

PUBLIC QUESTION NO 1.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Matt Jenkins

Member to reply: Councillor McGeevor

Question

Why do you (via Glendale) insist on cutting back the green borders of the transport network and green spaces (e.g. I noticed the border between the train line and Bridgehouse Meadows being completely cut back recently), when it provides a vital habitat for wildlife (often one of the last) and risks eroding biodiversity in the council area? What benefits does the cutting back of these green border actually provide, and have you assessed these benefits in detail vs. the loss in habitats and biodiversity?

Reply

Lewisham's Parks and Open Spaces are managed to protect, develop and enhance nature conservation and biodiversity, where appropriate, and in balance with the varied priorities of parks users according to each site.

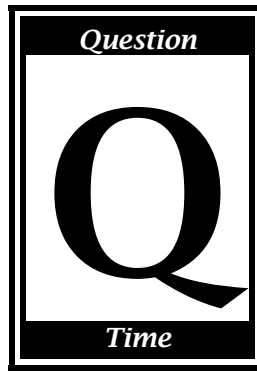
The grounds at Bridgehouse Meadows have designated meadow areas, covering over 6,000 m² and therefore, proportional to the overall acreage of the park, offers notable wildlife benefits.

The areas bordering the rail line at Bridgehouse Meadows are officially designated as shrub beds with a section of meadow in between. Routine maintenance according to contract specification requires seasonal weeding and pruning of the shrub beds and a late season annual cut of meadow which is then subject to routine grass mowing until Spring. Such maintenance ensures healthy, new growth and ensures open spaces do not appear neglected which can encourage anti-social behaviour.

The shrub beds provide definition and year round interest when the meadow areas have been cut back at the end of the season.

If meadows are neglected and receive no annual maintenance they soon become dominated by competitive species and succeed into bramble scrub before evolving into woodland. It is critical that meadows are cut in late summer/spring in order to provide for the floristic diversity. It is, however, standard practice to leave a smaller proportion uncut for overwintering insects. This is termed a refuge area and refuge areas should be rotated so that the whole meadow achieves a cut every other year.

Our Parks and Open Spaces Strategy 2020-2025 acknowledges the importance of working with Parks Friends groups to support appropriate projects to improve biodiversity and manage these valuable spaces sustainably; where suitable and with identifiable benefits other areas of meadow can be considered.



PUBLIC QUESTION NO 2.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Alice Tate-Harte

Member to reply: Councillor McGeevor

Question

What was the criteria for deciding which roads in Lewisham were closed to traffic under the emergency Covid Transport scheme? Was the commonplace consultation taken into account? Some choices do not seem to have targeted the busiest roads, in particular, Bishopsthorpe road/Silverdale is not a busy road and seems to have pushed more traffic onto Mayow road which has a school and a park and no controlled crossings. Do any councillors live on the roads designated for closure? Will there be a future scheme to tackle the other problem areas most agreed on via the commonplace consultation?

I just want to add that as a driver who has recently taken up cycling I support the scheme in general and believe it will eventually work-However I hear it has massively increased congestion on some of the main residential roads Eg Brownhill road which is unfair as poorer people live on the main roads, many of whom do not own a car. Is the idea to temporarily increase congestion so that drivers eventually switch transport modes? If so I think this needs to be explained to the residents on the main roads. How long is it predicted to take?

Reply

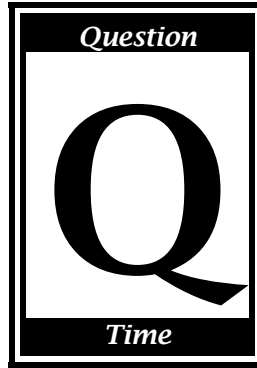
The locations for the temporary modal filters were identified drawing on a number of sources. They are located in areas where through-traffic has previously been identified as an issue, and where it was feared higher volumes of traffic were likely to re-emerge as lockdown restrictions were eased. This assessment was based on a number of factors, including traffic data, resident complaints, and/or officer observations. The footways in the vicinity of these locations are also less than three metres wide, making it more difficult for pedestrians to socially distance. Other strategic factors, such as the proposed cycle network identified in the 2018 Lewisham Cycling Strategy, were also taken into consideration. It should be noted that the initial tranche of 'filters' were not intended to stop every rat-run, but focus on some of the key routes.

Bishopsthorpe Road was one of the areas where through-traffic was identified as an issue whilst Silverdale Road is part of the proposed Sydenham to Forest Hill cycleway. A reduction of traffic flows on these streets would improve cyclist safety and encourage more cyclists to use this route.

More widely, the aim of the Council's COVID19 transport schemes is not to shift traffic from residential roads to surrounding roads, but to reduce the overall number of vehicles on the road. By creating quieter streets, these measures encourage those people who can to switch to walking and cycling and discourage unnecessary car journeys. Although in the short-term, nearby main roads may become busier, in the medium to long-term the expectation is that habits and behaviours will change, resulting in a reduction in car trips and therefore a positive impact on congestion and air quality for everybody.

However, we are aware that some of the schemes delivered as part of this programme are not working as expected and have created issues which need to be addressed, particularly the Lewisham and Lee Green Low Traffic Neighbourhood. In addition, during the pandemic, driver behaviours have been hard to predict.

We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures. We are also continuing to work on longer-term proposals and will share these with residents as soon as possible.



PUBLIC QUESTION NO 3.

Priority

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Robert Clayton

Member to reply: Councillor Bell

Question

A calculation of £269,513 CIL fund has been identified in the GL Hearn Independent Viability for SE9 Review For London Borough of Lewisham Dated February 2020

Furthermore, in July planning officers approved, under delegated authority, a development immediately next door to the non-designated heritage and community asset Grove Park Youth Club for which the local community has spent several years campaigning to reopen. Residents' voluntary efforts, in partnership with the public and private sectors, has borne fruit bringing in over £200k of investment and the Grove Park Assembly has identified the reopening of this building as a number one priority.

Can the Cabinet Member please inform us, regarding the application by Purelake (DC/19/114829 | The construction of a part 5/part 6 storey building at The Haven and Betuna, Grove Park Road SE9, comprising 4, one bedroom, 12 two bedroom and 4, three bedroom self-contained flats, together with the provision of cycle parking,

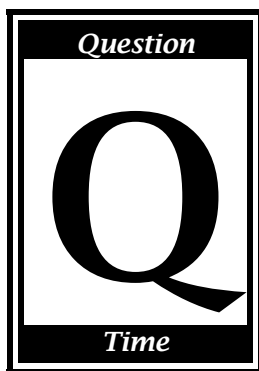
waste/recycling storage, disabled/van car parking, landscaping and associated engineering works. | THE HAVEN AND BETUNA, GROVE PARK ROAD, LONDON, SE9 4NU) , how much money it will yield in CIL or existing Section 106 money originally identified for Grove Park that that will be allocated to Grove Park Youth Club in order to assist in finally reopening and landscaping this much needed facility and contributing to the wealth and well-being of the community it serves?

Reply

The Council welcomes efforts by the community to reopen the Grove Park Youth Club and is committed to working closely with them to realise this.

Borough CIL payments for this development, which was granted planning permission on 23rd July 2020, are expected to be approximately £158,543 and Mayoral CIL requirements amount to £104,752, inclusive of indexation and any social housing relief. A portion of CIL can be set aside to be spent on neighbourhood priorities, known as NCIL. There are NCIL funds available for each ward, and Grove Park residents and groups can influence how NCIL it is spent through the Grove Park Assembly.

There was no specific S106 contribution for community facilities sought for this scheme. A viability assessment of the development, which was independently reviewed, indicated that the scheme generated a deficit and could not viably deliver affordable housing. The scheme is subject to early and late stage viability review mechanisms secured by a S106 agreement. In the event a future viability review indicates the scheme would generate a surplus, Lewisham's priority would be the delivery of genuinely affordable housing.



PUBLIC QUESTION NO 4.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Ann Marie Cahalane

Member to reply: Councillor Bell

Question

The New Cross to Forest Hill railway Cutting is a Metropolitan Site of Importance for Nature Conservation. One of the most important sections is the Courtrai/Buckthorne Road 'Old Scout Hut' site, a designated Asset of Community Value in Crofton Park Ward that is also in the process of receiving a designation as a Site of Scientific Interest.

Why did Lewisham Borough Council and the Mayor's office fail to protect the land via increased policy protections and prevent the land owner from seriously degrading this Metropolitan SINC and ASC through enforcement processes over the last 30 months, despite having had several opportunities to do so since January 2018? In a time of pandemic, climate emergency and a commitment to youth engagement, why has LBL not triggered a Compulsory Purchase Order process for this highly valuable green community site or, at the least negotiated proper nature reserve management of this site and use by the community?

Reply

The New Cross to Forest Hill railway Cutting is currently designated a Metropolitan Site of Importance for Nature Conservation (SINC) with sections also designated as Urban

Green space. These designations protect the land from inappropriate development through the planning process. They also provide the basis to intervene through enforcement processes where inappropriate activity, such as fly tipping and rubbish dumping, which has been brought to the attention of the Council.

Lewisham Council has a legal interest in 37 of Lewisham's 64 SINC's. Maintaining the ecological quality and provision of public access, where possible, for these sites is a challenge with the currently available resources. The Council -controlled sites must be the priority for the Local Authority whose duty under the Natural Environment and Rural Communities Act 2006, in exercising its functions, is to "have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity." The Council's Nature Conservation Service recognises and supports the aspiration for all private SINC sites to be afforded positive conservation management and would offer advice and guidance to any landowner wishing to do this. It is not possible for the Local Authority to carry out this management on behalf of private landowners nor impose it. Furthermore, the Local Authority has no power to intervene if a landowner mismanages or lawfully degrades the ecological value of their land.

In terms of enforcement action, the Council has served Section 215 Notices on this site at the western side of the land next to the Old Scout Hut on the 4 June 2018, requiring the owners to tidy up the land. Following further engagement with the owners the site was cleared of most of the rubbish dumped around the Scout Hut. It was then clear for some time, however the land was again occupied by squatters in May 2020 who then began to dump rubbish by the Scout Hut. The owners have now recently removed the squatters and enforcement officers have written to the owners requesting that the site is cleared of rubbish. If no further improvement is made to the land, further consideration will be given to serve another Section 215 Notice on the land requiring the owners to remove all rubbish deposited on the land. The Council has also served a Section 215 Notice in October 2019 on the same piece of land on the eastern side by Eddystone Road. Following further threat of legal prosecution, the owners did tidy up the site. However the site is vulnerable to fly tipping as the site is close by a bridge with a large footfall of pedestrians passing through.

The use of Compulsory Purchase Orders (CPOs) is considered a last resort under planning regulations and the Council will have to demonstrate that it has exhausted all other avenues to resolve the issues and/or purchase the land. Through this process the Council will have to demonstrate that there is a compelling case in the public interest to make use of CPO powers.

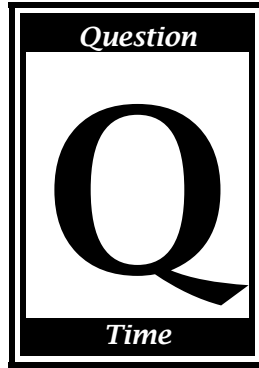
The use of a CPO is a lengthy process requiring input from various council departments including; asset management, legal and planning. This is not funded or resourced at this time and there are no plans to make a CPO.

The designation of a statutory Local Nature Reserve is not delivered through the Local Plan or Planning process but by agreement by Mayor and Cabinet. There are various tests and consultations that need to be performed to do this but it is within the Council's

power to do so should there be a willingness and commitment to managing the land of in perpetuity.

Whilst not a formal requirement, LNRs should be assessable to the public. It should also be noted that in order to designate an area as an LNR the local authority must control the land either through ownership, a lease or an agreement with the owner.

Given the current financial constraints of the Council, this is not proposed as part of current or future work programmes at this time.



PUBLIC QUESTION NO 5.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Trina Lynskey

Member to reply: Councillor McGeevor

Question

A recent newspaper report (NewsShopper 14/2) quoted Cllr Amanda DeRyk stating that Lewisham Council are committed to “building on the principles of fairness” & “delivering value for money in terms of what residents pay for” when delivering a proposed £5.4 in cuts this year.

Is the Council aware that in Lewisham only 23% of the borough’s roads are subject to parking controls and that this borough lags behind all inner and some outer London boroughs in ensuring car-owners pay to store their private property on the public highway?

Does the provision of free unrestricted parking to wealthier residents and out-of-borough commuters on 77% of Lewisham’s roads represent value for money and fairness?

Will Lewisham Council be ending existing free parking arrangements on 77% of Lewisham roads to ensure this subsidy to wealthier residents is not prioritised over services to support the boroughs most vulnerable residents including vulnerable road

users when cuts to services are made?

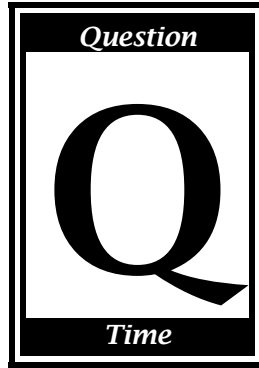
Reply

The Council is aware of current parking provision in the borough.

In the current parking policy, which was updated in January 2020, the Council has committed to an annual programme of controlled parking zone (CPZ) consultations. These are prioritised by key criteria including the impact of existing CPZs and other transport projects that may affect parking, such as the upcoming expansion in 2021 to the Ultra-Low Emission Zone by Transport for London, public requests and new developments in the area.

A borough-wide review of CPZs was expected to take place this financial year, but this review and the CPZ programme are currently paused due to the current Coronavirus emergency.

The roll out of future CPZ's will be informed by public consultation results and be delivered in line with the Council's agreed policies and objectives.



PUBLIC QUESTION NO 6.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Nicholas MacGuinness

Member to reply: Councillor Bell

Question

In 2018 the Scout Hut in Courtrai Road, SE23 1PL, was granted Asset of Community Value status by LBL. Within 48 hours of this status being conferred, residents photographed and filmed the site being visited by a steady stream of transit vans, and workmen carrying building waste onto the site. Some waste was left on the ground outside the hut and heavier items such as sheet metal and girders were seen being taken inside the hut. In addition several tons of large concrete blocks were dumped by lorry crane onto the site. All of this illegal dumping was in breach of the sites planning designation, and was clearly a deliberate attempt by the land owner to change the land designation retrospectively and to structurally undermine this asset. LBL Planning and Enforcement were notified of this and gave assurances that they would enforce all removal of the construction material and other waste, from the site. This seemed to be done by the landowner, and as the site appeared to much tidier, local residents trusted that LBL's enforcement order had been carried out. In August 2020, the hut was occupied by squatters, who on gaining entry to the hut filmed and photographed the interior of the hut. The hut was full of girders, sheet metal and industrial RSJ's all of which had been deliberately leant against the walls of the hut

to force it's collapse. In addition, it is clear that the rubbish assumed to have been cleared from the site in 2019 had merely been concealed inside the hut. The photographs of this deliberate ignoring of the enforcement notice was sent to the Planning and Enforcement department in mid August 2020.

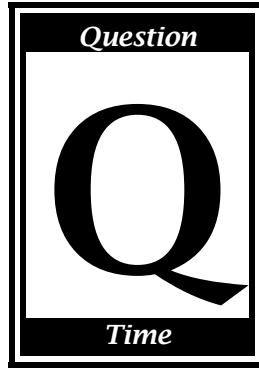
Why did LBL's Planning and Enforcement officers fail to fully inspect the Courtrai Road ACV site in 2019 to ensure all building waste reported by the community was properly cleared, particularly inside the community building which is now seriously damaged as a result of this.

Reply

Council officers did not fail in their duty to enforce the rubbish which was left inside the Scout Hut in Courtrai Road. A Section 215 notice can only require the tidying of land and cannot address material that is within a building and not visible.

In 2016 the enforcement complaint made by local residents only related to the condition of land externally. There was no allegation made with reference to building materials i.e. timber and metal beams being left inside the Scout Hut. The Scout Hut was padlocked shut by the owners and there was no access to the building.

In light of recent complaints, the Council have contacted the owners requesting that the Scout Hut be cleared of its rubbish. However, the Council's powers in terms of legislation to make the owners clear the internal site are limited. A Section 215 notice requiring the land to be tidied up only relates to the external appearance of the land and its effect on the local amenity. It would not be possible to require the clearing of the building internally as this would not directly affect to the external appearance of the land. However this issue has been raised with the Council's Environmental Health to explore whether the matter can be either regulated through waste control or else through pest and vermin control.



PUBLIC QUESTION NO 7.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Mortimer H Kanini

Member to reply: Councillor McGeevor

Question

Could the Council please let me know as a resident of the Culverley Area, when our area is going to have the “Low Traffic Neighbourhood Scheme” implemented?

It has been rushed through in the Hither Green and Lee areas, thus pushing that traffic onto our neighbourhood.

Reply

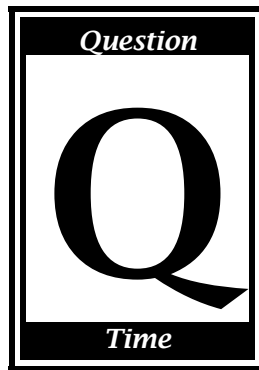
The aim of LTNs is not to shift traffic from residential roads to surrounding roads, but to reduce the overall number of vehicles on the road. As well as reducing congestion, this will have wider benefits for all residents, such as improved air quality.

By creating quieter and safer streets, these measures encourage those people who can to switch to walking and cycling and discourage unnecessary car journeys. Although in the short-term, nearby roads may become busier, in the medium to long-term the

expectation is that habits and behaviours will change, resulting in a reduction in car trips and therefore a positive impact on congestion and air quality for everybody.

We are aware that the Lewisham and Lee Green Low Traffic Neighbourhood is not working as expected, with neighbouring communities unfortunately continuing to see more traffic on their streets and these issues need to be addressed. We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures.

The Council is committed to low traffic neighbourhoods and the principles they set out to achieve and we have aspirations to deliver further LTNs when further funding and resource becomes available. Prior to the pandemic the borough was split into 18 areas – known as ‘Healthy Neighbourhoods’. The boundaries are based on key transport corridors, such as main roads and railway lines, rather than ward boundaries. Please see the map on our website showing the original areas. Many of the same criteria that formed part of the original Healthy Neighbourhood programme will still apply, but may need to be adapted in light of the pandemic, and any changes in traffic levels and flows that have occurred as a result of the implementation of the current measures.



PUBLIC QUESTION NO 8.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Alex Klimcke

Member to reply: Councillor McGeevor

Question

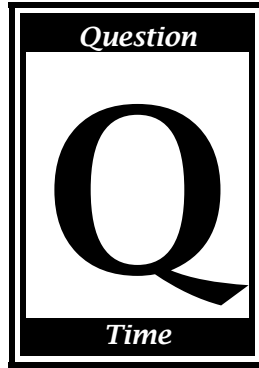
Downham Road - Negative Impact of Parking Suspensions Downham businesses including my own - Downham Auto Stores, 446 Downham Road, BR1 4PP - and the local community rely on the parking bays on Bromley Road for services such as funeral arrangements, floristry, computer repairs, Laundry services, Car parts, cycle repairs, food, health, pharmacy. All our businesses service and aid our community. Especially the disabled and Elderly during C-19. They rely on these bays. The suspension of the parking bays is crippling us today and serves no benefit to anyone. It is crucial that the suspension of parking is removed immediately before many shops going bust. With this in mind, I'd like to ask how the Mayor of Lewisham, the Cabinet Member for Environment and Transport and the Cabinet Member for Culture, Jobs and Skills have worked together to (a) raise these concerns (on our behalf) with TfL to ensure the decision to suspend parking is reversed as quickly as possible and to (b) understand what support is available from Lewisham Council - both from Highways and Transport

and Business Support – to support businesses who have been affected by this unnecessary suspension.

Reply

Bromley Road forms part of the Transport for London Road Network (TLRN) and therefore Transport for London (TfL) is the highway authority and the organisation responsible for implementing these changes. The changes were made as part of the London Streetspace Programme, which implements measures to support London's recovery from the Coronavirus pandemic. Temporary measures were introduced on Bromley Road, and elsewhere on the TRLN, to ensure people can safely social distance and walk or cycle rather than using private or public transport. The measures introduced are temporary and flexible in nature and it was intended that they would be kept under review and changed in response to any issues that emerged.

Following concerns that were raised by residents, businesses and Ward Members in July 2020, particularly in relation to the impact on the post office, the Cabinet Member liaised directly with TfL. As a result of these discussions TfL made some adjustments to the scheme and have removed all barriers south of the service road from the Savers store and reinstated the loading bay so as to provide the access that Royal Mail requires. TfL is not proposing any further adjustments as it considers that the barriers continue to play a vital role in helping people to safely social-distance.



PUBLIC QUESTION NO 9.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Jane Alazewski

Member to reply: Councillor McGeevor

Question

Did Lewisham Council consult with SEN transport prior to implementing the road closures? If not, why not? What has been the cost implication of the road closures on SEN transport?

Why did the impact assessment state that the impact on disabled residents would be "neutral"? What evidence was there for this?

Reply

Lewisham Council is committed to ensuring that vulnerable residents in the borough are catered for when travelling around the borough. This has been a challenging programme to deliver due to the short timeframes set by central government. As this is an emergency response councils have had to act very quickly and we were urged to implement schemes in a 'matter of weeks'. This has meant that there hasn't been time

to consult people and engage widely prior to implementation. We understand that this has created issues and apologise for any distress caused as a result.

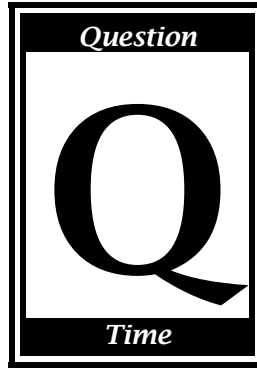
SEN transport services are exempt from the camera enforced closures and Lewisham Blue Badge holders will be able to register their vehicles so they can travel freely.

We understand that not everyone is able to walk or cycle. Our intention is to create low traffic neighbourhoods so that everyone, including people in wheelchairs and those who use disability scooters, has enough space to make their journeys comfortably.

Eliminating through traffic, and encouraging those residents who are able to walk or cycle to do so, should mean quieter streets for everyone, including those who do need to make any essential journeys by car.

Many people think that driving is their only option but 81% of Londoners are able to ride a bicycle, including 76% of disabled people. Fifteen per cent of disabled people in London do cycle, which is not that much less than the 18% of the general population. Most Londoners therefore have the potential for their daily journeys to be made by means other than driving. However, it is recognised that for many this is not a genuine option. By breaking down the barriers to walking and cycling in conjunction with TfL, we aim to enable more people to walk and cycle freeing up space for those essential car journeys.

We recognise that for those who have no option but to drive, the reallocation of space away from motorised transport may have an impact on their journey times, possibly increasing these at times. For instance the introduction of modal filters and school streets may make a journey longer in distance. On the other hand, if there is an overall reduction in traffic, from those who have chosen to switch modes, then the reduction in congestion may offset any increase in journey time resulting from the longer distance travelled.



PUBLIC QUESTION NO 10.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Nina Lubowitz

Member to reply: Councillor McGeevor

Question

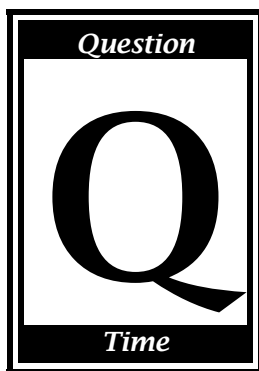
Why will Lewisham Council not allow locals access in to the Lee Green LTN via ANPR, so they can avoid adding 1.5 miles on to every journey, thereby adding to the congestion and pollution on the residential main routes?

Reply

The aim of Low Traffic Neighbourhoods (LTNs) is to create quieter and safer residential streets to encourage walking and cycling. Some of the modal filters we have installed do not have physical barriers (such as bollards or planters), but use Automatic Number Plate Recognition (ANPR) cameras to control access. At present, access is only permitted for buses, refuse vehicles and emergency services vehicles and some limited exemptions are being applied, but residents are not currently exempt. To achieve the greatest benefits from the scheme in terms of traffic reduction, road safety and air quality, we need as many trips as possible to be made by walking and cycling. For many people, the inconvenience of some journeys being longer will be outweighed by

the benefit of a quieter and safer neighbourhood and cleaner air for all local residents. We also hope that it will encourage more people to choose sustainable modes of travel, such as walking and cycling where possible.

A study by Transport for London has shown that 60% of car journeys in London are less than 2.5 miles, and could in most cases be walked or cycled instead. Our message to residents is: please help to improve the quality of life in our neighbourhoods by making your local journeys on foot or by bike if you can.



PUBLIC QUESTION NO 11.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Vanessa Ashbee

Member to reply: Councillor McGeevor

Question

Why was the more affluent area of Lee SE12 chosen for the LTN despite the well documented social problems in Catford SE6? If ever an area needed the benefits bestowed by this measure it is the Corbett Estate and surrounding roads."

The council must be aware of some of the social problems in SE6 but in case they are not, in the last year we have had regular drug dealing and prostitution, squatters, weekly fly-tipping, speeding and car idling. I do not see the same levels of antisocial behaviour in Lee SE12 and I regularly walk through those roads with my child.

We now have compounded issues caused by the Lee LTN of queuing traffic, more speeding and noisy beeping from angry drivers queuing to get onto Verdant Lane from Sandhurst Rd.

The council must be aware of the campaigning of Corbett Estate resident Rossi Adoo KD after the death of her daughter from asthma with the finger pointed firmly at air pollution but still chose to implement measures that had an impact on some of the less

well off people in the borough including the schools Sandhurst and Torridon who have many disadvantaged children in them.

If Hither Green Lane is closed in response to the request of the group “Hither Green West” it will turn Sandhurst Rd into a second South Circular. We cannot keep passing the problems around. We need to implement the LTNs everywhere so that there is a joined up solution.

I am not a car owner.

Reply

The aim of our longer term transport strategy is to reduce traffic on all of our roads, which is needed to improve air quality in the borough. Some of the traffic measures we’ve introduced have brought immediate benefits, but others will take longer for the positive impacts to emerge. This is because they are catalysts for behaviour change, which takes time.

A trial scheme was due to be launched in the Lewisham & Lee Green as part of the Healthy Neighbourhoods programme. Unfortunately, funding for this scheme and others was withdrawn at the start of the COVID-19 pandemic, so it was no longer possible to deliver the Healthy Neighbourhoods programme. However, the Department for Transport (DfT) and TfL recognised the need to support walking and cycling in response to COVID-19. They asked local authorities to act quickly to introduce walking and cycling schemes and to create safe space for social distancing. Officers therefore reviewed each of the proposed modal filter locations in Lewisham & Lee Green (which were originally chosen after a comprehensive prioritisation process, which involved a range of metrics, such as collision rates, levels of through-traffic, deprivation and air quality) against current evidence, including traffic data and pavement widths. This assessment confirmed that modal filters were warranted in these locations on safety grounds.

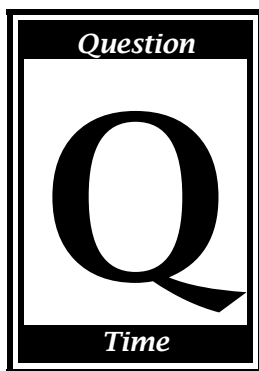
More widely, the aim of LTNs is not to shift traffic from residential roads to surrounding roads, but to encourage those people who can to switch to walking and cycling and discourage unnecessary car journeys. Although in the short-term, nearby roads may become busier, in the medium to long-term the expectation is that habits and behaviours will change, resulting in a reduction in car trips and therefore a positive impact on congestion and air quality for everybody.

However, we are aware that the Lewisham and Lee Green Low Traffic Neighbourhood is not working as expected and has created issues, with neighbouring communities unfortunately seeing more traffic on their streets, which needs to be addressed. We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have

the potential to alleviate the immediate pressures. We are also continuing to work on longer-term proposals and will share these with residents as soon as possible.

By creating quieter streets, LTNs encourage people to switch to walking and cycling and discourage unnecessary car journeys. Although in the short-term, nearby roads may become busier, in the medium to long-term the expectation is that habits and behaviours will change, resulting in a reduction in car trips and therefore an overall positive impact on congestion and air quality.

The Council is committed to improving the safety, health and broader quality of life for all of our residents, and to supporting our local economy. We remain committed to low traffic neighbourhoods and the principles they set out to achieve and we have aspirations to deliver further LTNs so that the benefits can be experienced more widely.



PUBLIC QUESTION NO. 12

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Mrs Richardson

Member to reply: Councillor McGeevor

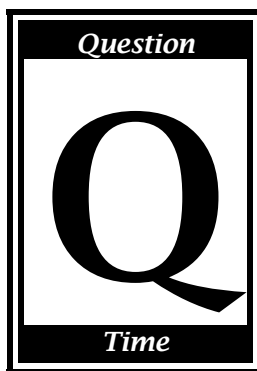
Question

The statistic quoted for car ownership, by residents in London, and also, separately, in the London Borough of Lewisham is 50%.

What is the car ownership statistic for residents in Lee Green Ward and what is the source and date of that statistic?

Reply

The figures for car ownership in Lewisham are from the 2011 Census. According to the same source, 40.7% of households in Lee Green do not have a car.



PUBLIC QUESTION NO. 13

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Mr Richardson

Member to reply: Councillor McGeevor

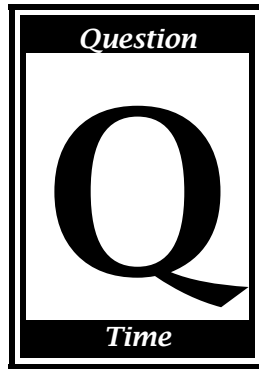
Question

How many objections to the road closures in Lee Green and other parts of Lewisham have been received by a) Council officers; b) Councillor Sophie McGeevor and Lee Green ward councillors?

Reply

We have received a significant amount of correspondence regarding our COVID-19 emergency transport response, including objections to and support for Low Traffic Neighbourhoods (LTNs). Unfortunately it is not possible to calculate the exact number of objections, but all residents who contact the Council about LTNs are encouraged to provide feedback and comments via our Commonplace platform (<https://lewishamcovidresidentialstreets.commonplace.is/>). To date, there have been nearly 8,000 comments.

We have also received various petitions which the council has duly noted and have considered and which will be taken account of when considering the next steps for these schemes.



PUBLIC QUESTION NO. 14

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Carole Hope

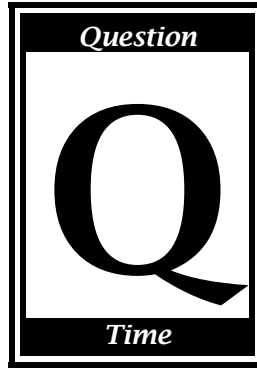
Member to reply: Councillor McGeevor

Question

Please advise the purpose of the new, recently constructed path close to the western edge of the lake at Beckenham Place Park and the cost of its construction.

Reply

The existing pathway has been adjusted and moved slightly in order to create a larger area of useable space within the new boundary of the lake. The cost of relocating both vehicle and pedestrian paths was £34,760.



PUBLIC QUESTION NO. 15

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Anne Hepple

Member to reply: Councillor McGeevor

Question

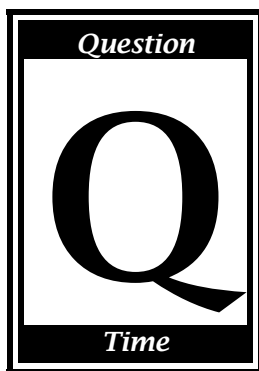
I live on Slaithwaite Road. The local LTN measures mean that we are increasingly boxed in. I need to use the car to take my children to school before going to work. I now need to travel further and my journeys are taking longer on gridlocked and polluted roads. Local businesses are suffering. How are these measures fair to all members of the community, not just those who are able to cycle or walk for their essential daily journeys?

Reply

The main purpose of LTNs, which were introduced as part of the Council's COVID-19 transport response, is to reduce through traffic on residential streets and create quieter and safer streets for walking and cycling during the pandemic, ensuring that people are able to socially distance. LTNs are also in line with our longer-term transport strategy and commitment to climate action.

By creating quieter streets, LTNs encourage people who can to switch to walking and cycling and discourage unnecessary car journeys. Although in the short-term, nearby roads may become busier, in the medium to long-term the expectation is that habits and behaviours will change, resulting in a reduction in car trips and therefore a positive impact on congestion and air quality, which will be of benefit to all.

However, we are aware that some of the LTNs are not working as expected and have created issues, with neighbouring communities unfortunately seeing more traffic on their streets, which needs to be addressed. We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures. We are also continuing to work on longer-term proposals and will share these with residents as soon as possible.



PUBLIC QUESTION NO. 16

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Clive Stanley

Member to reply: Councillor Bell

Question

The New Cross Gate to Forest Hill railway Cutting is a Metropolitan Site of Importance for Nature Conservation (MSINC). The section from Courtrai Road to Eddystone Road in Crofton Park ward has been designated an Asset of Community Value by the London Borough of Lewisham. Within the southern end of this piece of land, off Courtrai Road, is a building which was formerly used as a Scout Hut. It is therefore known locally as "the old Scout hut". Over the years since the Scouts left it has been used as a church for a short period but largely seems to have been left to decay. A lot of waste material has been dumped outside there periodically and there were squatters recently. The dumping of rubbish here has encouraged fly-tipping on the street outside the scout hut area. I am told that inside the hut there is more dumped heavy material.

The decay of the old Scout hut and the mess in and around it is clearly not conducive to nature conservation despite the site being part of an MSINC. I understand the site is privately owned. It has clearly been, and continues to be, neglected by its owner. Any system of management there seems non-existent.

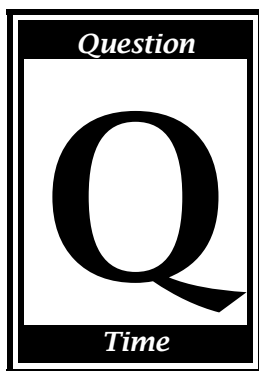
Given the designated status of this piece of land, what imminent, pro-active steps will the council take to ensure that the site will be properly managed for nature conservation purposes?

Reply

The designation of Metropolitan Site of Importance for Nature Conservation (MSINC) recognises the value of the land in terms of nature conservation and allows the planning service to resist inappropriate development on the land as part of any planning application and to enforce against inappropriate activity on the land that may be destructive. The planning service has no influence to insist on proactive conservation work on private land.

Lewisham Council has a legal interest in 37 of Lewisham's 64 SINC's. Maintaining the ecological quality and provision of public access, where possible, for these sites is a challenge with the currently available resources. The Council -controlled sites must be the priority for the Local Authority whose duty under the Natural Environment and Rural Communities Act 2006, in exercising its functions, is to "have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity." The Council's Nature Conservation Service recognises and supports the aspiration for all private SINC sites to be afforded positive conservation management and would offer advice and guidance to any landowner wishing to do this. It is not possible for the Local Authority to carry out this management on behalf of private landowners nor impose it. Furthermore, the Local Authority has no power to intervene if a landowner mismanages or lawfully degrades the ecological value of their land.

However, if a landowner unlawfully destroys habitats of protected species, such as bats and birds, or conducts other wildlife crime, this should be reported to the police who can investigate and take action. Illegal felling of trees should be reported to the Forestry Commission.



PUBLIC QUESTION NO. 17

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Cheryl McLeod

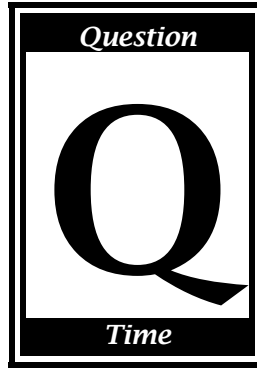
Member to reply: Councillor Bell

Question

Please can the cabinet member list any properties that the Council have put up for auction, sold at auction, the guide price or reserve, and final price achieved? Please include the reasons for the property sale and the name of the auctioneer.

Reply

No Council properties have been sold at auction.



PUBLIC QUESTION NO. 18

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Diana Ruthven

Member to reply: Councillor Bell

Question

I live in Grierson Road, SE23 1NX, Honor Oak Park. I have lived at this address for the past 22 years and in this time have become aware of a gradual deterioration of the former scout hut at 8a Courtrai Road and the woodland area around it. At one stage this was a verdant and well-looked after area, with many different types of trees and different birds. However, since it changed use from the scout hut to a church, and in recent years has lain empty, the area has become seriously neglected. The perimeter fence is broken which means the woodland is easily accessible, which is very concerning given it is a Metropolitan SINC. The cul de sac it is in is often used for fly tipping and the general dilapidation of the site does nothing to deter this. More recently squatters 'broke in' to the site and to the hut, and found the hut to be full of rubbish, debris and waste products such as steel girders which they subsequently removed from the hut and are now piled outside the hut making it even more unsightly and degraded. As a local resident I would like to know what action is being taken against the landowner regarding this unsustainable situation. As far as I'm aware this property and the land around it has been given the status of 'community asset' by Lewisham Council in 2018. There are very few community assets in the area and I am very

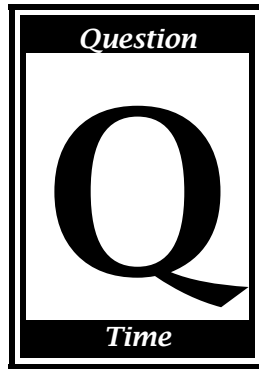
concerned that the current landowner's behaviour and actions are designed to get that status removed. The local community is making great strides to improve the local environment and encourage bio-diversity and re-greening - particularly along the railway lines. I would like an assurance from the Mayor that action will be taken against the owner of this property as soon as possible. I look forward to your reply

Reply

The site known as the Old Scout Hut is being monitored closely by officers and the owners have been engaged to remind them clearly of their responsibilities as landowners. Warning letters have been sent to the development company and they have been requested to tidy up the land which affected by rubbish dumping by squatters who occupied the site illegally.

The Council has served Section 215 Notices on this site at the western side of the land next to the Old Scout Hut on the 4 June 2018, requiring the owners to tidy up the land. Following further engagement with the owners the site was cleared of most of the rubbish dumped around the Scout Hut. It was then clear for some time, however the land was again invaded by squatters in May 2020 who then began to dump rubbish by the Scout Hut. The owners have now recently removed the squatters and enforcement officers have written to the owners requesting that the site is cleared of rubbish. If no further improvement is made to the land, further consideration will be given to serve another Section 215 Notice on the land requiring the owners to remove all rubbish deposited on the land. The Council has also served a Section 215 Notice in October 2019 on the same piece of land on the eastern side by Eddystone Road. Following further threat of legal prosecution, the owners did tidy up the site.

If there is no improvement in the quality of the land further consideration will be given to serve another Section 215 Notice on the land. If the notice is ignored and the land is not cleared then further prosecutions can be taken by the Council for non-compliance of the Notice.



PUBLIC QUESTION NO. 19

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Austen Jones

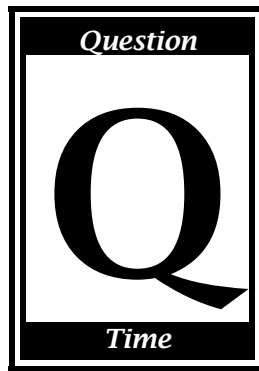
Member to reply: Councillor Bell

Question

Will the relevant Cabinet Member support my Freedom of Information application to enable the public to scrutinise the only accepted bridge reinstatement quote for B&M McHugh, and support a substantive response from the Director of Law to my correspondence to Lewisham Planning (23rd July) and the Mayor (26th August), to clarify to the public the legal grounds on which the Council believes that the S106 Deed of Variation dated/signed 12th March 2014 is legally valid and permits the Council's intentions.

Reply

The Council has and continues to provide responses to FOI requests whilst applying the necessary and appropriate exemptions where information sought is commercially sensitive. Officers are satisfied that proportionate and appropriate responses to emails from July and August have been provided and do not intend to provide further replies.



PUBLIC QUESTION NO. 20

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Julia Webb

Member to reply: Councillor Bell

Question

Please clarify three issues relating to the planning register, and the council's failure to follow its own Statement of Community Involvement?

1a. Why does Lewisham refuse access to public comments? *[The SCI says they "will be made available for public inspection...." Westminster council states that "by law all comments are open to public inspection as they form part of the statutory register for all planning applications." Comments are also publicly accessible in, for example, Brent, Bromley, Croydon, Greenwich, Hackney, Harrow, Islington, City of London and Southwark.]*

1b. Are legal officers happy with the current practice of backdated documentation being uploaded to the planning register after planning permission is granted? Doesn't this risk misrepresenting the information available at the time the decision is made?

1c. The High Court judgements, Holborn Studios 1 & 2, stress the statutory duties of local planning authorities to follow their SCIs, & make their planning register fully

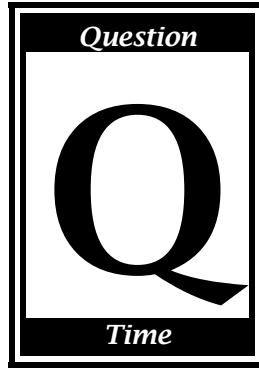
accessible. Are legal officers confident that Lewisham has no exposure to the financial consequences Hackney Council suffered in the Holborn Studios cases?

Reply

Lewisham does not refuse access to public comments and is not failing to follow the terms of its Statement of Community Involvement (SCI). Public comments are not automatically published because of GDPR rules which have changed since the SCI was originally published. The GDPR rules mean that any letter has to be reviewed and redacted. Where requested on any application, we provide a redacted version of all objections. Lewisham Council follow the advice of the Planning Advisory Service, who are part of the LGA. They are clear that the position should not be that every objection is automatically uploaded.

The scale of work required to redact and then publish every letter Lewisham receives would require an additional officer to be recruited. That officer would have to read every letter and redact anything in the content of an objection that could be sensitive or identifying. We do not have sufficient staff to do this automatically but we never refuse to provide redacted copies when requested.

The Council has no current practice of uploading backdated documentation to the planning register after planning permission is granted and is satisfied that it meets its legal obligations in relation to what documentation needs to be on the register, when it needs to be put there and public access to it.



PUBLIC QUESTION NO. 21

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Julia Johnson

Member to reply: Councillor McGeevor

Question

I am a resident that lives on Manor Lane and finding these road closures now being very frustrating. When the south circular was closed last week due to a burst pipe, we were completely blocked in area as we had no means out of Manor lane. It took several hours before Holme Lacey road was opened up to give residents access out of Manor lane. I would like to know what as residents have gained from these closures as we are now for onto the south circular to get anywhere by car. We should not be forced into something for the benefit of others. We should all be treated as a community and working together to implement a scheme that is suitable for all residents. These road closures need to be stopped!!!

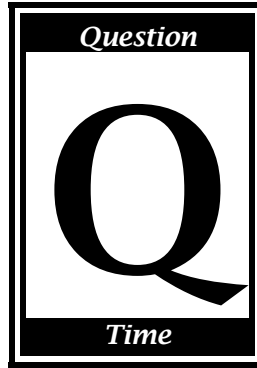
Reply

The burst water main resulted in closure of the South Circular in the Lee Green area. Unfortunately, this in turn meant people living in part of the LTN nearby were prevented from using their access routes. In response we temporarily removed several modal filters in the area to enable residents to use these alternative routes during the closure.

The way that the low traffic neighbourhood is deployed and managed means that the scheme is able to be flexible and therefore the Council can respond quickly to incidents that affect routes through the area. The recent closure of the South Circular because of a burst water main showed that we were able to respond to an unplanned incident and mitigate the combined impact of that closure and the LTN measures by suspending some of the measures, meaning that residents were able to access their properties.

The main purpose of LTNs, which were introduced as part of the Council's COVID-19 response, is to reduce through traffic on residential streets and create quieter and safer streets for walking and cycling during the pandemic, ensuring that people are able to socially distance. LTNs are also in line with our longer-term transport strategy and commitment to climate action.

However, we are aware that some of the LTNs are not working as expected and have created issues, with neighbouring communities unfortunately seeing more traffic on their streets, which needs to be addressed. We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures. We are also continuing to work on longer-term proposals and will share these with residents as soon as possible.



PUBLIC QUESTION NO. 22

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Andrew Seeds

Member to reply: Councillor McGeevor

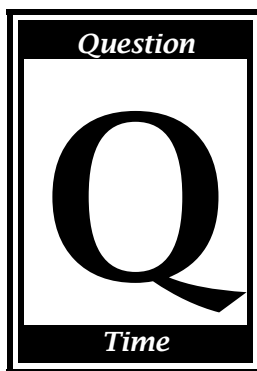
Question

If the Lee Green Low Traffic Neighbourhood scheme is viewed as a success after its full 18 month consultation period, does the council commit to fully exploring all options of funding (Highways, S106 [new and reallocated], ANPR Revenue, CIL etc) to ensure that similar schemes can be rolled out across the borough to extend the benefits across the widest possible number of residents?

Reply

The Council is committed to creating quieter residential streets for pedestrians and cyclists across the borough in order to meet the Mayor of London's ambitious targets to have 80% of journeys made sustainably by 2041.

Measures such as low traffic neighbourhoods (LTNs) form part of the boroughs longer term Transport Strategy and we remain committed to LTNs and the principles they set out to achieve. We have aspirations to deliver further LTNs across the borough, utilising all possible funding sources, so that the benefits can be experienced more widely.



PUBLIC QUESTION NO. 23

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Sarah McMichael

Member to reply: Councillor Bell

Question

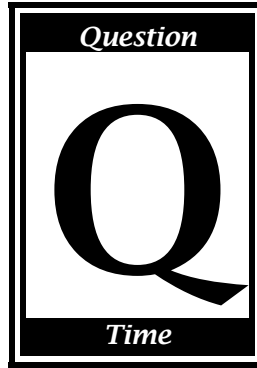
Lewisham Council's Statement of Community Consultation (SCI) states at 6.10: 'Representations ... will be made available for public inspection at the Planning Information Office'. On 3rd September I asked the council, by responding to its consultation on extending its temporary changes to its SCI to put copies of redacted representations received on its planning portal to avoid residents having to travel to council offices.

The stated aim of making other temporary changes to the SCI was that such travel to and congregation in council buildings could be prevented.

Will my suggestion, or perhaps another solution that allows local people to see representations without travelling to council offices, be put in place?

Reply

The Council does not publish comments received on planning applications for data protection reasons. However, copies with all personal information redacted can be provided on request by emailing planning@lewisham.gov.uk . There is no requirement to travel to the Council offices to view these. In addition, a summary of the representations received in relation to any given planning application is always published in the delegated or officer committee report.



PUBLIC QUESTION NO. 24

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Katherine Bishop

Member to reply: Councillor McGeevor

Question

Please can the Council update residents on what measures the Council are taking to deter fly tipping on our streets?

The rubbish on streets in the area has got worse over the last year- not only are the roads swept less often, large items are being dumped on streets and left for weeks on end so more fly tipped rubbish piles up. This situation brings down the area and is a real cause of stress for residents. As the council have a lot of money to create road blocks and put up cameras to collect revenue in traffic fines, perhaps some of this money could be spent on cameras in fly tipping hotspots, signs to inform people they are on camera and a real communications drive to update residents about this and how the council intend to make the Lewisham tip more accessible. I've lived in four London boroughs in the last 20 years and have never seen anything so bad- hopefully the council can leverage information from its peers who have also experienced issues with fly tipping.

Reply

The London Borough of Lewisham takes fly-tipping very seriously. The Council's Cleansing Enforcement Team investigates fly-tipping and is responsible for putting in preventative and detection measures.

The Cleansing Enforcement Team is currently investigating 50% more reports of fly-tipping than would usually be received, which is putting a huge strain on the resources that the team has. Covid-19 measures further increase that strain.

Due to the above the team is having to heavily prioritise the investigations it carries out. The team deploys CCTV to assist with catching offenders, but this can only be deployed at the worst hotspots due to it being a limited resource. Preventative signage is also used, but this also cannot be deployed everywhere and is placed at many well-established hotspots.

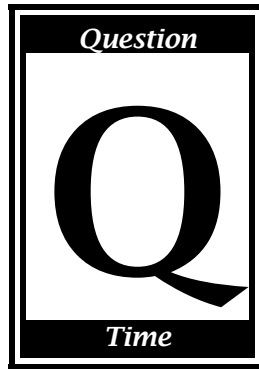
The Cleansing Enforcement Team sends out educational literature in the immediate vicinity of fly-tipping hotspots. Such literature also appeals for witnesses to come forward.

Currently the Team is issuing £400 on the spot Fixed Penalty Notices week in week out to fly-tippers. We have issued 111 such fines in the past 12 months. The most serious cases we will look to prosecute. The maximum sentence upon conviction is an unlimited fine and up to 5 years imprisonment.

Going forward, over the next 6-12 months, we are undertaking a review of how we manage our streets from street cleansing, the collection of refuse and recycling and how we manage ASB. Our intention is to provide effective, agile front line services addressing the issues faced by our communities on a day to day basis, such as those you have raised.

First we will be looking at how we deliver our services and include an enhanced level of mechanisation and greater use of intelligence and need in resolving issues.

Secondly, we will be reviewing all Enforcement activities across the Council and our partners, such as Lewisham Homes and the Metropolitan Police. This will look to provide a consistent model based on an intelligence and deployment approach. This approach would look to provide more flexible services, prioritisation and mapping and divert resources to where the greatest need is agreed. It would also at greater education and changing the behaviours of those undertake anti social activities on our streets.



PUBLIC QUESTION NO. 25

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Gerard Ambrose

Member to reply: Councillor McGeevor

Question

Is it true that the majority of people the Mayor has spoken with are in favour of the road closures you have implemented without any consultation and yet according to the ABD 7500 residents have signed a petition opposing these closures?

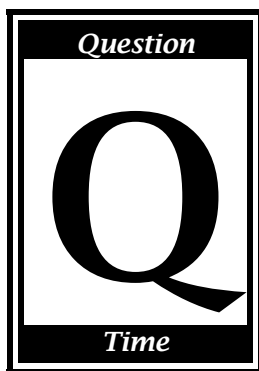
Reply

This has been a challenging programme to deliver due to the short timeframes set by central government. As this is an emergency response councils have had to act very quickly and we were urged to implement schemes in a 'matter of weeks'. This has meant that there has not been time to consult people and engage widely prior to implementation of measures.

We have received a significant amount of correspondence regarding our COVID-19 emergency transport response. We have also received a number of petitions and are

aware of the petition of the Alliance of British Drivers. The Mayor has also spoken to a number of local residents and community groups. Although many residents have expressed support for Low Traffic Neighbourhoods (LTNs), there have also been strong objections, particularly in relation to the Lewisham & Lee Green LTN, and it is clear that opinion is divided.

All residents who contact the Council about LTNs are encouraged to provide feedback and comments via our Commonplace platform (<https://lewishamcovidresidentialstreets.commonplace.is/>). To date, there have been nearly 8,000 comments.



PUBLIC QUESTION NO. 26

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: David da Silva Pereira

Member to reply: Councillor Bonavia

Question

What mechanism is in place to ensure councillors respond to residents' queries in a timely manner?

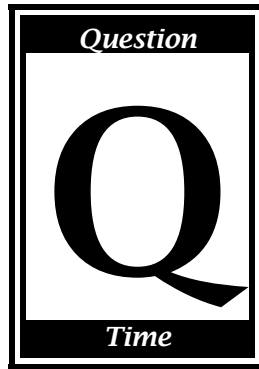
Reply

Since the start of the COVID-19 pandemic in March, councillors have been working hard to support residents' queries but some responses may be delayed as a result of councillors (most of whom carry out their duties in addition to work outside the Council) relying upon the response of Council services that have been redeployed to provide critical support to vulnerable residents during the pandemic.

In normal circumstances where a councillor requires the input of a particular Council service, the councillor would pass the enquiry to the relevant service and expect a response within 10 working days. In a small number of cases it could take longer where the case is complex or involves multiple service areas.

The Council does not record councillor response times, but does monitor service response times as these are what residents (and councillors on behalf of residents) rely upon. If any resident is not happy with a response from a councillor then they can make a referral as a complaint for a separate response at the feedback page on the Council's website:

<https://lewisham.gov.uk/mayorandcouncil/complaints-and-feedback/how-to-send-a-complaint-to-us>



PUBLIC QUESTION NO. 27

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Angus Golding

Member to reply: Councillor McGeevor

Question

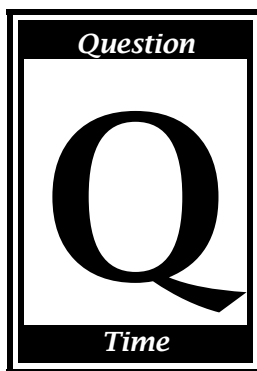
When will Dermody Road be re-opened? It is clear that this part of the LTN scheme has been a total disaster. It's (literally) divided the borough, caused more congestion, traffic and pollution, it has impeded local public transport, and united thousands of residents in fierce opposition. As one of the only access points across the railway line, it serves a vital importance to us, the local population.

I look forward to hearing a date announced for the opening of the road,

Reply

The aim of LTNs is not to shift traffic from residential roads to surrounding roads, but to reduce the overall number of vehicles on the road and create quieter and safer residential streets to encourage people who can to walk and cycle. LTNs are also in line with our longer-term transport strategy and commitment to climate action.

We are aware that the Lewisham and Lee Green low traffic neighbourhood is not working as expected and has created issues, with neighbouring communities unfortunately seeing more traffic on their streets, which needs to be addressed. We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures. We are also continuing to work on longer-term proposals and will share these with residents as soon as possible.



PUBLIC QUESTION NO. 28
Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Mark Morris

Member to reply: Councillor Bell

Question

Lewisham Council website contains the following statement: "A previously discussed option of a footbridge over the Hayes railway line between Doggett Road and Catford Green proved unfeasible due to the complexities and costs." As the provision of a pedestrian bridge was set out in a planning decision made by Lewisham Council in 2009 please set out in detail what were the complexities and costs that arose that were behind the decision by Lewisham Council to drop its proposal for a footbridge? Why has it has taken 11 years to reach such a decision and have any lessons been learnt in how Lewisham Council operates in making 106 agreements relating to major developments?

Reply

Barratt Homes were required to provide £2m as a S.106 contribution to deliver a footbridge. This included the cost to demolish the old former footbridge and all costs involved in the design of an alternative bridge. Developers of the Catford Green development, Barratt Homes, carried out an extensive design consultation with the Council to establish whether the footbridge was deliverable.

It was agreed that any pedestrian connectivity improvements should be accessible to those living with disabilities. Providing a footbridge with an accessible ramp proved to be impossible as the length of the ramp would have extended too far along Doggett Road to be a viable option. Other design options were tested, one of these considered a footbridge with lift access at either end however the development and maintenance costs of the footbridge far exceeded the available funding.

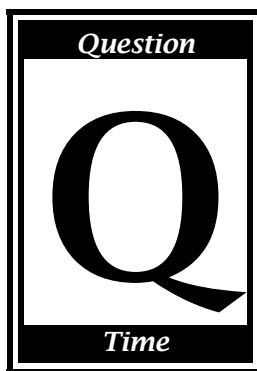
Had a footbridge with lifts at both sides been deliverable, residents from Catford Green would have incurred the cost of maintenance of the lift on the Adenmore Road side. Costs would have been met through resident's service charges. Lifts are costly to maintain, especially as they get older and these could have resulted in significant long term costs to both the Council and residents, even more so if lifts on either side was subject to anti-social behaviour.

The footbridge was originally considered important to enable people to walk more easily between Doggett Road and Adenmore Road and to provide a more direct route between the town centre and Ladywell Fields. At the time that the funding for the footbridge was secured from the Barratt's development, Holbeach School were also planning to use a building on the development for their nursery provision. A footbridge would have provided a benefit for parents having easy access across the railway to collect children from both school buildings. However, Holbeach School now uses a different building for their nursery provision and their demand for a footbridge is now reduced.

It has taken some time to agree to the final sum due to the Council because Barratt Homes had exceeded the capped sums for demolishing the bridge and undertaking a long design process. The Council maintained that these capped sums were all that was required of the Council and this has now been concluded through a settlement agreement.

At the time that the s.106 agreement was signed, both parties to the agreement considered that a £2M contribution for this type of structure was a sufficient sum to cover the cost of demolition of the old footbridge and creation of a new bridge. However this sum was only indicative and established before detailed design had been worked through, as well as detailed discussions with engineers and Network Rail had taken place.

Lewisham will always seek to learn lessons from its projects, however no two projects are ever the same and a bridge in one location could vary vastly in design complexity and cost to a bridge in another location. Nonetheless, in the event that another similar requirement for a railway footbridge was required in conjunction with a future development in Lewisham, Catford footbridge would of course be used as an example to help decipher S.106 contribution requirements.



PUBLIC QUESTION NO. 29

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Peter George

Member to reply: Councillor Bell

Question

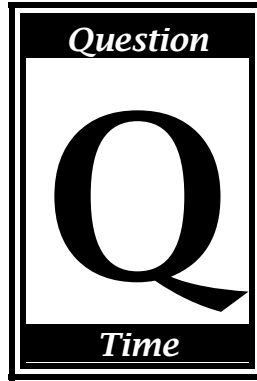
How many planning applications for private-led developments have been approved since May 2018 where 50% or more of the homes provided are for affordable housing?

Reply

This Council administration is committed to delivering more genuinely affordable homes to tackle the housing crisis, and will press developers at every stage of the planning process to explore how they can deliver more much-needed genuinely affordable homes.

There have been four planning applications since May 2018 that have secured 50% or more affordable housing. A further 11 applications submitted by the Council have been approved with 50% or more affordable housing.

There are a further 5 live planning applications that have 50% or more affordable housing that have yet to be determined, 2 of these have resolutions to grant permission following planning committee.



PUBLIC QUESTION NO. 30

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Andy Smith

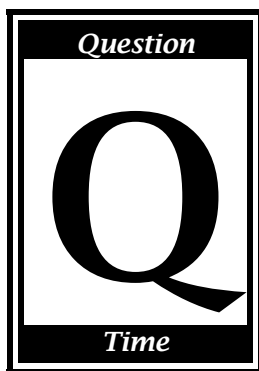
Member to reply: The Mayor

Question

With so many other London Boroughs having already installed one or more LGBTQ rainbow pedestrian crossing, when will Lewisham Council catch up and install at least one, possibly using funding from its borough of culture award and considering sites near to Lewisham hospital? Will Lewisham seek to install or at least commit to a rainbow pedestrian before World Aids Day on 1st December 2020?

Reply

Lewisham is proud of its diverse LGBT+ community and celebrates LGBT History Month in February and Pride Month in June. This year, Laurence House and the Civic Suite were lit up in rainbow colours to mark Pride Month, and we have an active programme of events and celebrations to mark LGBT History Month. We are very open to new ideas about how we can further celebrate our LGBT+ community and work closely with Lewisham LGBT Forum to share and explore ideas.



PUBLIC QUESTION NO. 31

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Paul Harrison

Member to reply: Councillor Bell

Question

Following 15 years of neglect and damage by the land owner, and in response to the need for protecting green community spaces, when will the council begin Compulsory Purchase Order proceedings for the Courtrai Road site?

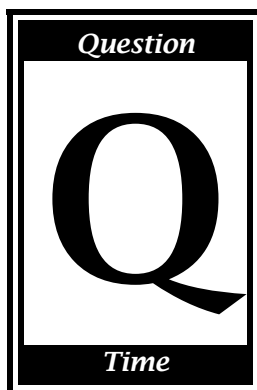
Reply

The site known as the Old Scout Hut is being monitored closely by officers and the owners have been engaged to remind them clearly of their responsibilities as landowners. Warning letters have been sent to the development company and they have been requested to tidy up the land which affected by rubbish dumping by squatters who occupied the site illegally.

The use of Compulsory Purchase Orders (CPOs) is considered a last resort under planning regulations and the Council will have to demonstrate that it has exhausted all other avenues to resolve the issues and/or purchase the land. Through this process the

Council will have to demonstrate that there is a compelling case in the public interest to make use of CPO powers.

The use of a CPO is a lengthy process requiring input from various council departments including; asset management, legal and planning. This is not funded or resourced at this time and there are no plans to make a CPO.



PUBLIC QUESTION NO. 32

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Luke James

Member to reply: Councillor McGeevor

Question

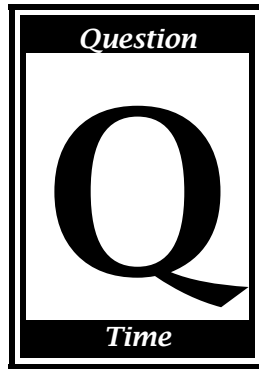
Is the Council aware that Arklow Road, a residential street in Deptford, has become a traffic-dominated and dangerous rat-run; with drivers using the street to cut through from Evelyn Street towards New Cross? Will the Council commit to installing a modal filter on Arklow Road to make the street safe and liveable for local residents?

Reply

The Council has a good understanding of the traffic issues in Deptford, including on Arklow Road, as a result of the engagement and work with the community on the Deptford Parks Liveable Neighbourhood programme (DPLN). Unfortunately this programme has had to be paused because of the COVID-19 pandemic.

As part of the Council's transport response to the pandemic the Council is committed to creating quieter residential streets for walking and cycling by implementing modal filters and creating low traffic neighbourhoods (LTNs). The council is currently considering the next steps for the temporary measures to support safer walking and cycling and where

further measures may be required across the borough. Arklow Road and measures in the Deptford area will be part of these considerations, which will be shaped by the funding available.



PUBLIC QUESTION NO. 33

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Julia Cody

Member to reply: Councillor Bell

Question

In these challenging times of climate emergency, mass extinctions and a global pandemic, safeguarding nature in our cities is more important than ever. Nature needs to be protected in our cities and urban environments for them to become healthy places in which to live. With this in mind I would like to ask when the Council will apply for Metropolitan Open Land status for the Forest Hill to New Cross Railway Cutting to ensure these spaces are preserved from the threat of future development.

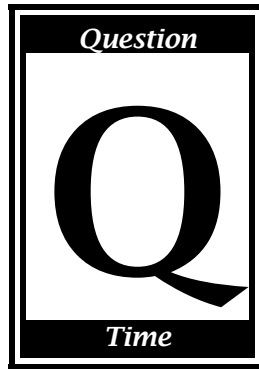
Reply

Designating Metropolitan Open Land (MOL) can only be done through the Local Plan process in accordance with current planning regulations. The Council is currently preparing a new Local Plan and will be seeking approval from Council in November to consult on the Regulation 18 Preferred Approach Local Plan.

The Regulation 18 Preferred Approach Local Plan is due to be consulted on in early 2021 and will provide the opportunity for the public to provide written responses on the plan.

As part of the Local Plan preparation the Council commissioned an independent consultant to undertake a high level review of the borough's MOL. This primarily focused on existing MOL designations but the report does make recommendations to designate additional MOL. At present the Forest Hill to New Cross Railway Cutting is not proposed to be designated MOL.

In order to support the designation the land would have to be examined in more detail against the required criteria. This would require funding to be identified as it is not currently budgeted for in the planning service's current work programme.



PUBLIC QUESTION NO. 35

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Hibaq Ahmed

Member to reply: Councillor McGeevor

Question

Why is my SEN 9 year old further disabled by lengthy traffic just to get to her school which is already out of area due to lack of local provision?

Why as a result is our other child impacted by arriving late to school regularly?

Why am I then late to work as a result each time they are collected late by SEN transport or taken to school late?

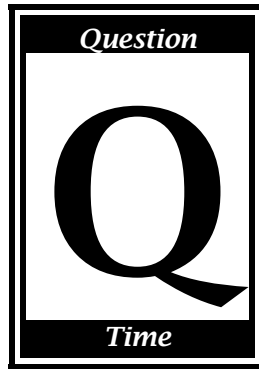
Reply

Lewisham Council is committed to ensuring that vulnerable residents in the borough are catered for when travelling around the borough.

By creating quieter and safer streets, LTNs encourage people who can to switch to walking and cycling and discourage unnecessary car journeys. Although in the short-

term, nearby roads may become busier, in the medium to long-term the expectation is that habits and behaviours will change, resulting in a reduction in car trips and therefore a positive impact on congestion and air quality, which will benefit all, including those who have to make essential car trips.

We are aware that the Lewisham and Lee Green low traffic neighbourhood is not working as expected and has created issues, with neighbouring communities unfortunately seeing more traffic on their streets and some essential car journeys taking longer and this needs to be addressed. We have been listening to feedback and have been urgently exploring options for how we can address these issues. SEN transport services are exempt from the camera enforced closures and we have announced some short-term changes which have the potential to alleviate the immediate pressures. We are also continuing to work on longer-term proposals and will share these with residents as soon as possible.



PUBLIC QUESTION NO. 36

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Paul Lomax

Member to reply: Councillor McGeevor

Question

Will the Council commit to an immediate suspension of the Lee Green LTN should any of the pollution monitoring (continuous monitors or diffusion tubes) on surrounding roads be above national air quality objectives and European Directive limits for the protection of human health for any measured metric (https://uk-air.defra.gov.uk/assets/documents/Air_Quality_Objectives_Update.pdf).

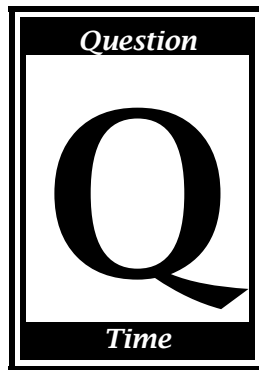
Reply

We have ensured that a comprehensive monitoring programme is in place to understand the impact of our COVID-19 emergency transport response. Traffic counters and air quality monitors have been placed around the borough to collect data – although it is not possible to monitor every street, the locations of these counters and monitors were carefully selected to provide an indication of the impact on air quality across the area and traffic levels on different types of street, including streets where a modal filter

has been installed, other surrounding streets, and more strategic roads like the South Circular. In addition, we are liaising with other key stakeholders to understand the impact of our COVID-19 emergency transport response on bus journey times and emergency service response times.

We will use this data (alongside other information, such as feedback from residents, businesses and councillors) to inform decisions about whether changes are required to our COVID-19 emergency transport response. However, analysis of the data will need to consider other factors that could have an impact on travel behaviour and traffic levels and patterns, such as any emergency road works undertaken on the network and any reintroduction of restrictions affecting travel. It should also be recognised that there are a number of variables that will influence air quality in an area, such as weather conditions (which may disperse air pollution from one area to another).

A successful scheme is one where the benefits of the changes to the area outweigh any detriments, taking into consideration all the factors such as traffic flows, air pollution and community feedback. Traffic flow and pollution levels will be carefully monitored and taken into account when assessing the success of any scheme, and changes will be made accordingly.



PUBLIC QUESTION NO. 37

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Rachel Webb

Member to reply: Councillor McGeevor

Question

Please can the full set of criteria for measuring the success or failure of the LTN in Lee Green be shared, from the obvious things such as reduced pollution and traffic within the LTN, to measurements outside the LTN, where outside. Response times for emergency vehicles etc etc? I would like to know what the criteria are - and the exact thresholds that need to be passed or missed?

Reply

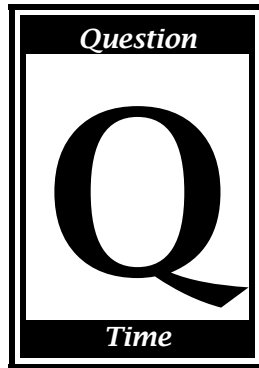
When we implement a scheme to improve an area for walking and cycling, we monitor its effects on traffic and air quality, including in the surrounding area, and work to mitigate any negative impacts where possible.

A successful scheme is one where the benefits of the changes to the area outweigh any disbenefits, taking into consideration a range of factors. We will be using a range of

data to assess the impact of our COVID-19 emergency transport response. This data includes:

- Traffic counts
- Traffic speeds
- Air quality
- Automatic Number Plate Recognition (ANPR) camera compliance levels
- Bus journey times
- Emergency service response times
- Feedback from residents, businesses and ward councillors

More detailed information can be found in our [monitoring strategy](#) for the Lewisham & Lee Green LTN.



PUBLIC QUESTION NO. 38

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Oliver du Sautoy

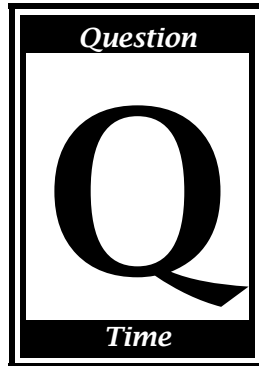
Member to reply: Councillor McGeevor

Question

Where was the logic in placing EV charge points (Kellerton Road) in a place that is now much harder / longer to get to for surrounding would-be drivers immediately outside the LTN? In effect the LTN is disincentivising take-up of zero emissions vehicles.

Reply

The EV charge points located in the area were implemented prior to the installation of the LTN. The Council is gradually rolling out more electric vehicle charging points borough wide, with the aim of ensuring that all residents are within 500m of a charging point by 2021.



PUBLIC QUESTION NO. 39

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Petula Peters

Member to reply: Councillor McGeevor

Question

Why would you allow such foolish, damaging and potentially dangerous LTN traffic schemes and road closures to be implemented in our borough?

Can I make you aware that since the changes have been made, I have seen so many ambulances and police vehicles stuck in traffic, patients' and peoples' lives literally at stake, delayed getting to hospital or getting paramedic treatment and help on time.

Do you accept levels of pollution have risen dramatically along the main routes that are now constant traffic jams with lorries, buses and cars idling in ever growing numbers, so much worse than before, counteracting your aims to cut toxic fumes, TFL and the Council have made it ten times worse. I have lived in this borough for over 20 years and never seen the traffic so bad. How can you think that this is better for Lewisham or

claim it is an ecologically sound solution or traffic calming measure. It is neither, neither does it make any sense to palm it off as a Covid measure?

Can the Mayor and Cabinet rethink this scheme which wastes all our time and has a deleterious impact on our health, not to mention the Councils reputation.

When will you listen to the residents of Lewisham and reverse this LTN road closures process as has happened in many Cities and Boroughs across the nation. Revert back to how it was before. Industrial pollutants are much more harmful. There are other ways to get cleaner air without causing such chaos in Lewisham.

Reply

The main purpose of LTNs, which were introduced as part of the Council's COVID-19 response, is to reduce through traffic on residential streets and create quieter and safer residential streets to encourage walking and cycling during the pandemic, ensuring that people are able to socially distance. LTNs are also in line with our longer-term transport strategy and commitment to climate action.

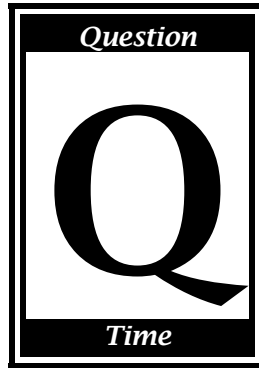
We have ensured that a comprehensive monitoring programme is in place to understand the impact of our COVID-19 emergency transport response. Traffic counters and air quality monitors have been placed around the borough to collect data – although it is not possible to monitor every street, the locations of these counters and monitors were carefully selected to provide an indication of the impact on air quality across the area and traffic levels on different types of street, including streets where a modal filter has been installed, other surrounding streets, and more strategic roads like the South Circular. This will allow us to measure the extent to which traffic has been displaced to other routes. The traffic counters will also pick up any changes in cycling levels. We are also liaising with other key stakeholders to understand the impact of our COVID-19 emergency transport response on bus journey times and emergency service response times

We have liaised with the London Ambulance Service (LAS) and the other emergency services in regards to modal filters from the outset and chose to install camera-enforced modal filters on priority emergency service routes to give them unimpeded access.

We have taken all reasonable steps to ensure that the emergency services are aware of the modal filters and have provided relevant information for them to cascade within their organisations. We have also uploaded information regarding the closures on a central system for London that feeds the emergency services and other route finding apps. At the LAS Trust Board meeting on 29 September 2020, it was confirmed that there had been no adverse events resulting from low traffic neighbourhoods and this would continue to be monitored.

We are aware that the Lewisham and Lee Green low traffic neighbourhood is not working as expected and has created issues that need to be addressed. We have been

listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures. We are also continuing to work on longer-term proposals and will share these with residents as soon as possible.



PUBLIC QUESTION NO. 40

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Richard Clare

Member to reply: Councillor McGeevor

Question

There has just been an international commitment to devote 30% of the world's land mass to nature. What immediate actions are Lewisham taking to contribute to this via re-wilding and reforesting open spaces such as parks, recreation grounds, verges and common land within the borough?

Reply

The 2019 Open Space Assessment found that Lewisham has 777ha of green open space. This is 22% of the area of Lewisham and includes parks and gardens, natural and semi natural open space, green corridors, amenity greenspaces, allotments, cemeteries but not privately owned green space and gardens. If we were to include

privately owned green space and gardens the figure for green space would exceed 30% of Lewisham's total area.

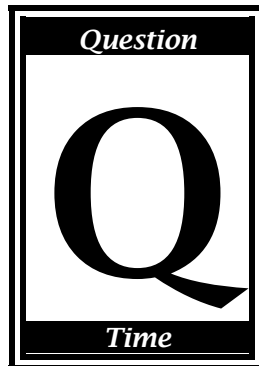
The recently adopted Parks and Open Space Strategy 2020-2025 and Lewisham Biodiversity Action Plan called 'A Natural Renaissance for Lewisham 2015-2020' both chart out and provide a route plan to how the Council wants to enhance nature and support biodiversity.

It is important to recognise the constraints that exist for an inner London borough whose population is projected to grow by 7% between 2018 and 2030 (an extra 23,150 people). The Council has to balance the needs of people and wildlife so both can flourish. The Parks and Open Space Strategy pledges, "To be the heart and lungs for Lewisham, connecting active, healthy and vibrant local communities."

In order to do this we need to recognise that we have a finite resource and it has multiple demands placed upon it. It should be acknowledged that we have a duty to ensure equality and to promote diversity. We have to balance re-wilding with the need for access, amenity, sports, perception of crime and cultural factors. Our spaces need to appeal to and attract the widest and most diverse group of people and communities. Their features, uses and appeal are not always mutually inclusive but where there are opportunities to promote biodiversity and re-wilding we are committed to doing this.

The Parks consultation of 2018 found that 95% of residents felt that parks should provide access to nature and help to reduce air pollution. 56% of those who responded said that managing sites for wildlife and nature conservation should be the number one priority. It is clear from these studies and the environmental aims published in our strategies that enhancing our spaces and re-wilding them where possible is part of the Council's strategic approach.

This is not something that we can do alone, as I stressed in my introduction to the strategy, we need and want to involve partners and the whole community in shaping the future of our open space. Sustainable management and community involvement of our open spaces offers the only realistic means to deliver the types of space that will achieve the balance that is needed. That is why in the strategy we commit to working with 'Friend of' groups to support the implementation of projects designed to benefit locally appropriate biodiversity, to achieve new green linkages, to increase the planting of trees and linear meters of hedgerow, to improve the water quality in our rivers, recycle and compost more and where new planting is proposed ensure it is sustainable, hardy and drought tolerant.



PUBLIC QUESTION NO. 41
Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Tony Griffin

Member to reply: Councillor McGeevor

Question

In an age when people rely on Satnav to find their way around, how can drivers who are unfamiliar with an area find their destinations when they find a road recently blocked?

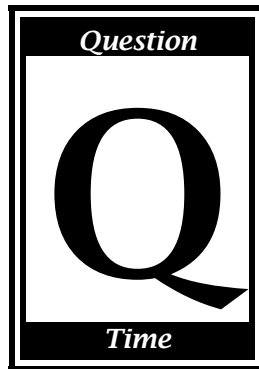
An out of London delivery driver of medical supplies to me drove around in circles trying to find my address and eventually circumnavigated the poles at the end of my road. I definitely don't condone his action but there have been many sightings by my neighbours and myself of drivers doing this which is clearly a potential hazard to other drivers as well as to pedestrians. Additionally, I am positive that an increase in exhaust emissions has deleteriously effected my asthma this last week as a result of an increase in air pollution from the nearby Lewisham High Road and Rushey Green being jammed with traffic.

Reply

We understand that the modal filters that have been implemented as part of the Council's emergency COVID transport response may make some journeys longer. Although we would like to encourage those people who can to make more journeys by sustainable forms of transport, such as walking, cycling or public transport, we understand that some journeys need to be undertaken in a vehicle.

We have been working with Satnav providers to assist them in updating their systems and have also liaised with online map providers, such as Google. If people use a digital mapping tool, such as a Satnav or Google maps, it will show them a route which avoids the modal filters.

We have also ensured that a comprehensive monitoring programme is in place to understand the impact of our COVID-19 emergency transport response, with traffic counters and air quality monitors placed inside and outside the LTN to collect data.



PUBLIC QUESTION NO. 42

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Andrew Tonge

Member to reply: Councillor McGeevor

Question

Hermes operate a Depot out of the Ashgrove Road Trading Estate. The activities of the Company and its employees cause massive disruption and disturbance to the local community. In particular Hermes drivers flout parking and waiting restrictions on a very dangerous corner of the junction of Ashgrove Road and Calmont Road. When challenged the Hermes drivers have abused and threatened residents. Out of hours operations have also increased and have become intrusive. The only response from local Hermes management was “complain to the Council”. What can the Council do to assist please?

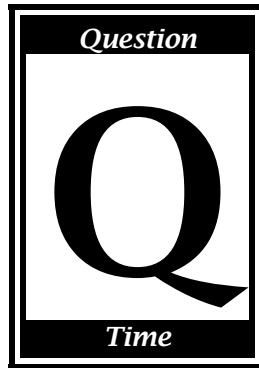
Reply

Given the age of the planning permission for the Ashgrove Trading Estates, which dates from the 1970s, there are no planning conditions that restrict servicing or deliveries to the site or control the hours of operation for the estate. The Planning Enforcement Service has not received any enforcement complaints with respect to this site.

Both Ashgrove Rd and Calmont Road are marked by yellow lines. It is worth noting that vehicles are permitted to park on yellow lines for the purpose of loading/unloading. In these circumstances, the Civil Enforcement Officers will log the vehicles and must allow a period of observation to ascertain whether a contravention is taking place. Once a contravention is established a Penalty Charge Notice will be issued.

NSL have confirmed that they will continue to patrol the area and take robust action where non-compliance is observed.

Council officers have also raised the reports of abuse and threatening behaviour from these drivers, and this company, with local Police and will continue to raise this matter in the future.



PUBLIC QUESTION NO. 43

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Cairisteen & Barbara Grant-Hickey

Member to reply: Councillor McGeevor

Question

How was the locality of the vehicles going through the Lee Green LTN last year measured?

Which roads were monitored for traffic prior to the LTN being put into place and is it now a like for like sample?

Why was the LTN decided upon instead of the pedestrian crossings on the south circular and segregated bike lanes which had already been researched?

Are Burnt Ash Hill and Baring road going to be monitored now for traffic as well as air quality?

Reply

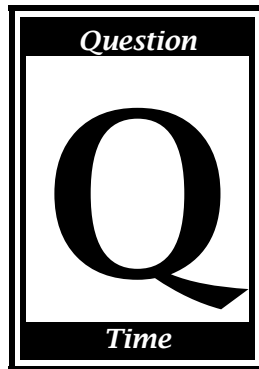
We have ensured that a comprehensive monitoring programme is in place to understand the impact of our COVID-19 emergency transport response. Traffic counters

and air quality monitors have been placed around the borough to collect data – although it is not possible to monitor every street, the locations of these counters and monitors were carefully selected to provide an indication of the impact on air quality across the area and traffic levels on different types of street, including streets where a modal filter has been installed, other surrounding streets, and more strategic roads like the South Circular. This will allow us to measure the extent to which traffic has been displaced to other routes. The traffic counters will also pick up any changes in cycling levels. In addition, we are liaising with other key stakeholders to understand the impact of our COVID-19 emergency transport response on bus journey times and emergency service response times.

Some of these monitors were introduced pre-COVID as part of our monitoring programme and have provided us with the opportunity to monitor traffic during the pandemic. As a result, we hold baseline data for traffic counts and speeds. However, due to the speed at which Transport for London (TfL) and the Department for Transport (DfT) have asked boroughs to work, we do not have all the baseline air quality data we would do in normal circumstances. This is because at least three months' continuous data is preferable to understand any regular fluctuations that occur under normal circumstances.

We have published a detailed monitoring strategy for the Lewisham & Lee Green LTN. This will provide us with a full package of 'after' monitoring data which we will use to assess their impact.

The south circular is part of the Transport for London Road Network. It is understood that due to COVID, their programme of improvements to the south circular is currently on hold, due to central government restrictions on the way in which the current funding allocations can be spent. From previous engagement with TfL on this matter, it is understood that segregated cycle lanes along this part of the south circular cannot be achieved due to the limited road widths available, and the design standards required for the implementation of cycle lanes in terms of a minimum width required.



PUBLIC QUESTION NO. 44

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Isabella McDonald

Member to reply: Councillor McGeevor

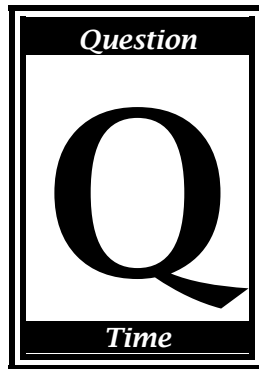
Question

What is the Council's solution to Arklow Road (a residential street of new developments leading onto the Cycleway 1) being used as a cut-through for non-local traffic/ HGVs creating noise, pollution, a dangerous rat run and limiting safe space for walking and cycling for schools and residents?

Reply

The Council has a good understanding of the traffic issues in Deptford, including on Arklow Road, as a result of the engagement and work with the community on the Deptford Parks Liveable Neighbourhood programme (DPLN). Unfortunately this programme has had to be paused because of the COVID-19 pandemic.

As part of the Council's transport response to the pandemic the Council is committed to creating quieter residential streets for walking and cycling by implementing modal filters and creating low traffic neighbourhoods (LTNs). The council is currently considering the next steps for the temporary measures to support safer walking and cycling and where further measures may be required across the borough. Arklow Road and measures in the Deptford area will be part of these considerations, which will be shaped by the funding available.



PUBLIC QUESTION NO. 45

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Paul Davies

Member to reply: Councillor McGeevor

Question

How has Lewisham Council ensured the generous free parking on Childers Street in the Evelyn Ward is not used by residents in the 500+ units across multiple “car-free” developments recently constructed in the vicinity?

Why has the council not made provision for loading/unloading bays on Childers Street to ensure delivery vehicles servicing business units, “car-free” residents and artist studios do not park on the road in a way that causes danger to cyclists and motorists?

When quietway 1 was constructed how much pavement parking (where 2 or more of a vehicle’s wheels are on the footway) was created by Lewisham Council on Childers Street? - Please answer in either number of vehicles accommodated or metres of full/partial pavement parking allocated.

How many cycle stands were provided on the same stretch of Childers Street to accommodate cyclists using the first of London's flagship quietway routes?

Will the council replace some of the overly generous free pavement parking provision on Childers Street with a row of 10 Sheffield stands to ensure customers, employees and visitors to businesses/studios choosing sustainable active travel have somewhere safe to lock their bicycles?

Will the council respond to the recent increase in cycling by using powers as outlined in the recent government guidance: "Traffic regulation orders: guidance on the traffic orders procedure (Coronavirus) June 2020" to suspend all parking on the west side of Childers Street to make Quietway 1 safer for cyclists? If not, why not?

Is the council aware that it does not need to consult on the removal of parking provision in areas not subject to existing parking controls, a position reinforced by the aforementioned government guidance, and that permanent suspension of parking (in an area where 63% of households do not own a car) is more equitable than funding consultations to introduce controlled parking for use by minority of wealthier car owners in an area of high deprivation?

Can the council explain, given all the above and the councils own stated policy aims to support active travel in response to the Covid19 pandemic, why changes to make Childers Street safer and more accessible to walkers and cyclists have not been introduced to prioritise people over private vehicle storage?

Reply

Funding for the implementation of CPZ controls has been secured as part of the implementation of new 'permit free' developments in the borough. Implementation of new CPZs in Lewisham is subject to our current parking policy, which requires consultation with residents of an area (not including residents of 'permit free' developments who would not qualify for permits). Due to the pandemic the planned CPZ programme has been paused owing to pressures on resources and the need to focus the limited resources on the COVID-19 transport response. This work will be re-programmed as soon as resources become available. This programme will include a borough-wide consultation on controlled parking zones once it has resumed.

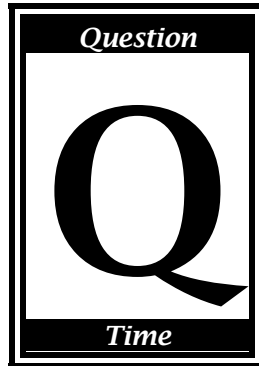
The Council is aware of the government guidance on traffic order procedures during the Coronavirus emergency and this guidance has been followed when implementing COVID-19 related transport measures in the borough.

The council is dedicated to improving the quality of life for people within all of our neighbourhoods. An important part of this is promoting walking and cycling, which are healthy, sustainable, and economical forms of transport, compared to motorised transport.

Limited resources are available for transport projects at this challenging time. The Council has prioritised and implemented a number of transport measures as part of its COVID-19 response. These measures include the introduction of Low Traffic Neighbourhoods to reduce rat-running in residential areas and the implementation of measures at key high street locations to improve footway width and support social distancing guidance.

Details of the Council's transport response to the Coronavirus emergency can be found on our Commonplace website at:

<https://lewishamcovidresidentialstreets.commonplace.is/overview>



PUBLIC QUESTION NO. 46

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Marianna Femia

Member to reply: Councillor McGeevor

Question

In the last few years and since the arrival of sat navs, Trundleys Road has seen an exponential increase in the level of traffic and rat running. Trundleys Road residents have been campaigning since 2014 for speed reducing measures, safer crossings, and reduction of traffic – Trundleys Road is busy with pedestrians doing the school run (Sir Francis Drake), visiting the parks and doing their local shopping (Lidl). Since 2014, requests for traffic calming measures to Evelyn Ward councillors have gone unanswered with no real change to the status quo.

In the last few months, with public transport capacity capped, we have seen an unprecedented increase in traffic and pollution on Trundleys road. The road is often blocked and traffic at a standstill. When cars are not blocked, they are speeding angrily endangering pedestrians – there are no safe crossing on this road. A new scrapyard

has also been added to the top of Trundleys Road increasing the number of vans and lorries sprinting down the road.

It has now been a year since the Rotherhithe Movement plan was presented by Southwark. This will further increase even the traffic and pollution on this road to unsustainable levels.

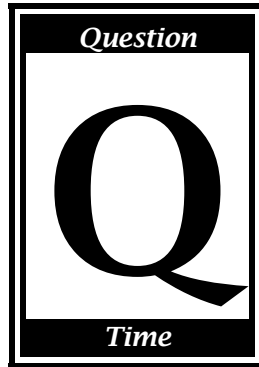
Evelyn Ward has a big amount of unspent CIL money for road infrastructure and transport.

- What actions has Lewisham council taken since residents started campaigning in 2014 for a safer Trundleys Road?
- What actions is the council taking to mitigate the impact of a Car-lead Covid recovery and the impact of the Rotherhithe Movement plan on Trundleys Road?

Reply

The Council has a good understanding of the traffic issues in Deptford, including on Trundley's Road, as a result of the engagement and work with the community on the Deptford Parks Liveable Neighbourhood programme (DPLN). The area is complex due to Trundley's Road being a B road and being a bus route. Officers have been working with TfL and the London Borough of Southwark to consider potential solutions and protect the interests of residents. Unfortunately this takes time and due to the COVID-19 pandemic much of this work, including the DPLN programme, has had to be paused.

As part of the Council's transport response to the pandemic the Council is committed to creating quieter residential streets for walking and cycling by implementing modal filters and creating low traffic neighbourhoods (LTNs). The council is currently considering the next steps for the temporary measures to support safer walking and cycling and where further measures may be required across the borough. Trundley's Road and measures in the Deptford area will be part of these considerations, which will be shaped by the funding available.



PUBLIC QUESTION NO. 47

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Christian Turner

Member to reply: Councillor McGeevor

Question

As London's pollution soars, we need now more than ever trees and greenery to help mitigate the impact of more cars on the roads.

- What provisions has Lewisham council made to provide extra trees and greenery for Evelyn Ward?
- What system is in place to ensure the newly planted trees and greenery are cared for and nurtured to flourish?

Reply

In regards to street tree planting in Evelyn Ward, this winter Street Trees for Living (working in partnership with Lewisham Council) will be planting 4 standard sized (4m approx.) street trees outside Grinling Gibbons on Clyde Street; 1 on the walkway between Grinling Place and Evelyn Street, 1 on The Colonnade and 1 on Croft Street.

It will also be planting 5 street trees in soft verges in Evelyn, locations tbc.

There has been tree planting through John Evelyn 400 and its relationship with The National Trust; 4 standard sized trees went in at Sayes Court Park earlier this year. More were to go ahead but unfortunately due to COVID-19 the National Trust had its funding for this cut.

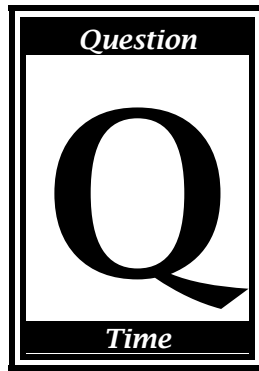
This brings the total planting of standard sized trees in Evelyn Ward this year to 16.

STfL plans to build on its street tree planting in Evelyn Ward for winter 2021-22, it has just recruited a new Area Rep whose work will be divided between Evelyn and Brockley. They will work on building on the numbers through our regular residential planting scheme. With the help of the rest of the STfL team he will target the marketing of the residential street trees campaign in wards such as Evelyn for planting winter 2021-22 as we are aware that numbers need to increase here.

STfL and Green Scene have applied to The Heritage Lottery Fund in order to be able to create 'Green Grids'; avenues of street trees connecting schools to homes, shops and green spaces. Evelyn Ward was one of the five wards submitted as a part of the application. If it is successful this will mean the extra planting of 150 street trees in Lewisham (on top of the 250 planted annually), at least 20 of which will be in Evelyn Ward 2021-22.

In regards to watering and maintenance for street trees, all of STfL's street trees are watered by Tree Guardians (residential sponsors or supporters of the trees who live near to where the trees are planted), schools, or where they are planted in soft verges, by our Street Tree contractors, for the first two years after planting. STfL loses only 5% of the trees it plants (mainly due to vandalism or disease), compared to 30% in other boroughs. STfL also has a yearly audit of all of its trees and a small maintenance team that is currently developing and has started working in different wards to deal with small maintenance issues. The trees are the property of the council and the council will continue to maintain them as they grow to larger sizes.

www.streettreesforliving.org



PUBLIC QUESTION NO. 48

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Lori Minini

Member to reply: Councillor Barnham

Question

Are you aware there are no extracurricular activities available in North Deptford for school children wanting to do sports or engage in the arts at weekends? This is primarily due to a lack of community space to hold such activities locally. Weekends is the time that most working parents can take their children to extracurricular activities, and these are particularly important to keep the children busy and to help them to develop a sense of community by sharing experiences with other local children. Unfortunately, at present children in North Deptford have to go outside of their community to find such activities, including to neighbouring Southwark or Greenwich, therefore not sharing these formative experiences with other local children. Local residents have brought this issue to the

attention of the council more than a year ago, and expressed the wish for having suitable community space that can allow holding such activities locally. Has this issue been considered by the Council, and what steps have been taken to address this lack of resources and community space in the area?

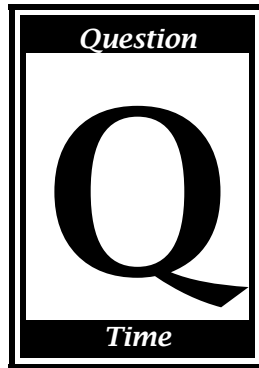
Reply

One of the benefits of living in and growing up in London is the wealth of cultural and leisure activities available in the city. That said, we are also committed in Lewisham to ensuring that the borough itself is a great place for children to grow up and get their start in life. The Council's officers are currently redesigning the way we deliver services for children, families and young people in the borough, including how we might make better use the buildings and community spaces available to us, and create those spaces where they are needed.

We are particularly keen for this redesign to be informed by our parents and carers, our young people, and our residents and will be prioritising gaining these views in the coming months.

In the meantime we are keen to work in partnership with local communities and our voluntary sector providers to ensure adequate, and COVID safe, access to a range of local buildings including the Riverside Youth Club, Evelyn Community Centre and the 2000 Community Action Centre.

Please contact Catherine Bunten, Service Manager for Children and Young People's Commissioning, at Catherine.Bunten@lewisham.gov.uk, to discuss current opportunities, and be involved in future plans.



PUBLIC QUESTION NO. 49

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Ana Gutierrez

Member to reply: Councillor McGeevor

Question

I live in the area Grove Street and Plough Way. Every day I take my children to Invicta primary school Deptford. The streets are difficult to walk with a buggy, a scooter and kids' bicycles. I see people in wheelchairs really struggling in those streets.

The streets are dirty, rubbish everywhere and after three weeks of piling rubbish in every corner, eventually could be cleaned.

I feel insecure in the streets, many people drinking and smoking in Sayes Court park. I believe every day something is going to happen to us there.

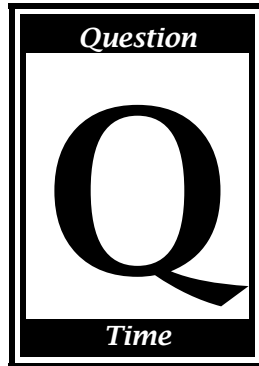
Around the river side also there are drugs envelopes everywhere. Our children walk and see this.

Can you help us to improve our area?

Reply

I'm sorry to hear of the issues you have raised and have asked the managers within the area to look into this. The Council's Crime, Enforcement & Regulation Service is aware of the reports of street drinking and associated anti-social behaviour in and around Sayes Court Park and has been working with the local Police Safer Neighbourhood Team to investigate and tackle these issues.

Over the next 6-12 months, we are undertaking a review of how we manage our streets from street cleansing, the collection of refuse and recycling and how we manage ASB. Our intention is to provide effective, agile front line services addressing the issues faced by our communities on a day to day basis, such as those you have raised.



PUBLIC QUESTION NO. 50

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Sarah Bioletti

Member to reply: Councillor McGeevor

Question

In Dallinger Road, where I live, the cars were turning around in my sideway until after 21.30 on each occasion. If we are to endure this LTN then a workable plan to drop the barriers, deactivate the camera in Manor Lane when a major incident occurs would ensure that grid locks would not occur. Has this been considered?

The other concern is that should a major incident occur on the railway, how would the emergency services be able to attend as LBL are not managing the installation whatsoever? Has there been any discussion with Network Rail regarding this and how would the trapped traffic be cleared? Has there been a desk top safety exercise with all concerned or is one planned?

It is already apparent that the barriers are interfering with response times, with ambulances being trapped in Manor Lane Terrace without keys and then performing manoeuvres in a narrow double-parked residential street?

Will you review this blunt instrument of LTN and reducing road capacity to 'evaporate traffic', because LTN's are too painful and disruptive.

Reply

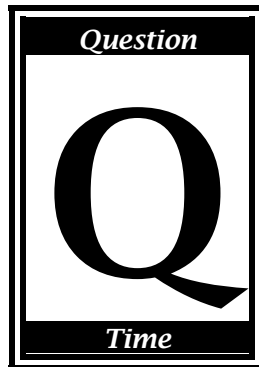
The way that the low traffic neighbourhood is deployed and managed means that the scheme is able to be flexible and therefore the Council can respond quickly to incidents that affect routes through the area. The recent closure of the South Circular because of a burst water main showed that we were able to respond to an unplanned incident and mitigate the combined impact of that closure and the LTN measures by suspending some of the measures, meaning that residents were able to access their properties. In addition, Council officers have been in dialogue with Network Rail and they and all emergency services will be able to attend should an incident occur on the railway.

We have liaised with the London Ambulance Service and the other emergency services in regards to modal filters from the outset and chose to install camera-enforced modal filters on priority emergency service routes to give them unimpeded access.

We have taken all reasonable steps to ensure that the emergency services were aware of the modal filters and have provided relevant information for them to cascade within their organisations. We have also uploaded information regarding the closures on a central system for London that feeds the emergency services and other route finding apps.

At the LAS Trust Board meeting on 29 September 2020, it was confirmed that there had been no adverse events resulting from low traffic neighbourhoods and this would continue to be monitored.

We are aware that the Lewisham and Lee Green low traffic neighbourhood is not working as expected and has created issues that need to be addressed. We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures. We are also continuing to work on longer-term proposals and will share these with residents as soon as possible.



PUBLIC QUESTION NO. 51

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Carol Spurling

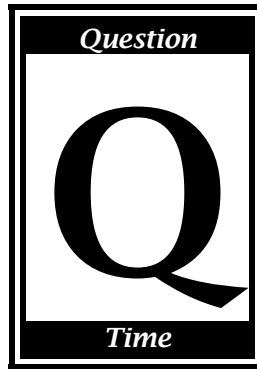
Member to reply: Councillor Bell

Question

At the end of January this year a neighbour reported the erection of a shed at the front of Pentland House (a listed building situated in a conservation area). This shed is an eyesore and is visible above the wall by the main entrance. Has Planning Enforcement taken any steps to rectify this?

Reply

Planning enforcement has engaged with the owners of the site and advised them of the planning breach. The owners have indicated that they wish to make a planning application for the retention of the building. If no application is received within the next 28 days (6 November 2020), then the Council will consider taking formal enforcement action against the unauthorised development.



PUBLIC QUESTION NO. 52

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: John Hamilton

Member to reply: Councillor McGeevor

Question

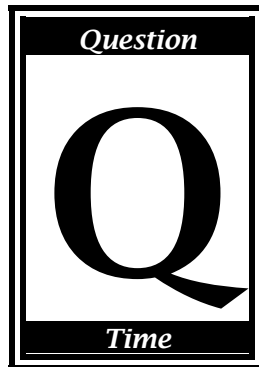
Please outline plans for reducing carbon emissions due to domestic heating in both the social housing sector and the owner-occupied sector in the borough?

Has a programme of conversion from fossil-fuels to renewables been drawn up and if so, what are the targets for the next 2 years, 5 years and 10 years?

Reply

The Council has published an energy masterplan setting a strategic approach to developing low carbon heat networks in the borough and for decarbonising heat in buildings outside of planned heat network areas. Details of this work can be found on the Council's website <https://lewisham.gov.uk/myservices/environment/making-the-borough-carbon-neutral-by-2030-climate-emergency-declaration>.

Decarbonising heat from the borough's existing housing stock will require significant investment from Government and action by home owners and landlords. Setting meaningful targets for converting fossil-fuel based heating to renewables needs to be part of a national programme of decarbonisation. The Council has lobbied central government and other stakeholders in the context of Lewisham's Climate Emergency Action Plan and we await the publication of the Government's proposed Heat and Building Strategy later this year.



PUBLIC QUESTION NO. 53

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Rita Weaver

Member to reply: Councillor McGeevor

Question

What are the Council doing to enable the disabled to be able to get a taxi to go shopping to keep their independence or if taxis are allowed down the closed roads? What is being done to enable the carers and relatives who would usually enable these people to go shopping or appointments for independence?

What are the Council doing to enable district nurses get to their patients to deliver and administer vital medications and pain relief to the frail and those who are choosing to die at home?

District nurses have far too many patients and far too much equipment to carry to walk everywhere and there is a health and safety issue surrounding this also. Just so you

are aware not everyone can afford electric vehicles either so what is being done to deliver a very much needed service?

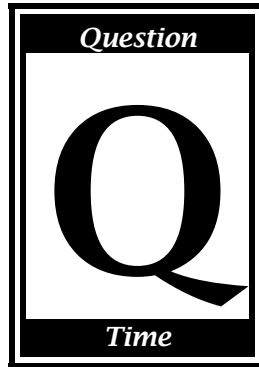
Reply

The need for and the contribution of those people who work to provide care is recognised and valued. Council officers have been in dialogue with a number of NHS services, and a number of exemptions to the camera enforced modal filters has been agreed for those providing key services. This will be closely monitored and kept under review.

We understand that not everyone is able to walk or cycle. Our intention is to create low traffic neighbourhoods so that everyone, including people in wheelchairs and those who use disability scooters, has enough space to make their journeys comfortably. Eliminating through traffic, and encouraging those residents who are able to walk or cycle to do so, should mean quieter streets for everyone, including those who do need to make any essential journeys by car.

Many people think that driving is their only option but 81% of Londoners are able to ride a bicycle, including 76% of disabled people. Fifteen per cent of disabled people in London do cycle, which is not that much less than the 18% of the general population. Most Londoners therefore have the potential for their daily journeys to be made by means other than driving. However, it is recognised that for many this is not a genuine option.

We recognise that for those who have no option but to drive, the reallocation of space away from motorised transport may have an impact on their journey times, possibly increasing these at times. For instance the introduction of modal filters and school streets may make a journey longer in distance. On the other hand, if there is an overall reduction in traffic, from those who have chosen to switch modes, then the reduction in congestion may offset any increase in journey time resulting from the longer distance travelled.



PUBLIC QUESTION NO. 54

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Alex Martin

Member to reply: Councillor McGeevor

Question

Will Lewisham Council consider a compensation package for those who have seen their properties devalued by the implementation of the Lee Green LTN?

I live on Hither Green Lane near the South Circular junction. Since the implementation of the LTN, there is now a constant traffic jam outside my house from midday to about 7.30pm from Mon-Sat. This will surely affect the property price of my house and others along affected routes. Why would anyone want to buy a property that has a constant traffic jam outside it? Obviously, this extra traffic has been caused by a Lewisham council procedure, this is undeniable.

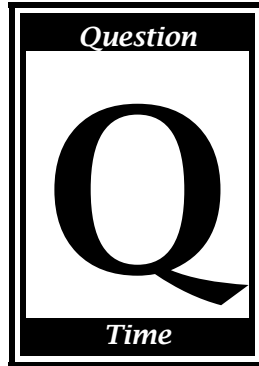
The government currently runs a compensation scheme for those who have seen their properties affected by pollution caused by new or altered roads... <https://www.gov.uk/compensation-road-property-value/who-can-claim> .

Reply

By creating quieter and safer streets, LTNs encourage people to switch to walking and cycling and discourage unnecessary car journeys. Although in the short-term, nearby roads may become busier, in the medium to long-term the expectation is that habits and behaviours will change, resulting in a reduction in car trips and therefore a positive impact on congestion and air quality.

We will be closely monitoring the impacts of the scheme and we have published a detailed monitoring strategy for the Lewisham & Lee Green LTN.

However, we are aware that the Lewisham and Lee Green low traffic neighbourhood is not working as expected and has created issues, with nearby streets such as Hither Green Lane seeing more traffic, which needs to be addressed. We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures. We are also continuing to work on longer-term proposals and will share these with residents as soon as possible.



PUBLIC QUESTION NO. 55

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Mary-Anne Wright

Member to reply: Councillor McGeevor

Question

I live on Lee High Road, and have done for over 15 years. I do not drive. I walk to local shops along Lee High Road and at Lee Green.

Since the LTN has been implemented and children have returned to school, I have noticed what happens at school closing time: today I saw a group of at least a dozen children from Trinity School waiting at the bus stop on Lee High Road nearest to the junction with Eltham Road etc. (they were waiting for buses heading towards Lewisham). The children were not social distancing at the bus stop; there isn't really room for so many people to social distance at the same time and place. There was certainly no room for me to walk past them at a safe distance, so I walked through the

grounds of the nearby church to avoid them and also to avoid having to try to walk in the road. It also struck me that none of the children waiting were white. I feel concerned that children have to wait on a road that clearly faces increased levels of pollution now, and very concerned that particular parts of the community (namely BAME children) seem to be more adversely affected than white children. Surely this is discriminatory. How is this going to be addressed going forwards? Why is nothing being done to widen the pavements in anticipation of higher footfall and the current need for social distancing?

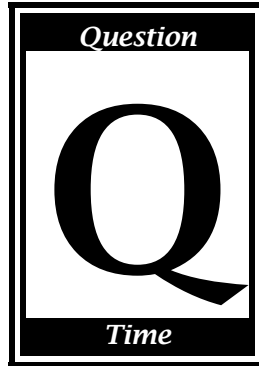
Since the LTN has been in place, I've also noticed an increase in the number of people choosing to cycle on the pavement. I assume this is to avoid the increased traffic on the road. This is not safe for pedestrians like myself, and it's not ideal for cyclists either. Does the council intend to improve safety for people who choose to cycle along Lee High Road so that they don't resort to using the pavements to avoid the cars, lorries, buses, etc?

I would like the council to reconsider their approach to traffic management on the main roads such as Lee High Roads. I would also like the council to recognise that roads like Lee High Road are just as residential as any of the streets within the LTN zone.

Reply

It should be noted that Lee High Road is the responsibility of Transport for London, and any improvements to this road therefore fall within its remit as the responsible traffic and highway authority.

It is recognised that main roads are also residential streets and the Council has been working closely with TfL to understand the impacts of the Lewisham and Lee Green low traffic neighbourhood on their network and bus services.



PUBLIC QUESTION NO. 56

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Jurate Bernataviciene

Member to reply: Councillor McGeevor

Question

I live in Lee Green, close to Sainsbury's and I am frustrated with the measures taken. I want to believe in good intentions of the scheme. But all I see is even more traffic on already busy main Burnt Ash road and the restrictions on local residents and their free movements in their neighbourhood, free access of their choice to main roads. What about care workers, who come to care after their clients in the area? What about local businesses? What about disabled?

Me and my son choose to walk to his Primary School. We walk on Burnt Ash Road and see traffic both ways every day with idling cars which is the same pollution transferred to the area which is already polluted. I am disgusted when I and my disabled son are

coming back from hospital and passing streets in the area where we live cost us £65-£130. That is beyond comprehension.

I fail to see fairness in these measures when I as resident am made to pay a fine to use the local road. I believed that measures was to fight rat-running and not people who are disabled or carers, or to whom the walking and cycling is not an option.

I would be very grateful if the other solution could be found, like planting trees to reduce pollution, installing width restrictions or pedestrian crossings, cycle lanes, one way systems, or at least have exemptions for residents, disabled, care workers.

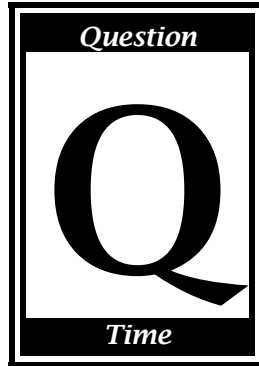
Reply

The main purpose of LTNs, which were introduced as part of the Council's COVID-19 response, is to reduce through traffic on residential streets and create quieter and safer streets for walking and cycling during the pandemic, ensuring that people are able to socially distance. LTNs are also in line with our longer-term transport strategy and commitment to climate action.

Our intention is to create low traffic neighbourhoods which benefit our residents and although we would prefer for people to travel throughout the borough by walking or cycling, we understand that this is not always possible. One of the reasons why we have created low traffic neighbourhoods is to reduce the number of vehicles on the road. This not only improves air quality but it also makes it easier and safer for pedestrians, including people with disabilities, to cross the street. Also, when fewer private vehicles are on the road, it will improve journey times both for public transport and for those residents who have to make essential journeys by car. Although we have introduced temporary measures this is about long-term behaviour change.

Whilst it is recognised that other measures, such as planting trees and providing more pedestrian crossings, would also make our streets more attractive for walking unfortunately such measures do not meet the criteria for funding that is available from Government and TfL through the London Streetspace programme.

We are aware that the Lewisham and Lee Green low traffic neighbourhood is not working as expected and has created issues, with nearby streets such as Hither Green Lane seeing more traffic, which needs to be addressed. We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures. We are also continuing to work on longer-term proposals and will share these with residents as soon as possible.



PUBLIC QUESTION NO. 57

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Simon Watson

Member to reply: Councillor McGeevor

Question

The road blocks and camera in my area (Manor Park) cite Covid social distancing as the rationale and legal justification for their existence. Do the councillors actually believe that closing these roads is contributing to the reduced transmission of Covid? If not, why have they abused the Covid emergency regulations in this way?

If so, could they explain how the road closures, thus stated to be introduced for the purpose of the reduced transmission of Covid, are in such fortuitously close, nay prophetic, correspondence to those proposed last Autumn before Covid was on the radar screen?

The councillors will be aware that some vehicle journey times have greatly increased (indeed this was an intended deterrent purpose of the scheme according to the original literature).

A particular concern here is the necessary, frequent, regular journeys at peak hours to and from the hospital for treatment sessions for extremely vulnerable patients.

What risk assessment has been done by the Council on the increased likelihood of Covid transmission because of much longer journey times in shared transport, given that length of exposure is frequently cited in the scientific studies of infection?

Do the councillors care that lengthy journeys are very taxing on the endurance of our elderly and frail folk and if so do they have any practical way of expressing that caring?

There are of course many other local journeys, in addition to those to the hospital, made for the purpose of caring for the vulnerable.

Given that the LTN was in planning a year ago, what considerations are being given to allow these vital journeys to use the most efficient routes, which were perhaps formerly over or under the railway and in any case avoiding the S Circular and the infamous H junction?

Reply

As a result of the constraints on public transport capacity we need as many essential trips as possible to be safely made on foot or by bicycle, whilst socially distancing.

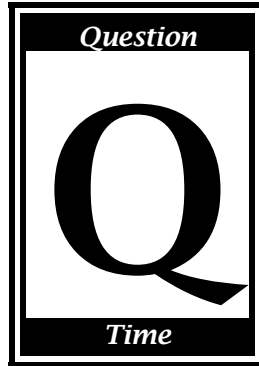
Whilst social distancing guidelines remain in place it is difficult to safely accommodate walking/cycling/vehicular movements within the available road space, particularly where footways are below 3 metres, and traffic volumes are higher than might be expected for a residential street as a result of the level of through traffic using it.

A rebalancing of provision therefore needs to take place in order to safely accommodate the increase in pedestrian and cycling trips that have been seen during the pandemic, by reducing the volume of traffic. This issue becomes more pressing the greater the number of trips that take place. Without these changes, these vulnerable road users will be at risk.

In locations where footways are under three metres, in order to maintain social distancing, pedestrians may need to step into the carriageway to do so. For cyclists it is easier to maintain this distancing. Lowering traffic volumes on residential streets, minimises the risk to both pedestrians and cyclists.

Our intention is to create low traffic neighbourhoods which benefit our residents and although we would prefer for people to travel throughout the borough by walking or cycling, we understand that this is not always possible. One of the reasons why we have created low traffic neighbourhoods is to reduce the number of vehicles on the road. With fewer private vehicles on the road, it will improve journey times both for public transport and for those residents with no choice but to use a car for their essential journeys. Although we have introduced temporary measures this is about long-term behaviour change.

We have ensured that a comprehensive monitoring programme is in place to understand the impact of our COVID-19 emergency transport response. Traffic counters and air quality monitors have been placed around the borough to collect data – although it is not possible to monitor every street, the locations of these counters and monitors were carefully selected to provide an indication of the impact on air quality across the area and traffic levels on different types of street, including streets where a modal filter has been installed, other surrounding streets, and more strategic roads like the South Circular. This will allow us to measure the extent to which traffic has been displaced to other routes. The traffic counters will also pick up any changes in cycling levels. In addition, we are liaising with other key stakeholders to understand the impact of our COVID-19 emergency transport response on bus journey times and emergency service response times.



PUBLIC QUESTION NO. 58

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Eyitayo Adeoye

Member to reply: Councillor McGeevor

Question

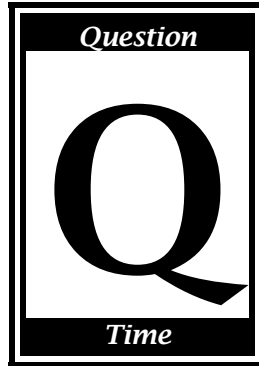
Did the Council critically reflect on the consequences of the traffic control measures especially in this pandemic before suddenly implementing them?"

Reply

This has been a challenging programme to deliver due to the short timeframes set by central government. We were urged to implement schemes in a 'matter of weeks' and this has meant that there hasn't been time to consult people and engage as would normally be the case. We understand that this could be frustrating for residents, but this is an emergency response so councils have had to act very quickly.

The temporary COVID-19 transport measures are located in areas where through-traffic has historically been identified as an issue and there were concerns that traffic would increase once lockdown restrictions were eased. This assessment was based on a number of factors, including traffic data, resident complaints and officer observations. The pavements in most of these areas were also less than three metres wide, making it more difficult for pedestrians to socially distance. Other strategic factors, such as the proposed cycle network identified in the 2018 Lewisham Cycling Strategy, were also taken into consideration.

We have also ensured that a comprehensive monitoring programme is in place to understand the impact of our COVID-19 emergency transport response, with traffic counters and air quality monitors placed around the borough to collect data.



PUBLIC QUESTION NO. 59

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Diana Cashin

Member to reply: Councillor McGeevor

Question

In regard to the Lewisham and Lee Green LTN, will the Council publish figures for pollution levels in the LTN and surrounding streets, including the A205, before the implementation of the trial LTN and the recorded figures during and at the end of the trial period? How will the Council assess whether the trial has been successful, that is, what are the critical success criteria on which the trials will be judged?

Reply

We have a comprehensive monitoring programme, which seeks to strike a balance between capturing the main impacts of the scheme, whilst being mindful of costs and the urgent need to get schemes delivered as quickly as possible. It should be noted that it is not possible to monitor every street across the borough due to the cost of doing so, but the locations have been carefully selected to provide an indication of the impact on air quality across the area and on different types of street, for instance streets where a filter has been placed, other residential streets, as well as more strategic roads like the south circular.

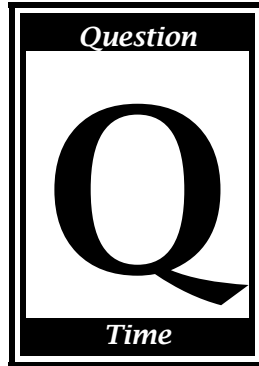
Generally speaking we have looked to capture impacts on the surrounding road network to monitor the extent to which traffic may be displaced to other routes, particularly the distributor road network (i.e. the A and B roads). The traffic counters will also pick up cycling levels. We have strategically placed our traffic counters and diffusion tubes (to monitor air quality) around the borough to create a comprehensive collection of data. Some of these monitors were introduced pre-COVID as part of our monitoring programme and have provided us with the opportunity to monitor air quality and traffic during the pandemic.

It should be recognised that there are a number of variables that will influence air quality in an area, such as weather conditions (which may disperse air pollution from one area to another), street layouts, and changes in lockdown restrictions which will have an influence on people's travel patterns.

More detailed information can be found in our [monitoring strategy](#) for the Lewisham & Lee Green LTN and monitoring data will be published by the end of November.

When we implement a scheme to improve an area for walking and cycling, we monitor its effects on traffic and air quality, including in the surrounding area, and mitigate any negative impacts where possible.

A successful scheme is one where the benefits of the changes to the area outweigh any detriments, taking into consideration all the factors such as traffic flows, air pollution and community feedback. Traffic flow and pollution levels will be carefully monitored and taken into account when assessing the success of any scheme, and changes will be made accordingly. We are also continuing to work with the emergency services to monitor the impact on emergency response times.



PUBLIC QUESTION NO. 60

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Kate Richardson

Member to reply: Councillor Bell

Question

Culverly Green Residents Association remains very concerned by the temporary changes to the SCI. We feel that there remains a lack of transparency in the whole process. Our organization represents 800 residents. We would like reassurance that any objection we put in on behalf of the community will be decided by committee rather than delegated to an Officer.

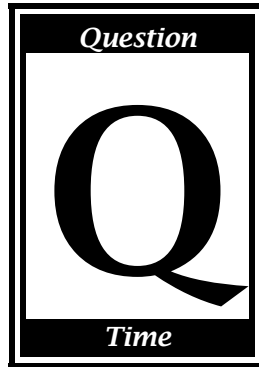
Reply

The Council strongly values the role that amenity and civic societies play in our borough and the planning process. Unfortunately, the unprecedented COVID-19 pandemic and

Government measures to protect public health, including the suspension of physical Council meetings, has required the Council to make temporary changes to the Statement of Community Involvement (SCI) in order to make the planning application process more manageable.

The temporary changes to the SCI, agreed by Strategic Planning Committee and Mayor and Cabinet, remove the automatic call in power for all amenity societies. Instead an amenity society objection will result in consideration by a planning committee chair as to whether a decision is made under delegated powers or at committee.

I do understand your concern. Ward councillors can ask for an application to go to committee. Resourcing is also a big issue for the Council due to over ten years of austerity and a UK government who is intent on reducing our funding in addition to the pandemic. The Mayor and councillors all live in the borough. We want to see it thrive, full of nature and wildlife. I know these changes are concerning to you, but councillors and the Mayor are available to support you in the role that you play in your local community.



PUBLIC QUESTION NO. 61

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Joanne Kane

Member to reply: Councillor McGeevor

Question

We've lived in Lewisham/Green borough all our lives. Our family members range from 5 to 80 year olds a wide spectrum of this community.

All these road closures are affecting us all. We have experienced many changes during our life time as you can imagine, but these recent changes, by closing off roads is farcical!

1. It's not making changes to the environment as all vehicles are sitting in traffic so much longer, and for those walking along main roads are suffering from the congestion of fumes, for much longer,
2. Many people are late for appointments or work, as leaving earlier has no impact as everyone is trying to do the same thing!
3. Creating the Manor Lane camera road block which has not been highlighted enough and many people are receiving tickets, is crazy!

4. Members of our family have seen Emergency Vehicles driving Down roads having to turn around, due to no access, many people awaiting ambulance to reach them in an emergency can be a life or death situation!
5. It was never ever thought through properly how or where traffic would go when there are main road closures, due to burst pipes or accidents!

Please return our roads back to how they were before there are too many fatalities.

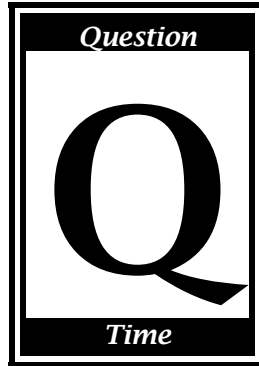
Reply

The overarching aim of the temporary measures installed across the borough as part of the Council's COVID-19 emergency transport response is to facilitate those walking and cycling to do safely, whilst also maintaining social distancing. This encourages those who can to walk and cycle for their essential trips and in turn reduces pressure on the limited public transport capacity and road space for those who have to make their trips using a vehicle. Modal filters and LTNs are also in line with our longer-term transport strategy and commitment to climate action.

Whilst some benefits have been delivered, as we are seeking people to change their behaviour it can take some time for traffic patterns to settle and the longer term benefits to be seen.

We have ensured that a comprehensive monitoring programme is in place to understand the impact of our COVID-19 emergency transport response, with traffic counters and air quality monitors placed around the borough to collect data. In addition, we are liaising with other key stakeholders to understand the impact of our COVID-19 emergency transport response on bus journey times and emergency service response times.

However, we have been listening to feedback and are aware that the Lewisham & Lee Green LTN is not currently working as expected, with neighbouring communities unfortunately continuing to see more traffic on their streets. As a result, we have been urgently exploring options for how we can address this issue and have announced some short-term changes to alleviate the immediate pressures. We are also continuing to work on longer-term proposals for the Lewisham & Lee Green LTN and will share these with residents as soon as possible.



PUBLIC QUESTION NO. 62

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Winston Mason

Member to reply: Councillor McGeevor

Question

I am one of the residents of the Hither Green area who has been profoundly affected by the LTN scheme. There was no consultation with the residents of the Hither Green area and in doing so your scheme has affected my business as well as other business who rely on passing trade. I being a driving instructor have spent more time in traffic than I would care for. I've spend more money on fuel , less customers because I have to give myself more time to travel , leading to less customers in my working day. Pollution has gone up on the major roads (God help the residents of those roads) as well as frustrating residents like myself who have to take 1.5 miles extra journey in heavy traffic to return home. This is not healthy for the mind as well as body. If you had asked the residents of Hither Green you would of got a resounding 'no' to your scheme. It seems

you are trying to create some kind of utopia in the areas concerned. I haven't seen any increase in cycling in the area, and I'm one of those cyclist, I've seen more mothers and fathers walking to school with their children after parking up before the no entry Buses and cyclist signs only barriers. The LTN scheme isn't fit for purpose. Why penalise the residents of Hither Green for having a car, local business that requires a car to evolve, home carers, family members who want to visit their own, and most of all the emergency services having to fight through heavier than usual traffic.

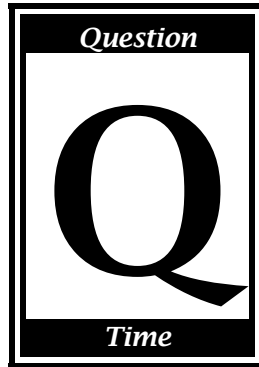
Reply

This has been a challenging programme to deliver due to the quick timeframes set by central government. We were urged to implement schemes in a 'matter of weeks' and this has meant that there hasn't been time to consult people and engage with people as would normally be the case. We understand that this could be frustrating for residents, but this is an emergency response so councils have had to act very quickly.

The main purpose of LTNs, which were introduced as part of the Council's COVID-19 response, is to reduce through traffic on residential streets and create quieter and safer streets for walking and cycling during the pandemic, ensuring that people are able to socially distance. LTNs are also in line with our longer-term transport strategy and commitment to climate action.

We have ensured that a comprehensive monitoring programme is in place to understand the impact of our COVID-19 emergency transport response, with traffic counters and air quality monitors placed around the borough to collect data. In addition, we are liaising with other key stakeholders to understand the impact of our COVID-19 emergency transport response on bus journey times and emergency service response times.

However, we have been listening to feedback and are aware that the Lewisham & Lee Green LTN is not currently working as expected, with neighbouring communities unfortunately continuing to see more traffic on their streets. As a result, we have been urgently exploring options for how we can address this issue and have announced some short-term changes to alleviate the immediate pressures. We are also continuing to work on longer-term proposals for the Lewisham & Lee Green LTN and will share these with residents as soon as possible.



PUBLIC QUESTION NO. 63

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Ken Gnanasekaram

Member to reply: Councillor McGeevor

Question

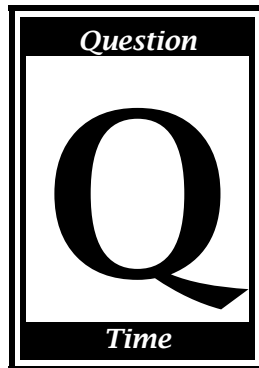
I have underlining medical issues, I find it extremely difficult to cope with the long traffic delays in Lee and Lewisham. In many instances as soon as I get home, before washing the hands (Covid 19) I am forced to answer the call of nature.

My wife feels the strain due to the long delays in getting to work and the return journey. Many instances she faces aggression from other road users and she gets irritated and depressed. This is affecting her mental state. Also the long delays on the way back from work means tiredness, hunger and fatigue.

Please will the Council to reconsider the road blockages as early as possible and to bring back normalcy before situation worsen?

Reply

Whilst we remain committed to low traffic neighbourhoods and the principles they set out to achieve and we have aspirations to deliver further LTNs when further funding and resource becomes available we recognise that the Lewisham and Lee Green Low Traffic Neighbourhood is not working as expected. Neighbouring communities unfortunately are continuing to see more traffic on their streets and these issues need to be addressed. We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures.



PUBLIC QUESTION NO. 64

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Jo Darwin

Member to reply: Councillor McGeevor

Question

There was a road traffic accident outside our house on 19/09 1020am and it took an ambulance over 20 minutes to attend. What reassurance and evidence can you provide that the LTN is not causing delays to emergency vehicles due to additional congestion on arterial roads, such as Lee High Road, and the new physical barriers that have to be removed or avoided by emergency service vehicle drivers?

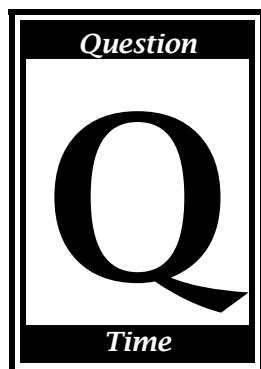
Reply

We have liaised with the London Ambulance Service (LAS) and the other emergency services in regards to modal filters from the outset and chose to install camera-enforced modal filters on priority emergency service routes to give them unimpeded access.

We have taken all reasonable steps to ensure that the emergency services are aware of the modal filters and have provided relevant information for them to cascade within their organisations. We have also uploaded information regarding the closures on a central system for London that feeds the emergency services and other route finding apps.

At the LAS Trust Board meeting on 29 September 2020, it was confirmed that there had been no adverse events resulting from low traffic neighbourhoods and this would continue to be monitored.

We will continue to liaise with all of the emergency services and the impact on emergency services response times forms part of our monitoring strategy.



PUBLIC QUESTION NO. 65
Priority 1

LONDON BOROUGH OF LEWISHAM
COUNCIL MEETING
21 OCTOBER 2020

Question asked by: Margot Wilson

Member to reply: Councillor Barnham

Question

Has the Council agreed a Fair Workload Charter for teachers in Lewisham schools?

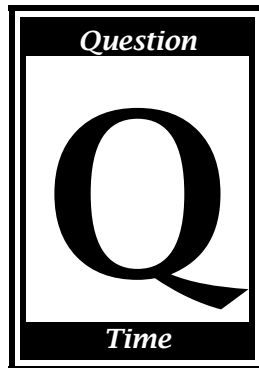
Reply

Recent events have underlined the crucial importance of schools and their staff to the wellbeing of our community. Head teachers and governors and trustees of Lewisham schools are determined to address issues relating to workload of teaching and support staff. This is to meet reasonable needs of staff in order to enable them to work effectively for the benefit of children and young people. Getting this right not only improves work/life balance for staff but also contributes to school improvement. This will contribute to improving standards of achievement and attainment in Lewisham schools and contribute to strengthening communities.

In September 2019, a document setting out Lewisham's commitment to managing teaching staff and supporting staff workload was signed off and shared with all schools' head teachers and governing bodies. The document was developed and agreed by a working group of head teachers and officers in consultation Joint Trade Unions committees representing school teachers and support staff. It outlines principles and good practice, and proposes a commitment for head teachers and governors to consider in their schools. It was presented to Children and Young People's Select Committee on 5th December 2019.

The document is available at:

<https://councilmeetings.lewisham.gov.uk/documents/s69639/07a%20Review%20of%20R%20and%20R%20Appendix%202.pdf>.



PUBLIC QUESTION NO. 66

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Billy Shah

Member to reply: Councillor Bonavia

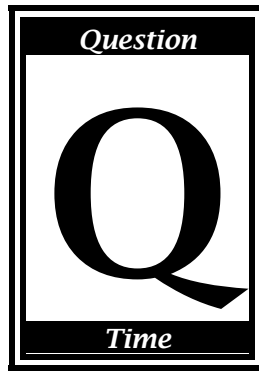
Question

Only six committees are chaired by BAME councillors, with three times that number chaired by white councillors. The Cabinet is also overwhelmingly white. As a result, last year white male councillors on average received 55% more in allowances compared to BAME female councillors. Is the Council institutionally racist in the way political appointments are made?

Reply

This Council administration is committed to increasing the proportion of BAME councillors elected to the Council, as well as working towards having more nominated as committee chairs.

In the current municipal year, 5 out of 14 committees where the role of chair carries a Special Responsibility Allowance are chaired by BAME councillors. While this number is proportionately higher than that of BAME councillors as a whole, the fundamental issue is that we need to increase the overall number of BAME councillors. This administration will actively encourage and support more BAME people to stand as candidates in upcoming elections so that the Council at all levels can better reflect the diversity of Lewisham's population.



PUBLIC QUESTION NO. 67

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Laura Joyes

Member to reply: Councillor McGeevor

Question

I'm struggling with these road closures. A twenty min journey can take up to 1.5 hrs as it did Friday 2.10 when an accident happened at the Burnt Ash lights / south circular. The police did not know about road closures and were directing traffic still down these roads. I've also heard numerous stories about emergency vehicles struggling to get through with all the planters. I know lots of people are struggling not only with day to day working but with Covid pressures too and this seems to be a step too far for many.

My daughter's school bus route (202) Often late and stick both up and down Burnt Ash past Lee Sainsbury's.

I have a new teaching post starting after half term and I don't know if I can take it as I won't be able to drop my children off at school and get back up Burnt Ash in time! It has just pushed the traffic onto already busy roads and onto the less affordable housing yet again. There was a protest on Saturday (3 October) outside Lewisham library and I've signed petitions too. Is there anything else to be done?

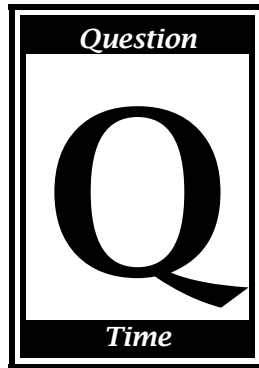
Reply

The main purpose of LTNs, which were introduced as part of the Council's COVID-19 transport response, is to reduce through traffic on residential streets and create quieter and safer streets for walking and cycling during the pandemic, ensuring that people are able to socially distance. LTNs are also in line with our longer-term transport strategy and commitment to climate action.

Although in the short-term, nearby roads may become busier, in the medium to long-term the expectation is that habits and behaviours will change, resulting in a reduction in car trips and therefore a positive impact on congestion and air quality for everybody.

We have ensured that a comprehensive monitoring programme is in place to understand the impact of our COVID-19 emergency transport response, with traffic counters and air quality monitors placed inside and outside the LTN to collect data. In addition, we are liaising with other key stakeholders to understand the impact of our COVID-19 emergency transport response on bus journey times and emergency service response times.

We are aware that the Lewisham and Lee Green Low Traffic Neighbourhood is not working as expected, with neighbouring communities unfortunately continuing to see more traffic on their streets and these issues need to be addressed. We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures and we will continue to monitor the impact of these changes.



PUBLIC QUESTION NO. 68

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Chris Maines

Member to reply: Councillor Bell

Question

Has many Rough Sleepers were identified in Lewisham prior to lockdown in March?
Were they all offered accommodation under the emergency powers?
How many are still in accommodation, have Lewisham been able to offer permanent homes for all the people identified as rough sleeping in March?

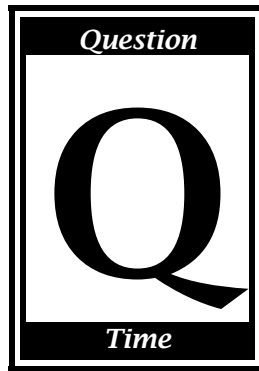
Reply

The last street count before lockdown was conducted on the night of 23rd January where the total number of rough sleepers counted was 12. Subsequent street counts up until July were cancelled due to the Covid-19 lockdown. The most recent street count was undertaken on the 1st October and found 6 rough sleepers.

No additional powers for local authorities were introduced by the Government to assist rough sleepers during the pandemic. However on the 26th March the Minister for Local Government and Homelessness directed councils and partners to work together to bring rough sleepers off the street. All rough sleepers found in Lewisham were offered accommodation during this phase of "Everyone In" which ended across London on July 4th. The team engaged with 247 rough sleepers between March and September 3rd.

As of the 8th October the council have resettled 101 individual rough sleepers into permanent social, private, supported or National Asylum Support Service Accommodation. There are 71 individuals still in accommodation arranged by Lewisham, including some rough sleepers accommodated since 'Everyone In' ended.

Lewisham Council has prevented 766 homeless cases since the start of the pandemic. Our priority remains to tackle the housing crisis and support those who are or are at risk of becoming homeless.



PUBLIC QUESTION NO. 69

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Shola Aikoroje

Member to reply: Councillor McGeevor

Question

I am infuriated by the closure of road without full and complete consultation with residents in and around Catford, Hither Green and Lee Green. The road is the only short cut from Hither Green/Courthill road to Lee Green. This is causing huge traffic on Lewisham high Street through to Loampit Vale and Lee Green. This has increased the level of pollution in the area, causing stresses on commuters and car users. This is making pupils, students, workers and business people late to work and lost in local economy. To make matter worse, vehicle lanes are reduced from two or three to one causing more traffic and more pollution.

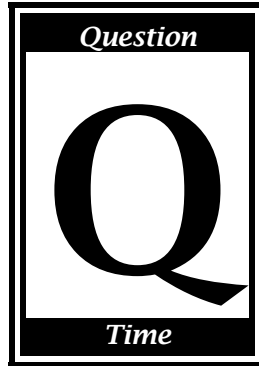
Why did the Council decide to carry out the works without the right and extensive consultation? Why did Council decide to undermine those who use the roads and live in Lewisham Borough? Why the unsightly bollards on the roads that will cause accidents and probably loss of lives? Why make Lewisham borough a terrible place to live? May I have answers to the questions please?

Reply

This has been a challenging programme to deliver due to the short timeframes set by central government. We were urged to implement schemes in a 'matter of weeks' and this has meant that there hasn't been time to consult and engage with people as would normally be the case. We understand that this could be frustrating for residents, but this is an emergency response so councils have had to act very quickly.

The aim of LTNs is not to shift traffic from residential roads to surrounding roads, but to reduce the overall number of vehicles on the road. As well as reducing congestion, this will have wider benefits for all residents, such as improved air quality. By creating quieter and safer streets, these measures encourage those people who can to switch to walking and cycling and discourage unnecessary car journeys. Although in the short-term, nearby roads may become busier, in the medium to long-term the expectation is that habits and behaviours will change, resulting in a reduction in car trips and therefore a positive impact on congestion and air quality for everybody.

We are aware that the Lewisham and Lee Green Low Traffic Neighbourhood is not working as expected, with neighbouring communities unfortunately continuing to see more traffic on their streets and these issues need to be addressed. We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures and we will continue to monitor the impact of these changes.



PUBLIC QUESTION NO. 70
Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Sam Atkins

Member to reply: Councillor McGeevor

Question

Given the unprecedented traffic that the LTN has caused in and around the Lee/Hither green area, especially when there are unforeseen issues. The traffic in the area came to standstill when there was an incident on the south circular road. This meant that apart from the area being gridlocked, the emergency services were unable to move anywhere in the area. This also happened again on Friday 2nd October when the rain appeared caused gridlock, as people were trying to get home to enjoy the weekend.

This gridlock is having a direct and negative effect on people's lives. This is unfair on the residents of the area and people travelling through the area. The LTN must also be having a huge impact on local businesses, as passing trade has been eliminated.

The Traffic on the main roads has meant that the amount of air pollution has not changed, just shifted. It seems to me that the more affluent areas have benefited from cleaner air, while the residents on the main roads have had an increase in air pollution.

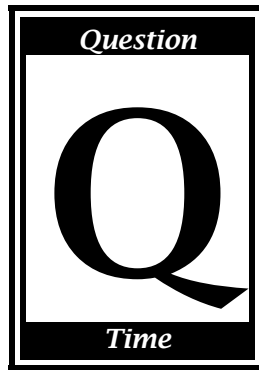
With all this in mind, what do Lewisham Council intend to do to resolve this awful situation?

I have filled in a political party survey and registered my disapproval and written to my Local MP. It is clear to me that this was rushed through under the guise of some sort of Covid measure. It is time for a rethink!

Reply

The aim of LTNs is not to shift traffic from residential roads to surrounding roads, but to reduce the overall number of vehicles on the road. As well as reducing congestion, this will have wider benefits for all residents, such as improved air quality. By creating quieter and safer streets, these measures encourage those people who can to switch to walking and cycling and discourage unnecessary car journeys. Although in the short-term, nearby roads may become busier, in the medium to long-term the expectation is that habits and behaviours will change, resulting in a reduction in car trips and therefore a positive impact on congestion and air quality for everybody.

However, we are aware that the Lewisham and Lee Green Low Traffic Neighbourhood is not working as expected, with neighbouring communities unfortunately continuing to see more traffic on their streets and these issues need to be addressed. We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures and we will continue to monitor the impact of these changes.



PUBLIC QUESTION NO. 71

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Neel Dakshy

Member to reply: Councillor McGeevor

Question

LB Lewisham's 2018 Joint Strategic Needs Assessment on Air Quality identified inequalities in the impact of air pollution, recognising that families relying on free school meals and income support were far more likely to live in the worst 10% areas of air quality.... how does diverting traffic from areas least impacted by air pollution like Lee Manor, to queue on already congested roads like Lee High Road, St Mildred's Road,

Burnt Ash Road and Hither Green Road, help the least affluent residents in the borough?

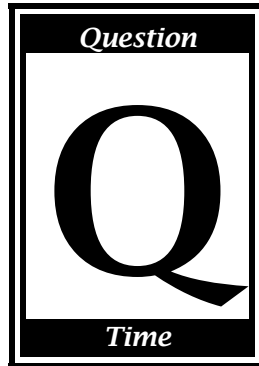
Reply

The aim of LTNs is not to shift traffic from residential roads to surrounding roads, but to reduce the overall number of vehicles on the road. As well as reducing congestion, this will have wider benefits for all residents, such as improved air quality. By creating quieter and safer streets, these measures encourage those people who can to switch to walking and cycling and discourage unnecessary car journeys. Although in the short-term, nearby roads may become busier, in the medium to long-term the expectation is that habits and behaviours will change, resulting in a reduction in car trips and therefore a positive impact on congestion and air quality for everybody.

We have ensured that a comprehensive monitoring programme is in place to understand the impact of our COVID-19 emergency transport response. Traffic counters and air quality monitors have been placed around the borough to collect data – although it is not possible to monitor every street, the locations of these counters and monitors were carefully selected to provide an indication of the impact on air quality across the area and traffic levels on different types of street, including streets where a modal filter has been installed, other surrounding streets, and more strategic roads like St Mildred's Road.

We are aware that the Lewisham and Lee Green Low Traffic Neighbourhood is not working as expected, with neighbouring communities unfortunately continuing to see more traffic on their streets and these issues need to be addressed. We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures and we will continue to monitor the impact of these changes.

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PUBLIC QUESTION NO. 72

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Georgette Francis

Member to reply: Councillor McGeevor

Question

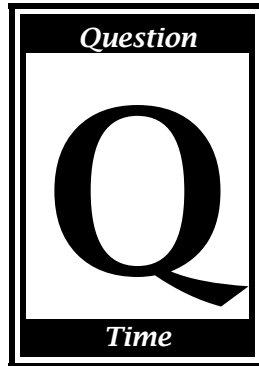
How do I explain to my 80 year old mother who I used to be able to cook a hot meal for daily and run it down to her, she lives in SE12 and I live in SE6, why I can no longer do this, and why she is now feeling isolated and like I no longer care about her? This has been caused by the blocking of Lewisham's roads with no consideration for the impact for the community.

I have seen a political party report and know that my concerns are amongst thousands from other residents with various caring commitments which have been pushed aside by the council.

Reply

The aim of LTNs is not to shift traffic from residential roads to surrounding roads, but to reduce the overall number of vehicles on the road. As well as reducing congestion, this will have wider benefits for all residents, such as improved air quality. By creating quieter and safer streets, these measures encourage those people who can to switch to walking and cycling and discourage unnecessary car journeys. In the short-term, nearby roads may become busier and some journeys may take longer, however direct access to all properties by vehicle is maintained, but the restrictions may require a different route to be taken. However, in the medium to long-term the expectation is that habits and behaviours will change, resulting in a reduction in car trips and therefore a positive impact on congestion and air quality for everybody.

We are aware that the Lewisham and Lee Green Low Traffic Neighbourhood is not working as expected, with neighbouring communities unfortunately continuing to see more traffic on their streets and these issues need to be addressed. We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures and we will continue to monitor the impact of these changes.



PUBLIC QUESTION NO. 73

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Steve Hartley

Member to reply: Councillor McGeevor

Question

I would like to submit a question with regards to the road closure on Upwood Road.

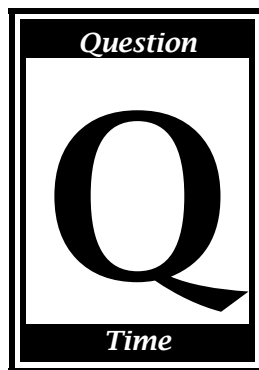
I made an FOI request for traffic data collected before the Lee LTN scheme was introduced showed that heavy traffic on Upwood Road was only an issue for 2 hours in the morning, 5 days a week.

Or 5.9% of the total hours in a week if you count 24hrs x 7days.

Please explain why this road is now closed in the daytime, evenings and all weekend?

Reply

This modal filter on Upwood Road is in place to reduce vehicular traffic throughout the day to make it safer for people to cross the road or step into the carriageway if they need to, to help maintain social distancing. It contributes to creating safer walking and cycling conditions for local trips to school, work, the shops, and for leisure and encourages cycling on and around the cycle network.



PUBLIC QUESTION NO. 74

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Donna Davis

Member to reply: Councillor McGeevor

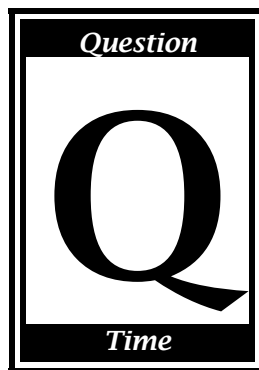
Question

The road closures are moving traffic from the more affluent areas of Lewisham to the poorer areas and slowing down buses which are depended on by the poorer members of our community. What are you doing to monitor and correct this serious inequality?

Reply

We have ensured that a comprehensive monitoring programme is in place to understand the impact of our COVID-19 emergency transport response. Traffic counters and air quality monitors have been placed around the borough to collect data – although it is not possible to monitor every street, the locations of these counters and monitors were carefully selected to provide an indication of the impact on air quality across the area and traffic levels on different types of street. In addition, we are liaising with other key stakeholders to understand the impact of our COVID-19 emergency transport response on bus journey times and emergency service response times.

We will use this data (alongside other information, such as feedback from residents, businesses and councillors) to inform decisions about whether changes are required to our COVID-19 emergency transport response. The analysis of this data collection will also take into account the consideration of other factors, such as re-introduction and easing of lockdown restrictions and levels of deprivation.



PUBLIC QUESTION NO. 75

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Patricia Williams

Member to reply: Councillor McGeevor

Question

The Council's aims in introducing LTNs seem to be motivated by the wish to exclude drivers from outside the borough from passing through, and to promote more

opportunities for cyclists. What considerations has the council given to the safety of pedestrians? Cyclists now freely use both the roads and the pavements. What measures will the council implement to protect pedestrians and especially people with disabilities? Has the council considered drivers who are actually resident in the borough but who work outside its boundaries? The new measures are having an enormous effect on their mental and physical health as well as thousands of drivers from elsewhere who are obliged to pass through it. Is the council deliberately trying to ruin people's lives?

Reply

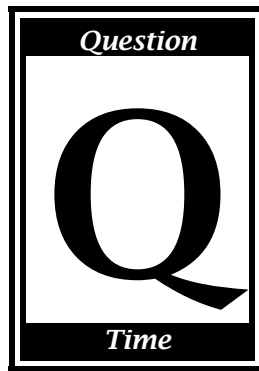
The main purpose of LTNs, which were introduced as part of the Council's COVID-19 transport response, is to reduce through traffic on residential streets and create quieter and safer streets for walking and cycling during the pandemic, ensuring that people are able to socially distance. LTNs are also in line with our longer-term transport strategy and commitment to climate action.

By creating quieter and safer streets, LTNs encourage people who can to switch to walking and cycling and discourage unnecessary car journeys. Although in the short-term, nearby roads may become busier, in the medium to long-term the expectation is that habits and behaviours will change, resulting in a reduction in car trips and therefore a positive impact on congestion and air quality, which will be of benefit to all.

We recognise that for those who have no option but to drive, the reallocation of space away from motorised transport may have an impact on their journey times, possibly increasing these at times. For instance the introduction of modal filters and school streets may make a journey longer in distance. On the other hand, if there is an overall reduction in traffic, from those who have chosen to switch modes, then the reduction in congestion may offset any increase in journey time resulting from the longer distance travelled.

However, we are aware that some of the schemes delivered as part of this programme are not working as expected and have created issues which need to be addressed, particularly the Lewisham and Lee Green Low Traffic Neighbourhood.

We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures and we will continue to monitor the impact of these changes. We are also continuing to work on longer-term proposals and will share these with residents as soon as possible.



PUBLIC QUESTION NO. 76

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Esther Smith

Member to reply: Councillor McGeevor

Question

What is being done about the unsafe traffic in the area and the impact on daily life as a result of the attempted LTN?

I have tried to register my concern for the danger of the Burnt Ash Hill/South Circular junction on the community map tool but nothing has happened and we have now had more than one serious accident at this junction.

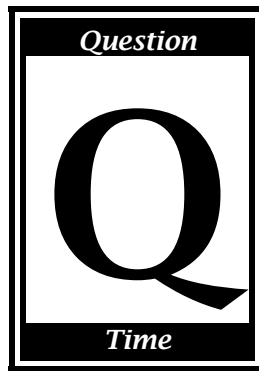
My question is, what is it going to take for the council to take action, on this junction and the wider issue of gridlock traffic down our residential roads, road frustration and higher levels of pollution? What does the council say to those who are now cut off from going to Lee Green Sainsburys? Whose businesses are impacted, or whose school run is now impossible- not everyone is allocated a walking distance school. Or to those who (like me- I'm 8 months pregnant) shouldn't be using the bus right now because of Covid so to stay safe I need to drive but now feel trapped at home.

Is anyone going to be big enough to admit there are some major flaws to this scheme?

Reply

We are aware that the Lewisham and Lee Green low traffic neighbourhood is not working as expected and has created issues, with neighbouring communities and some roads unfortunately seeing more traffic on their streets and some essential car journeys taking longer and this needs to be addressed. We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures and we will continue to monitor the impact of these changes. We are also continuing to work on longer-term proposals and will share these with residents as soon as possible.

The Council has worked with TfL in relation to these changes and will continue to work with them to understand the impact of the changes on their network and bus operations. This will include where our own network meets theirs, such as the junction of Burnt Ash Hill and the South Circular.



PUBLIC QUESTION NO. 77

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Mr RJ Warnes

Member to reply: Councillor McGeevor

Question

I refer to the Lee Green LTN introduced from 29th June 2020 under Covid 19 Emergency Powers.

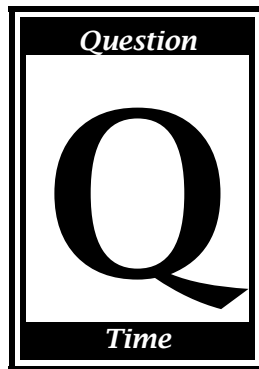
A local political party recently issued a report based on an on-line survey completed mainly by residents of the Lee Green, Hither Green and neighbouring wards. The overwhelming response of residents (771/930 =82.9%) was that they were unhappy with the Council's changes.

As it is accepted political philosophy that a government's (and, by implication, a council's) legitimacy and right to use power is only justified when consented to by the people over which that power is exercised, will the Council now respect the democratic view of the people and scrap this scheme immediately?

Reply

We remain committed to low traffic neighbourhoods and the principles they set out to achieve and we have aspirations to deliver further LTNs across the borough in time so that the benefits can be experienced more widely.

We are aware that some of the schemes delivered as part of the Council's COVID 19 emergency transport response are not working as expected and have created issues which need to be addressed, particularly the Lewisham and Lee Green Low Traffic Neighbourhood. We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures and we will continue to monitor the impact of these changes. We are also continuing to work on longer-term proposals and will share these with residents as soon as possible.



PUBLIC QUESTION NO. 78

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Janet Hurst

Member to reply: Councillor Bell

Question

At the Council meeting on 24 July 2019, in answer to a question about 18 empty properties on the Excalibur Estate, SE6, Cllr Bell said that the Council was working with developer London & Quadrant to ensure these properties were sold or let as quickly as possible. The 18 properties, on the corner of Excalibur Drive and Avalon

Close, remain empty, in spite of remedial work having been done on them, some two and a half years after they were built. Can the Council please indicate when these properties will be ready for occupation? Can the Council also please explain why Phase 3 of the Excalibur development appears to have stopped? The licence for demolition and development was granted in July 2018, but so far only demolition has occurred, and there is no sign of much-needed new homes being built.

Reply

The Council has been working with L&Q on the regeneration of the Excalibur Estate and is committed to delivering much-needed new social homes on the site.

The impact of Covid-19 has caused delays to both the remedial work on the 18 sale properties and the delivery of Phase 3 of the development. These delays have been significant and there remains a risk that there will be further delays during the autumn and winter.

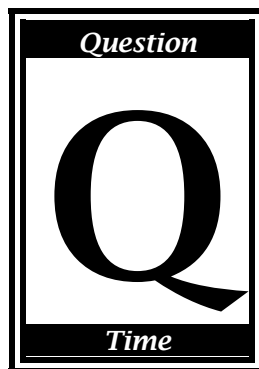
In relation to the 18 sale flats, the remedial work has now been completed and snagging and finishing works are now underway. It is expected that the properties will be handed over from the contractor to L&Q in the next 8 weeks.

In relation to the new homes in Phase 3, as well as demolition, there have been infrastructure works carried out in preparation for the new homes to be built.

Whilst this work has been carried out, there has been a review and update of the scheme finances which has identified a gap to make the phase financially viable. This has led to a pause in further works.

The Council, L&Q and the GLA have been working together to find a solution so that physical works can recommence as soon as possible.

Finally, I am disappointed that this scheme is taking a long time to complete. I am doing everything I can to push the scheme forward. The Council is working with L&Q, as I write, to get the work done.



PUBLIC QUESTION NO. 79

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Karen Pratt

Member to reply: Councillor McGeevor

Question

In a local political party's report (sent out to Councillors, the mayor and chief executive) on residents' responses to your Covid emergency traffic measures we

heard of numerous examples where the emergency services had been held up by permanent barriers and key-operated modal filters. I would therefore like to ask:

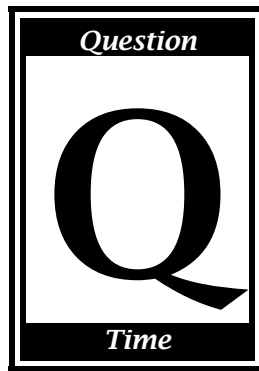
- what discussions were held with the emergency services prior to the implementation of the scheme?
- did they express any reservations about it?
- when exactly were keys distributed to the various vehicles and crews, and how long after the key-operated barriers were installed did this take place?
- has there been an assessment thus far on the impact of road closures on the call out times of emergency vehicles? If not, when will this be held?

Reply

We have liaised with all of the Emergency Services in relation to the Council's COVID19 emergency transport response from the outset. As a result of these discussions we chose to install camera-enforced modal filters on priority emergency service routes to give them unimpeded access.

We have taken all reasonable steps to ensure that the emergency services are aware of the modal filters and have provided relevant information for them to cascade within their organisations. We have also uploaded information regarding the closures on a central system for London that feeds the emergency services and other route finding apps. We have also worked with them to provide them with the number of access keys that they require and have delivered them to the location they selected.

At the LAS Trust Board meeting on 29 September 2020, it was confirmed that there had been no adverse events resulting from low traffic neighbourhoods and this would continue to be monitored. We will continue to liaise with all of the emergency services and the impact on emergency services response times forms part of our monitoring strategy.



PUBLIC QUESTION NO. 80

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Gemma Oliver

Member to reply: Councillor McGeevor

Question

Regarding the Low Traffic Neighbourhood in Lee Green, how can Lewisham Council gauge success when they are not monitoring pollution and vehicle numbers in areas outside the LTN zone which are seeing a high volume of displacement?*

The displacement I refer to is traffic leaving the A20 Sidcup Road at the Dutch House and/or via Mottingham Lane and then using the following residential roads as a race track (Jevington Way, Ashdale Road, Exford Road, Guibal Road, Burnt Ash Hill, Senlac Road, Farmcote Road, Ashwater Road, Heather Road, Coopers Lane, Le May Avenue etc). HGVs, skip lorries and coaches also use these roads, ignoring the weight restrictions at the Dutch House and Woodyates Road, causing damage to parked cars, ruining the pavements/damaging street bollards, and increasing noise pollution when speeding over speed bumps.

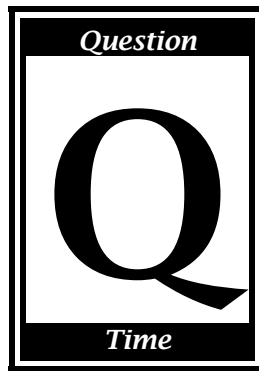
Reply

We have ensured that a comprehensive monitoring programme is in place to understand the impact of our COVID-19 emergency transport response.

Traffic counters and air quality monitors have been placed both inside and outside of the LTN area to collect data. Although it is not possible to monitor every street, the locations of these counters and monitors were carefully selected to provide an indication of the impact on air quality across the area and traffic levels on different types of street, including streets where a modal filter has been installed, other surrounding streets, and more strategic roads like the South Circular. This will allow us to measure the extent to which traffic has been displaced to other routes. The traffic counters will also pick up any changes in cycling levels. In addition, we are liaising with other key stakeholders to understand the impact of our COVID-19 emergency transport response on bus journey times and emergency service response times.

We have published a detailed monitoring strategy for the Lewisham & Lee Green LTN. This will provide us with a full package of 'after' monitoring data which we will use to assess their impact.

We will use this data (alongside other information, such as feedback from residents, businesses and councillors) to inform decisions about whether changes are required to the scheme. However, analysis of the data will need to consider other factors that could have an impact on travel behaviour and traffic levels and patterns, such as any emergency road works undertaken on the network and any reintroduction of restrictions affecting travel. It should also be recognised that there are a number of variables that will influence air quality in an area, such as weather conditions (which may disperse air pollution from one area to another).



PUBLIC QUESTION NO. 81

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Paul King

Member to reply: Councillor McGeevor

Question

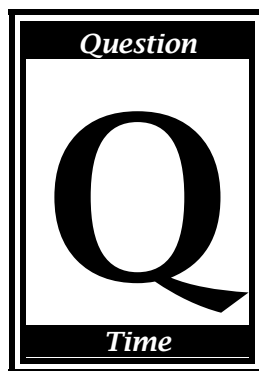
There have been 4 major road closures on the main A roads (Brownhill/St Mildreds/Verdant Lane/Burnt Ash Hill and Lee High Road) as a result of accidents and a

burst water main in the past 4 weeks alone, causing severe congestion on surrounding roads.

What plans do the Council have in place with Transport for London to mitigate traffic congestion on the roads that are adjacent to the Lee Green LTN when A roads are closed as a result of incidents?

Reply

The way that the low traffic neighbourhood is deployed and managed means that the scheme is able to be flexible and therefore the Council can respond quickly to incidents that affect routes through the area. The recent closure of the South Circular because of a burst water main showed that we were able to respond to an unplanned incident and mitigate the combined impact of that closure and the LTN measures by suspending some of the measures, meaning that residents were able to access their properties.



PUBLIC QUESTION NO. 82

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: John Greenidge

Member to reply: Councillor McGeevor

Question

There was a bad accident at the junction at Houston / Woolstone / Cranston junction last week, with someone having to be cut free, fire engines and various emergency

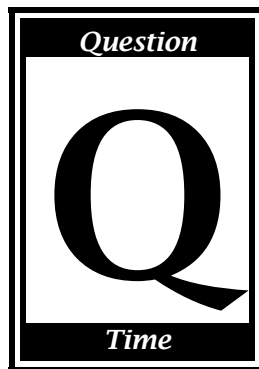
vehicles in attendance. A child was killed here a few years ago too, and accidents / reckless driving is common. Is anything being done to address this problem junction?

Reply

The level of the junction of Woolstone Road and Cranston Road has been raised to reduce collision risk and speeds and this measure was implemented as a result of the historical poor personal injury casualty record at this location. Officers are aware that there have been a number of collisions in 2020.

Across London vehicle speeds have increased since the lifting of lockdown restrictions. In response, the Police are carrying out targeted enforcement at a number of locations in Lewisham. Woolstone Road and Cranston Road have been reported to the Police and feedback on the speeds recorded has been requested. The Council will also continue to work with the Metropolitan Police and Transport for London (TfL) to improve driver behaviour in the Borough.

Woolstone Road was included on the 20mph speed compliance programme, although this programme is currently paused due to resource and budgetary pressures relating to the pandemic. Once this work restarts, we will review what other measures could be put in place along this road to help reduce speeds and address road safety concerns.



PUBLIC QUESTION NO. 83

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Emma Schofield

Member to reply: Councillor McGeevor

Question

Could we please have some support with the transport situation in Forest Hill?

1) There has been no overground service at weekends since March, why?

- 2) There appears to be no service at weekends on the overground through to the end of 2020, with cancellations scheduled for 2021. Why is this?
- 3) When are Southern bringing back the London Bridge to Victoria train - mid week and at weekends.
- 4) When will Southern deliver a regular service at weekends. Two trains an hour is not sufficient for a station in zone 3. This applies mid-week as well.

Could we have an honest update on when services will resume, and why the service has been so poor. For example, no trains what so ever for four weekends running in October.

Other transport providers have their problems, but nothing to the extent we see at Forest Hill. The service cuts are always blamed on engineering works, but, as you can see from the SE23 forum, it seems this is not always the case, and that there have been occasions when the overground could have run, but hasn't.

I am all for the council's plans to reduce cars on the road and in the local area, however, it will be difficult for people to abandon their cars if there is no public transport for them to use.

Reply

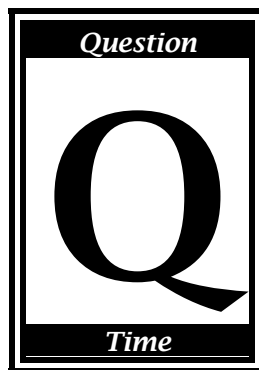
Network Rail sometimes requires the rail network to be closed so that they are able to undertake essential engineering work. When this is the case London Overground are unable to operate any service. In addition the works relating to the Elizabeth Line at Whitechapel have also had an impact on the ability of London Overground to operate services. When the railway is closed a replacement bus service is offered.

Maintenance works are an ongoing requirement to keep the railway safe and reliable. Closures will continue to the end of this year and for the first quarter of 2021 after which the frequency of closures will reduce. The London Overground service is currently performing at very high levels of reliability, though it is recognised that these closures do cause inconvenience to customers and disruption.

In addition to the required maintenance work and as with other services across the London network, and indeed nationally, London Overground services have unfortunately been impacted by the COVID-19 pandemic. London Overground's priority is to keep running as many services as possible so social distancing can be maintained.

Since Monday 7 September 2020 a majority of the London Overground service frequencies have been increased to near normal levels. Subject to the Department for Transport funding, London Overground plan to run 100 per cent of all train services, as opposed to 100 per cent plus capacity, from the December 2020 timetable change.

The issues raised relating to Southern services have been raised with them, and officers are awaiting a response.



PUBLIC QUESTION NO. 84

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Sharon Cheshire

Member to reply: Councillor McGeevor

Question

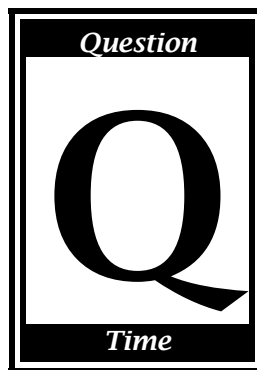
I would like to ask what the Council thinks they are achieving by closing our roads. It has nothing to do with pollution as all pollution has been pushed onto two main roads.

Don't use covid as a poor excuse it has more to do with sneakily bringing forward the South circular restrictions. Can you stop it now?

Reply

The overarching aim of the temporary measures installed across the borough as part of the Council's COVID-19 emergency transport response is to facilitate those walking and cycling to do safely, whilst also maintaining social distancing. This encourages those who can to walk and cycle for their essential trips and in turn reduces pressure on the limited public transport capacity and road space for those who have to make their trips using a vehicle. Modal filters and LTNs are also in line with our longer-term transport strategy and commitment to climate action.

However, we are aware that some of the schemes delivered as part of this programme are not working as expected and have created issues which need to be addressed, particularly the Lewisham and Lee Green Low Traffic Neighbourhood. We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures and we will continue to monitor the impact of these changes. We are also continuing to work on longer-term proposals and will share these with residents as soon as possible.



PUBLIC QUESTION NO. 85

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Mubeen Bhutta

Member to reply: Councillor McGeevor

Question

How many street trees have been a) removed and b) planted, by Ward, in the borough over the last two years?

What proportion of section 106/neighbourhood community infrastructure levy funds, by Ward, will be allocated to planting street trees in the borough?

Reply

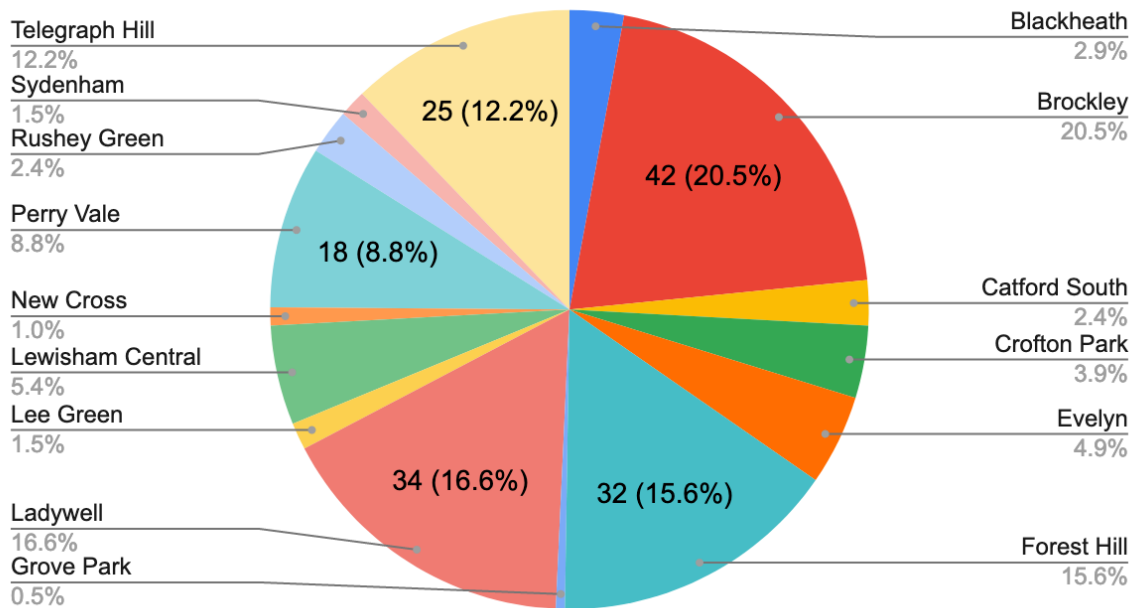
Total Trees Felled 2018/19: (132) Total Trees Felled 2019/20: (131)

Total Trees Planted 2018/19: (205) Total Trees Planted 2019/20: (251)

Net increase in Street Trees over 2 years 193

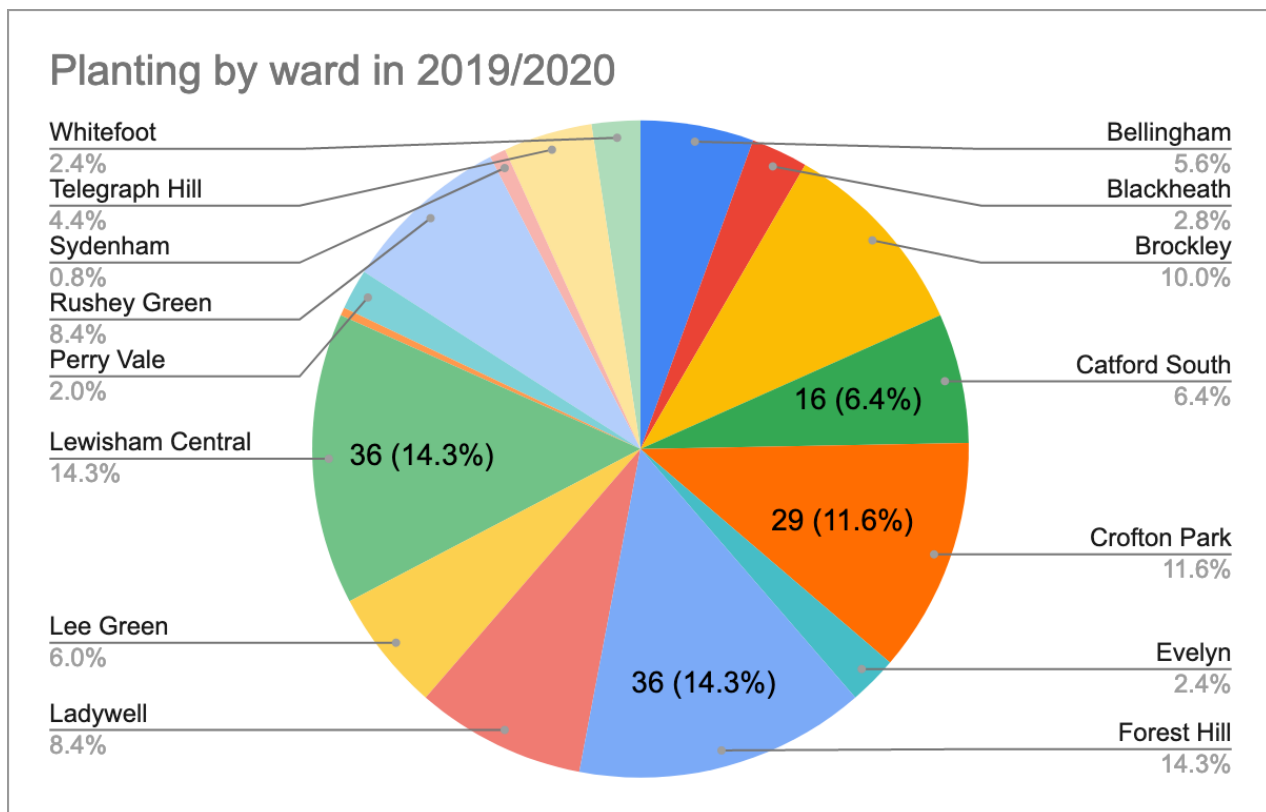
2018-2019 Felled Total 132		2019-2020 Felled Total 131	
Whitefoot	8	Whitefoot	6
Downham	2	Downham	4
Grove Park	5	Grove Park	9
Blackheath	1	Blackheath	6
Lee Green	7	Lee Green	21
Ladywell	8	Ladywell	13
Lewisham Central	4	Lewisham Central	8
Catford south	13	Catford south	9
Rushey Green	4	Rushey Green	5
Brockley	12	Brockley	1
Crofton Park	2	Crofton Park	7
Telegraph Hill	18	Telegraph hill	14
New Cross	9	New Cross	6
Sydenham	12	Bellingham	9
Perry Vale	14	Sydenham	2
Forest Hill	11	Perry Vale	5
Evelyn	2	Forest Hill	2
		Evelyn	4

Planting by ward in 2018/2019



Exact figures:

Blackheath	6
Brockley	42
Catford South	5
Crofton Park	8
Evelyn	10
Forest Hill	32
Grove Park	1
Ladywell	34
Lee Green	3
Lewisham Central	11
New Cross	2
Perry Vale	18
Rushey Green	5
Sydenham	3
Telegraph Hill	25



Exact figures:

Bellingham	14
Blackheath	7
Brockley	25
Catford South	16
Crofton Park	29
Evelyn	6
Forest Hill	36
Ladywell	21
Lee Green	15
Lewisham Central	36
New Cross	1
Perry Vale	5
Rushey Green	21
Sydenham	2
Telegraph Hill	11
Whitefoot	6

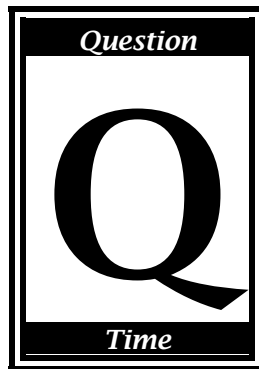
- **What proportion of section 106/neighbourhood community infrastructure levy funds, by Ward, will be allocated to planting street trees in the borough?**

For street trees being planted this winter (20-21) the following are being funded by S106 funds:

Lewisham Central 11

Tideway Tunnel funds are also part-funding The School Trees Project whereby the following street tree numbers are going in outside schools in the following wards:

- Grove Park 10
- Crofton Park 23
- Evelyn 5
- Bellingham 11
- Rushey Green 6
- Perry Vale 9
- Downham 7
- Catford South 15
- New Cross 6



PUBLIC QUESTION NO. 86

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Geoff Dadd

Member to reply: Councillor McGeevor

Question

I have a photo of buses in Upwood Road (NOT a bus route.). With parking both sides of the road the buses completely blocked the road. It would seem that the buses were trying to circumvent the congestion on Burnt Ash and Eltham Road which has arisen following road closures by Lewisham Council. May I ask if London Transport was consulted on the impact the road closures might have on the Bus timetable? It seems that there are implications on the efforts to encourage people to return to public transport if you have to stand and wait for a bus, inhaling additional pollution from nearby stationary traffic and then sit on a bus going very slowly (if at all).

Do you accept that it does nothing to reduce pollution in Upwood Road to have buses stuck in it and the congestion does nothing to improve routes for cyclists and pedestrians? As a disabled resident I cannot walk to the nearest bus stop and cannot ride a bicycle. How can I get about if I am unable to use my car because of roadblocks and (significant) delays on the main roads?

Signing of the road closures is appalling. Temporary signs (as if there were roadworks) are tipped over or damaged and do not indicate what or where the closure actually is. More permanent signs are poorly located and often unreadable until you are committed to driving down the road, which results in vehicles having to turn around causing more congestion and danger to cyclists and pedestrians.

Reply

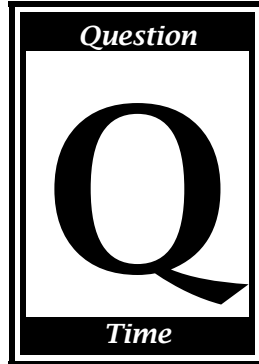
The aim of LTNs is not to shift traffic from residential roads to surrounding roads, but to reduce the overall number of vehicles on the road and create quieter and safer residential streets to encourage people who can to walk and cycle. LTNs are also in line with our longer-term transport strategy and commitment to climate action. By creating quieter streets, LTNs encourage people who can to switch to walking and cycling and discourage unnecessary car journeys. Although in the short-term, nearby roads may become busier, in the medium to long-term the expectation is that habits and behaviours will change, resulting in a reduction in car trips and therefore a positive impact on congestion and air quality, which will be of benefit to all.

The scheme aligns with TfL's London Streetspace Programme and we have been working closely with them regarding the impacts on bus journey times and traffic on their network.

We recognise that there have been issues with the signage as part of the implementation of the scheme and are working to address these issues as quickly as possible.

We are aware that some of the schemes delivered as part of this programme are not working as expected and have created issues which need to be addressed, particularly the Lewisham and Lee Green Low Traffic Neighbourhood.

We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures and we will continue to monitor the impact of these changes. We are also continuing to work on longer-term proposals and will share these with residents as soon as possible.



PUBLIC QUESTION NO. 87

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Jenny Lowen

Member to reply: Councillor McGeevor

Question

As an elderly resident of Taunton Road, SE12, can I ask that a full assessment and consultation takes place with local residents before the LTN scheme becomes permanent?

Are you now aware that because of the scheme, the already congested main roads (Lee High Road, Burnt Ash Road, Eltham Road ..) have become even more so thus raising rather than reducing pollution levels and that for example, journeys to Lewisham hospital for appointments from this area can now take four times as long and therefore create four times as much pollution.

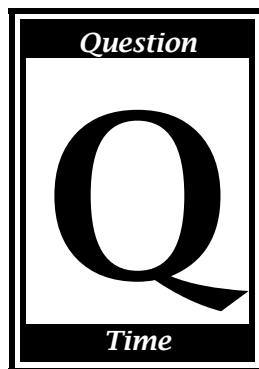
Although reduction in rat running and through traffic is helpful and desirable the inability for local residents to only leave the area by car via Burnt Ash road is not. Can there be a modification to this scheme which could suit all residents and at the same time deal with the aims of LTN?

Reply

We are aware that there has been an increase in congestion on some roads, such as Burnt Ash Road, and that this is having an impact on bus journey times. The road network is dynamic and we should recognise that these impacts are not solely attributable to the low traffic neighbourhood.

We are aware that the Lewisham and Lee Green Low Traffic Neighbourhood is not working as expected, with neighbouring communities unfortunately continuing to see more traffic on their streets and these issues need to be addressed. We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures and we will continue to monitor the impact of these changes.

Ahead of any decision being taken to make these changes permanent or not we will undertake a full assessment, which include the data being collected as part of the monitoring strategy as well as given consideration to wider factors, and a public consultation will be undertaken.



PUBLIC QUESTION NO. 88

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Jean Parker

Member to reply: Councillor McGeevor

Question

On 28/09/2020 I received a penalty charge notice for driving through the camera-enforced modal filter on Manor Park on 03/09/2020.

I had driven directly into the filter as I turned left out of Northbrook Road, and I intend to appeal against this charge on grounds of inadequate road signage. I am aware from a political party report on your Covid emergency traffic measures that some people received warning notices before they were sent a PCN.

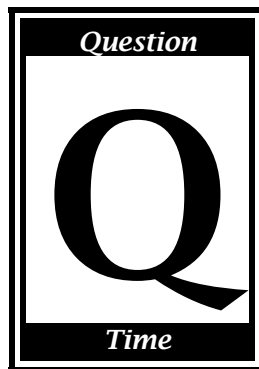
My questions regarding this filter and my PCN are:

- Why was I not sent a warning before being sent a PCN?
- Why did it take three and a half weeks to inform me of this traffic infringement, during which time I may have made the same mistake again?
- How much money has Lewisham Council earned thus far from the camera-enforced filters?

Reply

Warning letters were issues for a short period following the introduction of the scheme and after this penalty charge notices (PCNs) have been issued to all those contravening the restrictions.

As set out in Legislation, money raised from vehicles contravening the modal filter restrictions is ring-fenced for use on specified services, including Parking Enforcement and Transport schemes and services.



PUBLIC QUESTION NO. 89

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Trisha Boswell

Member to reply: Councillor McGeevor

Question

Whilst I am in favour of safer streets for pedestrians and cyclists together with less pollution I would like to know why these measures were put in place without realising that they would lead to more pollution for other streets in the Borough. Further why as a resident instead of being able to reach an elderly, vulnerable relative with health issues in around 20 mins it now takes between an hour and an hour and a half. That's if I can get there at all as had to turn back on two occasions as I ran out of time (stuck in traffic).

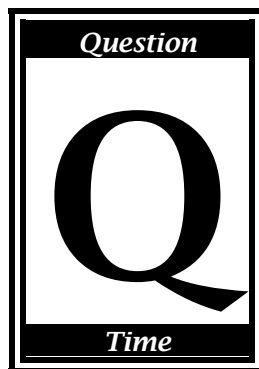
Surely measures could have been put in place to achieve the desired effect (which this scheme doesn't) but enable residents, carers, local businesses etc to move throughout the borough. You only have to look at social media and the recent liberal Democrats survey to see the hardship and disruption this scheme has caused. It is disgraceful that these distressing measures have been allowed to put in place - surely with covid 19 impacting on mental wellbeing this wasn't the time to implement such draconian measures. My relative was at Blackheath Hospital a week ago and when they rang me I would normally have been able to get there in around 15 minutes. The stress it caused was appalling.

I would like to know what the Council is/will do to rectify the physical and mental health of its residents.

Reply

The measures that have been implemented have the primary aim of facilitating those who walk and cycle to do so safely, whilst also maintaining social distancing.

We are aware that the Lewisham and Lee Green low traffic neighbourhood is not working as expected and has created issues, with neighbouring communities unfortunately seeing more traffic on their streets and some essential car journeys taking longer and this needs to be addressed. We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures and we will continue to monitor the impact of these changes. We are also continuing to work on longer-term proposals and will share these with residents as soon as possible.



PUBLIC QUESTION NO. 90

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Mary McKernan

Member to reply: Councillor Bell

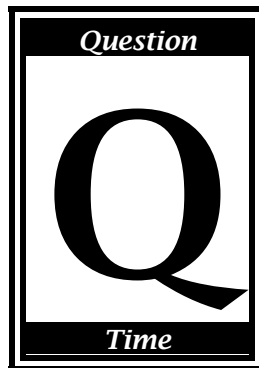
Question

Please will the council hold a Residents' Ballot on Mais House in line with Lewisham's Residents' Charter in order that fairness and justice are seen to be done and no resident in the borough of Lewisham is disenfranchised.

Reply

A ballot is required on any estate regeneration project seeking funding from the GLA which involves the demolition of any homes owned (or previously owned and subsequently sold through the Right to Buy or similar projects) by a housing association or council and the construction of 150 new homes (regardless of tenure).

The proposals at Mais House for 110 homes therefore falls below the 150-home threshold. Similarly, even if the size threshold was met, an exemption would apply as funding was committed prior to July 2018 with the GLA grant for Sydenham Hill issued under the Homes for Londoners 2016-21 programme. Notification of grant by the GLA was made in April 2017. Mais House is also a City of London scheme and a ballot would be their decision. Lewisham is working with them, as we get 55 new social lets from our housing waiting list of nearly 10,000 households. I do understand that a number of residents who live next to the scheme are disappointed by the proposed works. The area is beautiful. The sheer scale of the housing crisis means that the City of London and Lewisham Council are asking residents to make a sacrifice to house 110 new households. Whatever our view, I know this is hard for residents. We will do everything we can to minimise disruption. Your ward councillors, Davis, Bernards and Gibbons will continue to support you moving forward.



PUBLIC QUESTION NO. 91

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Michael Singer

Member to reply: Councillor McGeevor

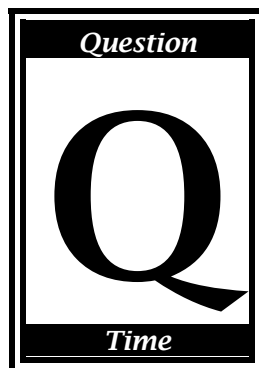
Question

A political party have recently issued a report based on an on-line survey completed mainly by residents of the Lee Green, Hither Green and neighbouring wards. The overwhelming response of residents (771/930 = 82.9%) was that they were unhappy with the Council's changes.

I would like to know why there was never any discussion or consultation with residents before these measures were introduced. This is not only undemocratic, it may also be unconstitutional.

Reply

This has been a challenging programme to deliver due to the short timeframes set by central government. As this is an emergency response councils have had to act very quickly and we were urged to implement schemes in a 'matter of weeks'. This has meant that there hasn't been time to consult and engage people prior to implementation. We understand that this could be frustrating for residents, but this is an emergency response so councils have had to act very quickly.



PUBLIC QUESTION NO. 92

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Elizabeth Ewing

Member to reply: Councillor McGeevor

Question

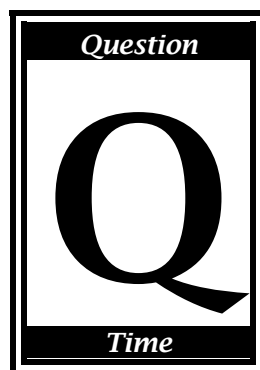
With regard to the Lee Green LTN scheme, please can you advise if the option of a smart system has been considered to identify who is passing through the modal filters so that locals can get around their local area without massive delays and fines and rat running will be discouraged for those who are not locals?

The scheme is having an appalling effect on residents. The main roads around the closed roads such as St Mildred's, Burnt Ash Road/Hill and Lee High Road are now so congested all the time. I have also seen knock-on effects into Catford and as far as Deptford. I have never seen traffic like it in the last 60 years I have lived in the area. I responded to a survey carried out by a political party and they have sent me the report. It clearly shows how badly people have been affected especially those who are more vulnerable and in less wealthy areas.

Reply

We are aware that the Lewisham and Lee Green low traffic neighbourhood is not working as expected and has created issues, with neighbouring communities unfortunately seeing more traffic on their streets and some essential car journeys taking longer and this needs to be addressed. We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures and we will continue to monitor the impact of these changes. We are also continuing to work on longer-term proposals and will share these with residents as soon as possible.

The changes introduce more cameras, rather than relying solely on physical barriers and a benefit of this approach is that it will be easier to make changes if they're needed in the future as well as allowing us to better manage exemptions.



PUBLIC QUESTION NO. 93

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Milos Stefanovic

Member to reply: Councillor McGeevor

Question

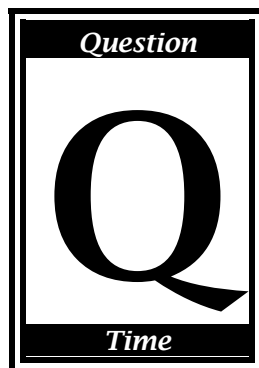
In the context of the political party report “Residents unite against the Lewisham Council’s traffic scheme”, I would like to ask the Council to take into account the need for wider public consultation to address the pros and cons of the Healthy Neighbourhood Scheme currently in place.

Please could the Council to publish its own Key Performance Indicators that determine the success of the Healthy Neighbourhood Scheme.

Reply

This has been a challenging programme to deliver due to the short timeframes set by central government. We were urged to implement schemes in a ‘matter of weeks’ and this has meant that there hasn’t been time to consult and engage with people, as would normally be the case, in advance of the measures being implemented. We understand that this could be frustrating for residents, but this is an emergency response so councils have had to act very quickly.

Ahead of any decision being taken to make these changes permanent or not we will undertake a full assessment, which include the data being collected as part of the monitoring strategy as well as given consideration to wider factors, and a public consultation will be undertaken.



PUBLIC QUESTION NO. 94

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Patricia Lower

Member to reply: Councillor McGeevor

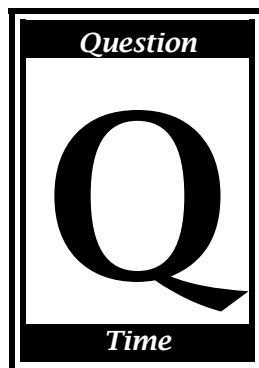
Question

I am a resident of Lewisham and live in Grove Park.

How can I protest against the major traffic jams and contained areas of pollution caused by closure of side roads that used to take motorists from a-b.

Reply

We have received a significant amount of correspondence regarding our COVID-19 emergency transport response, including objections to and support for Low Traffic Neighbourhoods (LTNs). Residents are encouraged to provide feedback and comments regarding the measures implemented as part of this programme via our Commonplace platform (<https://lewishamcovidresidentialstreets.commonplace.is/>).



PUBLIC QUESTION NO. 95

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Jane Ford

Member to reply: Councillor Bell

Question

I would like to raise a question regarding the planning application for Mais House, planning reference DC/20/115160.

The decision was recently passed to approve the development of units on the site of Mais House on Sydenham Hill.

Mais House has a prominent location on the Sydenham Hill ridge, one of the highest points in south London. There were over 200 objections to the application, however the planning committee put no questions to the objector's representative in the planning meeting. The 7 storey building (plus lift shaft) will be incongruous and of a much higher density than any building in the surrounding area.

How can the concerns of estate residents be better represented in Lewisham's planning process and will the Mayor investigate whether residents have been heard in any meaningful way in reaching the final building plans and planning conditions, which were approved for Mais House?

The conditions do not feature any new amenity for existing residents - no bike racks for the rest of the estate, no community garden, no storage space, nothing. The only additions to amenity relates to meeting minimum planning requirements, eg flowerbeds to comply with biodiversity guidelines, bird boxes etc. Given the huge impact on residents, the conditions are severely lacking for a community that will have building works on their doorstep for over 2 years and a significant increase in density on their estate.

The GLA guidelines suggest a resident ballot take place for estate redevelopment projects, as the development falls just below the 150 units for a compulsory ballot, a decision was taken early in 2019 by Lewisham to not require a ballot. The applicant has stated in communications with Lewisham that workshops were held with residents.

Is the Council aware that early in the process, estate residents requested a workshop at a cost of circa. £1,500 and this was declined by the applicant (in context, over £1m has been spent on the consultant fees to date)?

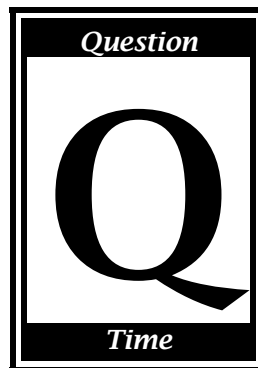
The request for Co-Design was also rejected early on and residents consider that any design adjustments have been made for economic reasons or in order to meet the minimum planning regulations. Whilst meetings with residents were held, these have in no way constituted a workshop. There is the suggestion of extensive consultation having

taken place, which is not the experience of the resident steering group who were involved over the last 2 years.

Reply

Lewisham Council will always encourage genuine and meaningful pre-application consultation in relation to planning applications. The planning application at Mais House was subject to extensive public consultation undertaken by the applicant, the City of London, at pre-application stage. A Resident's Steering Group was formed to ensure meaningful consultation and effective participation in the design process. The Resident's Steering Group met with the design team on 8 occasions with members of Lewisham Planning Department attending two of these sessions, and the scheme was significantly amended as a result of pre-application discussions.

Mais House is also a City of London scheme and a ballot would be their decision. Lewisham is working with them, as we get 55 new social lets from our housing waiting list of nearly 10,000 households. I do understand that a number of residents who live next to the scheme are disappointed by the proposed works. The area is beautiful. The sheer scale of the housing crisis means that the City of London and Lewisham Council are asking residents to make a sacrifice to house 110 new households. Whatever our view, I know this is hard for residents. We will do everything we can to minimise disruption. Your ward councillors, Davis, Bernards and Gibbons will continue to support you moving forward.



PUBLIC QUESTION NO. 96

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Jacqueline Utley

Member to reply: Councillor Bell

Question

Lewisham Council have repeatedly made claims that London Affordable Rent (LAR) is social rent housing in their communications about the Achilles Street redevelopment, including in the Landlord Offer document. They have also suggested that LAR is included in Shelter's definition of social rent housing. Both of these statements are incorrect. LAR is a distinct tenure according to both Shelter and the government.

Despite being told this by Shelter and others Lewisham Council have so far failed to remove the conflation of LAR and social rent housing from their publications, as well as the suggestion that LAR is included in Shelter's definition of social rent housing. Lewisham Council were first alerted to this error in November 2019. The council is now intentionally providing misinformation to Achilles residents and the wider public. Can you explain why Lewisham Council has failed to make this correction and apologise to Achilles residents?

Reply

The offer made to residents of the Achilles Street Estate is through the Landlord Offer document. This clearly states that any secure tenant at the time of the ballot will be made an offer of a new modern home on the rebuilt estate and that their rent (known as target rent) will not change on a like for like basis - only changing if they move to a larger (or smaller) property.

The Landlord Offer is also very clear that the ambition is to deliver as many additional genuinely affordable rented homes as possible. Genuinely affordable housing in the Lewisham context, pending the production of the new Local Plan, is as follows: "Social rent is between target rents and London Affordable Rent levels".

Based on the Homes for Londoners Affordable Homes Programme 2016-21, the additional genuinely affordable homes will be delivered at a London Affordable Rent. This is explicitly set out in the Landlord Offer.

As a general rule, a London Affordable Rent is the rent that would have been applicable had the government not reduced target rents by 1% per year over 4 years. London Affordable Rent can be fully covered by Housing Benefit for those households on low incomes.

In regards to Shelter, as noted previously, we respect Shelter's position and will not make further reference to their definition until this matter is resolved further with them.

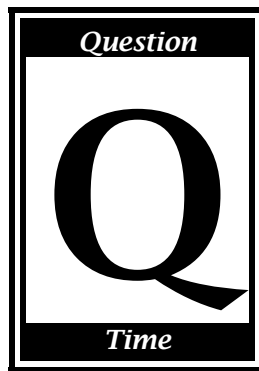
We will continue to deliver on the commitments made to residents on the Achilles Street Estate which they voted overwhelmingly in favour of.

Finally, as I've said many times, we make determinations on whether a scheme is at a target/formula rent or LAR on the basis of how social housing is funded. LAR delivers more homes. There are over 700 households in nightly paid accommodation who are desperate for a home. There are others who have a severe overcrowding need. The attempt to undermine their life changes in a scheme that was voted on by residents and with a huge turnout fails to recognise their hopes for a better future. Lewisham Council will not leave their hopes and dreams in tatters to argue over the difference between target/formular and LAR. The table below highlights the differences:

+

	London affordable rent			Lewisham target rent	London living rent	Private market rent		
						30 th percentile	Median	Upper quartile
	Social Rent							
	2017/18	2018/19	2019/20	2019/20	2019/20	2019	2019	2019
Bedsit and one bedroom	£144.26	£150.03	£155.13	£141.43	£206.97	£231.00	£259.00	£288.00
Two bedrooms	£152.73	£158.84	£164.24	£149.74	£229.97	£294.00	£312.00	£351.00
Three bedrooms	£161.22	£167.67	£173.37	£158.06	£252.96	£347.00	£391.00	£450.00
Four bedrooms	£169.70	£176.49	£182.49*	£166.37*	£275.96*	£450.00	£507.00	£576.00
Five bedrooms	£178.18	£185.31	£191.61*	£174.69*	£298.96*	-	-	-
Six or more bedrooms	£186.66	£194.13	£200.73*	£183.00*	£321.95*	-	-	-

*Only a minority of new social rent and London Living Rent units will be four bedrooms or above



PUBLIC QUESTION NO. 97
Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Helena Russell

Member to reply: Councillor Bell

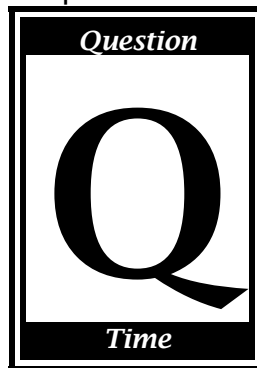
Question

Could the cabinet member please set out in detail what role they consider the borough's amenity societies have to play in the planning consultation process, and what value, if any, these community groups add?

Reply

The Council greatly values the contribution that our amenity societies and other community groups play in our borough and the planning process and takes into consideration their views and representation on all consultations including planning applications, planning policy documents and other key studies and projects.

Lewisham's amenity societies are a critical component of the Neighbourhood Group Forum which meets 3 to 4 times a year to discuss ongoing planning work. Recently, they have been an instrumental sounding board for documents such as the Residential Alterations and Extensions SPD and the Characterisation Study which underpins the Local Plan spatial strategy. We will continue to work closely and proactively with our valued neighbourhood groups wherever possible.



PUBLIC QUESTION NO. 98

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Artem Bayko

Member to reply: Councillor McGeevor

Question

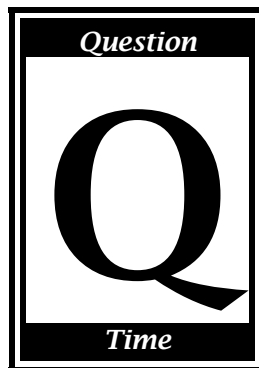
I want to request from Lewisham council statistic of how many drivers got into Covid -19 road restriction camera traps with penalty tickets as a result they have to cover during this financially difficult time for many families and during which period.

Please clarify the date when the Leahurst Road sign was removed and advise what are you going to do about all this restrictions within our area?

Reply

The Council has issued 8,248 warning notices and 46,917 penalty charge notices to motorists contravening the traffic restrictions in Manor Lane, Manor Park, Dermody and Nightingale/Ennersdale Roads.

We are aware that the Lewisham and Lee Green Low Traffic Neighbourhood is not working as expected and has created issues, with neighbouring communities unfortunately seeing more traffic on their streets and some essential car journeys taking longer and this needs to be addressed. We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures. We are also continuing to work on longer-term proposals and will share these with residents as soon as possible.



PUBLIC QUESTION NO 99.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: John Woodthorpe

Member to reply: Councillor McGeevor

Question

What impact assessment was carried out prior to the introduction of the LTN in Lee?

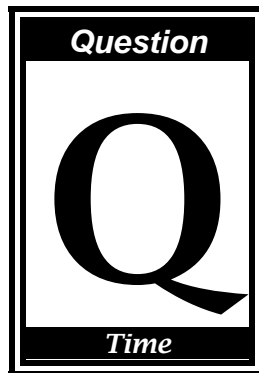
If one was carried out, I would be grateful if you could tell me where I can find it.

If I am permitted a follow-up question, I would like to know if any assessment foresaw the impact on local businesses and public transport and the resultant congestion and pollution in neighbouring areas.

Reply

This has been a challenging programme to deliver due to the short timeframes set by central government. We were urged to implement schemes in a 'matter of weeks' and this has meant that there hasn't been time to undertake all of the assessments that would be undertaken in usual circumstances.

Ahead of any decision being taken to make these changes permanent or not we will undertake a full assessment, which include analysis of the data being collected as part of the monitoring strategy as well as giving consideration to wider factors, and a public consultation will be undertaken, which will include local businesses.



PUBLIC QUESTION NO 100.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Matt Jenkins

Member to reply: Councillor De Ryk

Question

With a view to maximising local wealth creation, have you analysed the money that you spend on outsourced suppliers to understand how much of this spend is directed back into the local area, both directly and indirectly (see <https://nefconsulting.com/wp-content/uploads/2017/05/TheMoneyTrail.pdf> for more detail on the methodology I mean, or CLES' work with Northampton, Manchester and Preston councils for concrete examples) ? If so, is that information public?

Reply

The Council has a strong commitment to increasing social value through its supply chain and more widely through its role as an anchor institution in the borough. It does this through a variety of approaches, one of which is maximising the use of local suppliers across all tiers, and thus directly and indirectly retaining this value within the borough. It continues to develop its tools for monitoring and reporting the social value created through procurement and the publication of this in its annual Social Value report.

Lewisham has worked with CLES to further refine and shape its approach to community wealth building and the links below to the following publicly available reports and policies demonstrate this commitment:

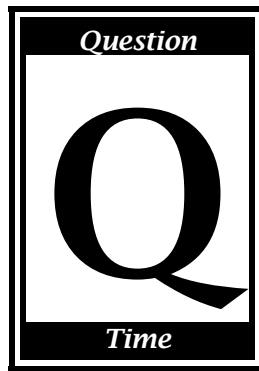
<https://councilmeetings.lewisham.gov.uk/documents/s62474/Procurement%20Social%20Value%20Policy.pdf>

<https://councilmeetings.lewisham.gov.uk/documents/s62475/Lewisham%20Council%20Social%20Value%20Policy.pdf>

<https://councilmeetings.lewisham.gov.uk/documents/s71710/Update%20on%20Community%20Wealth%20Building%20and%20the%20Inclusive%20Growth%20Innovation%20Strategy.pdf>

<https://councilmeetings.lewisham.gov.uk/documents/s71711/Appendix%20Community%20Wealth%20Building%20in%20Lewisham.pdf>

<https://lewisham.gov.uk/articles/news/mayor-and-local-partners-sign-the-lewisham-deal-in-ground-breaking-effort-to-tackle-poverty>



PUBLIC QUESTION NO 101.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Trina Lynskey

Member to reply: Councillor McGeevor

Question

How many "car-free" developments have been built in the Evelyn Ward in the last decade?

How many residential units does this comprise?

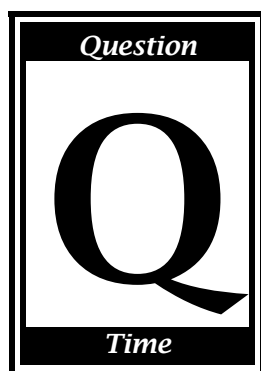
How has Lewisham Council ensured these residents do not park private vehicles for free in adjacent streets?

Reply

Since 2010 to date, 14 applications for car free development have been built in Evelyn Ward, comprising 257 dwellings.

These applications would have been reviewed and agreed by the Councils Highways Authority as having no adverse impact on parking provision or wider impact on the local highway.

Any resident who resides in a car free development within a controlled parking zone are not eligible to purchase a resident permit.



PUBLIC QUESTION NO 102.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Mr Richardson

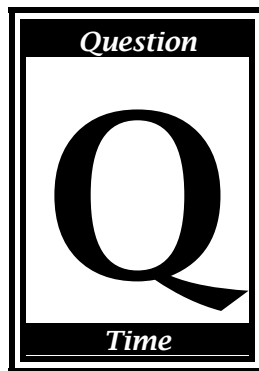
Member to reply: Councillor McGeevor

Question

Do the number of objections received to the road closures justify immediate re-assessment rather than delaying the review of the Experimental Traffic Orders for many months?

Reply

We are aware that the Lewisham and Lee Green low traffic neighbourhood is not working as expected and has created issues, with neighbouring communities unfortunately seeing more traffic on their streets and some essential car journeys taking longer and this needs to be addressed. We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures and we will continue to monitor the impact of these changes. We are also continuing to work on longer-term proposals and will share these with residents as soon as possible.



PUBLIC QUESTION NO 103.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Mrs Richardson

Member to reply: Councillor McGeevor

Question

Mayor Egan recently sent out an e-mail reply to those who had contacted him concerning the Road Closure (LTNs, Healthier Neighbourhoods) policy implementation in Lee Green Ward. It stated that the vast majority of residents he spoke to, supported the principles of LTNs, support measures to make it easier to walk and cycle and improve air quality. What evidence based data is available to support the statement and will the council please publish it? We all favour of "motherhood and apple pie." Did he ask if they had considered any of the disruptive repercussions residents of Lee Green Ward are suffering due to the implementation of the policy? Did he ensure that Lewisham's Traffic Department made sure that those driving through the area, not just residents, had enough notice to be aware of coming changes to the roads that may have prevented the hugely dangerous problems created for other drivers, cyclists and pedestrians when traffic tried to use newly blocked roads, which is still happening 13 weeks later?

This was badly aggravated by the very poor, hastily erected signage, inadequate, inaccurate and misleading, and possibly not complying with the law or the Highway Code. Why was this allowed to happen and not properly monitored by Traffic? It was clear that the emergency services were not prepared for these changes either, as the Mayor will be aware, so what discussions were held, with whom and when with police, fire and ambulance, by his administration?

The Mayor's letter acknowledges the current scheme is causing problems in neighbouring areas. What about the problems being caused to the residents of the area?

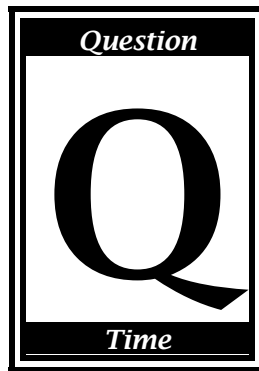
Accepting the Mayor's comments on possible changes residents, drivers, workers, service providers, deliverers, emergency services all need answers, as we suffer the problems of increased traffic congestion on arterial roads and consequent pollution. Will there be emergency action?

Reply

The Mayor speaks to and engages with a huge number of residents every day. Virtually all residents agree that more measures are required to create a more sustainable transport network in London and Lewisham and the need to make further improvements to walking and cycling infrastructure.

As we have stated previously all emergency services were notified of these changes in advance. The reason why the measures had to be introduced at speed was the Government's own strict timetable, whilst needing to respond urgently due to COVID-19.

Having looked at the data and listening to resident's feedback we have announced the changes that we will be making to the scheme that should help relieve pressure on neighbouring roads.



PUBLIC QUESTION NO 104.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Carole Hope

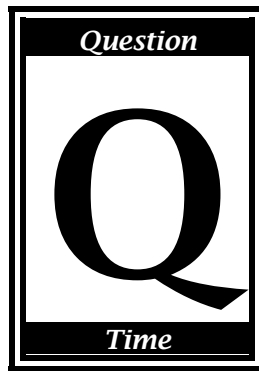
Member to reply: Councillor McGeevor

Question

Given that required information for booking a swim in the lake at Beckenham Place Park requires post code and, for under 16s, date of birth, please advise the demographic of users for the period April to August inclusive.

Reply

The Council does not hold this information because the data is not collected by the swimming operator when making a booking.



PUBLIC QUESTION NO 105.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Cheryl McLeod

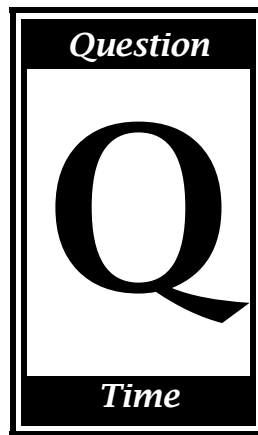
Member to reply: Councillor Bell

Question

The Catford Regeneration masterplan being produced by Studio Egret West was commissioned on 27th June 2018 by the Mayor and Cabinet and the contract was for an initial ten months. When will the public see the masterplan? What is causing the delays?

Reply

I am pleased to confirm that – despite the challenges presented by the Covid-19 pandemic – work on the Draft Town Centre Framework for Catford continued over the summer months. The product of that work was presented to the Sustainable Development Select Committee on 15th September and to Mayor and Cabinet on 16th September. The draft Framework was agreed by Mayor and Cabinet and is available on the Council's website. The framework will shortly be subject to broader promotion with the community and in the town centre.



PUBLIC QUESTION NO 106.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Julia Webb

Member to reply: The Mayor

Question

What are the short, medium and long term plans for The Bridge Leisure Centre in Lower Sydenham?

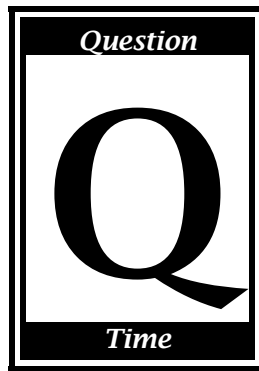
Reply

The Council has recently announced that four leisure centres will open in the coming weeks, starting with Glass Mill, Forest Hill Pools and Ladywell Arena in October and Wavelengths in November.

Our new partner, GLL, is in the process of undertaking an assessment of all leisure centres and we expect to be a position to be more specific about plans for the other centres, including The Bridge, in November.

These assessments include a building condition survey and a review of the readiness to open under COVID-19 secure rules including, increased ventilation requirements. We are aware that our older facilities do not have the necessary modern air handling and ventilation systems, therefore more detailed survey work is required to ensure the facilities can meet the COVID-19 safety conditions.

The Bridge is important to the many residents and groups who used the venue up until the pandemic. The financial challenges of reopening leisure centres should not be underestimated. Once the assessments have been completed, officers will work with GLL to explore the costs associated with reopening, balanced with our ambition to provide an accessible leisure offer for all Lewisham residents.



PUBLIC QUESTION NO 107.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Sarah McMichael

Member to reply: Councillor Bell

Question

In these same temporary changes to the council's SCI it has been delegated to planning committee chairs to decide whether a planning application should be decided by planning committee or by planning officers if there are less than 10 public representations or there is an objection from an amenity group.

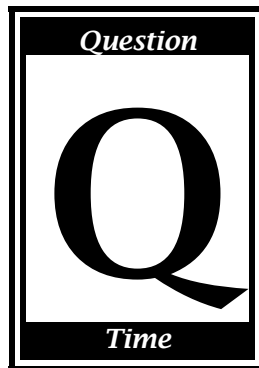
Please explain how this process is being made transparent. Specifically, where can those who made representations, and in fact, anyone interested in an application, learn whether an application has been referred to the chair; what that chair has decided and on what grounds?

Reply

The temporary changes to Lewisham's SCI make provision for a Planning Committee Chair to review potential committee items. Review of committee items by Chairs is common amongst other London Local Authorities and many councils routinely used this process before the COVID-19 pandemic.

A Chair delegating a committee item is not a formal planning decision and the decision is at their discretion. There is no formal officer report informing the Chair's review process, although Officers provide the Chair with a summary of the relevant applications including objections received.

We acknowledge the concerns of amenity groups and residents around transparency with respect to Chair's review. In light of representations made on the temporary changes to the SCI, officers are reviewing how the status of a planning application that has been subject to Chair's review can be updated on Lewisham's planning portal. The detail and logistics of such a change are currently being reviewed and amenity groups will be updated shortly.



PUBLIC QUESTION NO 108.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Gerard Ambrose

Member to reply: Councillor Amanda De Ryk

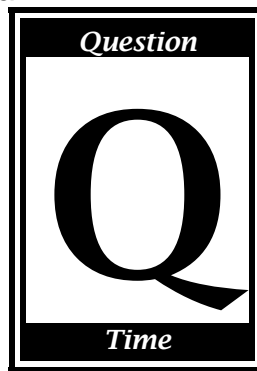
Question

Lewisham LBC has appointed Kim Wright, formerly a group director at Hackney Council, as its new chief executive. Could you tell me who appointed her and who decided to promote her from a director to a CEO and the wages offered. If this was a collective decision please indicate the names and positions involved.

Reply

Kim Wright was appointed by an Appointments Panel constituted by the Council in April 2019. The members of the Panel were the Mayor, the Chair of Council, Councillor Jacq Paschoud (who chaired the Panel), the Chair of Overview and Scrutiny Committee, Councillor Bill Brown, plus four additional members, two of whom were Cabinet members, Councillors Brenda Dacres and Amanda De Ryk, and two non executive members, Councillors Tauseef Anwar and Octavia Holland.

The salary awarded was £180,000pa.



PUBLIC QUESTION NO 109.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: David Da Silva Pereira

Member to reply: Councillor Bonavia

Question

Does the Evelyn ward need 3 councillors?

Reply

When Lewisham's current 18 wards began operating in 2002 they each had a similar number of residents. In the 1999 boundary review, the Local Government Boundary Commission for England (LGBCE) determined that Lewisham required 54 councillors in total, and that all 18 of our wards required three councillors in order to allow the Council to properly conduct its business and for councillors to fulfil all their functions.

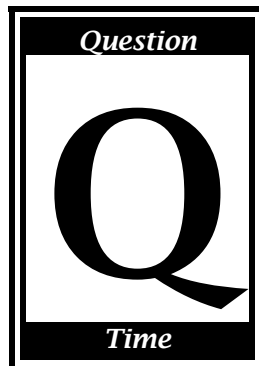
Our own Local Democracy Review of 2018-19 also concluded that the workload of councillors was such that three members per ward was the ideal number. This number of councillors is preferred for the following reasons:

- Three member wards allow a mix of skills and expertise and allow the ward members to reflect the diversity of the local population
- The current age profile of our members is lowering over time, currently much younger than the national average, and so are more likely to have young families and so not be able to treat their councillor role as full time, unlike older retired members
- The casework generated by the wards requires at least two councillors. Having three councillors enables them to meet this requirement along with other commitments (such as Cabinet Member, Committee Chair etc.)
- Three member wards allow for adequate cover in the event of a ward member being unavailable due to sickness etc.
- Local assemblies are held at the ward level. Should Local Assemblies in future have any decision making powers, (for example in relation to neighbourhood community infrastructure levy), three members per ward would prevent deadlock in any voting situation.

The population of Lewisham since grown substantially since 2002 with some areas seeing markedly greater increases than others. Evelyn ward currently has the second highest number of residents of all our 18 wards.

During the LGBCE's latest ward boundary review of 2019-20, the Council and the LGBCE again reaffirmed the requirement of three councillors for a smaller version of Evelyn ward to enable effective representation.

The LGBCE decided in its final report (June 2020) to recommend that there should be 19 wards, of which 16 would be represented by three members and three smaller wards by two members. The recommendation for the area currently covered by Evelyn ward is for it to be mostly covered by a new smaller three-member ward also called Evelyn, but also covered in part by a new three-member ward called Deptford and by a new two-member ward called New Cross Gate.



PUBLIC QUESTION NO 110.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Mark Morris

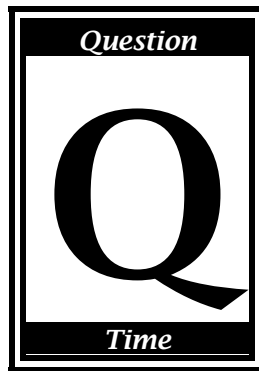
Member to reply: Councillor McGeevor

Question

In Catford a traffic survey has recently been conducted on a number of roads, such as Bradgate Road. When will the results of this traffic survey be published and made fully available to local residents?

Reply

We understand that these traffic counts have been undertaken by TfL to monitor the impact of the London Streetspace Programme scheme that they have delivered on the A21 on Lewisham's roads. Officers will liaise with TfL to receive a copy of this data and will make the case to make it publicly available.



PUBLIC QUESTION NO 111.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Julia Cody

Member to reply: Councillor McGeevor

Question

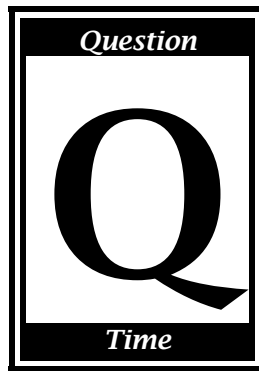
In 2019 the 'State of Nature Report' found that 41% of species were declining and 1 in 10 species were in danger of extinction. In the Forest Hill to New Cross Railway Cutting

we have Hedgehogs, Tawny Owls, Kestrels and Slow Worms to name just a few of the larger species with many more fungi and invertebrate species also present. When will the council apply for Local Nature Reserve Status to protect these precious spaces for the future.

Reply

The designation of MSINC recognises the value of the land in terms of nature conservation and allows the planning service to resist inappropriate development on the land as part of any planning application and/or to enforce against inappropriate activity on the land that may be destructive.

Lewisham Council has a legal interest in 37 of Lewisham's 64 Sites of Importance for Nature Conservation including parts of the Forest Hill to New Cross Gate MSINC (Devonshire Road and Garthorne Road Nature Reserve). Maintaining the ecological quality and provision of public access, where possible, for these sites is a challenge with the currently available resources. For declaring Local Nature Reserves (LNR) Natural England requires that the "local authority must control the LNR land - either through ownership, a lease or an agreement with the owner." This requirement is only fulfilled for parts of the MSINC that are directly managed by the Council's Nature Conservation Service. The Council does not have the necessary resources to secure control over the whole area of the MSINC.



PUBLIC QUESTION NO 112.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Paul Lomax

Member to reply: Councillor McGeevor

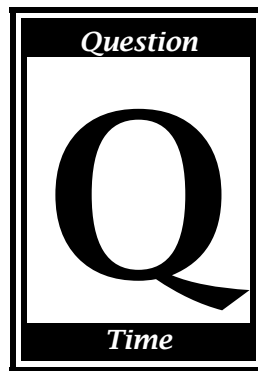
Question

TFL modelling conducted in 2019 for LTN planning showed that the following roads would suffer from delays. Can you confirm if pollution monitoring and traffic counts are in place for all these roads? And if not, why not?

Reply

We have ensured that a comprehensive monitoring programme is in place to understand the impact of our COVID-19 emergency transport response. Traffic counters and air quality monitors have been placed inside and outside of the LTN area to collect data. Although it is not possible to monitor every street, the locations of these counters and monitors were carefully selected to provide an indication of the impact on air quality across the area and traffic levels on different types of street, including streets where a modal filter has been installed, other surrounding streets, and more strategic roads like the South Circular.

More detailed information can be found in our [monitoring strategy](#) for the Lewisham & Lee Green LTN.



PUBLIC QUESTION NO 113.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Rachel Webb

Member to reply: Councillor McGeevor

Question

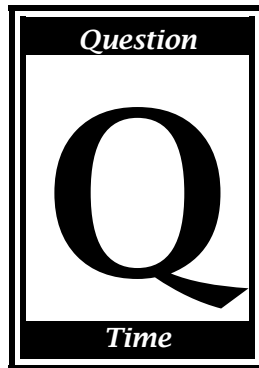
Please can you provide a justification for displacing traffic from one area of the Borough - for 13 weeks now - when there is an increasing view that exposure to high levels of air pollution increases your vulnerability to Covid?

Reply

The overarching aim of the temporary measures installed across the borough as part of the Council's COVID-19 emergency transport response is to facilitate those walking and cycling to do so safely, whilst also maintaining social distancing. This encourages those who can to walk and cycle for their essential trips and in turn reduces pressure on the limited public transport capacity and road space for those who have to make their trips using a vehicle. Modal filters and LTNs are also in line with our longer-term transport strategy and commitment to climate action.

The aim of LTNs is not to shift traffic from residential roads to surrounding roads, but to reduce the overall number of vehicles on the road. As well as reducing congestion, this will have wider benefits for all residents, such as improved air quality. In addition, by creating quieter streets, these measures encourage those people who can to switch to walking and cycling and discourage unnecessary car journeys. Although in the short-term, nearby main roads may become busier, in the medium to long-term the expectation is that habits and behaviours will change, resulting in a reduction in car trips and therefore a positive impact on congestion and air quality for everybody.

We will be monitoring the impact of the measures on air quality. More detailed information can be found in our [monitoring strategy](#) for the Lewisham & Lee Green LTN.



PUBLIC QUESTION NO 114.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Andrew Tonge

Member to reply: Councillor McGeevor

Question

Will the Council please explain why the schemes proposed in the Beckenham Place Park (East) September Consultation seemingly fail to learn from mistakes made in the regeneration of the western part of the park?

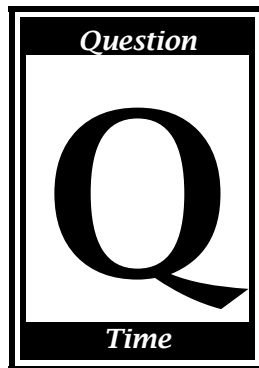
In particular the finding of asbestos contamination of the soil caused delay and cost over-run in the building of the lake. The majority of the east of the park is made up ground with contaminated rubble from the London Blitz and the Environment Agency found evidence of contamination when they dug test pits for the aborted flood alleviation scheme. Will the Council please;

- confirm that the Regeneration Department has prepared a contingency plan for the possibility of the ground being contaminated.
- advise what that plan is, and,
- declare what % financial contingency for this high probability occurrence has been identified.

Reply

Officers are aware that contamination is present in the ground on the east side of Beckenham Place Park. The information collected from surveys conducted by the Environment Agency have been shared with Lewisham and is being factored into our plans for the east side. These plans are not yet finalised but involve steps such as avoiding (where possible) excavating in contaminated areas, having a pre-agreed mitigation plan in place based on the type of contamination present and pricing this into the contract at tender stage.

As the scheme is still in its concept design stage and the works are not yet agreed, the contingency for the project is not set.



PUBLIC QUESTION NO 115.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Marianna Femia

Member to reply: Councillor McGeevor

Question

A car led recovery from Covid is not sustainable. TFL has also stated that 'more motor traffic on London's roads is not the solution to help London recover from the pandemic, but active travel through walking and cycling is.

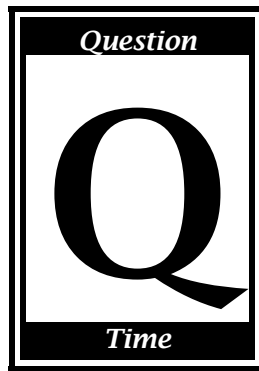
Not everyone is able to take up cycling; pregnant women, children, the elderly, and less mobile people have to rely on walking to get around. We all want to make healthy choices and ditch our car for those short, easy to walk journeys. To do that, we need safer roads and pavements.

Evelyn Ward has a big amount of unspent CIL money for road infrastructure and transport.

- Which improvements have Lewisham council undertaken in Evelyn Ward to make walking more accessible around the area?
- How many pavements have been widened and repaired, curbs dropped, and extra crossings provided to improve the walking experience for people and children walking and scooting?
-

Reply

As part of the Deptford Parks Liveable Neighbourhood (DPLN) four continuous footways have been installed at side roads to promote pedestrian safety. These locations are Alloa Road, Crooke Road, Etta Road and Kezia Street. Council officers continue to work on new crossings for Rolt Street, Edward Street as part of the DPLN programme as well as removing through traffic from local areas to improve pedestrian safety. Unfortunately, the DPLN programme is currently paused due to budgetary constraints in light of the COVID-19 pandemic.



PUBLIC QUESTION NO 116.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Christian Turner

Member to reply: Councillor Bell

Question

Huge new developments either finished or starting to take shape in Evelyn Ward (e.g. Timberyard, Marine Warf), have given a stark contrast between those new pedestrianised site surrounds and pavements, and the older existing roads. Money was provided from the developers to be invested into these roads and pavements to alleviate this exact problem, why has it not been invested?

The roads surrounding the developments and in the whole ward, often lack adequate crossings, the pavements are dishevelled and there are virtually no dropped kerbs at any street corners. This makes pushing a pram, scootering and indeed walking for less able people exceedingly difficult. If you want to encourage people to walk you need to provide the adequate street infrastructure.

What plans has the council made to rectify this ongoing hazardous situation?

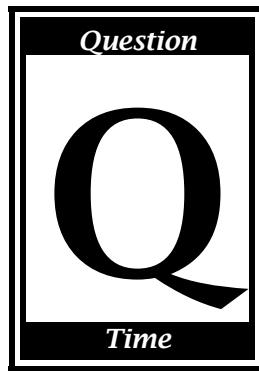
Reply

London Borough of Lewisham has secured various funding from developers to enable more people to walk and cycle safely through the borough. However, this funding becomes available as and when certain developments phases are complete.

For example, footway and carriageway improvements adjacent to the Deptford Timberyard Development will be carried out once the relevant construction phases are complete. There are also improvements planned in Evelyn Street and Dagoon Road, which will be carried out fitting in with the development stages.

There will be construction traffic using these streets until these developments are finished so implementing footway and carriageway improvements before the project completion would be detrimental to the lifespan of any such improvement works. Where possible the council will try and bring forward CIL funding to carry out such works, as seen on Edward Street where extensive footway improvements works have been implemented.

Lewisham Council prioritises its annual carriageway and footway improvements programme on the basis of road condition. This approach ensures the roads and footways in the worst condition are resurfaced first.



PUBLIC QUESTION NO 117.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Lori Minini

Member to reply: Councillor Bell

Question

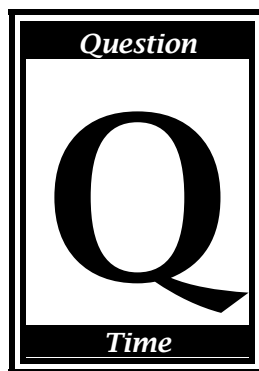
Are you aware that Lewisham Homes residents have been prevented from applying directly to the Greening Fund offered by the Council? Instead these residents were asked to apply through Lewisham Homes, which means that they had no direct control on the bids submitted, and subsequent liaising with the Council. The bids proposed were for improvements to public green areas owned by the Council but managed by Lewisham Homes, which therefore met the Greening Fund criteria. Residents found this unacceptable. It creates a two-tier system of citizens, one group with diminished rights. Residents don't think there were sufficient reasons to disenfranchise Lewisham Homes residents this way. Do you agree with the proposed system, and can you reassure that Lewisham Homes residents will be able to apply directly to the next Greening Fund.

Reply

The Greening Fund was a completely new fund born out of the corporate strategy. The commitment is under the heading, 'Preservation of our award winning green spaces- We will establish a new Greening Fund to support the work of our local community groups protecting and enhancing our green spaces.' This was in recognition of the borough 18 Green Flag Award parks and 1st place award in the 'Good Parks for London' benchmarking 2018, run by Parks for London organisation. The Greening Fund was primarily set up to facilitate expenditure on parks and open spaces. Works to highways and works that are outside of our street tree planting programme and partnerships were not processed.

Council officers were tasked with administering and delivering this complex new grant scheme and as such can only implement projects that fall within their operational control. Officers developed the guidance pack, assessed the applications, bid for the funding from the S106 Board, procured products, project managed and implemented the schemes on behalf of the applicants. For the avoidance of doubt, the Council maintains full control throughout the process of all successful Greening Fund bids applied for by constituted park, nature reserve and allotment user groups.

Following representations in June 2019, Lewisham Homes agreed to take forward eligible bids to the Council's Section 106 board on behalf of Lewisham Homes residents. This is a direct equivalent to the Council's Greening fund. Lewisham Homes' residents are encouraged to engage with Lewisham Homes around the preparation of any bids and requests.



PUBLIC QUESTION NO 118.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: John Hamilton

Member to reply: Councillor McGeevor

Question

What measures have been introduced since the declaration of a Climate Emergency to make cycling in Lewisham safer, other than by blocking various minor roads to cars?

Will the Council consider improving safety (in conjunction with TfL where appropriate) by installing separated cycle lanes on all through routes in the borough and by improving junction safety such as at Rennell St on the infamous "low H" and at Lee Green?

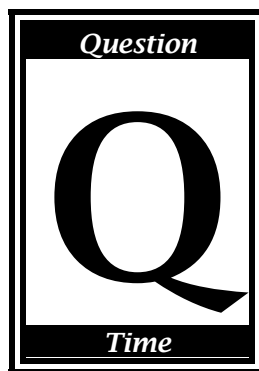
Reply

A key objective of the Lewisham Transport Strategy is that Lewisham's streets will be safe, secure and accessible for all. In addition, London Borough Lewisham wants to be one of the easiest and safest places to cycle in London, where cycling is a natural and easy choice of transport for anyone.

As part of the London Borough of Lewisham's Cycling Strategy we have committed to rolling out a range of measures to enable more people to cycle. These measures include delivering secure cycle parking, over the last two years we have delivered 67 bike hangars in every ward in the borough which equates to 402 spaces, and delivering cycleway improvements, such as parallel zebra crossing upgrades on Blackheath Common and on Thurston Road.

Lewisham Council has also been working with TfL to deliver improvements on their road network, including the temporary measures on the A21 Healthy Streets Corridor and working with them on the outcome definition study and Cycleway 4 (Tower Bridge to Greenwich via Deptford), where construction of temporary measures are due to be implemented shortly, subject to approvals and consents.

The Cycling Strategy states that "Cycle routes will be designed to London Cycle Design Standards, utilising more segregation than in the past". What future improvements can be delivered, both on the Lewisham and TfL network, will be informed by future funding settlements.



PUBLIC QUESTION NO 119.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Simon Weston

Member to reply: Councillor McGeevor

Question

I have a copy of a PCN, it is not my own. The wording states

If you have to carry out regular deliveries in Lewisham High St, then please supply the vehicle registration number and the shop you are delivering to (a Lewisham Council email address) as this may avoid you receiving further PCNs.

I have no reason to suppose the PCN is bogus and when I raised the issue in the above mentioned correspondence, councillors did not take the opportunity to deny its authenticity.

The PCN is for a "bus gate" which is intended to allow through buses and emergency vehicles.

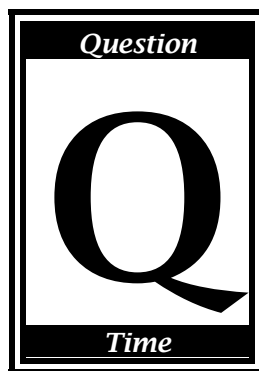
Do the councillors believe that commercial delivery vehicles (AKA "white van man" and the archetypal speeding rat-runner) are a legitimate exempt group?

Do the councillors understand that such an exemption, if widely publicized, would be likely to cause anger and frustration among those stuck in the traffic jams?

Reply

Lewisham High Street, in part, has not been open for through traffic except buses for many years. This was to prevent traffic using the street, where there are high volumes of pedestrians and buses, as a route avoiding the main roads (Molesworth Street and the A20). The high street has operated successfully with this restriction in place, over the years, and there are alternative routes available for vehicle deliveries without going through the bus gate.

The wording in the PCN relates to a specific section of Lewisham High Street, where the market is in operation. There is a signed exemption for permit holders on the entry to Lewisham High Street at its junction with the A20. This exemption is only for vehicles delivering to local businesses on the High Street who have no alternative way to undertake their servicing.



PUBLIC QUESTION NO 120.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Diana Cashin

Member to reply: Councillor McGeevor

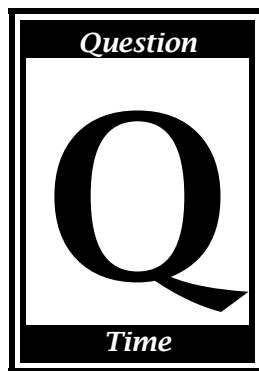
Question

With regard to the new contract for recycling waste in the Borough, can the Council explain why it was unable to attract more than a single response to its tender as this must surely make it impossible to demonstrate that ratepayers are getting value for money?

Reply

Due to Officers concerns with the current material market and limited capacity within some disposal facilities, Council officers carried out a soft market testing exercise to gather a better understanding on the commercial market, and to gather tangible feedback to make the contract more attractive. 19 organisations expressed an interest in this soft market testing exercise.

The entire procurement process was undertaken in full compliance with both the Council's Contract Procedure Rules (section I of the Constitution) and EU regulations. The service team was supported throughout by the procurement and legal services and the process was considered, thorough and robust. Whilst disappointing that only one tender was received, this was comprehensively evaluated in line with the published criteria and was both compliant and met all published minimum thresholds.



PUBLIC QUESTION NO 121.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Kate Richardson

Member to reply: Councillor Bell

Question

Culverly Green Residents Association seeks clarification on the responsibilities of the local housing associations.

- Some HA (L&Q) residents are under the impression that they are paying a fee to have the internal communal areas of the properties cleaned. This appears not to be happening in all cases. Can LBL clarify this situation? What does the contract state?
- Why in a property that is divided into 4 or more self contained flatlets are the residents expected by the HA to repair or renew the dividing garden fence? The situation does cause a problem with neighbours. LBL is well aware of these tenants are more likely to be on low pay or just on benefit, Surely the expectation that these tenants foot the bill is unfair. We would strongly suggest that the fence is part of the infrastructure of the site (a capital asset even!) and should be treated, as such as a landlord responsibility

Reply

The Council has liaised with L&Q regarding the cleaning services they provide in communal areas of their properties.

L&Q inform us that they provide a cleaning and grounds maintenance service to the communal areas of a number of their properties as part of their landlord function. The contracts they have in place for providing these services have been obtained via competitive tendering for all their stock which they maintain leads to economy of scale and helps to keep charges reasonable and manageable for residents.

The costs for providing these services are recharged to residents in accordance with the terms of their lease or tenancy agreements. Tenants will pay the service charge as a proportion of their weekly rent whilst owners will pay as part of their monthly service charges.

Not all properties will benefit from a communal cleaning service and therefore residents in these properties will not receive a charge.

With regards to damaged or missing dividing garden fencing, the responsibility for repairing it depends on whether or not it is part of an individual resident's private garden which has been demised to them as part of their tenancy or lease or if it is part of a communal garden.

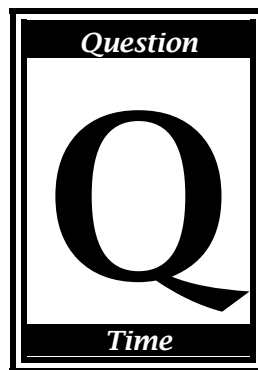
If the garden is communal, L&Q as landlord would be responsible for repairs or replacement when a repair is not viable. Currently, L&Q are carrying out limited work to fencing – mainly health and safety based work. This has been the case since the COVID-

19 pandemic began and they had to divert resources to addressing priority emergency repairs to residents' homes.

Where the fence is part of a resident's private garden, under their tenancy agreement or lease the resident is responsible for repairs or replacement.

The Council appreciates that there are residents who have individual gardens demised to them who are unable to pay for repairs or renewal of fencing. In those circumstances L&Q can on occasion carry out the work. However, they would have to recharge the costs to the resident and agree a repayment plan with them.

Please email your local ward councillors the address where there is disagreement on who is responsible and the costs of making the repairs. They can then write to L&Q.



PUBLIC QUESTION NO 122.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Chris Maines

Member to reply: Councillor Bell

Question

The Council has widened many footways to enable proper social distancing in shopping areas. Balfour Beatty appear to have narrowed the pavement by the bus stops in Rennell Street. This is causing congestion and does not assist in social distancing.

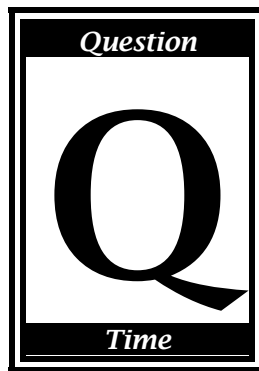
- 1) Did Balfour Beatty seek permission to encroach on the footpath?
- 2) Will they move their hoardings back to provide adequate space for social distancing for people waiting for buses?

Reply

Rennell Street forms part of the Transport for London Route Network (TLRN) and therefore Transport for London (TfL) are the traffic and highway authority for this street. However, the hoarding line was approved by Lewisham Council as part of the Code of Construction Practice condition associated with the planning application. This approval was given prior to the need for social distancing, but even at that time Lewisham Council sought increases to the pavement width.

Since the COVID-19 pandemic was declared there is an ongoing need for social distancing. TfL have been involved in discussions with the developer regarding adjusting the hoarding line, but they are satisfied with the footway width. Lewisham Council are therefore not in a position to influence this matter or compel Balfour Beatty to widen the pavements.

However, I will write to our excellent London Assembly Member, Len Duval to engage with TfL on any viable options available in this matter.



PUBLIC QUESTION NO 123.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Janet Hurst

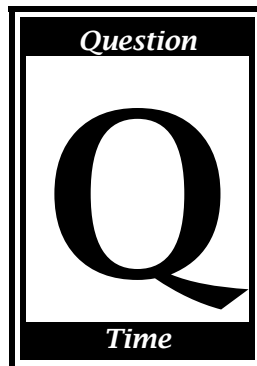
Member to reply: Councillor McGeevor

Question

What action will the Council take on the recommendations in the report on the Lee Green LTN survey carried out by a local political party, which was today sent to councillors representing the wards involved, and to the Mayor and Chief Executive?

Reply

The Mayor and I continue to listen to all of our resident's and their views. We have each received a huge amount of correspondence in the past few months from Lewisham residents that has been used to inform the changes to the scheme that have been put forward. We will continue to monitor the data whilst engage with residents, as well as hosting a public information session, to assess the impact of these changes.



PUBLIC QUESTION NO 124.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Karen Pratt

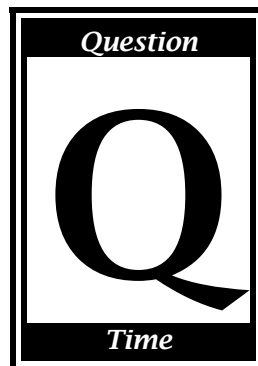
Member to reply: Councillor McGeevor

Question

Is the Council minded to put into practice any of the recommendations made in a political party's traffic survey report, especially the removal of permanent and key-operated barriers in favour of camera-enforced filters which would allow far more flexibility within the system? Which recommendations are you willing to act upon, and if not, why not?

Reply

The Mayor and I continue to listen to all of our resident's and their views. We have each received a huge amount of correspondence in the past few months from Lewisham residents that has been used to inform the changes to the scheme that have been put forward. We will continue to monitor the data whilst engage with residents, as well as hosting a public information session, to assess the impact of these changes.



PUBLIC QUESTION NO 125.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Patricia Williams

Member to reply: Councillor McGeevor

Question

As a Lewisham resident since the early Nineteen Eighties I have always been able to move about the borough, walking, jogging, on public transport or driving with few problems.

The new measures have brought delays, extra mileage, more air and noise pollution, more accidents and danger on the pavements from careless cyclists and scooter users. Enforced journeys on public transport compromise the safeguarding from infection that social distancing should encourage. How can the Council claim that the measures they have introduced are beneficial to Lewisham residents in any way at all? Are the council focussing on cyclists, who seem to be the only beneficiaries of the Sustrans plans.

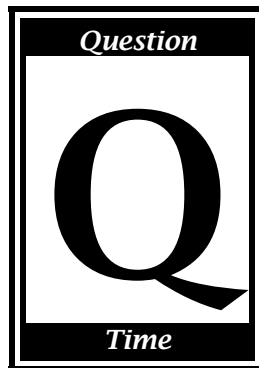
Reply

The aim of LTNs is not to shift traffic from residential roads to surrounding roads, but to reduce the overall number of vehicles on the road and create quieter and safer residential streets to encourage people who can to walk and cycle. LTNs are also in line with our longer-term transport strategy and commitment to climate action.

By creating quieter streets, these measures encourage those people who can to switch to walking and cycling and discourage unnecessary car journeys. Although in the short-term, nearby main roads may become busier, in the medium to long-term the expectation is that habits and behaviours will change, resulting in a reduction in car trips and therefore a positive impact on congestion and air quality for everybody.

We have ensured that a comprehensive monitoring programme is in place to understand the impact of our COVID-19 emergency transport response, with traffic counters and air quality monitors placed inside and outside the LTN to collect data.

We are aware that the Lewisham and Lee Green Low Traffic Neighbourhood is not working as expected, with neighbouring communities unfortunately continuing to see more traffic on their streets and these issues need to be addressed. We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures and we will continue to monitor the impact of these changes.



PUBLIC QUESTION NO 126.

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Mary McKernan

Member to reply: Councillor Bonavia

Question

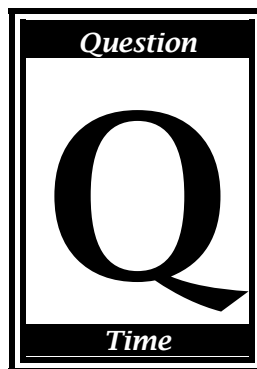
How many of Lewisham's elected Councillors own more than one home, either inside or outside of the Borough? Of those Councillors, how many have two homes? How many have more than two homes?

Reply

All details of Councillor property holdings in Lewisham are contained in their individual Register of Interests declarations, which are available on the Council website on the page for each respective Councillor – see:

<https://lewisham.gov.uk/mayorandcouncil/wards>

Addresses for some members have been redacted by the Director of Law under the terms of Section 32(2) of the Localism Act 2011. Councillors are not obliged to declare any property holdings outside the Borough of Lewisham.



PUBLIC QUESTION NO 127.

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Trina Lynskey

Member to reply: Councillor McGeevor

Question

What percentage of the Council's highways budget is funded by current controlled parking measures?

Under current parking policy a referendum is required to introduce parking controls. Will residents in 100s of households in supposedly "car free" developments be entitled to participate in this process? Lewisham's parking policy has failed to deliver charged parking controls on 77% of the borough's roads. Decisions relating to the establishment of controlled parking zones are controlled by Members Corporate Services as per Lewisham Council's Constitution. Is the council satisfied that 23% coverage demonstrates the ability of Members Corporate Services to enact parking policy in a way that removes taxpayer subsidised free parking from private car owners? Is the council confident that Lewisham's current parking policy remains fit for purpose and provides value for money for all residents particularly the majority who do not own private motorised vehicles?

Reply

Section 55 of the Road Traffic Regulation Act requires London Authorities to keep an account of income and expenditure in relation to parking places provided on the highway and any surplus must be either carried forward to the following year or applied for all or any of a number of specific purposes set out in that section.

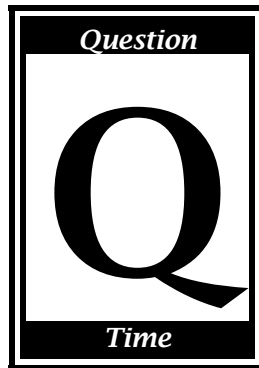
In Lewisham, any surplus income generated from parking permit sales is used to support the funding of concessionary fares such as the Freedom Pass, which allows free travel across London for older people and disabled people. This is in line with this Act.

CPZs are designed to protect residents and businesses from high demand for parking; existing CPZs in Lewisham are mainly centred around major destinations, such as town centres, railway stations and the hospital.

In the current parking policy, which was only recently updated in January 2020, the Council has committed to an annual programme of CPZ consultations. These are prioritised by key criteria including the impact of existing CPZs and other transport projects that may affect parking, such as the upcoming expansion in 2021 to the Ultra Low Emission Zone by Transport for London, public requests and new developments in the area.

Under the Parking Policy, Residents of permit-free developments within a CPZ consultation area may be provided with copies of consultation materials, but will not be eligible to respond to the consultation.

A borough-wide review of CPZs was expected to take place this year, but this review and the CPZ programme are currently on hold due to the current Coronavirus emergency.



PUBLIC QUESTION NO 128.

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Carole Hope

Member to reply: Councillor McGeevor

Question

Please advise the initiatives for involving teenagers from Lewisham wards in the life of Beckenham Place Park. Please advise the organisations with whom you are liaising to encourage Lewisham teenagers into the park and what provision has already been made for them.

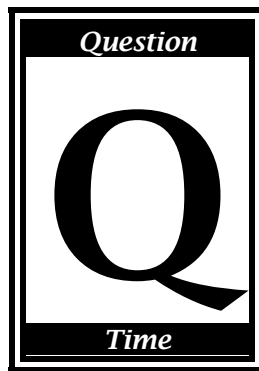
Reply

Since Lewisham began implementing changes in the park, we have seen the number of young people using the space rise from a very low level, to one which is now broadly reflective of the age demographics of the catchment for the park. This is a welcome endorsement of the Council's overall strategy, which revolves around making the space welcoming for the local community.

Youth specific engagement includes:

- Lewisham BMX club run sessions open to all on the 1st and 3rd Sundays of each month
- Nature explorer sessions for teenagers from Drumbeat school
- Mural spray painting at the skate park involving Bromley and Downham Youth club, LBMX club, and The Dumps Adventure Playground
- Park Run welcomes teenagers to participate in weekly timed runs (suspended due to COVID).
- A film project has been commissioned to work with teens in particular, this will involve them in aspects of film production.
- We have been liaising with Youth First to encourage use of the park or to run sessions in the park
- In addition to the above we have hosted a number of events in the park which have youth appeal including music events, outdoor cinema, a funfair, dog shows etc.

Our work in Beckenham Place Park is not yet complete and we are consulting on plans to enhance the east side of the park. This area has long been the Council's focus for siting new built facilities for teenagers, including more adventurous play, the BMX track and perhaps further enhancements to skate facilities. The plans for the east side are currently under development and will be based on the feedback that is received.



PUBLIC QUESTION NO 129.

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Cheryl McLeod

Member to reply: Councillor Bell

Question

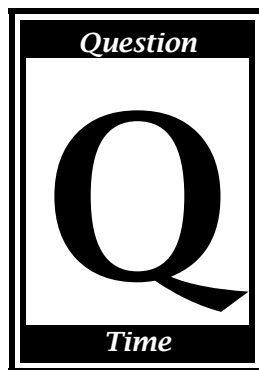
The annual accounts for last year show that security costs reimbursement to Peabody for Frankham Street security cost was £1,419,662.14 plus vat amounting to £283,932.43 totalling £1,703,594.57. What is the amount paid to date during this year 2020/1? And, what is the cumulative total?

Reply

It should be noted that the Council is able to reclaim VAT from HMRC and did so with the VAT payable in the case of the security costs on the Frankham Street/Old Tidemill school site.

The site transferred to Peabody in September 2019, at which point responsibility and cost for security also transferred. Therefore, there has been no Council spend on the security of the site in 2020.

As you know there is a housing crisis. The Council will be getting 104 new social homes for households on our housing register on the Tidemill site alone. Over 700 households will be in night paid accommodation at the time of drafting the answer to your question. The hope of a new, secure home is something Lewisham is working tirelessly to achieve.



PUBLIC QUESTION NO 130.

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Julia Webb

Member to reply: Councillor Bell

Question

What progress has been made by Lewisham towards a masterplan for Bell Green?

Please list progress made by:

3a. Council members,

3b. Council officers, &

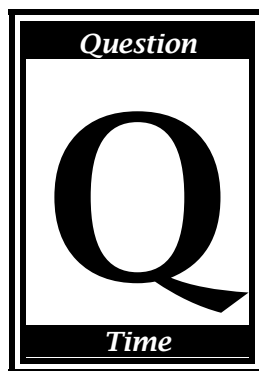
3c. Outside bodies and companies that Lewisham has commissioned?

Reply

The Council has appointed a consultant team to prepare a vision study for Lower Sydenham/Bell Green which will be the first stage in the formation of a robust development framework and masterplan for the area. The consultant team are led by architects and urbanists 'We made that', who are working with transport consultants 'Steer' and economic consultants PRD. They are expected to produce a Vision Study document in spring 2021.

Councillors from the three wards in Bell Green attended a session in August 2020 with the Council's consultants, Council officers and the Sydenham Society. The session sought to share and validate some early baseline data, add to the sources of information already collected and understand what the Sydenham Society had learned about Lower Sydenham/Bell Green as a place in developing and consulting on their community masterplan.

Officers continue to work alongside the consultant team to progress this work.



PUBLIC QUESTION NO 131.

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Sarah McMichael

Member to reply: Councillor Bonavia

Question

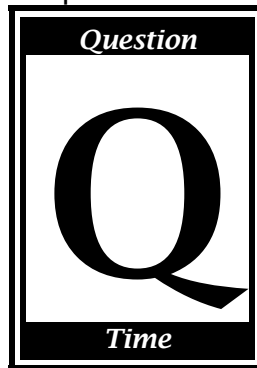
What is Lewisham Council's policy on the length of time by which an email from a Lewisham resident or amenity group should be replied to?

Reply

The Council always aims to respond to queries from residents and community groups in a timely manner. However, some response times have been adversely affected by the COVID-19 pandemic as a result of a large proportion of Council staff being redeployed to support critical services for vulnerable residents

Response times will vary depending on the service and urgency of the query. If the email is a complaint in respect of any Council service, the Council aims to respond within 10 working days.

Amenity groups in particular regularly contact the planning service, which generally aims to respond to general queries, irrespective of who it is from, within 5 working days.



PUBLIC QUESTION NO 132.

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: David Pereira

Member to reply: Councillor De Ryk

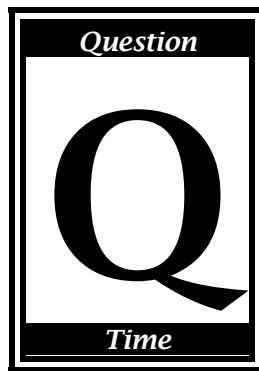
Question

What cost cutting measures will the council be planning in the Evelyn and New Cross wards?

Reply

Officers are currently developing cost cutting proposals for consideration by Members in line with the timetable set out in the Finance stabilisation and budget update report to Mayor & Cabinet on the 7 October. The proposals are due to be published for scrutiny in November. No detail is therefore currently available to identify which, if any, of these proposals may specifically impact either the Evelyn or New Cross wards.

As in previous years, all cuts proposals when put forward will identify if there are implications for specific wards to assist Members in their consideration of them.



PUBLIC QUESTION NO 133.

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Mark Morris

Member to reply: Councillor McGeevor

Question

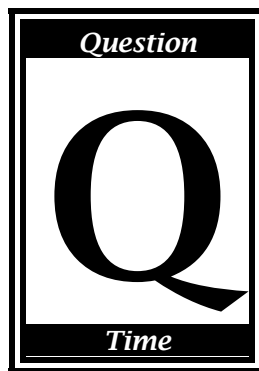
A number of initiatives have been taken to widen pavement space in Lewisham under the Streetspace scheme, in part to make social distancing much easier. However in the borough there are a number of roads where a significant number of wheelie bins are left permanently on pavements. In Catford on the A21 there are also a number of telephone boxes which are not in operation, in some cases for many years, yet take up valuable pavement space. Will Lewisham Council look to increase pavement space by addressing both of these issues?

Reply

It is recognised that in order to make walking easier and provide as much space as possible for social distancing existing footways should be effectively managed and obstructions should be kept to a minimum.

Waste and recycling bins should only be placed on the footway for collection and should be brought into the curtilage of the property shortly after, so as not to cause an obstruction. In relation to new developments, we would always aim to secure adequate refuse storage where there is a conversion or new build requiring planning permission.

Lewisham Council does not have the power to force the removal of telephone boxes and they, and communications equipment, have permitted development rights. The removal of the telephone boxes on the A21 would be for TfL to progress, in discussion with the telecommunications company, as they are the relevant Highway Authority.



PUBLIC QUESTION NO 134.

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Paul Lomax

Member to reply: Councillor McGeevor

Question

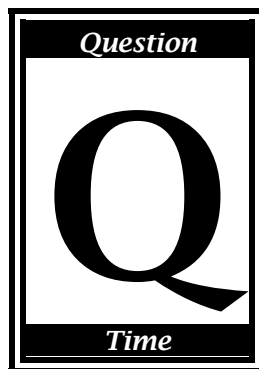
In the original consultation letter sent to some homes in 2019, the Council stated that traffic restrictions have to be 24 hours a day because of the difficulty of enforcement of filters which are 'open'. Given the LTN now has 4 ANPR-based filters for busses and emergency services access, why cannot timed access or local residents access be considered? By limiting the closures to peak hours we would still be encouraging modal shift and reducing through traffic, whilst mitigating the impact on our very residential main roads and other roads many of which cannot also be filtered.

Reply

The aim of Low Traffic Neighbourhoods (LTNs) is to create quieter and safer residential streets to encourage walking and cycling.

Some of the modal filters we have installed do not have physical barriers (such as bollards or planters), but use Automatic Number Plate Recognition (ANPR) cameras to control access. At present, access is only permitted for buses, refuse vehicles and emergency services vehicles and some limited exemptions are being applied.

We remain absolutely committed to Low Traffic Neighbourhoods and the principles they set out to achieve. We also have an aspiration to roll out further LTNs across the borough at the right time. Timed restrictions could be part of any future LTN and could be considered for the existing Lewisham and Lee Green LTN if appropriate and if further modifications are necessary.



PUBLIC QUESTION NO 135.

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Rachel Webb

Member to reply: Councillor McGeevor

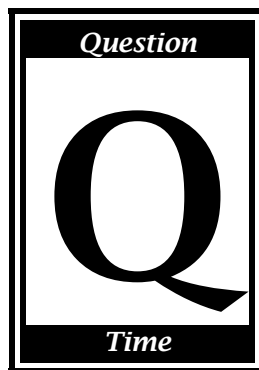
Question

On what basis does the Council think the level of traffic displacement is going to reduce to safe levels? Given that Lewisham does not have spare capacity on the "main" roads surrounding the LTN, given that no solid infrastructure has been put in place to support alternatives (eg segregated cycle ways, incentives for EC vehicles, more public transport provision), given that people are being discouraged from using public transport due to Covid, what is the Council hoping will happen to make the traffic that is displaced - evaporate?

Reply

The aim of LTNs is not to shift traffic from residential roads to surrounding roads, but to reduce the overall number of vehicles on the road. As well as reducing congestion, this will have wider benefits for all residents, such as improved air quality. By creating quieter and safer streets, LTNs encourage people who can to switch to walking and cycling and discourage unnecessary car journeys. Although in the short-term, nearby roads may become busier, in the medium to long-term the expectation is that habits and behaviours will change, resulting in a reduction in car trips and therefore a positive impact on congestion and air quality, which will be of benefit to all.

We are aware that the Lewisham and Lee Green Low Traffic Neighbourhood is not working as expected, with neighbouring communities unfortunately continuing to see more traffic on their streets and these issues need to be addressed. We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures and we will continue to monitor the impact of these changes.



PUBLIC QUESTION NO 136.

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Andrew Tonge

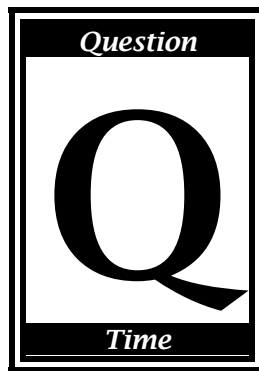
Member to reply: Councillor Bell

Question

Rumours are circulating that the part of Beckenham Place Park between the River Ravensbourne and the Old Bromley Road is being proposed within the Council for housing development. Will the Council please provide a definitive statement on this?

Reply

There are no plans for residential development on Beckenham Place Park.



PUBLIC QUESTION NO 137.

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Mrs Richardson

Member to reply: Councillor McGeevor

Question

When under discussion/consultation for the Healthier Neighbourhoods scheme through 2019 and into early 2020 the proposals included a barrier 1. from Manor Lane Terrace into Abernethy Road, 2. a barrier on Manor Lane just before the Kellerton Road junction and barriers on each of 3. Taunton Road, 4. Effingham Road and 5. Handen Road 6. Micheldever.

These changed, without reference to residents. In fact there were several draft plans and the public was not told why the changes occurred. 1 and 2 were place elsewhere, the south end of Manor Lane Terrace and the north end of Manor Lane. Large numbers of residents, north of Kellerton were thus cut off, by car, from local services, GPs, Hither Green station, local shops, churches and schools, regardless of whether they needed to drive. Others were cut off from the other side.

Why were the barriers on roads leading to Manor Lane (3,4,5,6) removed and those residents were benefitted by that change while others were penalised?

What prompted the changes? What evidence was supporting the changes?

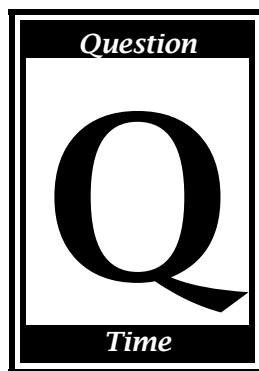
In view of the final move to create/impose hurriedly an LTN in the ward, supposedly due to the social distancing required by C19 legislation and readily available public funding, why have the pavements not been altered/widened to provide the space for pedestrians to have increased social distancing, as this was the stated objective?

Reply

During the engagement phases on the Healthy Neighbourhood proposals a number of changes were made in response to feedback received from residents and other stakeholders. For example, the physical filters on Taunton Road, Micheldever Road, Handen Road and Effingham Road were no longer considered necessary when it was proposed that Manor Lane and Manor Park would have camera enforced modal filters in response to concerns from residents of those streets about increased rat running as a result of the modal filters elsewhere in the LTN area.

It should be noted that vehicular access to all properties will be maintained, but the restrictions may require a different route to be taken.

Currently people need more space than usual in order to maintain social distancing whilst walking/cycling. This becomes more difficult to achieve when the available space is constrained by a combination of narrow footways, parking, and high traffic volumes and/or speeds on the carriageway. Reducing traffic levels reduces the road safety risk if people do need to step into the carriageway to maintain a 2m distance when passing others.



PUBLIC QUESTION NO 138.

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Marianna Femia

Member to reply: Councillor McGeevor

Question

Does Lewisham council think motorists are more important than pedestrians? Many roads in Evelyn have been resurfaced but not the adjacent pavements.

- How much money has been spent resurfacing carriageways in the Evelyn Ward and how much doing pavements?
- Does the Council have a list where dropped kerbs are required in the Evelyn Ward to ensure access and accessibility for those with permanent and temporary mobility issues?
- If not, why not?
- If so, what is the timeline for the schedule of work to install dropped kerbs across the Evelyn Ward?

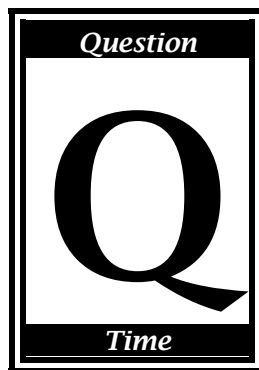
Reply

The Council seeks to ensure all its roads are safe and suitable for all road users.

Lewisham Council prioritises its annual carriageway and footway improvements programme on the basis of road condition. This approach ensures the roads and footways in the worst condition are resurfaced first. Other factors are taken into account, such as implications from emerging developments and their financial contributions made towards supporting Lewisham Council's Transport Strategy.

Since 2017, the Council has resurfaced 10 roads in the Evelyn Ward, to the value of approximately £400,000. In this same time period the Council has completed two major works projects that include footway schemes.

With regard to dropped kerbs, there are dropped kerb provisions at all traffic light controlled junctions across the borough. The Council does not hold a list of where dropped kerbs are required in any Ward in the borough and there isn't a programme for such works as these are addressed when footway and junction improvement works are undertaken.



PUBLIC QUESTION NO 139.

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Chris Maines

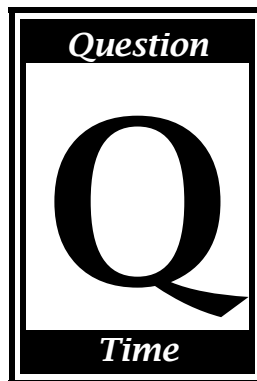
Member to reply: Councillor Bell

Question

Did the Council have discussions with the owners of the Blackheath Tea Hut prior to their June planning application? Was any consideration given to re siting the iconic business?

Reply

The Council had discussions with the owners of the tea hut prior to the formal submission of a planning application. As with any pre-application discussion, the Council is unable to disclose details of discussions where they are commercially sensitive.



PUBLIC QUESTION NO 140.

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Mr Richardson

Member to reply: Councillor Slater

Question

Lewisham Library service is still operating a click and collect service, with collect only at certain public libraries in the borough.

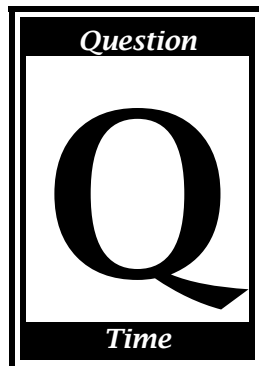
When is it considered that the public library service in Lewisham will begin to open its libraries across the borough, for users to be able to visit? The Royal Borough of Greenwich has opened its library service at its libraries for limited periods per day. Would this be possible for LBL? If so, when?

Reply

Each local authority has judged the risk to reopen their libraries in different ways. Within London, some have reopened all their libraries, some very few. Given the current unpredictable state of the pandemic, the Library and Information Service will continue to operate as at present and will follow the cautious approach that the council has mandated on many other services.

However, it should be mentioned that, while physical services are much reduced, the libraries' digital offer has increased many folds. Our ebooks collections increased from 15,000 to almost 60,000 titles. Our eNewspapers and eMagazines collections are more and more popular. Our digital content on YouTube, Facebook, etc. is increasingly engaging. Some of our Community Library partners have taken the opportunity to modernise the interior of their libraries.

So, while we hope for a return to normality as soon as possible, a date by which Covid-19 restrictions will be removed seems impossible to determine today.



PUBLIC QUESTION NO 141.

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Simon Watson

Member to reply: Councillor McGeevor

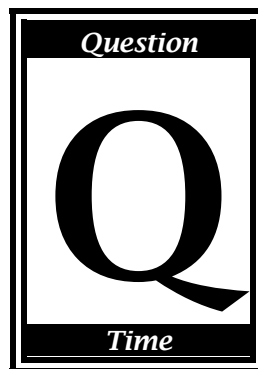
Question

What measures are councillors taking to obtain proper feedback from all parties affected by the road closures?

What notice are councillors taking of (for example but not limited to) the petition against the road closures, the demonstration last Saturday outside the library and the survey organized by a local political party?

Reply

We have received a significant amount of correspondence regarding our COVID-19 emergency transport response, including objections to and support for Low Traffic Neighbourhoods (LTNs). We have also received various petitions. All feedback being received is being considered and have been used to inform our next steps. All comments and feedback which continue to be received will be reviewed and taken account of.



PUBLIC QUESTION NO 142.

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Mary McKernan

Member to reply: Councillor Bell

Question

At the Mayor and Cabinet meeting on 16th September, the following item was discussed and approved.

367.

Request for Section 106 monies to support delivery of affordable homes at Sydenham Hill - Mais House

Decision:

Having considered a confidential officer report, and a presentation by the Cabinet Member for Housing, Councillor Paul Bell, the Mayor and Cabinet agreed that in the event that planning permission is granted for the scheme to redevelop Mais House, approves the allocation of a stated amount of Section 106 contributions received by the Council from the planning agreements set out in the report to provide affordable housing delivery at Mais House, Sydenham Hill

Minutes:

Having considered a confidential officer report, and a presentation by the Cabinet Member for Housing & Planning, Councillor Paul Bell, the Mayor and Cabinet, for the reasons set out in the report, by a vote of 8-0:

RESOLVED that in the event that planning permission is granted for the scheme to redevelop Mais House, approves the allocation of a stated amount of Section 106 contributions received by the Council from the planning agreements set out in the report to provide affordable housing delivery at Mais House, Sydenham Hill.

On many occasions throughout the "consultation" process we were told that issues of lack of infrastructure would be dealt with by Community Infrastructure Levy. This was not the case, as the City of London has claimed dispensation from making CIL payments for this development.

We were then told that infrastructure shortcomings would be dealt with in S.106 agreement. At the time of writing (6th October, the development has yet to be granted planning permission as a Section 106 agreement has not yet been reached.

What is the amount of Section 106 money that has been agreed as payment from the City of London to Lewisham for this housing development?

What is the amount of Section 106 money that Lewisham have agreed to allocate to the City of London for this housing development?

Where did the Section 106 money that Lewisham are allocating to the City of London come from? Which developments and how was that money intended to be allocated?

Reply

The financial S106 contributions secured as part of the committee resolution to approve the proposed development at Mais House include:

- Local labour and business contribution of £58,300
- Carbon Offset Payment contribution of £254,903
- Air Quality Monitoring contribution of £11,000

A total contribution of £1,650,000 of S106 money was agreed by Mayor and Cabinet on 16th September 2020 which equates to £30,000 for each of the 55 units to which the Council will have nomination rights.

The s106 funds proposed for allocation are:

Planning Number	Site Address	Amount	Running total
DC/00/46436	Former Thames Waterworks site, SE8	£90,888.46	£90,888.46
DC/14/89436	Marine Wharf West, Plough Way.	£238,473.01	£329 361.47
DC/07/67276	Former Catford Dogs Stadium and Station Gateway, SE8	£1,320, 638.53	£1,650,000.00

DC/00/46436 Former Thames Waterworks site, SE8 – S106 Agreement 23rd February 2001 which has been varied through various deeds of variation¹:

The contribution being used for the request is £90,888.46. The S106 related to the development obligated the developer to pay an affordable housing sum. The definition of which is: “Means the sum of one million six hundred and seventy thousand pounds (£1670 000) provided that if the number of habitable rooms comprising the Market Housing Units shall be more than 1207 the Affordable housing contribution shall be calculated in accordance with the formula set out in the second Schedule hereto.”

Affordable housing: “has the meaning given to it at Policy HSG29 of the Unitary Development Plan adopted by the Council with effected from 26 July 1996.”

DC/14/89436 Marine Wharf West, Plough Way, London, SE16 7UE

The contribution being used for the request is £238,473.01. The s106 related to the development obligated the developer to pay an affordable housing sum set out in Schedule 3 Paragraphs 1-1.2. The Affordable Housing Sum: “Means a sum of £1,400,000 (one million four hundred thousand pounds) to be used for the provision of Affordable Housing within the Council's administrative area.”

¹

The definition of affordable housing in the s106 being: “residential accommodation where the rent or purchase price is reduced directly or indirectly by means of public or private subsidies such that it can be afforded by persons or families on low incomes or in low paid employment who cannot otherwise afford to rent or purchase on the open market.”

DC/07/67276 Former Catford Dogs Stadium and Station Gateway, SE8 relating to DC/13/84744 and DC/13/84895.

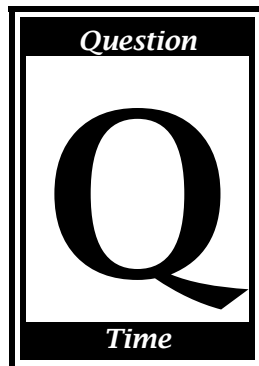
The contribution being used for the request is £1,320, 638.53.

In Clause 5 it set out the definition of varies the definition of affordable housing from the original S106 to mean: “residential accommodation where the rent of price is reduced directly or indirectly by means of public or private subsidies such that it can be afforded by persons or families on low incomes or in low paid employment”

Schedule 6 states that the Council shall use the Affordable Housing Contribution towards the provision of offsite affordable housing within the London Borough of Lewisham provided always that the Council:

“2.1 in complying with this paragraph 2 shall be entitled to amalgamate the Affordable Housing contribution with other funds it may allocate or secure for the purpose of providing Affordable Housing (whether through planning obligations or by other means); and

2.2 shall be entitled to refrain from complying with the Paragraph 2 until such time as the Council has (in its exclusive opinion) secured sufficient funding to enable it to use the Affordable Housing Contributions towards the provision of Affordable Housing within the London Borough of Lewisham.”



PUBLIC QUESTION NO 143.

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Carole Hope

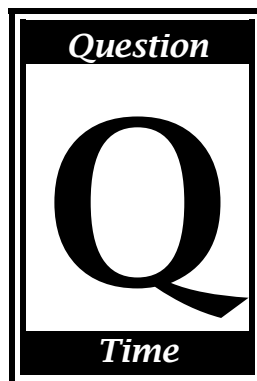
Member to reply: Councillor McGeevor

Question

Please advise the costs incurred through having guard dogs deployed in Beckenham Place Park this summer

Reply

Dog handler units were deployed to prevent large gatherings at the lake in contravention of COVID guidelines. The cost over the summer period for this presence was £14,058.60.



PUBLIC QUESTION NO 144.

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Cheryl McLeod

Member to reply: Councillor Bonavia

Question

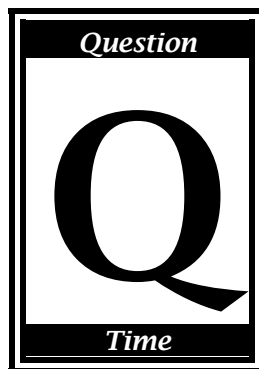
Can the Cabinet Member please explain how Trade Union representatives from Unite the Union will be included and consulted during the TUPE process with the change of the Leisure contract? Has the budget for leisure services been increased or decreased as a result of the change of contractor?

Reply

This Council administration considers trade union recognition to be an essential condition in contracts with third parties providing services on behalf of the Council

It is a contractual requirement that all relevant unions, including Unite, are involved in the TUPE process. The leisure providers are also expected to follow the ACAS guidelines around TUPE consultation. The Council has been monitoring the process to ensure that there is effective consultation with all unions with members who are employees affected by the transfer.

The COVID pandemic has had a hugely detrimental impact on the leisure market and, as such, the new contract will cost the Council more than the previous one.



PUBLIC QUESTION NO 145.

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Julia Webb

Member to reply: Councillor Bonavia

Question

Given that it is six months since the Council last took public questions, will it allow extra time to catch up with this backlog?

Are arrangements in place for regular question sessions in any future shutdown?

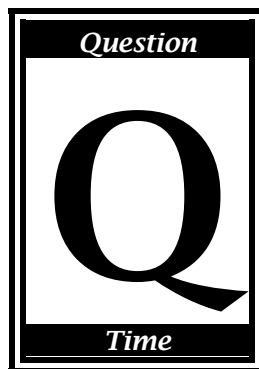
To avoid wasting time on duplicate questions, may we please have a list of pending public questions posted online?

Reply

The time allocated for Public Questions is set out in the Constitution. The Council's Local Democracy considered time allocated for Public Questions and concluded that 30 minutes was a fair time given (a) the amount of other business that is dealt with at Full Council and (b) every question receives a written answer in advance of the Full Council meeting; Public Questions at the meeting itself are for any oral supplementary questions.

There are no specific plans for additional question sessions in any future shutdowns. The Council is currently delivering a full range of accessible governance arrangements by virtual means and these would be expected to continue.

The posting of pending public questions may avoid duplication and officers will examine the legal and operational practicalities of adopting the suggestion.



PUBLIC QUESTION NO 146.

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Sarah McMichael

Member to reply: Councillor Bell

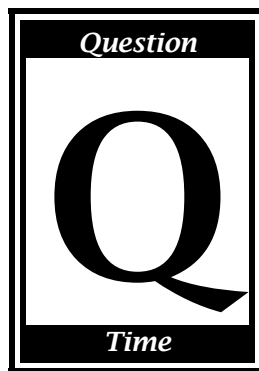
Question

Regarding 45 Longhurst Road SE13: What is the Council's plan of action regarding this enforcement case that the Council was first made aware of in 2017 and most recently made aware of in April 2020

Reply

The Council was first made aware of the site in 2017 and the enforcement case officer at the time contacted the owner of the land in writing. Following action by the planning enforcement team, the site was cleared of rubbish and a hoarding erected around the perimeter of the site to reduce the risk of fly tipping on the land. Officers are aware that since that time, the site has once again become overgrown with vegetation.

Unfortunately, due to the COVID-19 pandemic, enforcement officers were unable to make site visits when the new enforcement complaint came in April 2020. The relaxation of lockdown measures has meant that officers have been able to conduct site visits again. This is a priority case so will be visited as officers work their way through a backlog of cases. Based on the complaint it is likely that following that visit, further consideration will be given to issue a Section 215 Notice to require the tidying of the land.



PUBLIC QUESTION NO 147.

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Paul Lomax

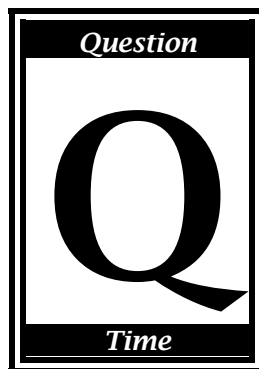
Member to reply: Councillor McGeevor

Question

In the original consultation letter regarding the LTN in 2019 a number of "complementary measures" were listed (such as contra-flow cycling, improved pedestrian crossings, secure cycle parking, street trees, benches and EV charging points). Why are these tied to a 'successful LTN' rather than being delivered in tandem, given such measures were part and parcel of the Waltham Forest schemes which seem to be the only reference point for LTNs? Is funding being applied for?

Reply

Unfortunately the funding that the Council usually receives through the Local Implementation Plan (LIP), to deliver schemes, such as improved pedestrian crossing, road safety measures, street trees etc, was withdrawn at the start of the COVID-19 pandemic. The only grant funding currently available from DfT and TfL is for measures to support walking and cycling in response to COVID-19 and this funding is limited to low traffic neighbourhoods, school streets and pop-up cycle lanes.



PUBLIC QUESTION NO 148.

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Rachel Webb

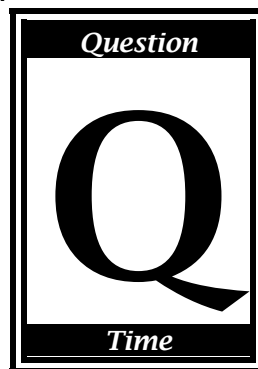
Member to reply: Councillor McGeevor

Question

Why is Lewisham putting in place an LTN with the councillors and Lewisham Transport Strategy comparing it to the Waltham Forest project when the two projects could not be less similar? Waltham Forest spent £30mn on a wide range of traffic interventions - one of which was a small LTN - and they have the benefit of a 6 lane North Circular to absorb some of the displaced traffic.

Reply

The main purpose of LTNs, which were introduced as part of the Council's COVID-19 transport response, is to reduce through traffic on residential streets and create quieter and safer streets for walking and cycling during the pandemic, ensuring that people are able to socially distance. LTNs are also in line with our longer-term transport strategy and commitment to climate action. Whilst the differences to the Mini-Hollands project implemented in Waltham Forest and the different context of South London and North London are acknowledged it is a scheme in London that has been delivered and from which some evidence can be drawn.



PUBLIC QUESTION NO 149.

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Chris Maines

Member to reply: Councillor McGeevor

Question

Prior to the introduction of the LTN in Lee Green, did the Council do a survey of the destinations of vehicles using the now closed roads?

Have changes been made to the phasing of traffic lights (particularly at the Tiger's Head junction and where Burnt Ash Road meets the South Circular)?

How much has Council levied in fines for people not adhering to the Lee Green LTN ?

Reply

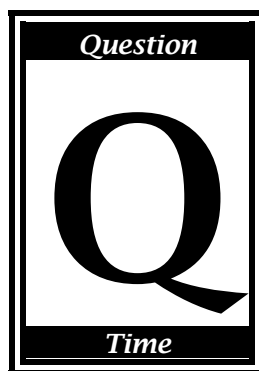
A recent survey in May 2019 using GPS technology in Lee Green found that 60% of the cars (a total of 180,000 per week) had come from outside the area and were passing through.

Transport for London (TfL) is the authority responsible for traffic signal timings and they have reviewed the signal timings on the corridors surrounding the LTN. Changes have been made to signal timings with the aim of increasing capacity to reduce delays to all movements. In addition, all of the sites operate on SCOOT so TfL are actively changing the timings according to delays observed and all infrastructure has been checked to ensure that it is operating without faults. The changes made have reached the limit of improvements that can be achieved using signal timing changes alone.

The Council has received in the region of £1.5m and the outstanding monies owed is approximately £1.6m from penalty charge notices issued in relation to the traffic restrictions in Manor Lane, Manor Park, Dermody Road and Nightingale/Ennersdale Roads. The aim of these measures is to ensure that people comply with the closures and it should be noted that since enforcement began at the camera enforced modal filter locations there has been an 86% drop in contraventions.

The application of any parking surplus is in line with government legislation (Road Traffic Regulation Act 1984 Section 55). The Council can spend any surplus that may arise within the scope set by legislation. Under current legislation the application of any surplus is limited to meeting the cost of providing and maintaining parking facilities, highways improvement works (including schemes to improve conditions for walking and cycling), highways maintenance (carriageway and footway), public passenger transport services, such as concessionary fares, the Freedom Pass and the Taxicard scheme, and the costs of anything that has the approval of the Mayor of London and which facilitates the implementation of the Mayor's transport strategy.

The Council's spending on these elements has consistently exceeded the surplus of the parking account.



PUBLIC QUESTION NO 150.

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Mr Richardson

Member to reply: Councillor McGeevor

Question

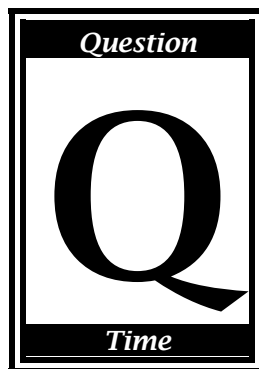
Concerning LTNs I refer to the Lee Green Ward in particular, and the road barriers which have camera operation - Dermody Hill, Manor Park, Manor Lane South and Ennersdale Road. It has been rumoured, but not publicly stated, that the camera operated barriers now allow through other vehicles than those referred to on the signage.

Is this the case? Will you please list the vehicles and drivers allowed through, penalty free? If other vehicles are allowed through why has the public not been informed? If all goes out on CommonPlace how do you expect those without access to know?

Reply

The aim of Low Traffic Neighbourhoods (LTNs) is to create quieter and safer residential streets to encourage walking and cycling.

Some of the modal filters we have installed do not have physical barriers (such as bollards or planters), but use Automatic Number Plate Recognition (ANPR) cameras to control access. At present, access is only permitted for buses, refuse vehicles and emergency services vehicles and some limited exemptions are being applied, which is kept under regular review. We are currently considering whether it is appropriate to apply some further exemptions and a full list of those who are exempt will be made available when this process has concluded.



PUBLIC QUESTION NO 151.

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Mrs Richardson

Member to reply: Councillor McGeevor

Question

What assessments were carried out on each individual road to be impacted by a road barrier to ascertain what problems would be experienced by drivers of various kinds of vehicles, residents + vans, trucks, deliveries, local builders etc, carers services, emergency services? Each road is different.

What assessments were made by the Traffic/Highways dept to ascertain the correct, effective guidance by notices, boards etc.?

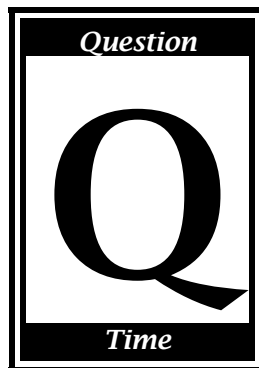
Considerable difficulties have been experienced in Manor Lane Terrace, now into the third week, due to Road Closure signs vanishing. Both Traffic/Highways/Mayor/cllrs have been informed continually but nothing has been done to rectify the position. Is the council therefore satisfied that traffic flow is now misdirected? Who is responsible/accountable?

Since 29th June 2020, the implementation of the LTN, signs have been blown over, fallen on to the road etc etc. Residents have taken it upon themselves to try to rectify the situation. Does this leave them open to any kind of legal challenge from other road users, when it is the council responsible?

Reply

The temporary COVID-19 transport measures are located in areas where through-traffic has historically been identified as an issue and there were concerns that traffic would increase once lockdown restrictions were eased. This assessment was based on a number of factors, including traffic data, resident complaints and officer observations. The pavements in most of these areas were also less than three metres wide, making it more difficult for pedestrians to socially distance. Other strategic factors, such as the proposed cycle network identified in the 2018 Lewisham Cycling Strategy, were also taken into consideration.

We recognise that there have been issues with the signage as part of the implementation of the scheme and are working to address these issues as quickly as possible.



PUBLIC QUESTION NO 152.

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Mark Morris

Member to reply: Councillor McGeevor

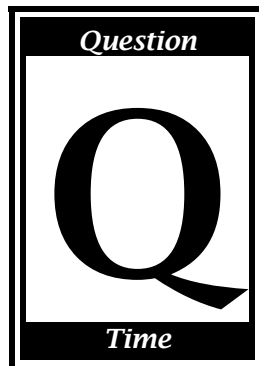
Question

I understand that from papers from the first Silvertown Tunnel Implementation Group meeting, held on the 24 September 2020 that the Development Consent Order for the tunnel only stipulates the monitoring of Nitrogen Dioxide and not PM10 particulates. Is Lewisham Council aware of this and if so is it seeking to ensure that air monitoring of the proposed Silvertown tunnel is far more extensive and includes air monitoring centres in Lewisham that include both Nitrogen Dioxide and PM10 particulates?

Reply

An agreed Environmental statement (ES), Construction Environmental Management Plan (CEMP) including an Air Quality Management Plan (2019) are in place for the whole project. The Air Quality Management Plan includes predetermined action levels to mitigate human health risk from Particulate Matter (PM10) exposure during all works related to the Silvertown Tunnel. Air quality monitoring will be undertaken throughout the duration of the construction works at all sites. It was proposed that Osiris or Topas units (or equivalent) will be used for semi-permanent monitoring locations to monitor TSP, PM10 and PM2.5.

Please also note that a virtual meeting was held on the 14th August 2020 between the air quality assessment consultant AECOM, TFL, the managers of Lewisham council Transport and the Environmental Protection teams about the project and the proposed air quality monitoring regime using passive low cost NO₂ diffusion tubes. Following a request by the Environmental Protection manager, it was agreed that the assessment presented in the ES will be revisited in light with the current situation and assumptions, and submitted to the Environmental Protection team in due course for approval. I.e. this is likely to be at the end 2021/early 2022. There are also pending questions from the Lewisham transport that need addressing.



PUBLIC QUESTION NO 153.

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Mary McKernan

Member to reply: Councillor Bell

Question

Please will the cabinet member intervene to ensure that planning officers' Case Officer's reports are completed and published in advance of any decision and that minutes of the meeting at which the planning Chairs make these decisions are published and published promptly, so as to be transparent and fair and not to impede any possible Judicial Review or Appeals process.

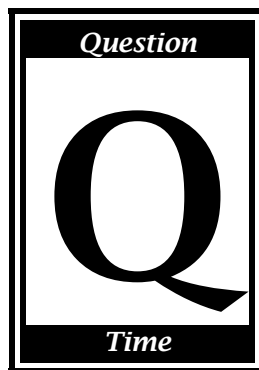
Reply

The temporary changes to Lewisham's Statement of Community Involvement (SCI) make provision for a Planning Committee Chair to review potential committee items. Review of committee items by Chairs is common amongst other London Local Authorities and many councils routinely used this process before the COVID-19 pandemic.

A Chair delegating a committee item is not a formal planning decision and the decision is at their discretion. There is no formal officer report informing the Chair's review process, although Officers provide the Chair with a summary of relevant applications including objections received.

We acknowledge the concerns of amenity groups and residents around transparency with respect to Chair's review. In light of representations made on the temporary changes to the SCI, officers are reviewing how the status of a planning application that has been subject to Chair's review can be updated on Lewisham's planning portal. The detail and logistics of such a change are currently being reviewed and amenity groups will be updated shortly.

Notwithstanding this, officers consider the current temporary system meets with the Government's direction to Local Planning Authority's to ensure continuity of the planning system and accords with the Mayor and Cabinet's decisions to temporarily amend the SCI and constitution.



PUBLIC QUESTION NO 154.

Priority 5

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Carole Hope

Member to reply: Councillor McGeevor

Question

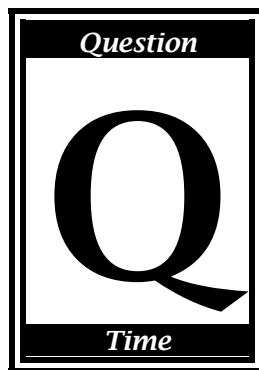
Please advise why there are three levels of fencing and a thorny hedge round the lake at Beckenham Place Park, which is supposed to be a public amenity.

Reply

A new boundary has been created around the lake at Beckenham Place Park, this involves a new native hedgerow comprising a mix of thorny and broad leaf species. This is supplemented with strained wire fence around the majority of the perimeter and a railing with gates where the swimming operates. The temporary heras fencing remains in place until the new boundary is complete and signed off, the final area of hedgerow planting will be complemented this autumn.

The supplementary boundaries protect the hedgerow whilst it establishes and prevent dogs from entering the lake. The new boundary will allow organised swimming to take place, with lifeguards able to regulate the number of swimmers in the water at any one time.

As part of the maintenance regime the grounds team will clip the new hedgerow on the outside of the strained wire fencing, allowing it to become hidden over time.



PUBLIC QUESTION NO 155.

Priority 5

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Sarah McMichael

Member to reply: Councillor Bell

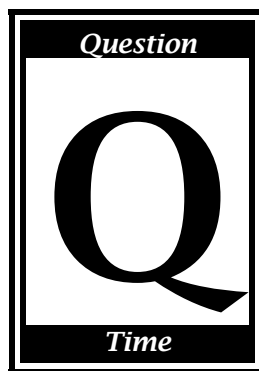
Question

Regarding DC/20/116854 34-40 Eastdown Park SE13: The council's planning portal shows the application as undecided despite the deadline for the application having passed. What is the current status of this planning application? If a decision has been made by a chair of a planning committee what is that decision?

Reply

This application was received by the Council on 28 May 2020 and proposes the demolition of existing buildings and construction of a part 4, part 5 storey building to provide a 72sqm commercial unit with 20 flats (17 x 1-bed and 3 x 2-bed) together with 3, two storey three bedroom houses.

Officers are still assessing the application which remains undetermined. A number of representations have been received from the local community and these will be taken into consideration in coming to a recommendation and decision on the application. If the application proceeds to a local meeting and planning committee for a decision, all those who submitted comments will be notified of the dates and invited to attend.



PUBLIC QUESTION NO 156.

Priority 5

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Paul Lomax

Member to reply: Councillor McGeevor

Question

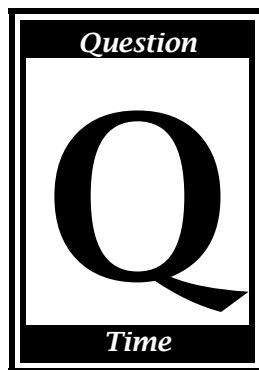
oes the Council recognise that reports presented as evidence by councillors as to the efficacy of LTNs are significantly flawed? For example, the King's College NO2 study has been quoted but this is actually a forecast model created in 2018 to predict what would happen IF LTNs were able to achieve certain changes, such as the elimination of school runs - and yet it still reaches the conclusion the bulk of the NO2 reduction would be from wider transport industry trends (eg Euro 6 standards). Meanwhile in reality pollution in Waltham Forest as measured by their continuous monitoring sites has risen above London averages since Mini Holland was implemented.

Reply

It is recognised that there is a range of reports and evidence relating to impacts of Low Traffic Neighbourhoods. The Council is committed to improving the quality of life for people within all of our neighbourhoods and an important part of this is promoting walking and cycling, which are healthy forms of exercise, sustainable, much cheaper and far less polluting than driving cars.

Road transport is the main contributor of NOx pollution in our borough and therefore we should be using all possible measures to improve air quality.

Undertaking a trial allows us to assess the impact of the measures and monitoring air quality, by both continuous monitoring sites and diffusion tube monitors, is a key part of the monitoring strategy. We have published a detailed [monitoring strategy](#) for the Lewisham & Lee Green LTN.



PUBLIC QUESTION NO 157.

Priority 5

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Julia Webb

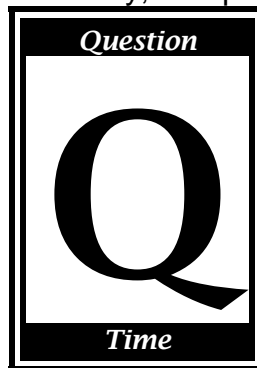
Member to reply: Councillor Bonavia

Question

Sydenham Ward has been left with only two councillors since the departure of Cllr Copley, long before COVID-19 prevented by elections. Casework is left up in the air, which needs pursuing. If Stella Creasey can have a 'locum MP' to pursue casework during her maternity leave, can't Sydenham have a similar arrangement for the duration of COVID-19?

Reply

The Coronavirus Act 2020 removes the ability for Returning Officers to fill vacant posts through by-elections, and does not provide any alternative to fill vacant positions with temporary replacements. One of the primary reasons for our wards having three elected members is to provide resilience should one or more of them be unable to fulfil their requirements. Indeed, should one be a Cabinet Member, or on parental leave, the other members are able to cover their absence. In the case of Sydenham, the remaining two councillors are working hard, and successfully, to represent their residents.



PUBLIC QUESTION NO 158.

Priority 5

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Chris Maines

Member to reply: Councillor Bell

Question

How many planning applications have been received by Lewisham Council since 1st January 2020.

How many applications have been determined by officers?

How many by committee?

How remain outstanding?

Reply

The Planning Service supports a set of statistics to the Minister of Housing, Communities and Local Government each quarter on a PS1 / PS2 Report. This report excludes Prior Approvals, Approval of Details applications, Lawful Development Certificates and all Tree Applications. The PS1 Report for the period 1/1/2020 to 12/10/2020 states:

Valid Planning Applications Received during period: 1259

On hand at the beginning of the period: 389

Withdrawn during period: 95

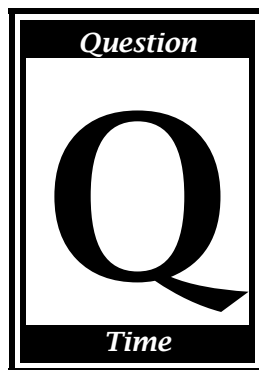
On hand at the end of period (12/10/2020): 256

Applications decided during period: 1194

Applications decided under delegated powers during period: 1167

Applications decided by planning committee during period: 27.

The planning team have done outstanding work in a time of a national and international crisis. Some in the team were assigned to other areas of the Council during the first-wave of Covid-19. Our planning department is small but delivers an outstanding service for the borough.



PUBLIC QUESTION NO 159.

Priority 5

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Cheryl McLeod

Member to reply: Councillor Bell

Question

How many planning applications has each of the Planning Committees A, B and C considered since the last local elections in 2018? Please list by municipal year.

Reply

The number of planning applications considered by Planning Committees A, B and C since the local elections in 2018 are as follows:

2018

Committee A considered 19 applications

Committee B considered 22 applications

Committee C considered 19 applications

2019

Committee A considered 15 applications

Committee B considered 19 applications

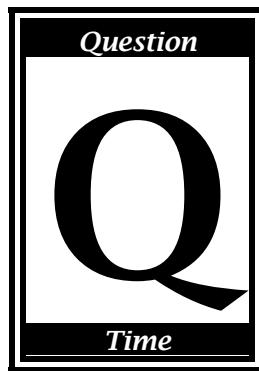
Committee C considered 16 applications

2020

Committee A considered 10 applications

Committee B considered 7 applications

Committee C considered 7 applications



PUBLIC QUESTION NO 160.

Priority 5

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Mrs Richardson

Member to reply: Councillor McGeevor

Question

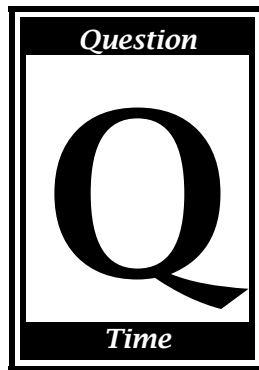
Manor Lane Terrace starts at Lochaber Hall, turns left and ends at the T-junction with Kellerton Road. Currently there are 2 traffic monitoring cables, one just after the Hall, outside number 2, the other turning left round the corner, before the T-junction with Northbrook Road.

Consequently any traffic that travels south down the terrace from outside numbers 7/8, having crossed the second cable will not be counted as either travelling down the terrace or into Northbrook. Why is that traffic not being monitored?

Reply

We have ensured that a comprehensive monitoring programme is in place to understand the impact of the Low Traffic Neighbourhoods and monitoring traffic levels is a key part of the monitoring strategy. We have published a detailed [monitoring strategy](#) for the Lewisham & Lee Green LTN.

It is not possible to monitor every street, however the locations of traffic and air quality monitors have been carefully selected to provide an indication of the impact on air quality across the area and traffic levels on different types of street, including streets where a modal filter has been installed, other surrounding streets, and more strategic roads like the South Circular.



PUBLIC QUESTION NO 161.

Priority 5

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Mr Richardson

Member to reply: Councillor McGeevor

Question

In the event of deciding exactly where to implement the road blockages to motor vehicles in Lee Green Ward, under the Covid-19 measures, was any academic work done at all on the likely outcomes inflicted on residential car users to access circuitous arterial roads enroute to other parts of Lewisham Borough and of course to receive deliveries by retail and other businesses from those arterial routes or indeed deliveries from locations situated within the foot print of the roads subject to the blockages?. It has caused severe congestion to ordinarily congested roads surrounding the affected area and amplified by the very recent 'Not At Any Time' notices now shown on many bus Lanes on those arterial roads.

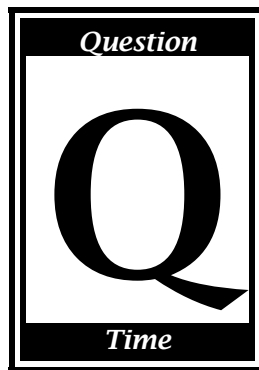
Were there any clear studies made to ascertain the likely impact on the possible impediments which could be caused by the implementation of modal/filters and barriers to the emergency services such as Police, Ambulances and Fire Services?

It appears by observation, and rumour, that not all vehicles operated within these services are furnished with appropriate unlocking devices, which logically would result in causing delays forced on such vehicles reaching their intended targets in rapid time. Some possibly arriving too late. Would it not be prudent to remove these measures?

Reply

The locations for the temporary modal filters were identified drawing on a number of sources. They are located in areas where through-traffic has previously been identified as an issue, and where it was feared higher volumes of traffic were likely to re-emerge as lockdown restrictions were eased. This assessment was based on a number of factors, including traffic data, resident complaints, and/or officer observations. The footways in the vicinity of these locations are also less than three metres wide, making it more difficult for pedestrians to socially distance. Other strategic factors, such as the proposed cycle network identified in the 2018 Lewisham Cycling Strategy, were also taken into consideration. It should be noted that the initial tranche of 'filters' were not intended to stop every rat-run, but focus on some of the key routes.

We have liaised with the London Ambulance Service (LAS) and the other emergency services in regards to modal filters from the outset and chose to install camera-enforced modal filters on priority emergency service routes to give them unimpeded access. We have taken all reasonable steps to ensure that the emergency services are aware of the modal filters and have provided relevant information for them to cascade within their organisations. We have also uploaded information regarding the closures on a central system for London that feeds the emergency services and other route finding apps. At the LAS Trust Board meeting on 29 September 2020, it was confirmed that there had been no adverse events resulting from low traffic neighbourhoods and this would continue to be monitored.



PUBLIC QUESTION NO 162.

Priority 6

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Carole Hope

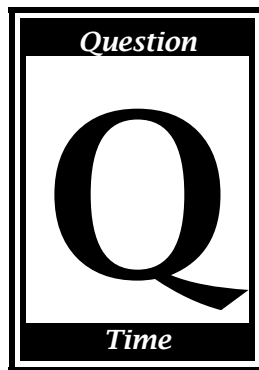
Member to reply: Councillor McGeevor

Question

Please advise why the ditch work at Beckenham Place Park has not been completed.

Reply

Work to the ditch in the western side of the park was completed in the week commencing 5th October.



PUBLIC QUESTION NO 163.

Priority 6

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Paul Lomax

Member to reply: Councillor McGeevor

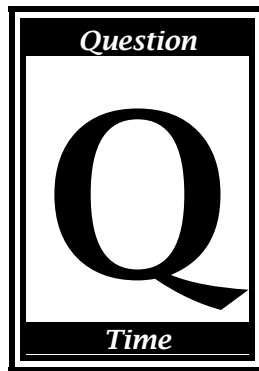
Question

Does the Council accept that most "main roads" in Lewisham are highly residential, with higher housing densities than most roads inside LTN areas, and that they are not designed to handle the current levels of traffic? If plans go ahead to expand the LTN, how does the council plan to explain to residents of roads such as Brownhill Road, which cannot be part of a 'low traffic neighbourhood' why they must suffer so that others can benefit? What level of traffic increase on other roads does the council consider acceptable 'for the greater good' of an LTN?

Reply

The aim of Low Traffic Neighbourhoods (LTNs) is not to shift traffic from residential roads to surrounding roads, but to reduce the overall number of vehicles on the road and create quieter and safer residential streets to encourage people who can to walk and cycle. LTNs are also in line with our longer-term transport strategy and commitment to climate action. By creating quieter streets, LTNs encourage people who can to switch to walking and cycling and discourage unnecessary car journeys. Although in the short-term, nearby roads may become busier, in the medium to long-term the expectation is that habits and behaviours will change, resulting in a reduction in car trips and therefore a positive impact on congestion and air quality, which will be of benefit to all.

We are aware that the Lewisham and Lee Green Low Traffic Neighbourhood is not working as expected, with neighbouring communities unfortunately continuing to see more traffic on their streets and these issues need to be addressed. We have been listening to feedback and have been urgently exploring options for how we can address these issues. We have announced some short-term changes which have the potential to alleviate the immediate pressures and we will continue to monitor the impact of these changes.



PUBLIC QUESTION NO 164.

Priority 6

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

21 OCTOBER 2020

Question asked by: Mr Richardson

Member to reply: Councillor McGeevor

Question

Now that the current implementation of modal filters and camera-guarded accesses in certain areas of Lee Green Ward and Hither Green Ward has been established, what is the total income received from Penalty Notices issued to vehicle drivers by the appropriate Lewisham Borough department and of course, the sum of those Penalty Notices so far issued by this department but not yet paid by the vehicle drivers served?

Reply

The Council has received in the region of £1.5m and the outstanding monies owed is approximately £1.6m from penalty charge notices issued in relation to the traffic restrictions in Manor Lane, Manor Park, Dermody Road and Nightingale/Ennersdale Roads.

The Council has received in the region of £1.5m and the outstanding monies owed is approximately £1.6m from penalty charge notices issued in relation to the traffic restrictions in Manor Lane, Manor Park, Dermody Road and Nightingale/Ennersdale Roads. The aim of these measures is to ensure that people comply with the closures and it should be noted that since enforcement began at the camera enforced modal filter locations there has been an 86% drop in contraventions.

The application of any parking surplus is in line with government legislation (Road Traffic Regulation Act 1984 Section 55). The Council can spend any surplus that may arise within the scope set by legislation. Under current legislation the application of any surplus is limited to meeting the cost of providing and maintaining parking facilities, highways improvement works (including schemes to improve conditions for walking and cycling), highways maintenance (carriageway and footway), public passenger transport services, such as concessionary fares, the Freedom Pass and the Taxicard scheme, and the costs of anything that has the approval of the Mayor of London and which facilitates the implementation of the Mayor's transport strategy.

The Council's spending on these elements has consistently exceeded the surplus of the parking account.