

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 SEPTEMBER 2016

Question by Councillor Hall
of the Mayor

Question

With a new Prime Minister following the Brexit referendum what assessment has the Mayor made of the Lewisham Council's future direction?"

Reply

Post Brexit specifically, I worry about the loss to the council of things like the European Social Fund, which we currently invest in skills. This is a significant investment and there's no way we could replace that. I doubt very much that the UK's current contributions to the EU will somehow find their way back to us here at Lewisham.

Although there has been a Conservative Prime Minister since May 2010, (albeit part of the coalition), and following last year's general election, the arrival of Theresa May to Number 10 Downing Street does mean we are now dealing with a brand new government for the second time in the space of a year. This change in government has seen a substantial reshuffle of the cabinet, and changes to specific governmental ministerial teams, and we also have the addition of a brand new department responsible for managing the UK's exit from the EU, as well as the rebranding of others.

For the council, this means monitoring the announcements of the new government very closely indeed, particularly those that have a direct impact on the services that we as a local authority are responsible for such as housing, education, and social care. We also need to build effective working relationships with new ministers and civil servants in any relevant departments where there have been significant changes so that we can fight Lewisham's corner effectively. I am also doing this at a London-wide level in my role for London Councils.

The Prime Minister has indicated that she is unlikely to seek a new mandate from the country anytime soon, and we do not know the extent to which she will divert from the Conservative manifesto that was the basis for the 2015 election. Having said that I think we can expect that the Prime Minister will wish to show that this government is very much her own, and that will mean that as a council we will need to be politically nimble and prepared for any legislation that is proposed in the coming months.

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21 September 2016

Question by Councillor Walsh
of the Deputy Mayor

Question

With the development of the Night Tube, and the obvious benefits that this will have for Londoners and our night economy, we must make sure Lewisham and other areas of the South East do not face further transport inequality, and a widening of the gap in access and the economy between the North with its Tube, and the South without. As such will Mayor Bullock commit to further lobbying of the new Mayor of London and the GLA/TfL to:

- i. speed up the formal commitment to, and actual development of, the Bakerloo Extension, ensuring its operation is through the Borough to Catford and on to Bromley
- ii. identify ways Lewisham can ensure access and economic development growth to keep pace with better connected boroughs
- iii. model, analyse and debate the merits of moving the DLR to a 24/7 service from 1st April 2021, when current contracts expire.
- iv Report back on progress and achievement at the first Council meeting in 2017

Reply

The Council is committed to the continued development of major transport infrastructure in the borough and has already held high-level meetings with the new mayoral administration to discuss a wide range of transport issues. The Bakerloo Line Extension is at the forefront of the Council's priorities for transport, and following the positive discussions with GLA, the Council will continue to press for the development of the extension to be advanced. The next Lewisham Local Plan which is being prepared, will reflect the importance of infrastructure investment, including the Bakerloo line and an interim document to set out the existing planning policy support for the Bakerloo line in particular is currently being prepared.

In addition to the Bakerloo Line, there are a number of other emerging issues and strategic opportunities in rail planning, and the Council is undertaking a review in order to inform our lobbying position, which will include medium term improvements such as the wider roll-out of the Overground network. As part of this work, opportunities for enhancing the DLR will be considered.

In the shorter term, a pipeline of transport infrastructure improvements continue to support the significant levels of development and economic growth across the borough, including the Thameslink improvements, the new road layout at Lewisham Gateway, and strategic cycling infrastructure such as the new Quietway and the development of Cycle Superhighway 4.

An update on these issues can be provided to Council in 2017.

QUESTION No. 3
Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 SEPTEMBER 2016

Question by Councillor Coughlin
of the Cabinet Member for the Public Realm

Question

How much does Lewisham Council spend per annum on clearing, managing and preventing fly-tipping in the borough?

Reply

We spend £ 5.7 million of keeping the streets of Lewisham clean. This includes the removal of fly-tipping and other waste from the streets and a small enforcement team to pursue fly-tippers and other enviro-criminals. This figure does not include disposal costs.

QUESTION No. 4
Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 SEPTEMBER 2016

Question by Councillor Elliott
of the Cabinet Member for the Public Realm

Question

A recent freedom of information request has highlighted that the majority of material sent for recycling in England is actually contaminated, due to non-recyclable items being placed in the wrong bins.

Across England this was said to be up by 84%, with one council paying £50,000 a month in its efforts to remedy a 14% contamination rate.

How are we performing in this regard and to what extent is Lewisham's recycled waste contaminated?

Reply

Lewisham's recycling contamination rate for 2016-17 averaged 13.82%, with a monthly range of 11.59% - 17.16%. Our average contamination rate for the last year has not increased, so we haven't seen the same increase as others.

We have bin stickers to outline what can go into the recycling bin. Due to contractual changes however, we are currently updating the design as textiles are no longer accepted.

In the past few years, we have also raised awareness through other communications, such as:

- messages on refuse/recycling vehicles
- attending events and fayres to inform residents
- attending Ward meetings and community groups to inform residents
- personal invitation to known contaminators to attend focus groups to 1. Gain better insight into how to tackle the issue, 2. Have the opportunity to educate and persuade residents to recycling correctly
- use of social media/online (blogs, twitter, E-Lewisham Life, Council website)

- when budget or funding had allowed, we also door knocked offending households to talk through the issue with them

Throughout 2015 we installed new locks onto communal bins to prevent residents from opening them to dispose of bulky items/DIY and/or black sacks, (accompanied by working with housing providers and communications). We are currently in the process of investigating how to better tackle contamination issues on estate properties.

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 SEPTEMBER 2016

Question by Councillor Ingleby
of the Cabinet Member for the Public Realm

Question

Does the Council support the Mayor of London's recently stated ambition to extend by 2020 the Ultra Low Emissions Zone beyond Central London to the South Circular (for motorcycles, cars and vans, and for lorries and buses London-wide? Are there ways in which the Council could support the signage of Low Emission Neighbourhoods?

Reply

The extension of the Ultra-Low Emission zone will assist the Council to meet its' air quality objectives, in reducing emissions of Nitrogen Dioxide within the area north of the South Circular, which has also been declared an Air Quality Management Area (AQMA). The Council would therefore in principle support this proposal. Further discussions would need to be had in relation to management of traffic so that it is done in a way where displacement issues are minimised and local businesses are consulted.

The Environmental Protection Team are currently consulting on a new Air Quality Action Plan (AQAP). The Greater London Authority is now responsible for managing the reporting by London Local Authorities on their Air Quality Actions, and has provided a matrix of expected actions that London Authorities should follow, which Lewisham has used in its draft AQAP. One of these actions is the introduction of Low Emission Neighbourhoods. Some London authorities have received funding from the London Mayor to introduce these within their borough. Lewisham was successful in its bid for £200,000 from the London Mayor's Air Quality Fund in developing a Zonal Construction Logistics Plan along the Evelyn Corridor. This will seek to control and manage movement of traffic in an area where a lot of strategic developments are being, or planning to be constructed and will bring measureable air quality benefits. This is a 3 year project and has been prioritised as a localised action within the Evelyn neighbourhood.

The TfL/GLA have defined a Low Emission Neighbourhood as:

‘A Low Emission Neighbourhood (LEN) is an area-based scheme that includes a package of measures focused on reducing emissions (and promoting sustainable living more generally). A LEN is delivered by a borough with support from Transport for London (TfL), the Greater London Authority (GLA) and the local community.’

‘LENs will be focused on areas of high exposure to high pollution which can be reduced through local measures, and locations with high trip generation and the potential to reduce emissions in the wider road network. They are less suited to areas where the high pollution levels are restricted to a single road, especially if through-traffic is a large source of emissions, as the package of measures would do little to address this source.’

The Council is happy to hear from and work with local communities where it can to improve localised air quality, and discussions about signage would form part of those discussions.

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COUNCIL MEETING

21 September 2016

Question by Councillor Walsh
of the Deputy Mayor

Question

The Victorian Society have highlighted Ladywell Baths (aka Ladywell Play Tower) as amongst the **Top 10 most endangered Victorian & Edwardian buildings** in England & Wales. What is the Council doing to both protect this historical asset, and find an appropriate developer for the site?

Reply

The Council has worked to arrest the decline of the building until a new end use and comprehensive restoration can be carried out. In 2012 the Council, with grant support from English Heritage installed a completely new roof structure in order to ensure that damage being caused by water ingress was stopped. Following the Victorian Society highlighting the building's plight, the Council has received a significant number of approaches from different organisations and individuals keen to take on and re-use the building. The Council has also engaged the Heritage Lottery Fund to discuss the possibility of securing financial support towards the restoration. To capitalise on the interest that has been shown a competition to select a restoration partner will be launched this autumn.

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COUNCIL MEETING

21 September 2016

Question by Councillor Ingleby
of the Deputy Mayor

Question

Is the Council able to provide general guidance to applicants for kerb drops that makes clear the cumulative and detrimental environmental effects that drive conversions cause to drainage in the borough, in line with advice that is given for back garden changes?

Are there any national planning guidelines or regulations on permeable surfaces and driveways which the Council can use?

Reply

Planning permission is needed if a homeowner wishes to lay a traditional impermeable driveway where its area is more than five square metres. The Council would seek to resist such applications and encourage homeowners to use more modern permeable driveway materials on the grounds of the cumulative impact on drainage.

In practice, we find that it is rare for a homeowner to seek permission for an impermeable driveway given the range of alternatives on the market, including gravel, permeable concrete block paving and porous asphalt. Guidance on paving front gardens can be found at:

<https://www.gov.uk/government/publications/permeable-surfacing-of-front-gardens-guidance>.

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COUNCIL MEETING

21 September 2016

Question by Councillor Walsh
of the Mayor

Question

Will the Mayor, as a matter of urgency, bring to bear the full resource of the Council, to campaign and lobby against any loss of representation in Parliament of the peoples of Lewisham, as the formula used by the Boundary Commission uses an electoral register from 2015 that has since grown in number by 20%?

Reply

Representations have already been made on behalf of the Council to the Boundary Commission for England. Their response was that representations should be made again when the specific proposals are published.

The BCE proposals were published on Tuesday 13th September and show changes to all 3 of Lewisham's Parliamentary Constituencies.

The Council will continue to make the case that the use of the December 2015 register is inappropriate on the basis of the increase in registration between then and the EU referendum as well as on other grounds such as the scale of development ongoing and planned in Lewisham, for example in Lewisham and Catford Town Centres.