routinely considered whenever footway development and maintenance.	Further staff training has been arranged to reinforce existing practice.	Completed	Business as usual	Head of Capital Programmes	Staff training has been delivered. LBL's Highway Inspection Manual will be updated by the end of 2017.
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	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	Ongoing	Capital Resources required to continue CPZ expansion proposals in future years	Director of Environment Assistant Director: Environment	The Parking Feasibility Study is complete and will form part of the evidence base for the Transport Strategy. The Vassall / Coldharbour and Brixton Hill CPZs have been

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	study should prevent the advance introduction of local parking restrictions where this is a response to evidenced needs.	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).			Regeneration , Planning & Neighbourhoods	implemented. Preparatory work has started on Streatham Hill. The Transport Strategy Issues consultation ran from October to December 2017. This included the following question: We should use parking controls to manage demand for parking, prioritising parking for residents and protecting essential access. To what extent do you agree or disagree with this statement? Responses are currently being reviewed. The Draft Transport Strategy will be consulted on in summer 18.
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.	Lambeth has a well-established car club operation and is looking to extend this will a trial of a flexible car club concept. Location of cycle hangars is based on user demand. Lambeth to work with the newly appointed cycle hangar	Floating car club launch summer 2017 Ongoing bike hangar delivery	Future delivery of hangars and EVCPs dependent on securing Local Implementation Funding via Transport for London	Assistant Director Planning, Transport & Development Head of Capital Programmes	LBL has recently authorised a trial of a 'floating car club'. The trial will run for a period of 2 years from October 17. Zipcar and Enterprise continue to operate 'round trip' car clubs in the borough. Both suppliers have agreed in principle to introduce electric / hybrid vehicles into their fleets.

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		<p>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>We review all requests for cycle hangars and carry out necessary consultation to ensure comprehensive and appropriate provision.</p>	<p>Charging point procurement and initial rollout 2017</p>			<p>Lambeth is currently running a pilot of lamp column EV charging – this runs to December 17.</p> <p>Lambeth has recently appointed a provider for on-street stand-alone electric vehicle Fast Charge Points. The supplier will deliver approximately 30 charge points (capable of charging 60 vehicles) between December 17 and May 18. These charge points will be targeted at car club and residential use.</p> <p>In addition c. £250K grant funding has been secured for the provision of further Fast Charge Points in 2018.</p> <p>TfL are expected to deliver a number of Rapid Charge Points in Lambeth in 2018.</p> <p>The delivery of further Bike Hangars has been delayed due to procurement issues. This contract is now being re-tendered with a supplier expected to be appointed in February 18. The contract specification will include reference</p>

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						<p>to how non-standard cycles can be accommodated.</p> <p>The Transport Strategy Issues consultation included the following question:</p> <p>We should prioritise alternative uses of the kerbside such as car club bays, cycle parking and electric vehicle (EV) charging points on our streets, in response to user demand. To what extent do you agree or disagree with this statement?</p> <p>The provision of the above will also be promoted through the planning process, with the New London Plan expected to focus more on this area.</p>
		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	The provision of car club bays is already included in CPZ consultations. For Streatham Hill and subsequent CPZ consultations, EV charge points and Bike Hangars will also be included. These are already included in area based scheme

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						development, such as for Our Streets.
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	<p>YNTH has submitted a Parking Management Plan as part of the planning process. This sets out the process for managing parking demand as well as access details and amenities for pedestrians and cyclists.</p> <p>New car club bays are proposed as part of the development to supplement the good existing coverage in the wider area.</p> <p>The development includes a Bike Hub and it is intended that pool bikes will be made available to staff as per existing practice.</p> <p>Santander Cycle Hire is being extended to Brixton and Lambeth is a business member of the scheme allowing staff to utilise this service.</p>

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9.	Network Rail should be lobbied to provide more accessible cycle storage in order to enable easier transport interchange.	<p>Officers will work with Network Rail, TfL and Train Operating Companies to identify opportunities for bike storage at or near stations.</p> <p>Positive Equalities Impact : health</p>	Ongoing	Business as usual	Assistant Director Planning, Transport & Development	<p>Officers have identified a potential site for a cycle hub in Brixton town centre adjacent to rail and underground stations. Negotiations are currently taking place with the landowner and a funding application has been submitted to TfL.</p> <p>Officers continue to lobby Network Rail and Train Operating Companies to provide better cycle storage within and adjacent to rail stations.</p>
10.	One-way streets in the borough should be made two-way for cyclists as soon as possible where appropriate (taking into account the results of the Borough Wide Two-Way Cycling in One-Way Streets Study).	All one-way streets in the borough have been assessed for their potential to accommodate two-way cycling. A programme of schemes has been developed with a phased implementation programme. Seven schemes are being delivered in 2016/17.	First tranche by March 2018	Future delivery dependent on securing Local Implementation Funding via Transport for London	Head of Capital Programmes	Designs have been prepared and safety audits completed for c. 30 two-way cycling schemes. These are all 'quick win' locations from the initial study report, where due to low vehicle flows and speeds we can implement two-way cycling with changes to road signs and marking. Following on from; engagement with key stakeholders, public consultation and statutory traffic order processes, we expect to deliver around 20 of these schemes on site by the end of March 2018.

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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	Data relating to multiple permits is being reviewed. The need for a cap will be considered based on this. After the first permit, further permits are already charged at a higher rate. Charges to be reviewed as necessary in 18/19 following review of data.
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	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, Head of Performance & Development Head of Capital Programmes	Local Plan Review (LPR) Issues consultation ran from October to December 2017. Responses are currently being reviewed. Any changes to Policy Q14 will be consulted on as part of Draft LPR in Summer 18. At present there are no plans to remove permitted development rights via the Article 4 process. Further investigation of legal and technical implications as well as additional resources would be required for this.

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		<p>practice this will require significant resource and may be open to challenge.</p> <p>Charges to be reviewed.</p>				<p>Technical requirements and design guidance is already in place in relation to vehicular crossovers.</p> <p>The fees charged for a crossover permit will be reviewed as part of the general fees / charges review in 18/19.</p>
13	<p>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 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.</p>	<p>Existing reports, including some local case studies, can be collated and made available to BIDS as appropriate.</p>	Ongoing	Business as usual	Assistant Director Planning, Transport & Development	<p>Resources have not been available to complete this task. Existing evidence will be identified as part of the preparation of the Transport Strategy. Resources are not currently available to commission original research.</p>

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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	<p>58 out of 91 schools in Lambeth (excluding colleges and nurseries) are actively engaged in the school travel plan programme.</p> <p>Officers are currently monitoring around 40 Travel Plans relating to workplaces, residences, student accommodation, hotels etc. There are also 12 more developments which are close to occupation and will start monitoring within the next year.</p> <p>Lambeth continues to promote and deliver cycle training both in schools and for individuals across the borough.</p>
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.	Ongoing	Future delivery dependent on capital resources / funding via Transport for London	Assistant Director Planning, Transport & Development Director of Planning,	<p>Officers are working with TfL and Lidl on a retiming project, using quiet technology on their delivery vehicles.</p> <p>Officers are investigating the use of 'virtual' and bookable loading bays with the objective of improving time and space efficiency.</p>

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		VNEB logistics plan in development			Growth and Employment	The Transport Strategy will investigate options for freight consolidation, last mile logistics and green freight.
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.	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	20 months programme ending in July 2018	Business as usual	Head of Performance & Development	<p>Our new enforcement contract allows us to integrate a wider range of activities and LBL organisational structures are being reviewed in order to support this.</p> <p>We are moving towards a Neighbourhood approach to enforcement in order to improve efficiency and outcomes.</p> <p>We are procuring a new system to allow enforcement officers to issue Fixed Penalty Notices as well as PCNs – covering a wider range of offences.</p>

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		<p>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>				
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	20 months programme ending in July 2018	Business as usual	Head of Performance & Development	<p>Body worn cameras are now in use.</p> <p>Currently, suitable AQ monitoring equipment is not available that complies with standards.</p> <p>Officers are exploring how CCTV cameras can also include AQ monitoring equipment.</p>

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		enforcement officer role in 2018 we will ensure 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 Director of Environment Assistant Director Planning, Transport & Development	Housing continue to consider resident requests for the introduction of parking controls on estates. Recently implemented public CPZs continue to consider the needs of our residents on housing estates within, but not included in the CPZ. As part of the CPZ development officers consider the need to introduce complementary controls on housing estate roads where none exist and / or at the request of estate residents. Integration of parking regimes and public realm is being considered as part of forthcoming Estate Regeneration schemes.

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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 options, including regular performance information on minor offences.	Ongoing	Business as usual	Head of Community Safety	<p>Press releases and social media accounts/blogs have been used over the last year to promote enforcement activity as part of the wider behaviour change program. Monthly performance reports highlighting the level of enforcement activity are now produced on a routine basis. Further work is needed to ensure that this information is shared effectively at ward/neighbourhood level in order to raise awareness and improve the perception of the relevant enforcement services.</p> <p>The outsourced Environmental Enforcement service (delivered by NSL Ltd) was successfully commissioned in September 2016 – the introduction of the service has had a significant impact on the council’s ability to tackle low level enviro-crime offences (littering, street urination etc.). The outsourced service has issued over 7000 statutory fixed penalties, the</p>

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						vast majority of which have been issued to tackle litter related 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	Blue badge fraud is a significant issue and the council continues to promote and publicise the rights and responsibilities of badge holders as well as ensuring that council staff who hold a blue badge are entitled to do so.
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	The Parking Feasibility Study can be made available, but this is a technical document identifying areas of high parking pressure, rather than a tool for identifying parking spaces. Resources are not currently available for this item. The council's main priority in this area is to reduce private car use by promoting more sustainable alternatives. With regard to cycle parking, the priority is to ensure that sufficient, high quality, secure parking is available at key destinations, without having to pre-

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						plan journeys based on the availability of parking.
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	There are currently no plans to further publicise expenditure in this area. This information is already available to the public.
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	As well as the Parking Forum, officers also regularly attend a range of other fora, including the Transport Environment Committee and the London Environment Directors Network. Officer are currently working closely with London Councils as part of the Go Ultra Low Cities scheme.