

PUBLIC QUESTION NO 1.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Victoria Kelley

Member to reply: Councillor McGeevor

Question

When will the Council's 'traffic reduction programme' and 'healthy neighbourhoods' scheme begin to benefit me and my family? Please take note of my address. I live in Lee High Road (since the Lee Manor LTN was introduced I have experienced increased traffic and jams outside my front door).

Reply

We are committed to improving the safety, health and broader quality of life for all of our residents, and to supporting our local economy. 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. The main purpose of LTNs is to reduce through-traffic and create quieter and safer streets for walking and cycling during the pandemic, ensuring that people are able to socially distance and not to shift traffic from some roads to surrounding roads.

Some of the 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

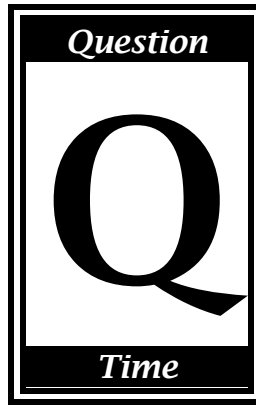
for behaviour change, which takes time. We believe the volume of traffic on surrounding streets will reduce – and we will be monitoring this. In the short term we expected there to be some increases in traffic on other roads, but we believe there will be a reduction in overall traffic. Over time, we expect the impact on surrounding roads to reduce as people choose more active and sustainable ways to travel, especially for short journeys. These better choices will bring multiple benefits including safer streets, improved public health, and reduced air pollution.

Initial figures from Walthamstow Village in north-east London, where modal filters have been introduced, shows levels on main roads initially increased by between 3% and 11%, but the number of vehicles in filtered roads has decreased by 56%. This means that across the overall area, there are around 10,000 fewer vehicles every day, an overall reduction in traffic of 16%. Over time, traffic levels have started to fall back to previous levels on main roads too. This is called “traffic evaporation” and has been observed in similar traffic reduction schemes across the world.

The length of time it takes for traffic to reduce once measures are introduced depends on the area and the circumstances under which the scheme is implemented, and this may be more challenging during a pandemic and in lockdown when people are less inclined to switch to public transport for longer journeys. Under normal circumstances, three months from when the scheme is completed is considered to be a reasonable settling period and this also allows for comprehensive monitoring to be carried out so the borough can understand the full impact of such schemes before deciding on next steps.

We have been closely reviewing the impacts of the LTN and are making changes to address the issues that have arisen. We will continue to monitor air pollution and traffic levels, and review the scheme and make further changes if needed. We remain committed to the LTN and want to make it work for more people.

LTNs are just one of a range of actions being taken to reduce the impact of traffic. For example, the expansion of the ULEZ (ultra-low emission zone) from October next year will result in lower levels of pollution, including on busy main roads (there was a 44 per cent reduction in nitrogen dioxide levels in the central zone after the first 10 months of operation). We also have our programme of School Streets which makes it easier for people to walk or cycle to school.



PUBLIC QUESTION NO 2.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Caroline Farmer

Member to reply: Councillor McGeevor

Question

As a resident in the Lee Green Ward I am extremely concerned about the introduction of the Low Traffic Neighbourhood scheme and would appreciate answers to the following questions.

1. There are 14,573 people who live in the ward. Approx 250 responded supporting the plan during the consultation phase (apparently 86%). Please could someone explain the maths to this result and how it is a democratic decision?
2. Increase in crime. We have watched mopeds riding around the streets committing crimes. The pillion rider on one had a hammer. On another occasion (pre street closures) we watched two moped drivers stealing a chained moped from outside a house on Manor Lane Terrace at 2am in the morning. We called the police and the moped sped off around the corner of Lochaber Hall and Manor Lane. The police would not be able to chase them now with the bollard in the way.

3. How do the bollards operate? We have looked at the one of Manor Lane North and it appears to be key controlled. Both the bollard on Manor Lane North and the bollard on the Manor Lane Terrace junction with Kellerton Road are now padlocked.
4. Residents we have spoken to on Manor Lane Terrace and Abernethy Road are angry about the bollards. We have spoken to anxious elderly residents, carers and other key workers who cannot get to hospital appointments, local shops, schools, etc unless they go on the busy main roads. What consideration has been given to them?
5. If the argument is for less pollution on local residential streets, what consideration has there been given to residents on Lee High Road, Burnt Ash Road, A205, Hither Green Lane?
6. What effect has this had on driving instructors who use the Test Centre? Surely their businesses are already suffering?
7. What consideration has been made for local businesses e.g. on the Chiltonian Industrial Estate, Manor Lane, Leegate?
8. How will you review the closures since the return of schools in September? What feedback have you had from schools across the Borough about the effect on punctuality of children who have been affected by the LTN?
9. As this is a fairly wealthy area (average house price £800K), what feedback have you had from food delivery companies, e.g. Sainsbury, Ocado etc?
10. Many elderly residents rely on having their food/medicines delivered, e.g. from companies such as Wiltshire Farm Foods or council meals-on-wheels. Will you review the time they are now receiving their food and are they finding the locked roads difficult to negotiate?
11. How are disabled drivers finding the locked roads? We know of residents who disagree with the closures on health grounds? Carers can't get to their clients or are heavily delayed.
12. How are the buses that collect vulnerable children to be taken to school doing their rounds? Again, this will be causing them anxiety.
13. How safe will the streets be once the dark evenings come? Presumably children will not be playing out in the dark?

Reply

1. The online digital tool administered by Futurefox as part of the original Healthy Neighbourhood programme was a platform for people to identify issues and solutions within the objectives of the project. We had 1,542 unique visitors to the site during this initial engagement exercise. The Healthy Neighbourhood scheme was paused. However, we have brought forward a LTN scheme as part of the London Streetspace programme, which has a separate engagement and consultation process. As a first step we launched a new Commonplace engagement platform, which has seen over 8000 people commenting on the modal filter element of the programme.

In the short term, residents will be able to continue to provide feedback via Commonplace. We are keen to hear as many residents' views as possible and as part of this we will be undertaking an initial survey in December to gauge views and a full public consultation in March /April. The views expressed through these processes will be taken into account alongside those gathered through the Commonplace platform, the policy context and the data collected through our comprehensive monitoring programme.

2. We have been working closely with the Police on all our LTN schemes and will continue to do so. The police have not raised any issues with us to date in relation to moped crimes.
3. The bollards are controlled by a padlock and key format with keys given to emergency services and refuse vehicles if they need to go through the modal filter.
4. We understand that not everyone is able to walk or cycle. Our intention is to create Low Traffic Neighbourhoods so that all residents (including elderly or disabled people and their carers) have 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.

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

Lewisham Blue Badge holders will be able to register a vehicle so they can pass through the modal filters without penalty. Lewisham residents holding a valid Blue Badge can apply for vehicle exemption by emailing bluebadgetravel@lewisham.gov.uk or writing to us at NSL Offices, 1A Eros House, Brownhill Road, London SE6 2EF, providing these details: the first six digits of your Blue Badge number; your vehicle registration, and your contact details (including email address where possible). Information is available on our website: www.lewisham.gov.uk/LTNBlueBadge

5. Air quality is very important to us and we are concerned about levels of pollution across the borough. Encouraging sustainable and active modes of travel are key parts of our Climate Emergency Action Plan and the Transport Strategy.

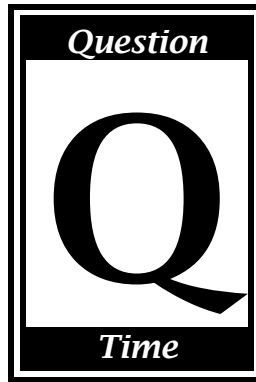
LTNs are just one of a range of actions being taken to reduce the impact of traffic. For example, the expansion of the ULEZ (ultra-low emission zone) from October 2021 is anticipated to result in lower levels of pollution, including on busy main roads (there was a 44% reduction in nitrogen dioxide levels in the central zone after the first 10 months of operation). We also have our programme of School Streets which makes it easier for people to walk or cycle to school.

6. & 7. Supporting our local businesses is important to us. By encouraging those that can to walk and cycle, low traffic neighbourhoods may also assist businesses – a

study by Transport for London found that people walking, cycling and using public transport spend 40% more in their local shops each month than car drivers did and that high street walking, cycling and public realm improvements can increase retail sales by up to 30%.

It should also be noted that all properties, including businesses, remain accessible by vehicles, but some journeys may need another route and could take longer. When we undertake our future engagement and consultation on the scheme we will ensure that businesses are included and will liaise with colleagues from our Economy & Partnerships team to ensure that they are as engaged in this process as possible.

8. Details of our monitoring strategy can be found [here](#). We are in contact with schools in the LTN area about the introduction of School Streets, a scheme which brings timed closures of some streets around school drop-off and pick-up times. We are looking to introduce the scheme to schools within the LTN as quickly as possible.
9. We are not currently aware of any feedback from food delivery companies. However, feedback from these companies is welcomed as part of the engagement and consultation plans outlined on the website.
10. There are currently no plans to review this. However, feedback from these companies is welcomed as part of the engagement and consultation plans outlined on the website.
11. Clear signs and satellite navigation organisations have been updated to assist all motorists in navigating in the area.
12. We are committed to ensuring that vulnerable residents are catered for when travelling around the borough. SEN transport services are already exempt from the camera enforced closures and Lewisham Blue Badge holders are now able to register their vehicles so they can travel freely.
13. The council over time has implemented many measures in the area to improve road safety. The aim of the LTN is to reduce traffic in the area.



PUBLIC QUESTION NO 3.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Mr Northway

Member to reply: Councillor McGeevor

Question

Why they did the Council not monitor traffic numbers or pollution levels before the implementation of the LTN?

Why the council did not engage an independent highways consultant - something their planning team will insist on for any new development?

Reply

There are 50+ diffusion tubes (which measure Nitrogen Dioxide levels, the indicator linked to vehicle emissions) and 5 permanent monitoring sites placed across the borough as part of our general air quality monitoring programme. This includes three air quality monitors in the Lee area – on Upwood Road, Leahurst Road, and the A205/Manor Lane junction. These provide real-time data on a range of indicators such as:

- ☐ Particulate Matter 2.5 (PM2.5)
- ☐ Particulate Matter 10 (PM10)

□ Nitrogen Dioxide (NO₂)

In addition, further diffusion tubes have been installed across the borough to monitor the LTN programme for at least a 12-month period from September.

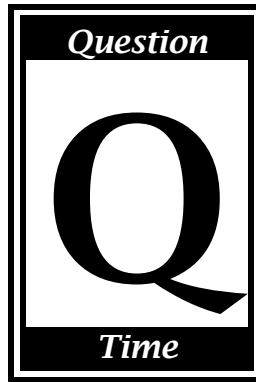
Due to the speed at which Transport for London (TfL) and the Department for Transport (DfT) asked boroughs to work, we do not have all the baseline air quality data we would have in normal circumstances. This is because at least three months' continuous data is preferable to understand any regular fluctuations that occur under normal circumstances. We do, however, hold all the baseline data for traffic counts and speeds.

We have ensured that a comprehensive monitoring programme is in place to help us understand the impact of the Lewisham & Lee Green LTN. This includes undertaking traffic counts and air quality monitoring, as well as considering the views of residents. The monitoring is being carried out in neighbouring areas, as well as within the LTN itself. We will work collaboratively with Transport for London and the emergency services to understand the impact on the TfL Route Network, bus journey times and emergency response times, along with continuing to review feedback received through Commonplace. We will also be undertaking a public consultation which will form part of the scheme evaluation.

The current version of the monitoring strategy can be found on the Commonplace site:

<https://lewishamcovidresidentialstreets.commonplace.is/schemes/proposals/monitoring-strategy-lewisham-and-lee-green-update/details>

The council has appointed an independent transport consultant called Waterman Group to assist the borough with developing its transport schemes. This has included work on the Lee Green LTN. The Council has also appointed independent transport consultant, Sustrans, to assist with public engagement and monitoring of the scheme.



PUBLIC QUESTION NO 4.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Chloe Dadds

Member to reply: Councillor McGeevor

Question

How can you make the elderly and disabled life easier at the moment with all the road closures?

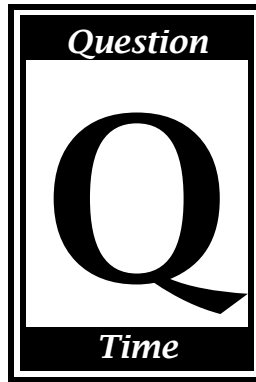
Reply

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

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. 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.

Enabling elderly and disabled residents to remain independent in their own homes is important and that is why we have introduced an exemption for Lewisham Blue Badge holders and we are currently reviewing whether some further exemptions should be

applied at some of the camera enforced road closures. Once this process has concluded we will communicate the agreed list of exemptions.



PUBLIC QUESTION NO 5.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Charles Reid

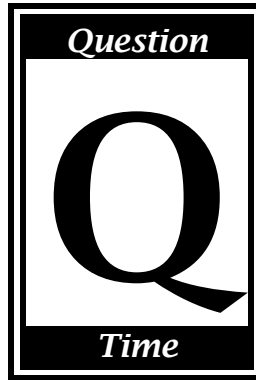
Member to reply: Councillor McGeevor

Question

The Lewisham Council website says that one of the aims of the Lee LTN was to enable social distancing in response to COVID19. As this is the case, how many locations in the borough where cars are allowed to partially park on pavement (where the location is accompanied with a traffic sign indicating this) has partial pavement parking been suspended or cancelled between 29/06/20 and 30/09/20?

Reply

There are three high street locations where footway parking indicated by traffic signs has been suspended: These are on Dartmouth Road, Hither Green Lane and Sangley Road. This has been implemented as part of the programme to create more pedestrian space in busy public places in response to the pandemic.



PUBLIC QUESTION NO. 6

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Charles Reid

Member to reply: Councillor McGeevor

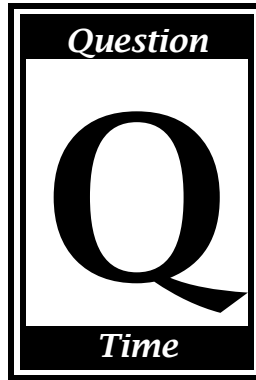
Question

Which council budget paid for the new seating shelter being erected on Staplehurst Road and which budget paid for the Lee LTN (model filters\cameras\monitors, etc.)?

Reply

The new community space/parklet on Staplehurst Road was provided as part of a free trial by community space designer YesMake, who it is understood are financed by the e-scooter sharing company 'Spin'. The Department for Transport - Reopening High Streets Safely funding has covered some of the staff time and process required to facilitate this.

The Lewisham and Lee Green LTN was funded through a combination of the DfT Emergency Active Travel Fund, the London Streetspace budget allocation from Transport for London and some Lewisham funding.



PUBLIC QUESTION NO. 7

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Charles Reid

Member to reply: Councillor McGeevor

Question

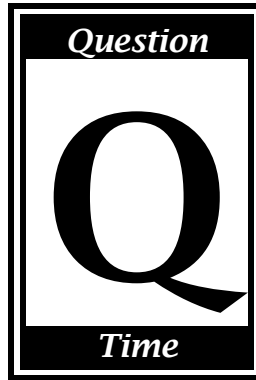
At the last council meeting it was said that there have been 8000 comments on the commonplace website in regards to the Lee LTN. How many of these comments have been reviewed, who was this information presented to and what steps are in place to ensure that the information is reviewed in an unbiased way?

Reply

LB Lewisham has committed to carrying out an analysis of the commonplace data that has been collected since the Lewisham and Lee Green LTN was implemented. As part of this commitment all comments placed on the commonplace website are reviewed.

Officers have been closely monitoring the feedback posted on the Commonplace website to pick up any issues that need addressing more imminently, and will make further changes to the scheme if issues arise.

In addition, a preliminary analysis of this data will be published on the Commonplace website as soon as possible. The analysis of the data set will be undertaken by independent consultants and will be factual in nature, with supporting narrative added by Council officers.



PUBLIC QUESTION NO 8.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Jo Darwin

Member to reply: Cllr McGeevor

Question

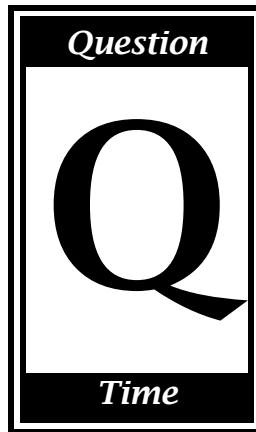
How much money has been spent on the Lee Green Ltn to date? What is the split by funding source e.g. Central govt, tfl, council?

Reply

The money spent on the Lee Green LTN is £276,409.67, which covers all elements of the scheme such as infrastructure, scheme design and implementation, traffic orders, letter drops and monitoring. Additionally, Lewisham staff time has also been invested in developing, managing, communicating and monitoring/maintaining the scheme.

The split between TfL and DfT funding is as follows:

- Transport for London - £256,409.67
- Department for Transport – £20,000



PUBLIC QUESTION NO 9.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Joan Sukkas

Member to reply: Councillor McGeevor

Question

In view of the recent closures in and around Lee and Blackheath. What is the nature and extent of monitoring being carried out by the authority to assess their effects, bearing in mind the authority's duties under section 16 of the Traffic Management Act 2004 and the Road Traffic Regulation Act 1984 (section 122) in particular are the following roads included in any monitoring, Lee Road, Burnt Ash Hill, Belmont Hill, Blackheath Village etc.

Reply

The detailed monitoring strategy for the LTN can be found on our Commonplace site:

<https://lewishamcovidresidentialstreets.commonplace.is/schemes/proposals/monitoring-strategy-lewisham-and-lee-green-update/details>



PUBLIC QUESTION NO. 10

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: M. L. Petty

Member to reply: Councillor McGeevor

Question

How many objections to the Lower Traffic Neighbourhoods including, "Healthy Neighbourhoods" scheme; road closures; modal filters and bus gates enforced by cameras and, negative comments or complaints thereon, have been received by the following people since the start of the current calendar year:
Mayor Egan; Cllr. Sophie McGeevor; the Head of Highways & Transport' or other Traffic Dept. staff?

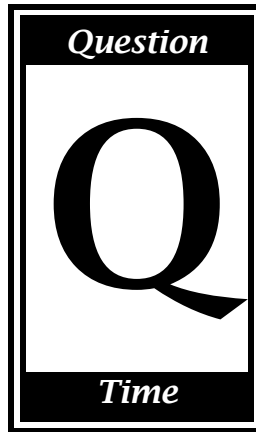
Reply

The delivery of these measures in this way has generated a high volume of correspondence to both Members and Officers. This correspondence has expressed views both in support and in objection to the scheme. We have been listening carefully to this feedback and have made changes to the low traffic neighbourhood scheme in response to the issues that have been raised.

Residents have been asked to provide feedback via Commonplace, a web based platform to gather views from our residents, which is being used as our initial engagement tool. This provides a way of understanding public opinion on the measures, whilst providing a consistent and comparable template for each respondent and also enables officers to undertake some quantitative analysis of the comments received, which will be made available when fully complete. To date, there have been over 8,000 comments on Commonplace.

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

We will be undertaking a full public consultation on the scheme as part of a review, to be undertaken in April 2021, and the responses to this consultation will be when the level of support and objection can be quantified accurately.



ED HRPR
PUBLIC QUESTION NO. 11

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Geof Sharp

Member to reply: Councillor McGeevor

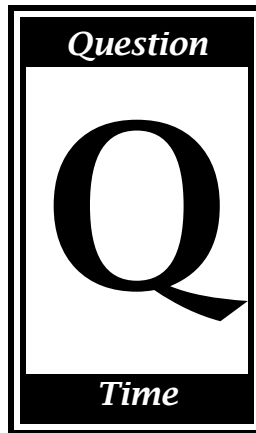
Question

After your recent meeting and decision to open some routes back up to relieve traffic pressures and local resident anger could you advise which roads will be reopened?

Reply

Information about the changes to the LTN (including a map) can be found here:

<https://lewishamcovidresidentialstreets.commonplace.is/schemes/proposals/changes-to-lewisham-and-lee-green-low-traffic-neighbourhood/details>



PUBLIC QUESTION NO.12

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Dr Chris Francis

Member to reply: Cllr McGeevor

Question

Prior to the Mayor's meeting on the 22nd, I sent in these questions as requested and they were not answered by the Mayor in the meeting, nor in the follow up nor by the email address the Mayor gave out for further queries nor by my Councillors.

So my outstanding queries on the changes to the Lee Green LTN:

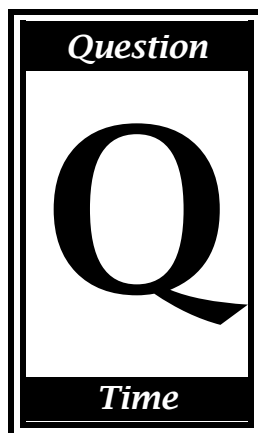
1. What is the rationale behind the specific changes exactly?
2. What are the expectations for the impact on traffic on periphery roads outside the LTN after 9th Nov?
3. How long is it expected to take for said expectations to emerge and what is the assessment timescale and criteria?

Reply

1. We remain strongly committed to the principles of Low Traffic Neighbourhoods, as measures that encourage more walking and cycling will bring benefits to everyone in the community in the long term. However, short-term changes were needed to address some of the issues that had arisen, such as longer journey times (including bus journey times) and increased traffic levels.

2. We believe the changes that we have made to the LTN will ease traffic congestion in neighbouring areas, particularly key junctions such as Hither Green Lane and the South Circular.

3. It will take time to review the changes before we can assess how effective they have been in addressing the issues. We will continue to monitor air pollution and traffic levels, and will make further changes if needed. A full review will be undertaken in April 2021 where we will consider the air quality and traffic data, the outcome of the public consultation and also information from other stakeholders such as Transport for London regarding the impact on bus journey times and on their network.



PUBLIC QUESTION NO.13

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Dr Chris Francis

Member to reply: Cllr McGeevor

Question

The Mayor promised further action for the Lee Green LTN would be by co-design, a well-defined collaborative approach with which I have some experience with. No details have been forthcoming and again the email given out by the Mayor has not answered the obvious questions, so far sent in twice receiving an irrelevant stock response.

So with respect to the Mayor's promised co-design for changes and additional measures:

1. What platform is being used?
2. What is the design goal definition and weighting of objectives?

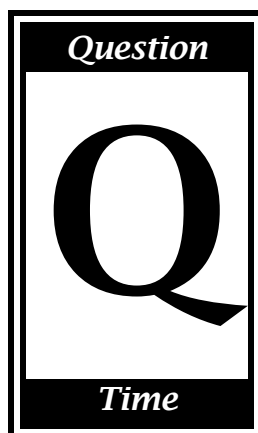
3. What is the input evaluation and assessment process and criteria?
4. What decision making process is being used?

Reply

In the short term, residents will be able to continue to provide feedback via Commonplace. We are keen to hear as many residents' views as possible and as part of this we will be undertaking an initial survey in December to gauge views and a full public consultation in March 2021. The views expressed through these processes, alongside those gathered through the Commonplace platform, the policy context and the data collected through our comprehensive monitoring programme, will inform the full review of the scheme in April 2021.

The immediate objective during the current pandemic is to install temporary schemes that aid social distancing and that create safe conditions for walking and cycling. This is based on guidance from central government (click here for further info) and Transport for London (TfL). 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 on new schemes to improve those areas and mitigate any possible consequences.

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. For further information please see the [monitoring strategy, which can be found here](#).



PUBLIC QUESTION NO.14

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Padraig Noone

Member to reply: Cllr McGeevor

Question

Even though the measures for the Lee Green LTN are being relaxed now, can you please confirm this will not preclude a) the original measures from being reintroduced and b) further measures being taken to reduce traffic further in the area?

What is the criteria used in the assessment of the changes in traffic? How are these weighted?

Over what time period will these latest set of measures be assessed?

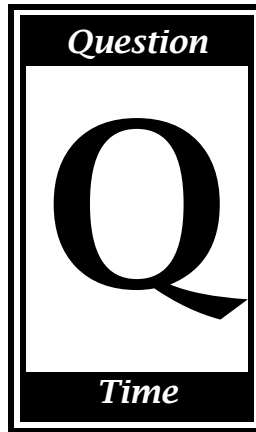
I believe the last assessment period was too short given the dramatic changes in peoples' daily lives due to C-19 and lockdown. This will obviously change again when public transport will be more widely used again.

How has or will the above be agreed and what level of public input will there be in this process?

Reply

We remain strongly committed to the principles of Low Traffic Neighbourhoods, as measures that encourage more walking and cycling will bring benefits to everyone in the community in the long term. However, it is right we listened to feedback about the impact on areas neighbouring the LTN, on essential journeys and on delays to buses. We believed that short-term changes were needed to make the LTN work for more people.

We will continue to assess the impact of the LTN by undertaking traffic counts and air quality monitoring, as well as considering the views of local residents. We will also work collaboratively with Transport for London and the emergency services to understand the impact on the TfL Route Network, bus journey times and emergency response times, along with continuing to review feedback received through Commonplace. We will also be undertaking a public consultation which will form part of the overall scheme review in April 2021 and a decision on the future of the scheme.



PUBLIC QUESTION NO.15

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Padraig Noone

Member to reply: Cllr McGeevor

Question

On Manor Park, the traffic calming between Kellerton and Staplehurst Rd, the height restriction signage has been covered over.

Can you please explain why this has been done?

What is the reasoning for this change?

What is the likely impact of this change?

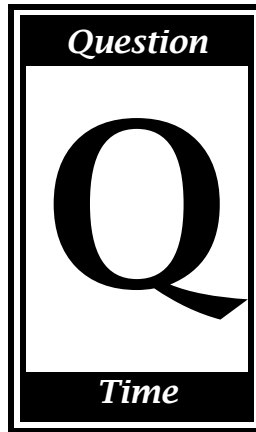
Will HGVs be restricted from using Manor Park?

We appreciate the efforts you and the Council are making to improve the people's lives in Lewisham and hope that it continues. We know there is wide support for the

LTN but that opponents of the changes may have been more vocal about their views. It is important that a balanced discussion is had and that a reasoned and evidence based decision is reached on how best to proceed.

Reply

As part of the works for the revised LTN scheme (which commenced from 9 November), we are reviewing signs in the area to ensure appropriate information is given. This includes ensuring HGVs are not be permitted to pass this particular point.



ED HRPR
PUBLIC QUESTION NO.16

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Andrew Wallwork

Member to reply: Cllr McGeevor

Question

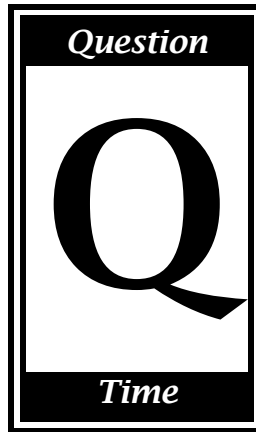
Given my lived experiences since the current changes regarding LTNs in Lee Green (which I like by the way because it has been nice and safe and quiet on Fernbrook Road), with the changes for 9th November, where access will now be allowed via Manor Lane? How can you ensure safety on Fernbrook Road? It is simple fact that night and day non-residents speed at 30-40 mph on this road. It's actually scary.

Reply

The Council is aware of the dangers of speeding and reckless drivers on our roads and is committed to tackling this behaviour. Speeding is a criminal offence and hence the responsibility to enforce is with the Police, and we have been working closely with them and Transport for London in relation to locations where speeding is a particular concern. As a result of this joint working Lewisham has seen a number of enforcement activities since lockdown eased in June/July.

We will continue this collaborative way of working and if there are concerns about speeding on roads within the LTN or surrounding area, we will raise these with TfL and the Police, as we have done with other locations in the borough. Residents are also able to raise concerns regarding speeding or other road danger issues directly with the Police via their online reporting tool: <https://www.met.police.uk/ro/report/rti/rti-a/report-a-road-traffic-incident/>.

We will also continue to monitor the impact of the recent changes to the LTN and will make further changes if necessary.



PUBLIC QUESTION NO.17

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Andrew Wallwork

Member to reply: Cllr McGeevor

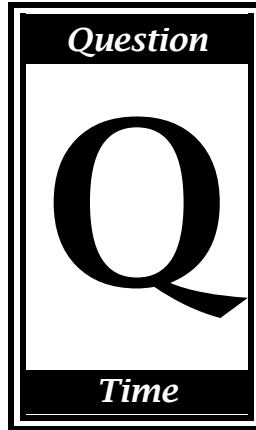
Question

Do you agree that the traffic on the circular road illustrates we have a problem? But you cannot fix that problem by creating another. If the circular has too much traffic then maybe you need a congestion charge? Do you agree that changes have to be sustainable? Letting people cut through Hither Green is not sustainable, not safe and not helping reduce emissions. So what exactly is the reason to let people cut through again? I really cannot fathom one good reason to let people speed down Fernbrook Road

Reply

Encouraging sustainable and active modes of travel and reducing the number of vehicles on the road are key parts of our Climate Emergency Action Plan and Transport Strategy. There are a range of measures that can be used to achieve this aim. In the longer-term, LTNs could help to reduce the impact of motor vehicles on air quality by creating quieter and safer streets, encouraging people who can to switch to walking and cycling and discouraging unnecessary car journeys. Although nearby roads may become busier in the short-term, the expectation is that habits and behaviours will change over time, resulting in a reduction in car trips and knock-on impacts on congestion and air quality – of benefit to all.

The recent changes we have made to the LTN are intended to address some of the short-term issues, such as increased traffic levels in areas neighbouring the LTN, increased journey times for some essential vehicle journeys and increased bus journey times. We will continue to monitor the impact of these changes and will make further changes if necessary.



PUBLIC QUESTION NO.18

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Gemma Oliver

Member to reply: Cllr McGeevor

Question

My question is in regards to my concerns on the future implementation of the ULEZ scheme on the residents who live in and around the south-side of Burnt Ash Hill and Grove Park.

We have seen the negative effect that the LTN in Lee Green has had on our area, a congested South Circular increases the volume of traffic which leaves Sidcup Road,

Court Road and Mottingham Lane to circumnavigate Westthorne Avenue and rat run through the following streets:

Winn Road
Jevington Way
Ashdale Road
Exford Road
Guibal Road
Woodyates Road
Horncastle Road
Burnt Ash Hill (South-side)
Senlac Road
Farmcote Road
Ashwater Road
Heather Road
Kingsand Road
Pragnell Road
Coopers Lane
Sandstone Road
Somerstree Avenue
Le May Avenue

The increase in volume includes heavy goods vehicles, skip lorries, coaches, and HGV car transporters. Do you agree that some of these types of vehicles should not be using any of these roads, they should remain on the following routes; A2212 Baring Road, A205 South circular road and A20 Sidcup road? Most of these vehicles are ignoring the weight limits set out on the road and the 20mph speed limits. I believe they are destroying pavements turning onto residential streets and it is only a matter of time before a cyclist or pedestrian is injured.

Do you agree that when ULEZ comes in, more and more polluting traffic, including HGVs, will be looking for ways to circumnavigate the congested South Circular? I am very concerned about this. What is the Council planning to do about the issue of drivers ignoring weight restrictions, ignoring speed limits, destroying pavements, and the increase in pollution within the Burnt Ash Hill/Winn Road triangle?

Reply

Details of our [monitoring strategy for the LTN, can be found here](#). Monitoring data will be published by the end of November.

Lewisham has an annual programme of speed compliance monitoring which is currently on hold due to the Covid-19 emergency. A large portion of the annual survey work has also been suspended – this will resume during 2021.

Any reports of speeding that have been received by the Council have been passed on to the Metropolitan Police, who are responsible for enforcement of speed limits.

Details on weight restrictions and lorry bans in the borough can be found on the Council's website at <https://lewisham.gov.uk/myservices/parking/carparks/lorries-and->

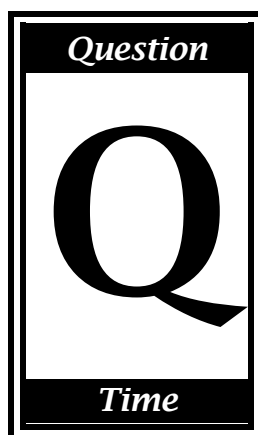
[abnormal-loads](#). The night and weekend lorry ban forms part of the London Lorry control scheme, which is managed and enforced by London Councils – further information regarding this can be found at <https://www.londoncouncils.gov.uk/services/london-lorry-control> We are aware of the issues with larger goods vehicles and the signage aims to be self-enforcing.

The ULEZ expansion is a Transport for London (TfL) measure - information regarding this is available via the TfL website at <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/ulez-expansion>

There is potential of non-compliant vehicles parking just outside the expanded ULEZ boundary, which we will monitor carefully and assess any action needed to protect our neighbourhoods. The Council are in close liaison with TfL regarding the ULEZ expansion.

The expansion of the ULEZ is not expected to increase pollution outside of the zone. TfL modelling predicts that air pollution will improve by 30 per cent inside the boundary and 26 per cent outside of it. Even residents close to the boundary are expected to see a net improvement in air quality.

Lewisham Council monitor air quality across the borough and the data collected is used by the Council when programming and designing transport and parking projects. Officers will continue to work with Transport for London to understand the potential impacts of the expansion of the ULEZ to the south circular and what further mitigation measures may be required.



PUBLIC QUESTION NO.19

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Geof Sharp

Member to reply: Cllr McGeevor

Question

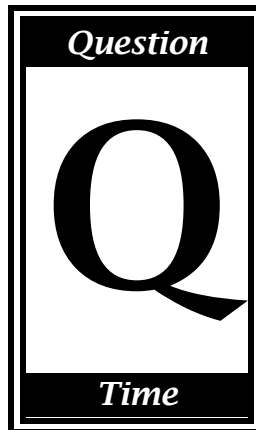
I hear Lewisham Council has received £3million pound out of drivers since the introduction of a low traffic system.

Residents of the borough have been impacted by these fines. What is being done to return the fines plus interest to drivers?

Reply

If motorists have travelled through a legal traffic restriction a penalty charge notice (PCNs) will have been issued. These are enforceable under the London Local Authority and Transport of London Act 2003.

There is no obligation to refund any PCN issued under these regulations. However, anyone may appeal their notice under the statutory appeals process outlined in the PCN.



PUBLIC QUESTION NO. 20

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Nicola Enskat

Member to reply: Cllr McGeevor

Question

I currently travel from Bromley to Lee to work in a school and my journey to work has become infuriating due to the extremely slow moving traffic on either the south circular travelling west or on Baring Road travelling south.

On Baring Road, I have continually witnessed vehicles getting impatient with what should be a 2-3 min journey but instead taking 20-30mins to get to the traffic lights (at the junction on Baring rd/south circular). These cars manoeuvre illegally because the road breaks from a single lane, to a double lane, ONLY after you travel pass a traffic island by Baring Road School. These cars can see that there is often no traffic turning right at the traffic lights and so drive on the wrong side of the road to get into this clear lane, which is clearly dangerous to pedestrians and oncoming traffic.

Do you agree that this jeopardizes the safety of the people and children travelling to school and work in this area, whilst making financial gain from the fines which are likely being handed out, when vehicles take this illegal route to get to the traffic lights? With what must have been a significant rise in illegal manoeuvring/fines in this area, why have you not used some of this financial gain to put up signs to deter people from driving on the wrong side of the road? Or better still come up with a better plan than closing off all the roads which has created this chaos on the first place!

Reply

The Council is aware of the dangers of speeding and reckless drivers on our roads and is committed to tackling this behaviour. Such behaviour is enforced by the Police and we have been working closely with the Police and Transport for London (TfL) in relation to locations where speeding is a particular concern. As a result of this joint working Lewisham has seen a number of enforcement activities since lockdown eased in June/July. We will continue this collaborative way of working and if there are concerns about speeding on roads within the LTN or surrounding area we will raise these with TfL and the Police, as we have done with other locations in the borough.

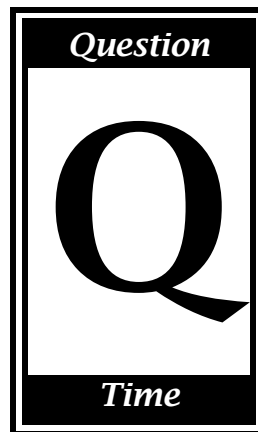
Residents are also able to raise concerns regarding speeding or other road danger issues directly with the Police via their online reporting tool: <https://www.met.police.uk/ro/report/rti/rti-a/report-a-road-traffic-incident/>

Regarding use of the income generated from the fines, whilst the scheme may have the consequence of generating income, this is not a driver. The sole reason for introducing enforcement cameras is to ensure that the measures are adhered to. Under current legislation (the Road Traffic Regulation Act 1984 Section 55) any surplus raised can only be spent on transport related schemes which are specified in the legislation, such as 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 approved by the Mayor of London which facilitates implementation of the Mayor's transport strategy.

The Council's spending on these elements has consistently exceeded the surplus of the parking account. It should be noted that since enforcement began at the camera enforced modal filter locations there has been a 91% drop in contraventions.

All of the measures are temporary and we always said we would make changes if needed. It will take time to review the changes before we can assess how effective they have been in addressing the issues. We will continue to monitor air pollution and

traffic levels, and will make further changes if needed. A full review will be undertaken in April 2021 where we will consider the air quality and traffic data, the outcome of the public consultation and also information from other stakeholders such as Transport for London regarding the impact on bus journey times and on their network.



PUBLIC QUESTION NO. 21

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Geof Sharp

Member to reply: Cllr McGeevor

Question

With the introduction of this LTN scheme, please advise how drivers, resident in the affected areas, get penalised through inaccessibility of routes and excessive hold ups to get out of the local area yet living in a residential back (with speed humps) We

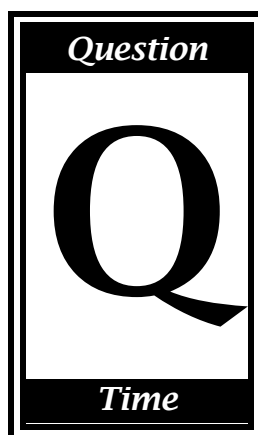
are now having to put up with double decker buses continually coming down our streets despite this not being part of their routes.

261, 202s are just two examples of this that I see and am aware of.

Do you agree that something is seriously wrong here?

Reply

Before the implementation of the Lee Green Low Traffic Neighbourhood's the 261 and 202 buses had an agreed curtailment point (where a bus service is severely disrupted and needs to cut short its intended destination). This involved buses heading towards the Lee Green Sainsburys, turning right into Dorville Road, left onto Cambridge Drive, left on to Eltham Road and then a left on to Burnt Ash Road to start their journey back. The amended curtailment route, in light of the LTN, is for buses to go down Dorville Road, to turn right into Cambridge Drive, then right into Upwood Road then left onto Burnt Ash Road. We are keeping this under review in partnership with TfL buses.



PUBLIC QUESTION NO. 22

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Brennos LeGaul

Member to reply: Cllr McGeevor

Question

How do you justify implementing all road closures for the benefit of one small portion of the community whilst making it worst for the rest? Why is nothing been done to improve social distancing (i.e. road closures) around Sandhurst primary. Do you

agree it is currently mayhem and that all the road closures in Hither Green East have been done under the false pretext of social distancing?

Why are we not simply installing an ANPR system once and for all which will allow locals full access? And stop the current system

Reply

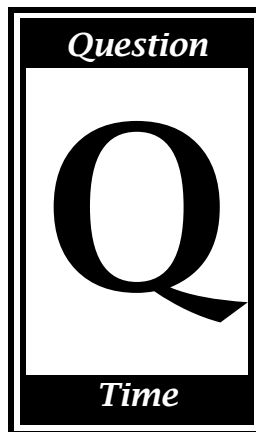
We know that fewer than 50% of households in Lewisham own cars, and we know that car ownership is correlated with income levels. So people on lower incomes in our borough are less likely to own cars. As public transport capacity has been constrained by COVID, what we have been seeking to do with this scheme is support people who are able to, walk and cycle as alternatives to public transport and private car use.

We want to invest in walking and cycling across the borough, encouraging more of our residents to walk and cycle to local shops, to school and to work. By reducing the number of short non-essential journeys on our roads, we can also address the volume of traffic that ends up on main roads, where many of our poorest residents live.

Central government recognised the need to promote active travel during the pandemic and [asked local authorities to make significant changes to their road layouts to give more space to cyclists and pedestrians](#). The introduction of modal filters across the borough has helped us to support social distancing (many of our pavements are not wide enough for two people to pass one another, so pedestrians were being forced to step into busy roads to keep two metres apart) as well as reducing the pressure on our roads and public transport networks. We also introduced other measures to support social distancing, such as creating more space for pedestrians in busy public places (e.g. outside local shops and park entrances) and creating more pedestrian and cycle space outside schools (via the implementation of school streets).

Sandhurst Primary School is due to have water filled barriers installed in the vicinity of its entrance to aid social distancing in the w/c 16/11/2020.

A number of temporary exemptions to the camera enforced restrictions have been granted, which is being kept under close review. There are no current plans for a blanket exemption for local residents, which it is considered risks undermining the scheme's objectives.



PUBLIC QUESTION NO. 23

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Andy Smith

Member to reply: Councillor Slater

Question

Do you have any policies promoting transgender people and will you support a non-binary option on the Lewisham website(s)?

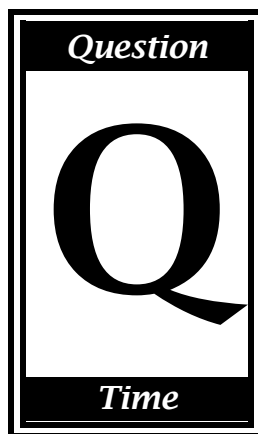
Reply

The Council has a Trans Policy. The Policy sets the framework for how the Council will support employees who have initiated the process of transitioning or gender reassignment. In addition, the policy describes how the Council's commitment to equality and diversity applies to trans people as well as how it supports managers, employees, contractors and workers in meeting the requirements of the Equality Act 2010 (which lists gender reassignment as one of the nine 'protected characteristics' on the grounds of which people are protected against unlawful discrimination) . In addition, to the above, the policy sets out the Council's obligations under the Gender Recognition Act 2004.

More broadly, the Corporate Equality Policy sets out the Council's overarching approach to addressing the impact of decisions on all characteristics protected under the Equality Act 2010, including gender reassignment. Contained in the policy is the Council's approach to equality data gathering (including gender reassignment) and for undertaking equality analysis assessment of Council decisions (including where these impact on gender reassignment). The policy also sets out the Council's diversity questionnaire which is used in public consultation and which includes options for respondents to self-identify or not respond at all.

The Council is in the process of reviewing its Corporate Equality Policy. As part of that review, consideration will be given to additional ways in which the policy and its effective application, can be made more inclusive as well as accessible.

In addition to the above, the Respect and Dignity at Work Policy, sets out how the Council will work to ensure that all employees and individuals who work for or on behalf of the Council, are treated with respect and dignity. The policy also outlines the process for dealing with complaints of discrimination or bullying/harassment by Council staff.



PUBLIC QUESTION NO. 24

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Andy Smith

Member to reply: Councillor De Ryk

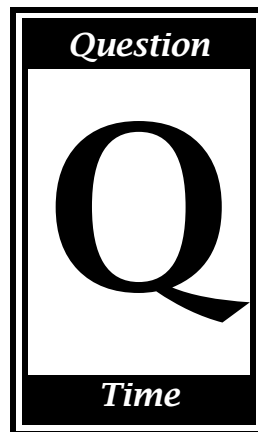
Question

In order to ensure taxpayers value for money, how do you monitor the sharing of office capacity?

Reply

The Council's main HQ, Laurence House, operates on a hot desking system, with fewer desks than staff. As such, staff do not have a dedicated desk but use desks dependent on need and requirement to be in the office, with many staff working at home or remotely. This ensures that all desks are used as efficiently as possible. The usage is monitored on a frequent basis to ensure the system is working well and that it meets the changing needs of teams and efficiency of office space.

The Covid-19 pandemic has given the opportunity for the Council to further review its working arrangements. This will result in further efficiencies in office usage and the opportunity to share office space with public sector partners.



PUBLIC QUESTION NO. 25

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Andy Smith

Member to reply: Councillor Barnham

Question

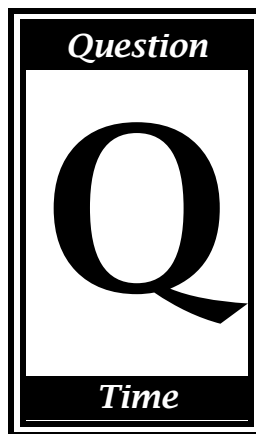
With regard to black history month, would the Council confirm that relevant historical people such as John Blanke or Septimius Severus are included in the school history lessons?

Reply

The National Curriculum sets out in law what the national Department for Education expects schools to cover in each subject. Within that framework, individual schools determine how they teach their pupils and make choices about what they teach and which resources and textbooks to use to support their teaching. Lewisham, in common with other local councils, does not hold details of the exact content of the curriculum for individual schools.

There is, however, a great deal of work going on in Lewisham schools to ensure that teaching in the history curriculum appropriately includes Black and minority ethnic history. This would include recognising the achievements and contributions of black people and people from diverse ethnic groups, such as John Blanke and Septimius Severus and many others, of course.

In July 2020 a new project called 'Embedding race equality in schools and raising the achievement of Black Caribbean pupils in the Borough', was launched. This includes a focus on the curriculum, supporting schools to make sure that Black history is not an 'add-on' but is embedded in teaching and learning across the curriculum.



PUBLIC QUESTION NO. 26

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Shami Kashms

Member to reply: Councillor McGeevor

Question

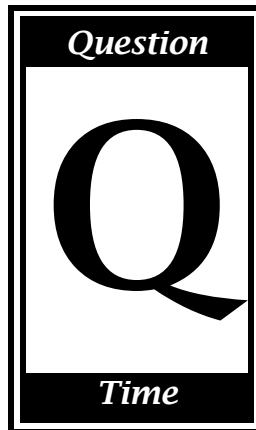
Why can't you make the upwood Road closure only at school times or at least provide access for the residence on the right side of the barricade?(people who live on Upwood Road, Abergeldie Road, Hornpark Lane, Scotdale Road , Crathie and Srathaven Roads). It feels as though we are being penalised for being on the wrong side of the road. There could be a camera to identify any outside cars driving through.

Reply

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. To date, access has only been permitted for buses (including SEN transport), refuse vehicles and emergency services vehicles, although some limited exemptions are now being applied (e.g. for Blue Badge holders in the borough). This is because 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.

There will always be those essential car journeys that people need to make on Upwood Road by vehicle, and for mobility impaired residents this may be every journey. However, for the rest of us the transport choices we make have a direct impact on not only our local community, but that of our neighbours.

So while initially journeys may feel longer and counter intuitive we expect that some of those journeys in the future will be made by more sustainable modes such as walking, cycling or public transport. So overall we expect there to be a reduction in car trips and therefore a positive impact on congestion and air quality.



PUBLIC QUESTION NO. 27

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Janet Hurst

Member to reply: Councillor McGeevor

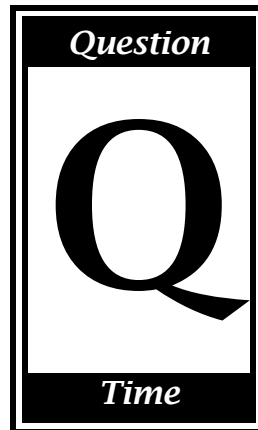
Question

In its modifications to the Lee Green LTN, the Council indicated that Blue Badge holders would be able to drive through the camera-operated filters without incurring fines. Are other exemptions being considered, e.g. for health care workers, local business owners and particularly for electric vehicles, as they are causing no pollution?

Reply

Lewisham officers have engaged with a wide variety of stakeholders who have requested exemptions to the scheme, including health workers. Where appropriate, temporary exemptions have been granted to allow certain groups to pass through the ANPR camera sites where their journey purposes are particularly time critical. For example, this includes midwives who may be called out to attend home births. One of the primary objectives of the scheme is to improve safety, so whilst electric vehicles are less polluting, (though they still produce particulate matter which contributes to air pollution through road, tyre and break wear), they can still represent a risk to more vulnerable road users.

We are currently undertaking a wider review of which exemptions should continue to be permitted. Further updates will be provided on Commonplace in due course. You can sign up for these updates [here](#).



PUBLIC QUESTION NO. 28

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Karen Pratt

Member to reply: Councillor McGeevor

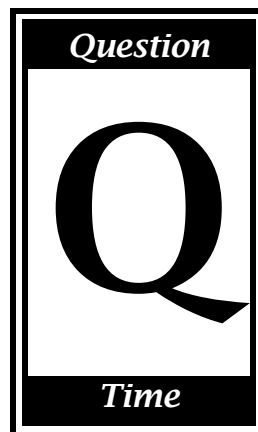
Question

What was the Council's rationale for making the changes to the LTN which will be implemented on 9 November? What steps have been taken to measure the increased traffic which will go from west to east through the Ennersdale Road and Leahurst Road filters? How are you going to prevent the return of rat running in Longhurst Road?

Reply

Allowing traffic to travel from Hither Green to Lee Green at Dermody Road, Ennersdale Road and Leahurst Road will mean that this route is available, which has the potential to reduce delays currently experienced across the wider network. We know that the delays being experienced on the South Circular are greatest in the eastbound direction. We and TfL therefore believe that these measures could help to relieve some pressure being experienced at particular locations, such as Hither Green Lane and the South Circular.

It will take time to review the changes to the LTN before we can assess how effective they have been in addressing the issues. We will continue to monitor air pollution and traffic levels, and will make further changes if needed. A full review will be undertaken in April 2021 where we will consider the air quality and traffic data, the outcome of the public consultation and also information from other stakeholders such as Transport for London regarding the impact on bus journey times and on their network.



PUBLIC QUESTION NO. 29

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Karen Pratt

Member to reply: Councillor McGeevor

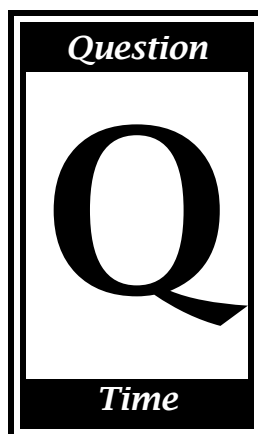
Question

What public transport measures does the council envisage for enabling elderly and sick residents who live within the LTN to get to their appointments at Lewisham Hospital on time, since lifts from friends, family or taxis have become impossible during the morning and evening rush hours?

Reply

Public transport is the responsibility of Transport for London (TfL). Council officers have met with TfL to explore the possibility of improved public transport provision in this area, but it is understood that there is no scope for this at present. However, existing local bus services running through the area have exemptions from the camera enforced modal filters, as do the dial a ride buses, which should mean that they benefit from a shorter journey time?

Lewisham Blue Badge holders will also be able to register a vehicle so they can pass through the modal filters without penalty. Lewisham residents holding a valid Blue Badge can apply for vehicle exemption by emailing bluebadgetravel@lewisham.gov.uk or writing to us at NSL Offices, 1A Eros House, Brownhill Road, London SE6 2EF, providing these details: the first six digits of your Blue Badge number; your vehicle registration, and your contact details (including email address where possible). Information is available on our website: www.lewisham.gov.uk/LTNBlueBadge



PUBLIC QUESTION NO. 30

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Karen Pratt

Member to reply: Councillor Bonavia

Question

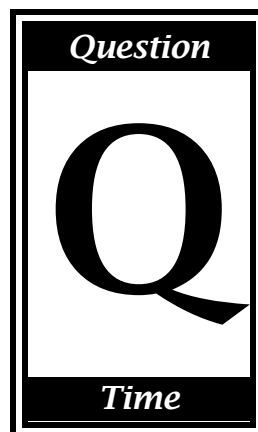
Why were all references but one to the Liberal Democrats in the list of public questions submitted to the council meeting on 21 October replaced with 'a political party'? Is there some rule against referring to opposition parties? What are the criteria for redacting public questions and which other questions from the public were redacted in a similar way?

Reply

The rules about Council publicity are, at all times, governed by Section 2 of the Local Government Act 1986. This prohibits the publication of any material by a local authority which appears to be designed to affect public support for a political party. These rules apply to all political parties.

Amendment of questions is facilitated by Council Procedure Rule 13.4 in the Council's Constitution. This says "The proper officer may put questions into an appropriate form without affecting the substance of the question and redirect them if necessary"

There are no specific criteria for redacting public questions. The Council strives to respond to as many questions as are submitted and, rather than reject a question, will make redactions required to ensure a submission complies with legal and constitutional requirements. In the latest round of public questioning, multiple questions made reference to the political campaigning of a particular party and were redacted where seen. The Council has consistently applied this approach to all political parties.



PUBLIC QUESTION NO. 31

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Caroline Bray

Member to reply: Councillor McGeevor

Question

Why has the decision been made to reopen both Ennersdale and Dermody Roads only in the Hither Green to Lee direction? This will do nothing to reduce the congestion at the Burnt Ash Hill / South Circular traffic lights, which is often solid from the Tiger's Head at peak times.

Will you consider the following suggestions?

Allow local residents to purchase permits that let us use the roads with cameras. With this option open to Blue Badge holders the technology is evidently in place. It would limit the number of vehicles using the smaller roads, take some pressure and pollution off the main roads and generate income for the council.

Move the bus stop close to the Burnt Ash Hill / A205 junction: because of the heavy traffic the 261 and 202 are often not able to pull into the right hand lane, leaving all traffic stationary. I have also seen buses use the left hand lane to get to the junction and turn from there if drivers will not allow them to pull out, making an already dangerous junction worse.

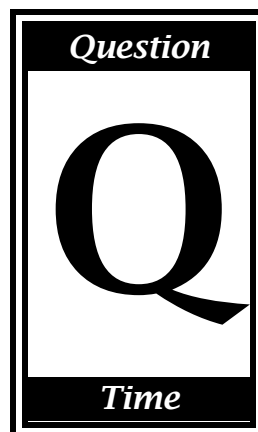
Introduce parking restrictions 10.00 -12.00 on the roads that are currently unrestricted. This would reduce traffic caused by commuters driving in to catch trains from a cheaper zone. In an ideal world train fares would not be so high that people choose to do this but unless the railways are renationalised this is just a dream.

Reply

The recent changes we have made to the LTN are intended to strike a balance between retaining some of the benefits that have recently been realised and addressing some of the short-term issues that have arisen, such as longer journey times for drivers and public transport users and increased traffic in neighbouring areas. We will monitor the impact of these changes and make further changes if necessary.

We recognise the pressure that commuter parking creates on local areas. The Council has an annual programme of controlled parking zone (CPZ) consultations. A range of factors are used to prioritise these consultations, including, residents requests, the impact of existing CPZs and other transport projects that may affect parking in the area.

Public transport, including the positioning of bus stops, is the responsibility of Transport for London (TfL). We are in discussion with TfL in relation to the point that has been raised.



PUBLIC QUESTION NO. 32

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Julia Webb

Member to reply: Councillor Bell

Question

Please will Lewisham's legal officers respond directly to the questions posed in public question 20, of October's Council meeting? These address the legality of Lewisham's policy on access to the planning register, and its failure to follow its own SCI. The legal officers' professional opinions on these points would be helpful.

Reply

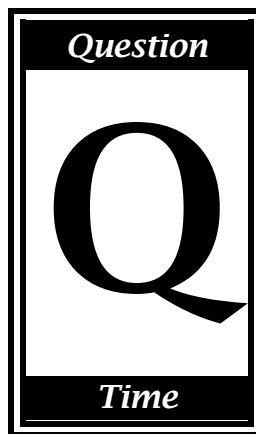
The Council's legal team did respond directly as part of public question 20 of October's meeting. The Director of Law, Governance and HR does not have anything further to add to the response provided to that public question.

We have been in discussion about this very issue and others. I know you are raising the question for the right reasons and I thank you for doing so. I've asked if the Planning Portal can be modified to automatically upload comments from the public on planning applications, as the resourcing issue is at such a crisis level that officers are under vast pressure. When cabinet members like myself raise resourcing, we are not doing so to stop things happening, but to ask for empathy for our workforce. The issue with GDPR is not something we can ignore. When someone comments on a planning application, it is not just their name and address that has to be redacted, but any comments they may have made against individuals on their street or against others. Every submission has to be read to remove those comments. At the moment, the only resources we have to carry out that task is our existing team. There is no extra resource to recruit new members of staff. The council is also redeploying officers across the council to our Covid-19 response teams.

I know that planning decisions are often controversial. All councillors live in Lewisham. They make the decisions in what they believe is the best interest of the community as a whole. Sometimes, the residents who live locally don't agree. When it is an officer decision that does not go to committee, I can understand that people feel there is not enough scrutiny. Our officers are members of the community too, whether they live in Lewisham or not. Trust is important and it has to be earned.

Planning is often attacked rather than celebrated. There are some in government who want to see the end of planning departments, as planning is regarded as an obstacle to profit. Lewisham wants the best for our communities and we value planning policies, local, regional and national plans. If we lived in a different era where resources were available to do everything, then what I am saying now would be more yes, than please bear with us.

I do value your observations, comments and challenges. We are living in a time of great austerity. I will do everything I can to support local residents, but I cannot promise more resources from planning than what currently exists.



PUBLIC QUESTION NO. 35

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Julia Webb

Member to reply: Councillor Bonavia

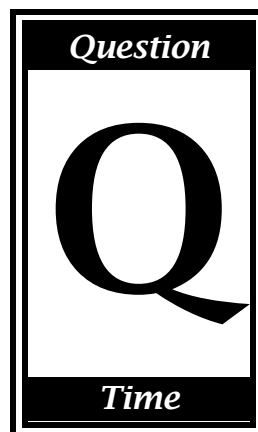
Question

Why are council departments permitted to refuse cooperation with audit staff, when asked for information for the People's Audit? Several of my questions are outstanding, despite the best efforts of the excellent audit team.

Reply

Officers in the Council's finance team work closely with service directorates during the Audit process to ensure queries are responded to in a timely manner. Where the nature of the question is complicated requiring input from more than one directorate, it can lengthen the time to coordinate a response.

Ms Webb submitted five questions on Friday 25 September 2020. Gathering the responses to these questions were not straightforward and required liaison with a number of officers across different directorates in the Council. At present, most Council staff are working remotely and many are supporting the Council's response in supporting residents through the coronavirus pandemic has meant that these questions have taken a longer than usual time to resolve. Ms Webb was kept informed of progress throughout. A response covering four of the five questions was sent to Ms Webb on 31 October 2020. The one response which had remained outstanding has now been provided by the relevant department and sent on to Ms Webb.



PUBLIC QUESTION NO. 36

Priority 5

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Julia Webb

Member to reply: Councillor Bonavia

Question

Now we are back in lockdown, will the Mayor reconsider his policy on restricting time spent on public questions, while catching up with six months of pent-up demand? Will he consider holding dedicated online question sessions in shutdown?

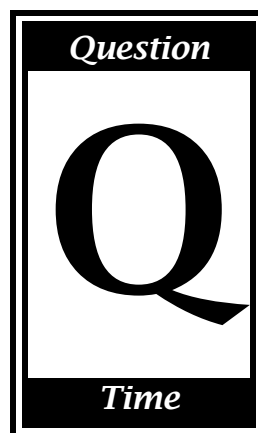
Reply

The 30 minutes allocated to Public Questions is set out in the Council's Constitution. This allocation is not part of the Mayor's Scheme of Delegation and is decided by the Council as a whole rather than the Mayor alone.

As per the answer to your Public Question on this issue at Full Council on 21 October 2020, the Council's Local Democracy Review 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.

In terms of online question sessions, these are being actively considered. On 22 October 2020, the Mayor and Cabinet Member for Environment and Transport together with officers participated in an online information session on the Lewisham and Lee Green Low Traffic Neighbourhood scheme at which several questions from the public were addressed. The format worked very well given the constraints of a virtual meeting and similar events are likely to occur in future.

Members of the public do of course have several other means of asking questions at any time including via their local councillors. It is worth bearing in mind that the Covid-19 pandemic has placed an enormous strain on the Council's services so the ability to provide timely answers to any questions may well be affected for the foreseeable future.



PUBLIC QUESTION NO. 37

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: David Culpan

Member to reply: Councillor McGeevor

Question

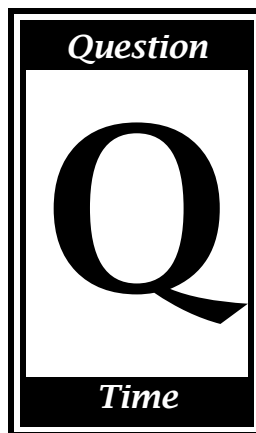
Please send me the data you have with regard to air pollution levels in Lee High Road, particularly near the Lee Green traffic lights. How are you measuring pollution levels on this busy road where traffic has increased considerably as a result of the Lee Green LTN trial? As far as I can see the nearest monitoring site is located at Loampit Vale (in Lewisham Town Centre).

Reply

The detailed monitoring strategy for the LTN can be found on our Commonplace site:

<https://lewishamcovidresidentialstreets.commonplace.is/schemes/proposals/monitoring-strategy-lewisham-and-lee-green-update/details>

We will publish traffic and air quality monitoring data on Commonplace by the end of November.



PUBLIC QUESTION NO. 38

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Michael Singer

Member to reply: Councillor McGeevor

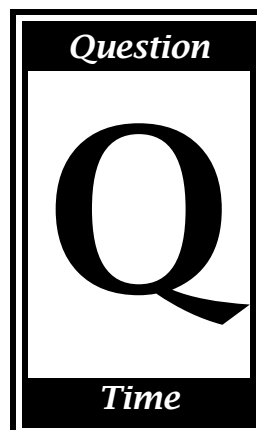
Question

The LTNs were introduced as a "temporary measure." Does that mean they will be removed when Covid-19 comes to an end?

Reply

We are strongly committed to the principles of LTNs as measures that encourage more walking and cycling will bring benefits to everyone in the community in the long term.

We will continue to monitor the impact of the LTN, including the effect of the short-term changes we have made recently, and will undertake a full review in April 2021. However, any decision to extend the LTN will involve a statutory public consultation and formal decision process.



PUBLIC QUESTION NO. 39

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Margot Wilson

Member to reply: Councillor McGeevor

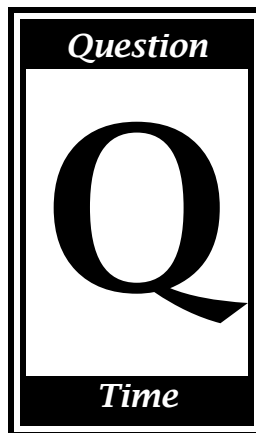
Question

What plans are there to replace street trees in Sydenham?

Reply

Street Trees for Living in partnership with the Council have 13 street trees planned for planting in Sydenham this winter (2020-21) through the residential street tree planting campaign and 2 expressions of interest currently for Sydenham for planting 2021-22.

There are 2 schools on the list in Sydenham for planting for The School Trees Project for 2021-22 to be confirmed.



PUBLIC QUESTION NO. 40

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Margot Wilson

Member to reply: Councillor McGeevor

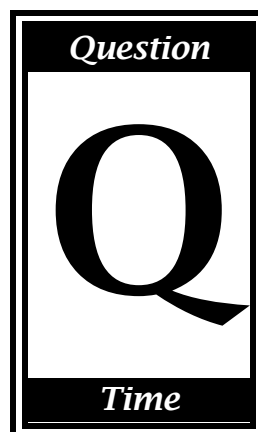
Question

How many prosecutions for fly tipping did the Council make in the past year?

Reply

There have been no prosecutions in the past 12 months, however some are likely in the coming months for some very serious fly-tipping offences/ involving repeat offenders.

There have been 314 Fixed Penalty Notices issued for waste offences in the past 12 months with penalties ranging from £150 to £400 per offence.



PUBLIC QUESTION NO. 41

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Julian Hawkins

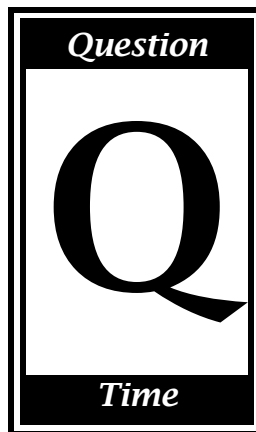
Member to reply: Councillor McGeevor

Question

Has the Council consulted health and/or care workers who perform home visits on the effects of the Lee LTN, and what information has been received concerning any impact it has had on those workers and their clients?

Reply

LB Lewisham officers have engaged with a wide variety of stakeholders who have requested exemptions to the scheme, including health workers.



PUBLIC QUESTION NO. 42

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Julian Hawkins

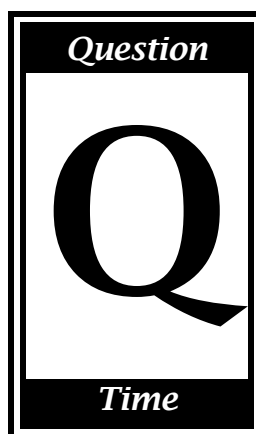
Member to reply: Councillor McGeevor

Question

Since the LTN scheme in Lee Green, a lot of buses which run through Burnt Ash Road/Hill are cutting short their journeys by turning around Dorville and Upwood Roads. What impact is the increased congestion having on the local bus service?

Reply

We have been listening to feedback from local residents while working with Transport for London (TfL) to gather data and assess how the current scheme is operating. Having observed the increasing traffic levels and increased bus journey times, we believe that short-term changes were needed to the LTN in order to ease traffic congestion on key junctions such as Hither Green Lane and the South Circular. We will continue to monitor air pollution and traffic levels and make further changes if needed.



PUBLIC QUESTION NO. 43

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Julian Hawkins

Member to reply: Councillor McGeevor

Question

What is the basis for the Council's belief that road closures in Lee Green LTN, will diminish traffic without causing a disproportionate impact to people's lives? Please include references to any studies on which this is based.

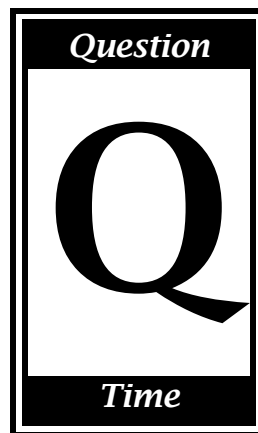
Reply

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:

<https://lewishamcovidresidentialstreets.commonplace.is/schemes/proposals/monitoring-strategy-lewisham-and-lee-green-update/details>



PUBLIC QUESTION NO. 44

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Gnanam Kanagaratnam

Member to reply: Councillor McGeevor

Question

Manor Lane/Lochaber Rd: Can this be opened both directions?

Woodyates Rd: Can this be opened to allow traffic in both directions?

Cambridge Rd: Can this be opened to allow traffic in both directions?

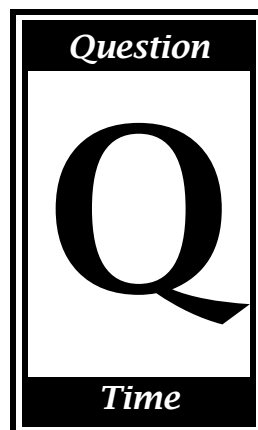
Manor Park restriction: Can this be opened both directions, (North bound and south bound)

Ennersdale Rd and Dermody Rd: Can this be opened both directions, (West to East and East to West)

Leahurst Rd: Can this be opened both directions, (West to East and East to West)

Reply

The recent changes we have made to the LTN are intended to strike a balance between retaining some of the benefits that have recently been realised and addressing some of the short-term issues that have arisen, such as longer journey times for drivers and public transport users and increased traffic in neighbouring areas. We will monitor the impact of these changes and make further changes if necessary.



PUBLIC QUESTION NO. 45

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Christina Lane

Member to reply: Councillor McGeevor

Question

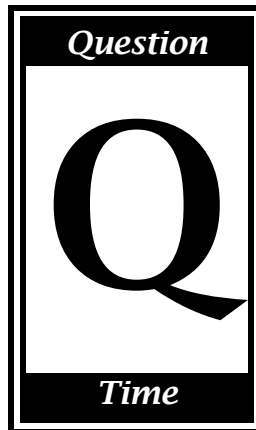
Please provide an update on the Lee Green LTN. I believe Greenwich residents are hoping it will be permanently abandoned.

Reply

Information about the recent changes made to the LTN can be found on the Commonplace website:

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

We will continue to monitor air pollution and traffic levels, and will make further changes if needed. A full review will be undertaken in April 2021 where we will consider the air quality and traffic data, the outcome of the public consultation and also information from other stakeholders such as Transport for London regarding the impact on bus journey times and on their network.



PUBLIC QUESTION NO. 46

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Patricia Richardson

Member to reply: Councillor Slater

Question

As the Council now seems to have enabled itself, I think by webcasting, so that the public may engage with the council, its elected representatives and officers, e.g the directly elected Mayor's session on the LTN, is the council considering the delivery of Local Assemblies via this technology, to re-connect on a democratic basis with its public? When could we expect progress on such a delivery?

Reply

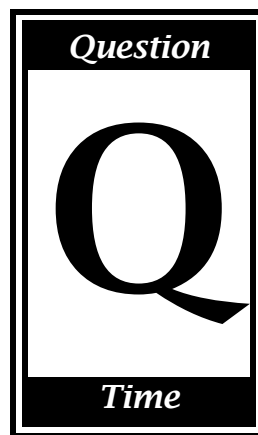
The Local Assembly Programme is currently suspended due to Covid 19 with all the Assembly Officers re-deployed and actively involved in supporting the Lewisham community during this difficult time.

The re-deployment situation is constantly under review, but it is anticipated that the Assembly Programme will remain suspended until at least the early part of the next year.

Once Assemblies do reconvene it is recognised that there will be a need for change, not least due to ongoing issues around holding large public meetings which may potentially go on long into 2021.

Therefore, Officers are currently looking at new ways to deliver Assemblies and online meetings will be an integral part of this. However, consideration must be given to those that will not have access to online meetings and Officers are looking into this as part of the review.

We are fully aware of the need to resume Local Assembly meetings as soon as possible and to deliver the Neighbourhood Community Infrastructure Levy (NCIL) Funding which will be administered through the Assembly Programme.



PUBLIC QUESTION NO. 47

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Mrs Richardson

Member to reply: Councillor McGeevor

Question

From January 1st 2019 until 31st December 2019, what are the figures for road accidents to children during school term times in the Lee Green ward at each of the ward's schools, within a 500 yard radius of each school? What were the levels of severity of these incidents?

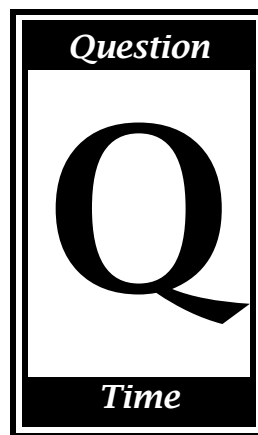
Reply

Within the Lee Green Ward, there were two collisions recorded as 'Child Casualties' (under the age of 16) by the Police within a 500 yard radius of the ward's schools during term time in 2019:-

School	Date	Location	Severity	Type
Brindishe Lee Primary & Trinity (C of E) Schools	Mon 11/11/19	Junction A20/ A2212	Fatal	Pedestrian
St Winifreds Primary School	Mon 20/5/19	Junction Manor Lane/ Dallinger Road	Serious	Pedestrian

2019 term dates have been taken as:

- 7th Jan-15th Feb
- 25th Feb-5th April
- 23rd April- 24th May
- 3rd June- 23rd July
- 2nd Sept – 18th Oct
- 28th Oct- 19th Dec



PUBLIC QUESTION NO. 48

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Chris Maines

Member to reply: Councillor Bell

Question

The External Wall Safety (EWS1) survey was introduced last December to identify residential buildings with combustible cladding and fire safety defects. Without the survey leaseholders are finding it difficult to market or refinance their property. The EWS1 was introduced to confirm fire safety on buildings over 18m but now appears to affect buildings under 18m. There is now widespread concern about properties with EPS (Expanded Polystyrene).

What support can leaseholders needing a EWS survey expect from the Council's Building Control service and planning department?

How many and which developments in Lewisham are affected by the use of EPS and other dangerous claddings?

Which properties originally purchased under the Right to Buy legislation are affected by the need for EWS surveys?

Reply

What support can leaseholders needing a EWS survey expect from the Council's Building Control service and planning department?

The EWS process, and resulting form, is a set way for a building owner to confirm that an external wall system on residential buildings has been assessed for safety. Lewisham as a local authority does not issue EWS1 certificates. The power to issue such certificates is restricted to a fully qualified member of a relevant professional body within the construction industry with sufficient expertise to identify the relevant materials within the external wall cladding and attachments, including whether fire resisting cavity barriers and fire stopping have been installed correctly.

Whilst Building Control do not issue EWS1 certificates, any building that undergoes the replacement of an external cladding is classed as controllable works and would require Building Regulation approval.

Similarly, the undertaking of an EWS1 inspection and subsequent issuing of a certificate does not currently require planning permission and as such would not involve the planning department. If, following an EWS1 inspection, it was identified

that remedial works were necessary which would require planning permission then Planning would work with the building owner via pre-application and formal application processes as usual.

How many and which developments in Lewisham are affected by the use of EPS and other dangerous claddings?

The Council does not hold a central register of building materials used in the construction of new developments. However, information about building materials used is known for most tall buildings of 18m or above in the borough, following a data collection exercise currently underway at the request of central government.

The Council's involvement has been to obtain information from the private building owners of tall buildings over 18m, and forward the information received together with details from our own stock to MCHLG. Other public sector bodies and Housing Associations are forwarding their own information direct to government.

From the information we have to date as part of this data collection exercise, of the private sector tall buildings and buildings owned by Lewisham Council, 4 private sector owned blocks have indicated that Expanded and Extruded Polystyrene (EPS/XPS) has been used. However, it should be noted that this alone does not mean that a wall system is unsafe. The Council is unable to comment on the overall safety of the wall systems where EPS has been indicated by the private building owner as being used, as this is dependent on a number of factors and must be assessed and concluded by an expert.

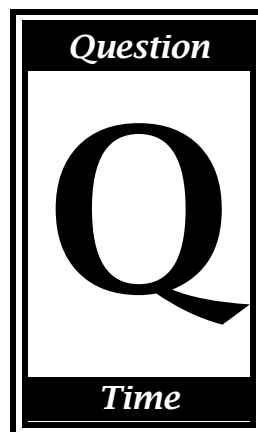
Which properties originally purchased under the Right to Buy legislation are affected by the need for EWS surveys?

Lewisham Homes are an Arms-Length Management Organisation (ALMO) who manage Council-owned properties in the borough on behalf of the Council. Lewisham Homes have identified 6 blocks with external wall systems, which would likely require a EWS1 survey in order for leaseholders within these blocks to re-mortgage or sell their property. In these 6 blocks with external wall insulation, there are 43 leasehold units.

These blocks are all considered low risk and Lewisham Homes are currently reviewing remediation actions for these blocks that may consist of removal and/or suppression systems. Lewisham Homes are currently reviewing the programme to undertake EWS1s.

Three of our tower blocks at Hatfield and Gerrard are in the process of having new cladding installed as well as decent homes works such as new windows. We secured £9m from government to fund the works.

The cladding scandal currently unfolding is unacceptable. Owners of buildings, whether private or public need to search their conscience and do the right thing. The way building owners react now will show whether leasehold – a feudal system in my view – should continue or be abolished. The tragedy of Grenfell is within all our hearts and will always remain. Those responsible should be brought to justice.



PUBLIC QUESTION NO. 49

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Chris Maines

Member to reply: Councillor Bell

Question

A report to the Council's Housing Select committee on 17th December 2018 stated that a survey found deficiencies in front entrance [fire] door (FED) installations fitted by Council contractors and that they did not meet the stated 30 minute fire resistance requirement. The report stated that 9,004 doors installed across Lewisham owned stock were unlikely to consistently meet the required standards and there was an additional 1923 doors that pre-date current building regulation standards. The report stated "All doors across Lewisham owned stock found to have failed testing will be replaced. The timeframe on this is currently unknown."

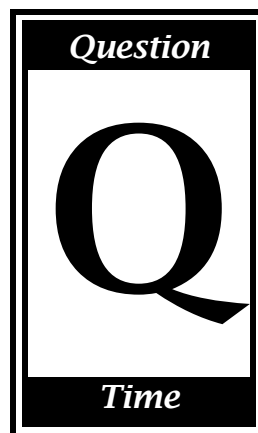
Can the Cabinet Member for Housing confirm that all front entrance [fire] door (FED) of Lewisham owned properties have now been replaced or give the timeframe for when they will be replaced?

Reply

Lewisham Homes are an Arms-Length Management Organisation (ALMO) who manage properties in the borough on behalf of the Council. They have engaged contractors to replace front entrance doors that do not meet modern standards or have failed testing and cannot be remediated. This includes all doors supplied by Manse Masterdor which Lewisham Homes have been advised by the Ministry for Housing, Communities and Local Government (MHCLG) do not consistently meet the required standards. Lewisham Homes expect this work to be completed by June 2021, subject to any delays due to Covid-19 restrictions and to access to individual properties being available.

Lewisham Homes are currently in contractual dialogue regarding around 4,000 front entrance fire doors that were manufactured by other companies and which the installing contractor considers are capable of remediation. Lewisham Homes have legal advisors and technical experts engaged to ensure that an acceptable solution to this is reached as quickly as possible.

Regenter B3 manage a PFI contract for around 1,800 properties in Brockley on behalf of the council. A contract to renew front entrance doors that do not meet the required standards will be in place in early in the new year. The programme to replace the doors is expected to take 12-15 months, subject to any delays due to Covid-19 restrictions and to access to individual properties being available.



PUBLIC QUESTION NO. 50

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Chris Maines

Member to reply: Councillor McGeevor

Question

The answer to my Question to the Council meeting on 21st October 2020 (Question 149) stated that over £3 million has been raised from fines resulting from the cameras in the Lee Green LTN. Can you give a guarantee that these funds (additional to budgeted receipts in this year) will be used:

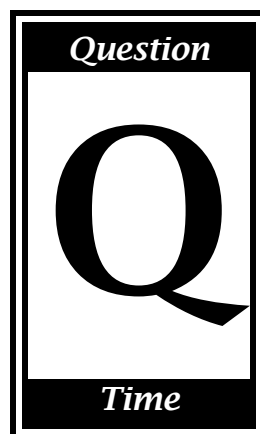
- i) To undertake proper consultation on a scheme to reduce car usage in the Borough?
- ii) To fund a scheme to improve air quality on Burnt Ash Road and the South Circular. The pollution along these roads have reached unacceptable levels resulting from the Lee Green LTN?

Reply

All funds raised through parking and traffic management charges go into a ring-fenced account to be used for transport and parking-related activities.

The funding is mainly used on concessionary fares, such as the Freedom Pass and the Taxicard scheme, as well as the covering the cost of enforcement. However, the Council's spending on these elements has consistently exceeded the surplus of the parking account.

We continue to support LTNs and seek funding to implement measures to reduce the impact of traffic and improve air quality.



PUBLIC QUESTION NO. 51

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Chris Maines

Member to reply: Councillor Bell

Question

The answer to my Question to the Council meeting on 21st October (Question 68) suggested the Council had done well to ensure all rough sleepers found in Lewisham during the first lockdown were offered accommodation. It suggested this phase of finding accommodation had come to an end and that as of 8th October there could be 75 rough sleepers in Lewisham. Would the Council, regardless of Government funding, find the resources to repeat the success earlier in the year and find accommodation for all rough sleepers over the winter?

Reply

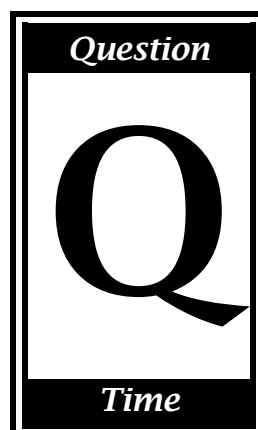
Currently our extensive intelligence on rough sleeping, formed from the partnership between the Council's rough sleeping team, Streetlink and London Street Rescue, indicates that there has been a small but steady flow of people coming on to the streets, broadly equal to the number being resettled, which has resulted in core numbers of rough sleepers remaining between 22 and 28 for the last quarter.

At the beginning of the pandemic lockdown period in March, Lewisham alongside other boroughs, were told to close night shelters that incorporated shared sleep sites. This meant that both funded Lewisham night shelters closed alongside the locally situated No Second Night Out Hub. These schemes were the primary response to rough sleepers at this time and the closure necessitated the "Everyone In" approach.

The Council has received funding to continue to resettle and support those rough sleepers accommodated during the "Everyone In" approach, and has, on Monday 16th November, been successful in opening an alternative to the night shelter in an accommodation-based setting, with 8 beds opening on day one, increasing to 24 bedspaces, in partnership with both Dinardos and Quo Vadis Trust.

Further funding has been guaranteed by government to provide assistance to any individual found sleeping rough, and we are currently working on our plans for this. The Council is not working in isolation on this and are consulting each step of the way with a number of partners in the voluntary and charitable sector, along with health professionals and other relevant services.

Those sleeping rough in Lewisham and across any London Borough are often complex individuals with varying needs requiring a range of support. The complexity of the client is matched by the need to provide an equally varied menu of solutions and to provide support on the streets to those that refuse assistance.



PUBLIC QUESTION NO. 52

Priority 5

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Chris Maines

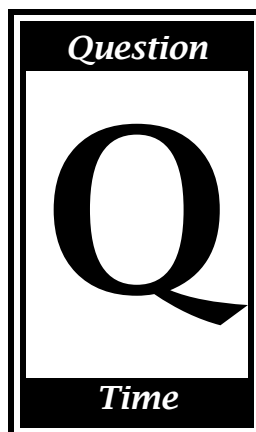
Member to reply: Councillor Bell

Question

In his answer to my Question to the Council meeting on 21st October (Question 122) Cllr Bell said he would write “to our excellent London Assembly Member”, to address the need for social distancing on the pavement on Rennell Street. The hoards erected by Balfour Beatty are still preventing social distancing around the bus stops. What was the outcome of the Councillor’s letter?

Reply

I have written to Len Duvall AM and I am currently awaiting a response to my letter. I will publish the response on my website once I have received an answer. Thank you for also drawing reference “to our excellent London Assembly Member”, Len Duvall.



PUBLIC QUESTION NO. 53

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Mark Morris

Member to reply: Cllr McGeevor

Question

Progress on the Bakerloo Line extension to Lewisham and possibly beyond has been suspended while the Silvertown Town road scheme is still set to go ahead, with the PFI deal costing £2 billion by 2050. Are these decisions the right priorities for Lewisham? Has the Mayor of Lewisham publicly expressed any comments over prioritising an expensive road building project while a public transport scheme is being halted? Does the Mayor and Lewisham Council think that these priorities will deliver reduced road congestion and improved air quality, along with economic regeneration to the borough?

Reply

Work on developing the Bakerloo Line Extension (BLE) scheme continues apace, with TfL advancing on plans to safeguard the route and update the business case. We also eagerly await TfL's response to findings from its 2019 consultation on the scheme, including the proposal to extend beyond Lewisham to Hayes via Catford.

As Silvertown tunnel is a TfL led scheme, the boroughs have limited influence on decisions relating to its overall delivery, or relative priorities compared to other TfL led schemes. During the development of the Silvertown tunnel proposals, Lewisham received a full council motion to object to the scheme. Based on the information provided, it was considered that the proposals did not adequately address the concerns of the council summarised below. The Council submitted comments to TfL on each of these aspects:

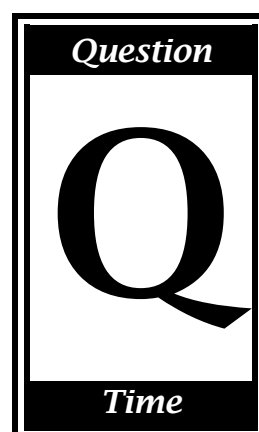
- The scheme was not coming forward as part of a package of crossings
- The effectiveness of the toll to manage traffic
- The scheme would have an unacceptable impact on LB Lewisham's road network and likely subsequent deterioration of air quality
- Inadequate monitoring and mitigation

TfL's Development Consent Order (DCO) application for the scheme and subsequent examination drew on a programme assessment concerning the operational impacts of the Scheme. This included strategic demand, highway and public transport modelling, local highway modelling, economic appraisal modelling (TUBA), air quality and noise modelling.

The DCO was approved in 2018, but one of the conditions of its granting was that an updated assessment of the Scheme's effects is completed closer to the time of opening. This is to comprise of updated transport, air quality, noise and socio-economic monitoring/modelling, based on the most up to date information available. It also requires an updated mitigation strategy, charging policies and procedures and a bus strategy.

Since TfL's subsequent appointment of contractors in November 2019 to develop and construct the scheme, TfL has been liaising with officers at the affected boroughs to seek their early input into the development of the above documents. It should be noted that TfL has not yet set the toll levels for the scheme, which it is considered will have a significant influence on the level of traffic that the tunnel attracts, and the consequential impact on the adjacent river crossings as well as the surrounding road network. Similarly, the mitigation and bus strategies will also be important in minimising any negative impacts.

Regardless of the merits of the Silvertown Tunnel project, it is important to highlight that the Silvertown Tunnel has no bearing on delivery of the BLE, with the former funded entirely through user tolls which would not be in scope to pay for the latter. The Council continues to work with TfL to identify and secure a credible funding package for the BLE moving forward, recognising the challenges facing TFL as a result of the pandemic and funding model.



PUBLIC QUESTION NO. 54

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Mark Morris

Member to reply: Councillor Barnham

Question

Following the publication in September by the Children's Commissioner for England of the report 'Unregulated - Children in care living in semi-independent accommodation' please state how many teenagers in the last year who are in the care of Lewisham Council have been placed in "unregulated accommodation", that of independent or semi-independent accommodation with limited support and which is not regulated by the quality inspectorate. Please also set out figures for (a) children under the age of 16, and (b) teenagers between 16 to 18.

Reply

Lewisham currently has 480 Children Looked After, including unaccompanied asylum seeking young people (UASCs). Of these, 34 are placed in unregulated placements. 32 of the 34 are aged 16 or 17, two are under 16.

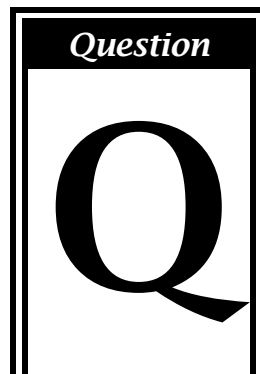
As with all such placements, the safety and wellbeing of the children and young people are the highest priority. We assure the care and safety of these young people in the following ways:

- All have an allocated Social Worker & Independent Reviewing Officer.
- All have 24 hour support on site, with extra outreach hours depending on need but all have a minimum of 10 hours a week
- Support from mentors
- Some attend College, particularly UASCs where they attend English tuition
- Many have contact with their families
- Where there is a citizenship application, an assigned Lawyer
- Liaison with Ofsted

Typically these placements are semi-independent provisions commissioned by Lewisham as part of our Housing Pathways and the Council considers them to be safe

and suitable for 16 and 17 year olds. Their care and pathway plans are supported by allocated social workers and their move to semi-independent accommodation is part of a plan for developing independence skills.

The two cases involving children under 16 years old in unregulated placements are exceptional, and very complex, and subject to a high degree of oversight.



Time

PUBLIC QUESTION NO. 55

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Mark Morris

Member to reply: Councillor Barnham

Question

Please state for the year 2019 and separately for the current year to date:

1. The number of looked after children that had been placed inside the borough who had been missing for 24 hours or more.
2. The number of looked after children that had been placed outside the borough who had been missing for 24 hours or more.
3. The number of incidents of looked after children going missing from placements within the borough for 24 hours or more.
4. The number of incidents of looked after children going missing from placements outside of the borough for 24 hours or more.

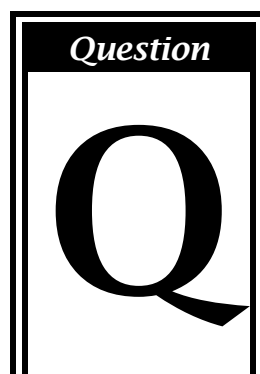
Reply

1. The number of looked after children that had been placed inside the borough who had been missing for 24 hours or more.
 - 2019 - 14 Children
 - 2020 - 22 Children
2. The number of looked after children that had been placed outside the borough who had been missing for 24 hours or more.
 - 2019 - 37 children
 - 2020 - 37 Children
3. The number of incidents of looked after children going missing from placements within the borough for 24 hours or more.

- 2019 - 110 Episodes
- 2020 - 83 Episodes

4. The number of incidents of looked after children going missing from placements outside of the borough for 24 hours or more.

- 2019 - 210 Episodes
- 2020 - 176 Episodes



Time

PUBLIC QUESTION NO. 56

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Gwyn Jones

Member to reply: Councillor Bell

Question

Lewisham Council is well aware of the importance many people place on having access to the internet nowadays, not only during the current restrictions on movement but to access services.

Lewisham's libraries offer internet access to those who cannot afford their own computer or the cost of having a broadband service in their homes, but these are currently not available.

Councillor Cllr Joe Dromey, Cabinet Member for Culture, Jobs and Skills, recently said: "In an increasingly digital world, access to the internet is crucial. Whether it be looking for a job, accessing public services, or just keeping in touch with family and friends, a smartphone can make a huge difference."

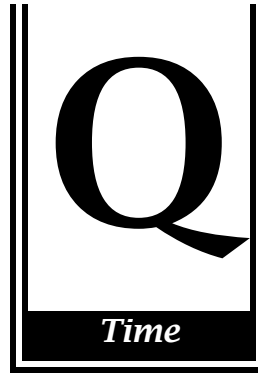
Is the Cabinet member aware that elderly, disabled and otherwise vulnerable residents in some of Lewisham Homes blocks of flats are unable to access the internet service that is provided because the password to the broadband Wi-Fi is being withheld from them?

Could the Cabinet member intervene to ensure that residents of Hollowcombe on Taylors Lane, Sydenham are given access to the Lewisham Homes Wi-Fi network to enable us to communicate more easily with the outside world without having to incur the costs of a telephone and broadband service which would be a substantial proportion of our very limited income?

Reply

Thank you for raising this issue with me. I will investigate and ask Lewisham Homes to contact residents with an update. What I am told is that new hardware is required. I need to understand exactly what the timescales are to restore the service.

Question



PUBLIC QUESTION NO. 57

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: George Nicolaou

Member to reply: Councillor Dromey

Question

Can you tell me when business will be awarded with the Local Restrictions Support Grant please?

Reply

Lewisham Council backs businesses, and we are determined to do whatever we can to support businesses in these really difficult times.

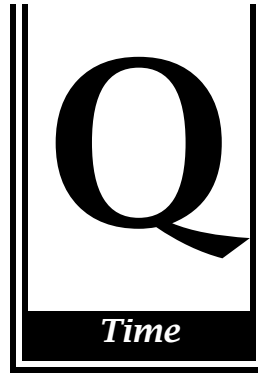
Applications are now open for businesses in the sectors that were impacted by the tier 2 restrictions, and the later lockdown. We encourage businesses to apply as soon as possible, and we are aiming to make payments in week commencing 2 December. The types of business who are eligible for support under this scheme are set out below:

- Non-essential retail, such as clothing and homeware stores, vehicle showrooms (other than for rental), betting shops, tailors, tobacco and vape shops, electronic goods and mobile phone shops, and market stalls selling non-essential goods. These venues can continue to be able to operate click-and-collect (where goods are pre-ordered and collected off the premises) and delivery services.

- Hospitality venues, such as cafes, restaurants, pubs, bars and social clubs.
- Leisure and sports facilities, such as leisure centres and gyms, swimming pools, tennis and basketball courts, golf courses, fitness and dance studios, climbing walls, archery, driving, and shooting ranges.
- Accommodation, such as hotels, hostels, guest houses and campsites.
- Entertainment venues, such as theatres, concert halls, cinemas, museums and galleries, casinos, amusement arcades, bingo halls, bowling alleys, skating rinks, go-karting venues, soft play centres and areas, circuses, funfairs, zoos and other animal attractions, water parks, theme parks.
- Personal care facilities such as hair, beauty, tanning and nail salons, tattoo parlours, spas, massage parlours, body and skin piercing services.
- Community centres and halls.

Alongside this, we are developing our eligibility criteria for the Additional Restrictions Grant. This grant allows local authorities to tailor support to local needs. We are consulting with local employers and business groups to design the scheme, which we hope to launch this year.

Question



PUBLIC QUESTION NO. 58

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Valerie Salmon

Member to reply: Councillor McGeevor

Question

- 1 What consultation took place with residents, local businesses and emergency services before it was imposed? Please give full details of all who were consulted and the results of this consultation.
- 2 Did a full impact assessment take place before the scheme was imposed?
- 3 How are the Council measuring air quality along the streets affected by the LTNS to judge the effectiveness of the road closures in terms of decreases in air pollution as a result of the scheme? The aim of the scheme is to reduce air pollution but it has resulted in simply moving traffic to major roads adding to air pollution with car engines idling whilst waiting at traffic lights, particularly at Lee Green, long delays and affecting pedestrians waiting at bus stops. If there is no improvement in air quality, will the Council abandon the scheme?
- 4 Will the Council be publicising the scheme more effectively now it is in place, as many local residents and visitors have received fines as they have inadvertently driven through the zone?

- 5 What consideration did the Council give to local residents who are disabled and dependent on their cars to get to doctor appointments, blood tests and hospital appointments? They cannot walk or cycle to their appointments.
- 6 Will the Council be contacting local businesses affected by the LTNS to see if their trade has been affected? Also the Emergency Services?
- 7 What reaction has the Council received to the scheme ie the numbers of complaints received from residents and the numbers of residents who support it?

Reply

1. The Council's COVID-19 emergency transport response 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 meant that there was not time to formally consult with residents and businesses beforehand as we would normally do, although we have undertaken significant engagement following implementation. However, the emergency services were consulted during the development of the scheme, prior to implementation.

2. A full Equalities Analysis Assessment (EAA) was undertaken as part of our Transport Strategy and Local Implementation Plan 2019-2041. The emergency transport measures we introduced in response to the COVID 19 pandemic align with the objectives set out this strategy, albeit on a more temporary basis.

3. The monitoring strategy for the LTN can be found on the Commonplace site:

<https://lewishamcovidresidentialstreets.commonplace.is/schemes/proposals/monitoring-strategy-lewisham-and-lee-green-update/details>

4. Signage was placed on all affected streets. Following the recent changes to the LTN, we are working with our contractors to ensure that any signage which is no longer active is removed as quickly as possible. All residents in the area will have received a newsletter outlining the changes. Anyone signing up to the Commonplace updates will have also received an update.

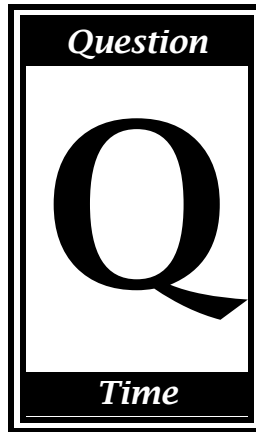
5. We understand that not everyone is able to walk or cycle. Our intention in creating Low Traffic Neighbourhoods is that all residents (including elderly or disabled people) will have enough space to make their journeys comfortably. Eliminating through traffic and encouraging those residents who are able to walk or cycle to do so should mean quieter streets for everyone, including those who need to make essential journeys by car.

Lewisham Blue Badge holders will be able to register a vehicle so they can pass through the modal filters without penalty. Lewisham residents holding a valid Blue Badge can apply for vehicle exemption by emailing bluebadgetravel@lewisham.gov.uk or writing to us at NSL Offices, 1A Eros House, Brownhill Road, London SE6 2EF, providing these details: the first six digits of your Blue Badge number; your vehicle registration, and your contact details (including email

address where possible). Information is available on our website: www.lewisham.gov.uk/LTNBlueBadge

6. Businesses will be included in the public consultation in March 2021. The emergency services (ambulance, police and fire brigade services) fed into the design of the schemes and we continue to work closely with them. The London Ambulance Service (LAS) Trust have confirmed that there had been no adverse events resulting from the LTN, although we will continue to monitor this issue. We are in regular dialogue with the emergency services.

7. 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). All residents who contact the Council about LTNs are encouraged to provide feedback and comments via our Commonplace platform (<https://lewishamcovidresidentialstreets.commonplace.is/>). There have been over 8,000 comments so far. We have also received various petitions which the council has noted and have considered.



PUBLIC QUESTION NO. 59

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Mark Bennett

Member to reply: Councillor McGeevor

Question

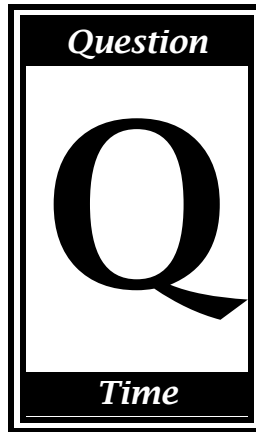
For each of the last five complete financial years for which there are figures (i.e. excluding 2020/21) please confirm:

1. The overall amount spent in each year by the Council on transport and parking-related activities
2. The amount raised in each year by Controlled Parking Zones (CPZ) and enforcement cameras
3. The amount contributed in each year toward transport and parking related activities from general funds (i.e. excluding money raised by CPZ and enforcement cameras)
4. The amount contributed in each year toward transport and parking related activities from money in the ring-fenced account raised by CPZ and enforcement cameras.

Reply

	16/17	17/18	18/19	19/20	Comments
	£m	£m	£m	£m	
Q1	16	15.8	16.4	16.7	This includes spend on concessionary fares, highways and transport and revenue contributions to capital in relation to footways and resurfacing.
Q2	7.9	9	9.9	9.9	This shows the gross income raised before the deduction of any directly related costs.
Q3	11.3	9.8	10.4	10.7	
Q4	4.7	6	6	5.9	This shows the net income raised after any directly related costs have been deducted. All income generated from Parking is spent on the activities in question.

Pls note due to system changes over the years, and the limited time available to provide this information only four years data has been provided.



PUBLIC QUESTION NO. 60

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Mark Bennett

Member to reply: Councillor Best

Question

How does the Council propose reducing demand for adult social care to save £3m over 3 years?

Reply

As a result of continued austerity measures imposed by central government since 2010, the Council is having to identify at least £40m worth of cuts over the next three years. In order to meet this target, we are aiming to achieve £3m worth of savings in adult social care through improved demand management. This builds upon work we have successfully done over recent years and is in line with best practice of supporting independence.

In looking to reduce demand for adult social care, we will adopt a person-centred approach that assesses individual need and identifies appropriate support, with a focus on prevention and early interventions.

Currently, adult social care receives approximately 26,000 enquiries each year as a result of referrals from the community or the hospital. We have increased staffing levels at key access points in order to deal with enquiries in a way that reduces demand appropriately and safely.

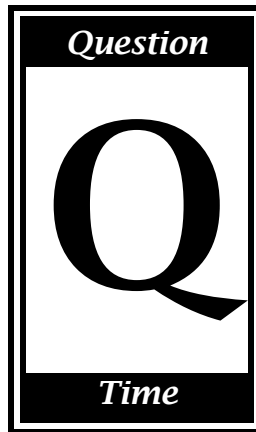
In dealing with enquiries, we will work in partnership with health services, including GPs, pharmacists, district nursing and mental health services, as well as housing colleagues, to identify support that maybe required.

A focus on rehabilitation and enablement has also demonstrated that we can help people regain skills and independence, reducing the need for longer-term care and support and easing pressures on demand for adult social care. Over the past year, and prior to COVID, demand was reduced by enabling 500 people who made contact to be supported with their enquiry, providing them with solutions that meant they did not require commissioned care funded by the council. We aim to build on this success.

We will continue to develop good connections with community, business and voluntary sector solutions that have gone some way towards reducing demand for formal services, as well as supporting family carers to continue to provide support where possible. We have also sought to improve access to more cost-effective support options that can be purchased by individuals, rather than being charged for as part of formal care services.

When formal care services are required, we will continue to provide them in line with our statutory responsibilities. In doing so, we will use regular reviews to identify where care can be reduced appropriately and safely, helping to keep people as independent as possible and manage overall levels of demand. This will be done on a case-by-case basis in order to ensure that the care provided is suitable to the needs of the individual.

We will always ensure that our strategy to manage this demand and achieve the savings proposed is compliant with the requirements and principles outlined within the Care Act 2014. Our approach will: promote wellbeing and independence; identify and investigate any risk of safeguarding issues; and apply an approach that acknowledges the individual as the expert, taking account of their strengths, assets and what outcomes are important to them.



PUBLIC QUESTION NO. 61

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Mark Bennett

Member to reply: Councillor Barnham

Question

How does the Council propose managing demand for children's social care in such a way as to save £2m?

Reply

Lewisham is not alone in facing severe demand pressures on children's social care: as Parliament's Public Accounts Committee has noted, central government has not done enough to make children's social care sustainable, and nine out of ten councils have faced overspends on this crucial area of service. We remain determined to protect and support vulnerable children, and we will not compromise on their safety and wellbeing as we seek to ensure that the Council's hard-pressed budget is spent as effectively as possible.

The biggest areas of demand, in terms of pressure on the budget are from:

- Children requiring a statutory service from Children's Social Care (CSC)
- Children who are receiving statutory CSC services needing to come into care to be 'Looked After'.

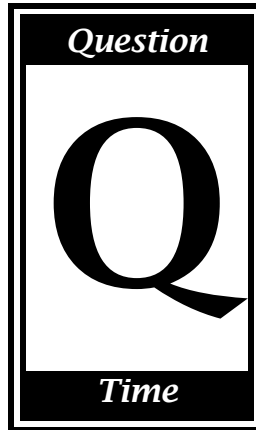
The first demand is best managed through clear threshold criteria at the front door, and ensuring that only those families who require a statutory social work service come into CSC. Other families who require help need to be directed to less expensive Early Help services. A strategic improvement programme is underway to strengthen Lewisham's Early Help services, to enable more families to be supported promptly and effectively, reduce the likelihood of their challenges worsening, and prevent the need for statutory services.

The second demand - and most significant in terms of current budget pressures - relates to the numbers of children Looked After. Lewisham has in the past had a high rate of Court Orders to remove children from their families and children in care, compared to our statistical neighbours.

The Children's Social Care improvement programme has prioritised the development of the above, both are being strengthened in the following ways:

- Expanding and improving our Edge of Care Family Support, intensive services to families in crisis. These aim to reduce risk of harm and avoid the need to come into care.
- Introduction of the Signs of Safety practice model, which promotes a different way of working with families, managing risk with children remaining safely in their family.
- An uplift in staffing budget in 2019 enabled (a) the creation of an internal Workforce Development unit, to upskill the workforce. (b) An additional layer of management for stronger oversight to improve decision making (c) Reduction in caseloads. Staff who are skilled, experienced, supported by strong management and with lower caseloads are better able to reduce risk in families and avoid the need for children to come into care.

For the avoidance of any doubt, these actions need not have a negative impact on the quality of care and in many cases should lead to an improvement in the service offer. They do not involve denial or downgrading of services to protect children and young people: quite apart from the Council's strong commitment to the safety and wellbeing of our most vulnerable children, the services concerned are governed by strict statutory requirements.



PUBLIC QUESTION NO. 62

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Judith Barrett

Member to reply: Councillor McGeevor

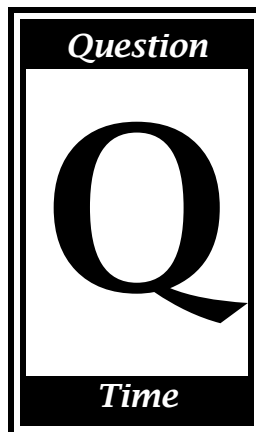
Question

Elm Lane SE6 4LB offers the potential to be an integral part of a safe cycling/pedestrian route between Catford and Forest Hill, which will also enable the road to be maintained to the standard required by its householders and businesses. The urgent need for such a route - crucially, avoiding the south circular - was tragically confirmed by the recent death of one cyclist and the life-changing injuries sustained by another earlier this year. The council, via Conway, carried out repairs on Elm Lane in July, filling in potholes which were deep and dangerous, and providing a thin tarmac strip along the west half of the lane for pedestrians. This was welcome: the first time in many years that the council has met its responsibilities as main frontager on this unadopted road. However, with the autumn rain the potholes are already back.

Please can you tell us how much the temporary repairs carried out in the summer cost in total?

Reply

The temporary repairs carried out in the summer on Elm Lane cost £8,000 in total.



PUBLIC QUESTION NO. 63

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Etienne de Villiers

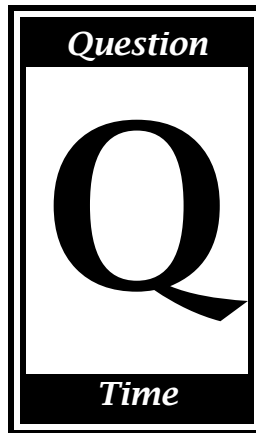
Member to reply: Councillor McGeevor

Question

In the light of the disapproval heaped on SUVs by the recent Citizens Assembly, will Lewisham Council increase the fee for kerbside Parking Permits to residents who own one of these SUVs? Alternatively cars could be charged according to the Cubic Capacity of the engine. Such an increase would deter the car driving public from purchasing these polluting vehicles.

Reply

The Council is not considering such a proposal at this time.



PUBLIC QUESTION NO. 64

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Robert Ashdown

Member to reply: Councillor McGeevor

Question

When the ULEZ comes into being October 2021 the residents within the South Circular will see a reduction from the most polluting vehicles. However this will displace these higher polluting vehicles onto Lewisham roads outside the South Circular. What will the council do to minimise the higher pollution levels that Lewisham residents outside the ULEZ will experience.

Reply

The ULEZ expansion is a Transport for London (TfL) measure - information regarding this is available via the TfL website at <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/ulez-expansion>

There is potential of non-compliant vehicles parking just outside the expanded ULEZ boundary, which we will monitor carefully and assess any action needed to protect our neighbourhoods. The Council are in close liaison with TfL regarding the ULEZ expansion.

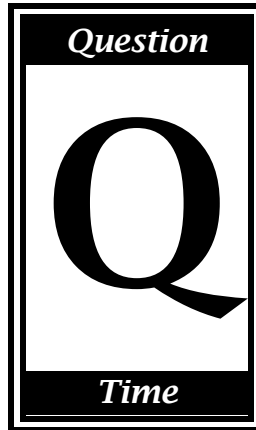
Lewisham Council monitor air quality across the borough and the data collected is used by the Council when programming and designing transport and parking projects. Officers will continue to work with Transport for London to understand the potential impacts of the expansion of the ULEZ to the south circular and what further mitigation measures may be required.

Through the Council's Climate Emergency Action Plan and the Lewisham Transport Strategy we are progressing a range of actions to improve air quality for all of our residents and reduce the impact of traffic by encouraging people to use sustainable and active modes of travel wherever possible.

In January 2020 Mayor and Cabinet agreed that the programme for controlled parking zone (CPZ) consultations would be prioritised by criteria including the number of requests received, the presence of key parking generators such as local centres and transport hubs, recent review or extension of Controlled Parking Zones, upcoming new developments or transport proposals (such as ULEZ or Healthy Neighbourhoods). This revision to the CPZ prioritisation process allows the Council to prioritise any zones where it is considered parking pressure may increase as a result of the ULEZ.

In addition, we are working towards having an Electric Vehicle Charging point (EVCP) within a 500m walk of every resident.

Officers will continue to work with Transport for London to understand the potential impacts of the expansion of the ULEZ to the south circular and what further mitigation measures may be required.



PUBLIC QUESTION NO. 65

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Mrs Richardson

Member to reply: Councillor McGeevor

Question

Lewisham Council has just imposed the second plan for the LTN in Lee Green Ward. This follows on from several draft plans from 2019 and on, as well 1 imposed plan from 29/6/2020.

It seems that the council has created 2 one way systems through the ward from Manor Lane going north down Manor Park to the Lee High Road, while the other comes down Dermody Hill, Ennersdale Road and into Leahurst Road to exit the ward through the Lee Manor Society Conservation area, or south along Manor Lane to the South Circular. This has done nothing to enable local residents in Brightfield, Lampmead, Lenham, Aislibie, Old Road, Bankwell Road, Lochabar, Abernethy,

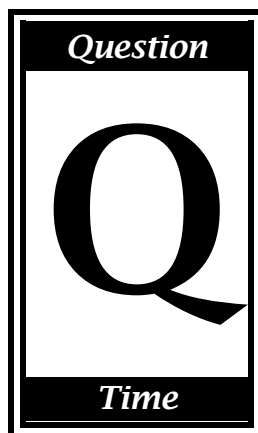
Murillo, Rembrandt, Manor Lane Terrace, Northbrook, the north end of Manor Park to access by car their own local ward or to travel around the borough, or out of the borough (unless travelling north), except by long circuitous routes. These drives are not achievable by walking or cycling, especially for those who are less able and older.

Why have these residents been omitted from the latest calculations of the council, and abandoned? When will these concerns be addressed by the council? Why are some residents treated better by their elected Mayor and Council than others?

Reply

The recent changes we have made to the LTN are intended to strike a balance between retaining some of the benefits that have recently been realised and addressing some of the short-term issues that have arisen, such as longer journey times (including bus journey times) and increased traffic in neighbouring areas. We will monitor the impact of these changes and will make further changes if necessary.

We will continue to monitor air pollution and traffic levels, and will make further changes if needed. A full review will be undertaken in April 2021 where we will consider the air quality and traffic data, the outcome of the public consultation and also information from other stakeholders such as Transport for London regarding the impact on bus journey times and on their network.



PUBLIC QUESTION NO. 66

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Mrs Richardson

Member to reply: Councillor McGeevor

Question

The Council has admitted that the car ownership figures for Lewisham and Lee Green Ward are based on data from the 2011 Census, so are 11 years old. Has the council any way of determining current figures of car ownership for the same areas? If so, will it publish them?

In the November 2020 leaflet Lewisham and Lee Green Low Traffic Neighbourhood, various references are made to pollution, congestion, Covid 19, public transport delays, complaints, support but where is the data for each category that we may check for ourselves?

No traffic monitoring was made for the section of Manor Lane Terrace, badly affected by drivers seeking a way through and misguided by poor, inadequate and misleading

signage, so there is no alternative but to go back the way they had come - trucks, vans, deliveries, car drivers. This does not include residents or those who have business coming into the Terrace and Wolfram Close. Why was no measurement considered necessary?

This disruption has been constant since 29th June 2020, and while there were no road closed signs for nearly 3 weeks, it was much worse.

Why is the council not concerned about the residents here, the dangers created on the road for other vehicles, pedestrians, cyclists? What was a quiet pleasant road no longer exists. Where are the advantages the council claims?

Reply

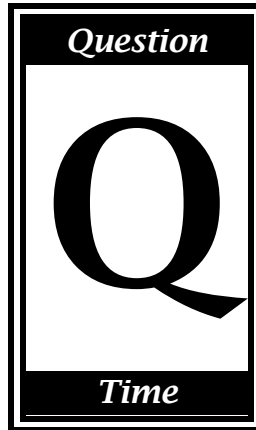
In relation to car ownership data, the council does not hold any more recent data on this, though next year the census will be carried out enabling us to use more up to date data.

The aim of the Lewisham & Lee Green LTN 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, 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 have ensured that a comprehensive monitoring programme is in place to help us understand the impact of the scheme, which includes Manor Lane Terrace:

<https://lewishamcovidresidentialstreets.commonplace.is/schemes/proposals/monitoring-strategy-lewisham-and-lee-green-update/details>

We will publish the results of our recent traffic and air quality monitoring data on the Commonplace site by the end of November.



PUBLIC QUESTION NO. 67

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Jane Alaszewski

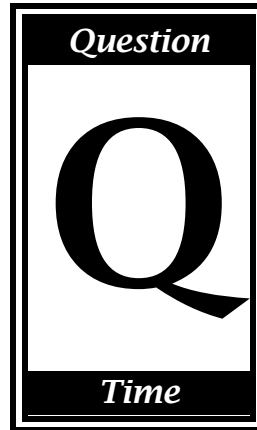
Member to reply: Councillor McGeevor

Question

My son's SEN taxi service applied for exemption weeks ago and are still waiting. What's the timeframe for this?
We've contested a PCN incurred by this service while conducting the essential service of picking up a child with SEN to attend an SEN school. It was rejected because "The Traffic Management Order does not contain any exemptions for SEN drivers". Does this contradict the mayor's announcement that SEN taxi drivers could apply for exemption?

Reply

To ensure the integrity of the LTN we encourage all motorists to respect the various restrictions throughout the area. If motorists have received a PCN which they feel they should not have, they may challenge the PCN and instructions are given on the ticket. A review of the PCN has been made and this has been cancelled, based on the SEN exemption.



PUBLIC QUESTION NO. 68

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Jane Alaszewski

Member to reply: Councillor McGeevor

Question

The original LTN consultation in 2019 found that leaving Manor Lane and Manor Park as the only open roads connecting the residential A roads, placed an undue burden on these roads. As a result, ANPR cameras for these roads were added to the plans. Why have we now gone back to a situation previously deemed unacceptable? What has changed? The situation for Manor Park is considerably worse than pre-LTN because prior to the LTN there were 5 feeder roads onto Lee High Road from Lee Green.

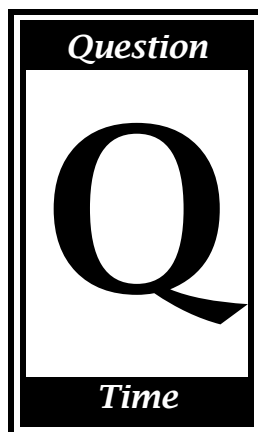
Because Manor Lane has retained its planter only Manor Park is left open. Why can the planter on Manor Lane not be turned into an ANPR to relieve the burden on Manor Park? The tweaks were partially due to traffic aggregation on Hither Green Lane. Isn't it unacceptable to solve the problem on Hither Green Lane by diverting traffic to Manor Park and all the while allowing the more affluent roads to remain closed to through traffic?

Reply

We remain strongly committed to the principles of low traffic neighbourhoods, as measures that encourage more walking and cycling will bring benefits to everyone in the community in the long term. However, we need to make sure that the timing of bringing forward any additional LTNs is right and we must carefully consider a range of factors including the impact the pandemic is having on travel behaviour, traffic levels and public transport capacity and use.

In May 2020, the Government set out its expectation that local authorities would make significant changes to their road layouts to give more space to cyclists and pedestrians. The Government also said these measures should be delivered as swiftly as possible - within weeks - given the urgent need to change travel habits as lockdown restrictions were eased. This meant that there was no time to do a full public consultation, and the measures have been put in on a trial basis, with a review planned for April.

We have been listening to feedback from local residents while working with Transport for London (TfL) to gather data and assess how the current scheme is operating and need to balance the needs of all road users, with changes implemented accordingly.



PUBLIC QUESTION NO. 69

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Jean Parker

Member to reply: Councillor McGeevor

Question

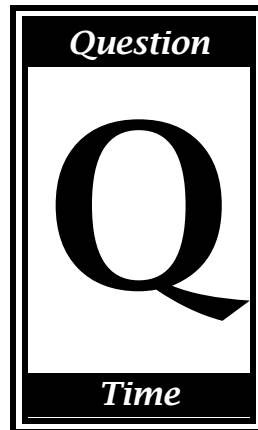
The Lewisham and Lee Green LTN has resulted in a welcome reduction of traffic in many residential roads, making these roads safer for cycling and walking. For the majority of residents, however, cycling is not an option. But all residents fit enough to leave their homes use the pavements. Does the Council have plans to make the many uneven (an often ill-lit) pavements safer for pedestrians?

Walking and cycling are good – but it is often necessary for residents to use their cars. There are two road signs in the Highway Code and in the Government's Traffic Signs Regulations which would be helpful to motorists approaching the junction of Northbrook Road with Manor Park. One warns motorists turning left of a bus lane ahead, and the other has the addition of the word "ONLY" beneath the sign picturing a cycle and a bus. Does the Council plan to clarify signage at this camera-enforced restriction?

Reply

Each year the Council delivers a footway maintenance programme, which prioritises those footway sections that are in the worse condition. In addition, the Council also carries out reactive routine maintenance works on the footway, identified through highway inspections, reports from the public about defects and hazards on the footway. This work is key to redressing uneven pavements to make it safer for pedestrians. We are currently developing next year's programme.

The council has reviewed this location and brought about changes to ensure that the signage and road markings are clear for all road users. We have installed a banned left-turn sign at the Northbrook Road exit onto Manor Park, complemented with a 'Turn Right' and right turn arrow road marking.



PUBLIC QUESTION NO. 70

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Mr Richardson

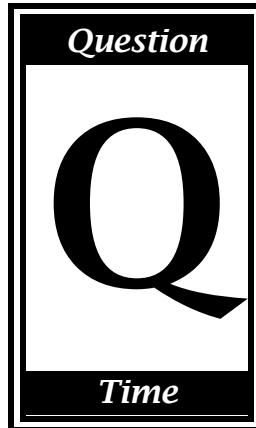
Member to reply: Councillor McGeevor

Question

Now that recent modifications to the original road restriction measures in Lee Green erected under Covid-19 emergency powers have been made, has there yet been any significant reduction in road congestion on the arterial roads surrounding the area?

Reply

We believe the recent changes that we have made to the LTN will ease traffic congestion on key junctions, such as Hither Green Lane and the South Circular. The changes require time to settle and we will continue to monitor air pollution and traffic levels as part of our monitoring strategy and will make further changes to the scheme if necessary.



PUBLIC QUESTION NO. 71

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Mr Richardson

Member to reply: Councillor McGeevor

Question

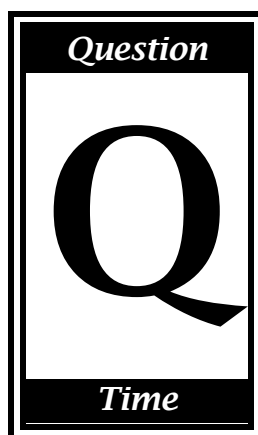
Modifications to some of the camera-guarded car traffic control barriers were introduced at some sites in Lee Green ward on 9th November 2020 and are illustrated in a very good map and document dated November 200 received through my door.

One of these sites is located on Manor Park at a T-junction with Norhbrook Road. A yellow sign stating "Revised Restrictions Ahead" is located further south on Manor Park at the junction of Staplehurst Road. The Map and Document states Manor Park will be adjusted to allow vehicles to ravel northbound (towards Lee High Road) Unfortunately a small sign beneath this sign states "No through road to Lee High Road"

So which is it please?

Reply

The document circulated to residents setting out that the Manor Park modal filter is to be adjusted to allow vehicles to travel northbound is correct. There is still some snagging work to be done to address some outstanding issues on site and this will be resolved as soon as possible.



PUBLIC QUESTION NO. 72

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Mrs. T Lynskey

Member to reply: Councillor McGeevor

Question

Is the council aware that Childers Street, Cycle Quietway 1 has become increasingly dangerous due to the number of cars parked (for free) on both sides of the street leaving cyclists vulnerable to being “car doored”? Delivery vans park in the

carriageway causing obstruction. The council's previous response to a question asked at last month's full council meeting focused on introducing a CPZ as the only solution. This would serve to formalise the unsafe situation on the street. How would a CPZ improve safety on this route? The council has the authority to suspend parking. Why is the council reluctant to suspend parking on Childers Street to ensure the safety of Quietway 1 and prioritise active travel over private car storage?

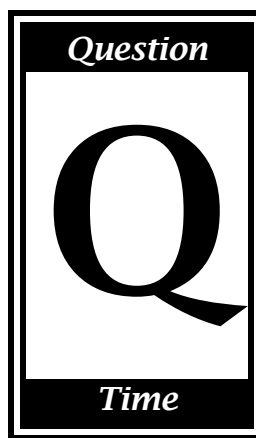
Reply

At the start of the financial year all Local Implementation Plan (LIP) funding that the Council usually receives from Transport for London (TfL) was withdrawn. This meant that we were not able to progress the planned programme of works. The Council has also experience pressure on its own budgets which has limited its ability to introduce any new schemes.

The suspension of parking along Childers Street would not have met the criteria for any of the alternative funding sources that were made available to boroughs by either TfL or DfT. As other funding sources become available, we may be able to consider this as part of future projects, depending on an assessment of competing priorities for use of this funding.

When Quietway 1 was designed it would have taken into account the traffic volumes and speeds on each street and consideration given to the most appropriate measures. It was not considered necessary to remove parking. Controlled Parking Zone (CPZ) are aimed at reducing commuter parking and decreasing traffic volumes and risk of conflict, improving safety for all users. The Council's CPZ programme is currently paused, however officers are currently considering the appropriate timing for re-starting this programme.

With regard to car doors being opened on the highway, guidance for motorists, in rule 159 advises drivers to check that the road is clear before moving out. In addition, rule 163 advises drivers to overtake only when it is safe and legal to do so and to give, cyclists at least as much room as you would when overtaking a car. Guidance for cyclists laid out in rule 67 of the Highway Code advises that cyclists maintain adequate or sufficient distance when passing parked vehicles and watch out for doors being opened or pedestrians stepping into their path. This is reinforced during Bikeability level 2 training.



PUBLIC QUESTION NO. 73

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Paul Lomax

Member to reply: Councillor McGeevor

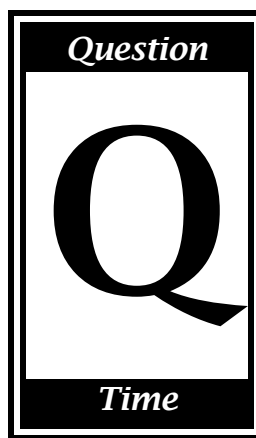
Question

Will the council commit to suspending the Lee Green LTN if pollution monitoring shows levels on roads impacted by displaced traffic are above legal limits? This was not fully answered at the last council meeting: Please respond with a yes or no answer. If "no", please explain why.

Reply

We are trying to strike a balance between retaining some of the benefits of the low traffic neighbourhood that have recently been realised and addressing some of the issues that have arisen, such as longer journey times (including bus journey times) and increased traffic in neighbouring areas. We believe the recent changes that we have made to the LTN will ease traffic congestion on key junctions, such as Hither Green Lane and the South Circular. We will continue to monitor air pollution and traffic levels as part of our monitoring strategy and will make further changes to the scheme if necessary. We will be publishing this data at the end of November via our Commonplace site.

Anyone can view the data from our five permanent monitoring sites at the London Air website <http://www.londonair.org.uk/LondonAir/>, which is updated hourly. This data indicates that there was a reduction in air pollution at all five sites in October 2020 compared to October 2019, with concentrations falling to within legal limits.



PUBLIC QUESTION NO. 74

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Paul Lomax

Member to reply: Councillor McGeevor

Question

Professor Goodwin, co-author of the seminal paper "Disappearing Traffic", Mr Simon Munk, London Cycling Campaign's "LTN" expert and campaigner, and the evidence from London Borough of Waltham Forest traffic counts before and after Walthamstow's LTN implementation all agree that even if an LTN scheme reduces traffic overall, traffic on surrounding roads is most likely to increase due to displacement of the remaining traffic. These are not temporary effects of a 'bedding in period'.

Mr Munk recently said "all good schemes cause pain somewhere". Prof Goodwin recently said "The evidence supports those critics who complain that traffic on their road has increased, even if the total has gone down. This does often happen and requires further action". And the Waltham Forest traffic counts saw surrounding roads increase 11% in aggregate, with some up as high as 40% a year after implementation. DfT data shows traffic has not subsided many years later.

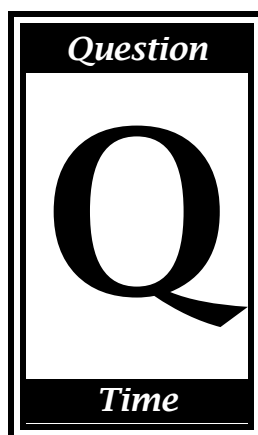
Does Councillor McGeevor accept that LTNs increase traffic on surrounding roads? If so, what is the acceptable level of increase around Lee Green? If this fact is not accepted, what evidence is this opinion based on?

Reply

We recognise that there are a range of reports and evidence relating to the impact of Low Traffic Neighbourhoods.

Encouraging sustainable and active modes of travel and reducing the number of vehicles on the road are key parts of our Climate Emergency Action Plan and Transport Strategy. In the longer-term, LTNs could help to reduce the impact of motor vehicles on air quality by creating quieter and safer streets, encouraging people who can to switch to walking and cycling and discouraging unnecessary car journeys. Although nearby roads may become busier in the short-term, the expectation is that habits and behaviours will change over time, resulting in a reduction in car trips and knock-on impacts on congestion and air quality – of benefit to all.

The recent changes we have made to the LTN are intended to address some of the short-term issues, such as increased traffic levels in areas neighbouring the LTN, increased journey times for some essential vehicle journeys and increased bus journey times. We will continue to monitor the impact of these changes and will make further changes if necessary.



PUBLIC QUESTION NO. 75

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Paul Lomax

Member to reply: Councillor McGeevor

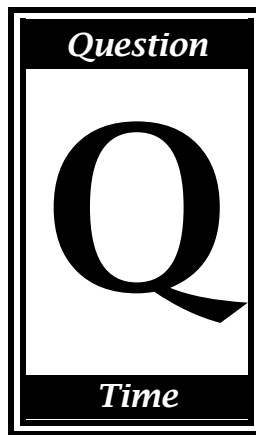
Question

Please explain how the redesigned “LTN” scheme relates to Coronavirus, especially now that traffic is being allowed through but concentrated onto fewer roads - including the set of roads apparently designated as a cycle route through the LTN?

Reply

Central government recognised the need to promote active travel during the pandemic and [asked local authorities to make significant changes to their road layouts to give more space to cyclists and pedestrians](#).

The introduction of modal filters across the borough has helped us to support social distancing (many of our pavements are not wide enough for two people to pass one another, so pedestrians were being forced to step into busy roads to keep two metres apart) as well as reducing the pressure on our roads and public transport networks. We also introduced other measures to support social distancing, such as creating more space for pedestrians in busy public places (e.g. outside local shops and park entrances) and creating more pedestrian and cycle space outside schools (via the implementation of school streets).



PUBLIC QUESTION NO. 76

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Paul Lomax

Member to reply: Councillor McGeevor

Question

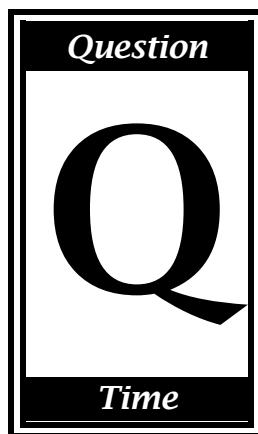
Was it intentional as part of the changes to the LTN to concentrate traffic down Leahurst Road, past two primary schools? Why have school streets not been implemented first before reopening some roads, given traffic levels past Trinity may now actually be higher than pre-LTN?

Reply

A key aim of the LTN scheme is to support people in making as many trips as possible on foot or by bike, which in turn helps improve road safety. We recognise that some schools are likely to be impacted by the changes that have been made.

We are in contact with schools in the LTN area about the introduction of school streets, a scheme which brings timed closures of some streets around school drop-off and pick-up times. We are looking to introduce the scheme to schools within the LTN as quickly as possible.

We have already worked with many schools across the borough to implement similar schemes, which help improve road safety and air quality for children travelling to and from school each day. So far we have introduced 10 schemes, with another 16 planned between now and January.



PUBLIC QUESTION NO. 77

Priority 5

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Paul Lomax

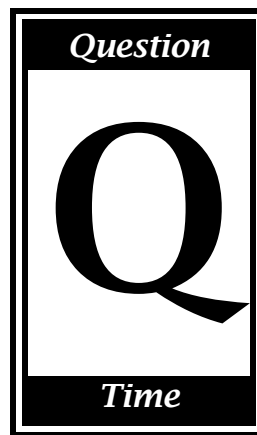
Member to reply: Councillor McGeevor

Question

There are apparently over 2,000 people in the borough on a waiting list for bike hanger space. According to the DFT guidance, one of the measures which could receive Covid funding for Road space reallocation was bike storage. Did this form any part of a bid for funds? Could it be included in future bids? Or could it form part of the investment from the £3m and counting from LTN PCN revenue?

Reply

No funding was applied for regarding bike hangars under the London Streetspace Programme as we still had the 2019/20 programme to complete, which was put on hold due to COVID. We are currently reviewing suitable locations in the borough for new bike hangars with a view to installing these asap. The borough remains committed to expanding this provision, and will apply for further funding as and when required.



PUBLIC QUESTION NO. 78

Priority 6

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Paul Lomax

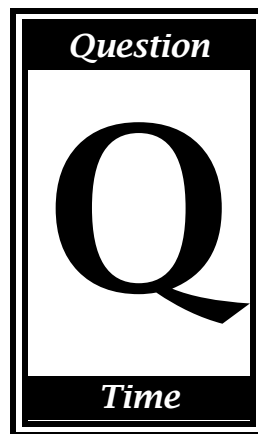
Member to reply: Councillor McGeevor

Question

Has a data protection impact assessment been conducted for the use of ANPR cameras in the Lee Green LTN, as required under data protection legislation? If so, can this be published please?

Reply

The required Data Protection Impact Assessments for the use of Automatic Number Plate Recognition (ANPR) cameras have been undertaken. These will be made available on the website.



PUBLIC QUESTION NO. 79

Priority 7

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Paul Lomax

Member to reply: Councillor McGeevor

Question

At the recent LTN public meeting it was stated that Lee Green was chosen as the first “cell” primarily due to a high number of personal injury collisions. Can you confirm whether collisions on the main roads surrounding the LTN were included or excluded in these figures? Can the council please publish the data for each of the relevant factors and the scores for each of the 18 cells based on those factors including weighting, showing their ranking for each factor and then overall ranking?

Reply

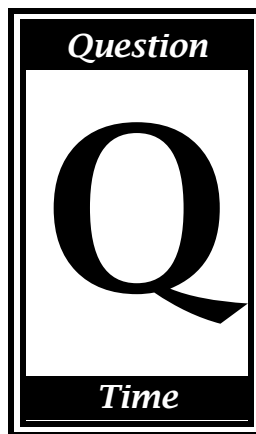
The order in which the neighbourhoods have been prioritised for treatment is data led and based on a number of criteria, as set out in our Lewisham Transport Strategy and Implementation Plan. Most of the criteria are related to the changes and benefits that could be expected when areas become less trafficked and more people are encouraged to use active travel for all or part of their journeys. A small element of the selection criteria relates to the acceptability, practicality and viability of introducing the types of intervention to significantly reduce/remove through traffic.

The criteria used to help prioritise the neighbourhoods include:

- **personal injury collisions**
- **levels of obesity in an area**
- **air quality levels**
- **asthma levels in the community**
- **levels of deprivation**
- **School Travel Plan (STP) accreditation level**
- **public transport accessibility (PTAL) and car/van availability**
- **LIP public consultation feedback**
- **pre-existing local community support and action**

There was also a desire to see different parts of the borough benefitting from the programme. Cells were therefore separated into those inside and outside the extended ULEZ boundary (the south circular), with at least one neighbourhood from either side of the boundary to be implemented in each tranche. Other factors may also be taken into consideration when determining the priority for delivery, such as the availability of funding from other sources to progress a particular area. Areas were intended to be re-prioritised at least every 2 years, using the latest available data. If the Healthy Neighbourhood programme is recommenced post, this would remain the intention. We will seek to publish the results from this assessment on the Council website.

The analysis included collision data from the main road network surrounding each ‘cell’.



PUBLIC QUESTION NO. 80

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: John Hamilton

Member to reply: Councillor McGeevor

Question

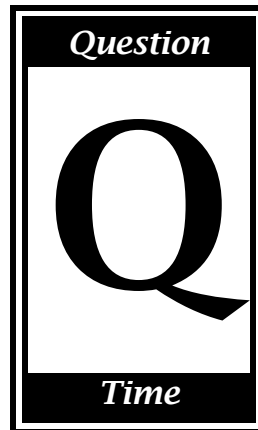
Have you and your team of officers countering climate change made an approach to the Mayor of London's Energy Efficiency Fund (MEEF) for any funding towards mitigating climate change?

Have you given consideration to the suggestion made by Extinction Rebellion that a factory to make solar panels and / or a factory to make air source heat pumps could be located in Lewisham, providing skilled employment opportunities and a reliable source of the technology which will be required to reduce Lewisham's carbon emissions?

Reply

The Mayor of London's Energy Efficiency Fund (MEEF) offers loan funding in the form of equity financing and seeks to support projects of between £3m to £20m. Officers from Lewisham Council have met with representatives from Amber Infrastructure the specialist infrastructure investment manager that delivers MEEF to discuss the fund. At present the Council has not made an application but will continue to review potential funding opportunities that could enable delivery of the Council's Climate Emergency Action Plan. The priority at present is to seek to ensure that Lewisham benefits from the funding available from the green investment opportunities in the Government's Plan for Jobs and in particular the Public Sector Decarbonisation Scheme, the Low Carbon Skills Fund and the Green Homes Grant Local Authority Delivery Fund.

I look forward to discussing Extinction Rebellion's suggestions to create local manufacturing opportunities for carbon reduction technology at our meeting scheduled for the 2 December.



PUBLIC QUESTION NO. 81

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Mrs Lynskey

Member to reply: Councillor McGeevor

Question

Is the Council aware that in 2014 residents in Lewisham's Evelyn Ward were promised a Skate & Play development in Folkestone Gardens? The council spent £250k+ S106 on the skatepark from developments as far away as Yeoman Street and The Deptford Project. The SEND play equipment was removed and the new playground did not materialise. People from Crystal Palace, Greenwich & Bromley drive to Evelyn to use the Skatepark. 6 years later there is still no new playground to meet the needs of local children, 49% of whom live in poverty. Why not?

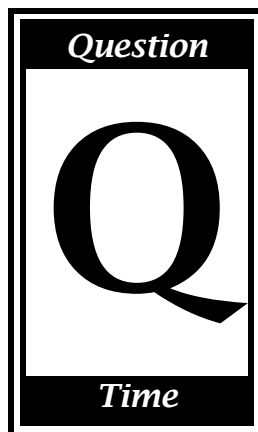
Reply

The Council is aware of the successful project that has delivered a very popular Skate Park in Folkestone Gardens, following a process of engagement with the community based 'Youth Social Action Project'. This engagement included an in-depth consultation exercise involving over 200 local youngsters who expressed their desire for more challenging skate equipment in their local park.

The project was funded via Section 106 contributions linked to developments in the vicinity of the park and an additional grant of 50k from the London Marathon Trust (LMT).

We acknowledge your disappointment in relation to the time it has taken to realise the community's aspirations for improved play facilities in Folkestone Gardens. However, I can confirm that officers have given me their assurance that they will keep stakeholders within the Evelyn Ward such as DeptfordFolk, the Friends of Sayes Court Park and Evelyn Play fully informed on progress regarding any applications submitted for potential funding, for example Section 106 and the Community Infrastructure Levy (CIL), that will enable the Council to deliver the community's aspiration for improved play facilities in Folkestone Gardens, Deptford Park, Sayes Court Park and the wider Evelyn Ward.

However, it should also be acknowledged that officer time is a scarce resource, therefore difficult decisions will need to be made in consultation with the stakeholders in relation to what order of priority any potential play facility improvement projects are delivered.



PUBLIC QUESTION NO. 82

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Maria Tate

Member to reply: Councillor McGeevor

Question

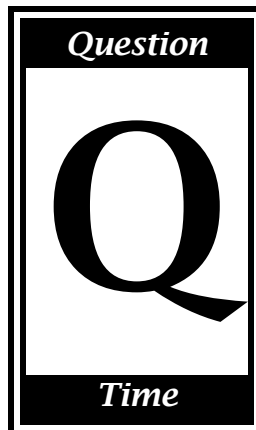
When will the impact of the current changes to the Lee Green LTN be assessed, against what criteria, and the timescale for reporting.

Reply

We will assess the impact of the changes to the LTN by undertaking traffic counts and air quality monitoring, as well as considering the views of local residents. Our monitoring strategy can be viewed here:

<https://lewishamcovidresidentialstreets.commonplace.is/schemes/proposals/monitoring-strategy-lewisham-and-lee-green-update/details>

We will also work collaboratively with Transport for London and the emergency services to understand the impact on the TfL Route Network, bus journey times and emergency response times, along with continuing to review feedback received through Commonplace. We will also be undertaking a public consultation which will form part of the scheme review in April 2021.



PUBLIC QUESTION NO. 83

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Mrs Lynskey

Member to reply: Councillor McGeevor

Question

Why are pedestrians and cyclists denied access to the Landmann Way recycling centre? Is the council aware that Greenwich and Southwark residents on foot/bike are permitted to use recycling facilities in those boroughs? Is the council willing to move the recycling centre to a part of the borough with high car ownership as the facility primarily benefits those residents who drive private motor vehicles?

Reply

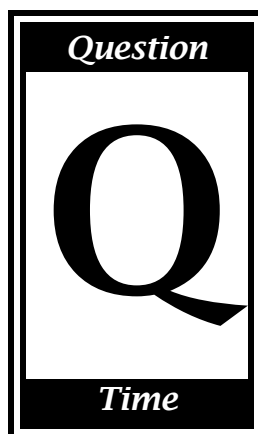
The Centre is still in a phased opening status. Due to the limited space within Lewisham's recycling centre and government guidance on Covid 19 , various measures were required to be put in place to keep staff and the public safe.

The measures implemented allowed speedy traffic flow access, disposal, egress and social distancing.

These processes and procedures are being reviewed and updated to allow residents to walk in, cycle or use a van/car to dispose of their household waste. Once the new procedures and processes have been agreed the web site will be updated to inform residents of the changes.

In addition to the Recycling and Reuse Centre, there are a number of bring sites across the borough that residents can dispose of items such as mixed recyclable, small electrical items and textiles.

The Council is under extreme budgetary pressure so is unable to look at relocation or additional sites at the present time.



PUBLIC QUESTION NO. 84

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Mary McKernan

Member to reply: Councillor McGeevor

Question

Further to my earlier correspondence with Lewisham Highways and Planning Departments about the City of London's apparent intent to close the right of way that runs between Lammas Green and Kirkdale, please can you assure me that this right of way will not be closed without the community being notified of the intention to do so and given sufficient time to make representations? Has any application been made for a Stopping Up Order or similar?

As has been proven, the footpath has been in existence since at least the 1860s. I have used the footpath for the last 18 years, my immediate neighbours since at least the 1980s, others even longer. There is no sign or notice on or near the footpath disavowing its use as a public right of way.

Section 31 of the Highways Act 1980 makes clear that the presumption arises that if a way has been actually enjoyed by the public "as of right and without interruption" for twenty years or more, then the land is deemed to have been dedicated by the owner. "As of right and without interruption" means without permission or protest by the landowner i.e.

as if the person using the land had a right to use it.

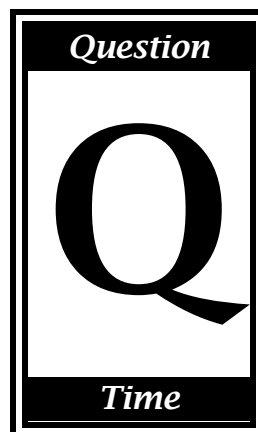
Please confirm that no statement has ever been lodged with the Council so as to disapply the presumed dedication under section 31. Has the City of London Corporation, as the "owner" of the land, deposited a "map" with a "statement" under s31(6) admitting rights of way / stating that no other rights of way have been dedicated?

Reply

The proposed development at Mais House and Otto Close, SE26 (planning application ref - DC/20/115160) will result in the alteration / diversion of the route between Lammas Green and Kirkdale. The application was presented to planning committee on 27th August 2020, and planning permission was granted subject to a Section 106 Legal Agreement and planning conditions.

The provisions of Section 247 of the Town and Country Planning Act 1990 enables the diversion or stopping up of a Highway where it is necessary to enable a development to take place in accordance with planning permission. To date, the Council hasn't received an application to make a Diversion Order and the City of London Corporation hasn't deposited a map with a statement admitting rights of way / stating that no other rights of way have been dedicated

Once the details of an application have been received, a draft Order and public notice will be produced containing details of the proposal. Those who may be affected or have an interest in the proposed Diversion Order will be consulted on the draft Order and notice, in accordance with the requirements in the Act.



PUBLIC QUESTION NO. 85

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Mary McKernan

Member to reply: Councillor Bell

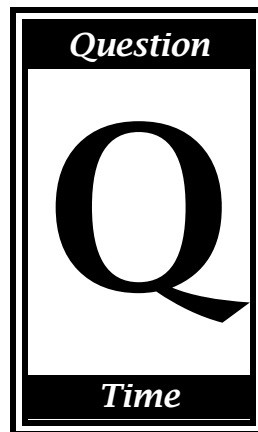
Question

When will the Council publish its response to the recent consultation on the Government's proposals contained in "Planning for the Future" ?

Reply

The Council has submitted a paper that reinforces the London Councils response that there are significant and serious concerns for planning departments if these changes are implemented. I am very concerned about how in London we can fund new affordable housing if the government restricts our funding from developers.

The Council will publish our response on the Council website in due course.



PUBLIC QUESTION NO. 86

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Mary McKernan

Member to reply: Councillor Bell

Question

Can the Cabinet Member list all the conditions relating to the proposed Mais House planning permission and how these conditions are to be discharged? Who are the consultees on each of these conditions? How will the public be consulted on these conditions prior to the publication of the grant of any planning permission?

Reply

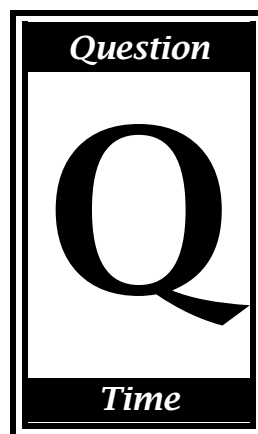
The conditions relating to the Mais House planning permission are those as outlined in the officer's recommendation to committee, available on the **Council's website**. These conditions will be amended, or standalone conditions added to take account of the additional points requested by members which were:

1. Residents consulted and kept updated with regard to construction on site
2. Land stability and hydrological survey
3. Hard landscaping condition to secure the optimum levels of accessibility

The consultees for planning conditions will be dependent upon the nature of the condition. For example, highways-related conditions would involve consultation with the Council's Highways Department; flood risk and drainage conditions would involve consultation with the Environment Agency and the Lead Local Flood Risk Authority.

Extensive public consultation was undertaken in relation to the planning application and these comments have fed into the conditions to impose where appropriate.

I know that a number of residents are unhappy with the scheme. As a council we are asking the local community to make a sacrifice in order for the City of London to deliver new social housing. As a council we will support our local residents with enforcing the conditions as set out in the planning report, heard on the night of the decision.



PUBLIC QUESTION NO. 87

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Mr Richardson

Member to reply: Cllr McGeevor

Question

The elected Mayor of Lewisham, to which falls decision-making at the Council, has decided, along with pressure and public money from Central Government, as well as input and collaboration with TfL (an unelected body) and a 'Deputy Mayor for Transport' at the GLA (also unelected) to impose on the residents of Lee Green Ward a regularly changing format of Low Traffic Neighbourhoods without local agreement.

Has 'democracy' been allocated to the dustbin of British Life?

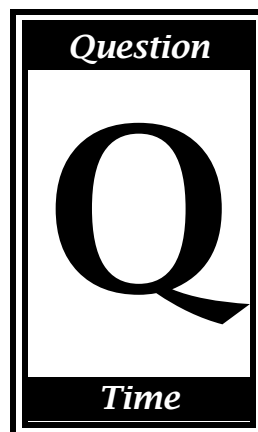
What is the purpose of a Local Authority if it simply takes policies from above - especially without the consent of its Council Tax payers?

Reply

The requirement for schemes, such as the Low Traffic Neighbourhoods, was urged to be delivered at pace from the Department for Transport requirement. This was perfectly understandable given the public health imperative that we are responding to.

The health safety of people, including our residents, is important to us and that is why the measures were put in place. We have listened to our communities and responded. That is why the council took a decision to make changes to many of the measures in place. These changes have been completed.

In December we will be sending out a survey and undertaking a review in April 2021, consulting residents.



PUBLIC QUESTION NO. 88

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Maggie O'Donnell

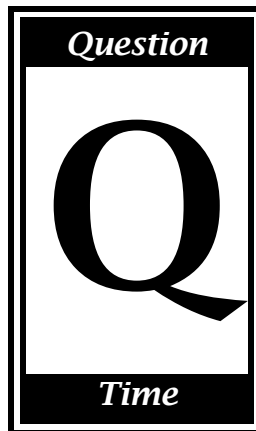
Member to reply: Councillor McGeevor

Question

Are there going to be any concessions made for community nurses like me who's ability to do our work in a timely manner is impacted by these LTN's which delay travel across Lewisham and neighbouring boroughs? Does the Council not think there is enough strain on the NHS as a result of the pandemic without adding to it by the introduction of the road closures and restrictions?

Reply

LB Lewisham officers have engaged with a wide variety of stakeholders who have requested exemptions to the scheme, including health workers. Where appropriate, temporary exemptions have been granted to allow certain groups to pass through the ANPR camera sites where their journey purposes are particularly time critical, such as emergency services.



PUBLIC QUESTION NO. 89

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Gwen Ward

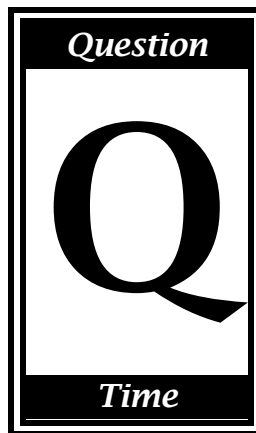
Member to reply: Councillor McGeevor

Question

As the current roads closures do not enable traffic to disperse quickly in the event of accidents or emergencies on the South Circular as has already happened 4 times, would Lewisham Council agree to take measures to sanction urgent opening of the LTN closures so situations like this do not leave cars unable to bypass any closure without occurring a penalty

Reply

The way that the LTN is deployed and managed means that the scheme is able to be flexible and therefore we can respond quickly to incidents that affect routes through the area. Where there have been previous incidents, such as the closure of the South Circular in the Lee Green area due to a burst water main, we have temporarily removed several modal filters in the area to enable residents to use these alternative routes during the closure. We expect to take the same approach for any future incidents.



PUBLIC QUESTION NO. 90

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Lori Minini

Member to reply: Councillor Bell

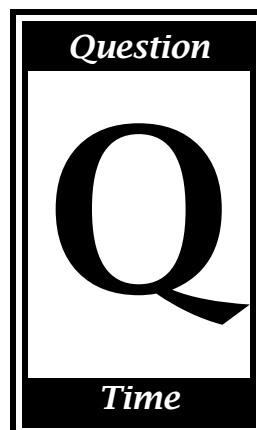
Question

How much funding have Lewisham Council committed to refurbishing Riverside Community Centre as part of a £1.18m project proposed by Youth First and Millwall Football Club? What is the source of this funding? If the Source is S106/CIL which development is it from?

Reply

There is no current formal funding allocation for the project.

Officers are working with the community group to secure the relevant funding and can update on this as it progresses, if required.



PUBLIC QUESTION NO. 91

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Lori Minini

Member to reply: Councillor Slater

Question

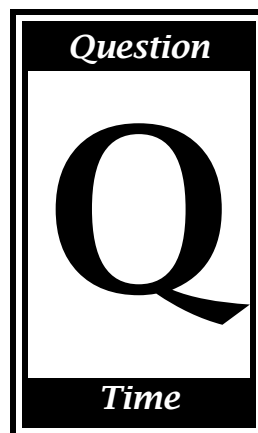
There are reports that the Mayor has said “assemblies aren’t necessarily reflective of the community that we serve” in the local press. Are these reports true and if so, are there any implications for the role of Ward Assemblies in delivering NCIL priorities? In particular, are Ward Assemblies still the best vehicle for communities to influence how S106/CIL/NCIL is spent to ensure investment where it is really needed in our communities?

Reply

The Mayor’s observations regarding the Assemblies were made in the context of the Council having to examine every single thing that it does due to the impact of COVID and the lack of effective financial support from Central Government.

The Assembly programme has many strengths and has been an important part of Lewisham Council’s proactive approach to community engagement for many years but the current financial pressure we are under means that we must examine how we maintain our commitment to this endeavour whilst saving money. In this regard it is important that we consider the role of digital platforms whose use have grown exponentially during the crisis. In this context the observation that the current Assembly programme does not appeal uniformly to all communities is a recognition that young people in particular do not seem to be attracted to the large meeting format and it is important that we explore digital alternative that may be cheaper whilst also ensuring that we do not create a ‘digital divide’ and exclude some of our older residents.

In this regard the approach to developing Ward NCIL priorities has been a trailblazer as we have used on-line technology to garner the views of those who would not normally attend Assembly meetings. This resulted in over 13,000 unique visitors and over 17,500 individual comments to help inform the priorities for NCIL. This has significantly increased the reach of the Assembly programme. The current programme itself will remain in place for the forthcoming year to undertake the important job of distributing much needed NCIL funds while alternative approaches to community engagement are explored. Future proposals will be informed by the experience of the NCIL process.



PUBLIC QUESTION NO. 92

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Lori Minini

Member to reply: Councillor Bell

Question

Is the Mayor aware that the Evelyn Residents Steering Forum (EVEREST) has a Masterplan of projects extensively supported by many local residents for the Evelyn Ward, which we presented to the Mayor in autumn 2018? Evelyn has many S106/CIL contributions made to the Council by its many new housing developments, and residents see these as providing a unique opportunity to regenerate the area which has one of the highest deprivation index in the borough. Why has no progress been made with regard to the process of allocating S106 funds in Lewisham? Can the Mayor please clarify what the process to apply for these funds is? These regeneration projects are urgently needed in Evelyn. The delay is regrettable considering some neighbouring councils have successfully progressed S106/CIL projects throughout the pandemic.

Reply

The Council is aware of the EVEREST masterplan with the Mayor being briefed as outlined above and officers meeting the group on several occasions.

The allocation of S106 funds in Lewisham continues to support the delivery of infrastructure including the funding of health and educational facilities, public realm and landscape, transport and community projects, as well as funding initiatives such as the Local Labour Business Scheme. The allocation of S106 money is also helping to deliver genuinely affordable housing within the borough, with the most recent approval securing the delivery of 55 new genuinely affordable homes for Lewisham at Mais House. I appreciate this scheme is not in Evelyn Ward.

An outline of these projects can be found in the Authority Monitoring Report (previously known as the Annual Monitoring Report) published on the Council's website each year. This year the AMR will also be accompanied by an Infrastructure Funding Statement which will provide further details on S106 and CIL income and expenditure.

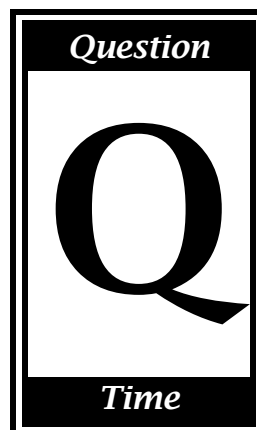
The procedures for allocating S106 funding were approved by Mayor and Cabinet in October 2003. In summary, this established a S106 Overview Group, the terms of reference for this group, a project Initiation Document (PID), approval processes linked to spending thresholds and monitoring procedures.

Members of the public wishing to promote particular projects for S106 funding have to seek the support of officers appropriate to the delivery of the project (i.e. for community projects support should be sought from Lewisham's Community, Partnership and Leisure team).

S106 agreements and associated funding are often focused on site-specific mitigation measures (e.g. a pedestrian crossing) or financial contributions to identified infrastructure needs (e.g. contribution to leisure facilities). As such, decisions on project spending have to legally meet the specification defined within each S106 agreement.

Projects are prioritised where they can clearly demonstrate meeting identified need with reference to the Infrastructure Delivery Plan; contribute to delivering Lewisham's Corporate Strategy; form part of a comprehensive service strategy; offer value for money; and meet the legal definitions specified within each S106 agreement.

As you know, I've attended a couple of meetings in my role as Cabinet Member for Housing before having Planning (and regeneration) added to my cabinet responsibilities. I am committed to supporting the aspirations of the local community in Evelyn where we can. I am grateful to you and the members of EVEREST.



PUBLIC QUESTION NO. 93

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

25 NOVEMBER 2020

Question asked by: Mary McKernan

Member to reply: Councillor Bell

Question

“Further to my question to the Council meeting of 21st October (No.154), which was: The Council is carrying out a democracy review. Yet decisions that impact on our environment and heritage are being taken behind closed doors and we're told we can't even see minutes of the meetings where Chairs of Planning Committees grant or decline approval, based on Case Officer's recommendations that we are not allowed to see.

This cannot be right.

Sydenham Society asks the Mayor to intervene to ensure that Case Officer's reports are completed and published in advance of any decision and that minutes of the meeting at which the 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.

Councillor Bell replied:

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 will 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.

Please provide an update on what is being done rectify this lapse in transparency?

Reply

Since October, officers have explored how the existing public access system can be used to update on the progress of applications, including where they go to a Chair's review meeting and that outcome. This is likely to go live within the next fortnight and as previously committed, amenity societies will be updated when this is introduced.

All councillors live in Lewisham borough. We are members of the community and care passionately for our environment. I understand that there should be transparency in decision making and support the approach outlined above.