

PUBLIC QUESTION NO. 1

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Mrs Lynskey

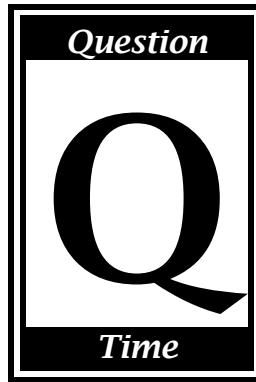
Member to reply: Councillor McGeevor

Question

Is Lewisham Council aware that on 20th October an Air Quality report presented to cabinet in neighbouring Southwark Council had a recommendation to set a target of a 5 % reduction per year to on-street parking availability in order to reach a goal of 50% reduction in parking over 10 years to meet ambitious climate emergency targets?

Reply

Yes, the Council is aware of the London Borough of Southwark's Air Quality report published on 20th October. Each borough has its own unique environmental conditions, population demographics and vehicle ownership levels. We have a range of policy and strategy documents already in place that include a range of interventions designed to encourage to use of more sustainable forms of transport which cumulatively will have the effect of reducing available parking space as these measures are introduced and parking space is re-prioritised. This includes measures such as Controlled Parking Zones, on-street cycle hangars, cycle routes, new pedestrian crossings and electric vehicle parking bays. As each of these documents comes forward for consideration/review we will consider what revised targets may be appropriate in line with the Council's own unique profile to achieve our own ambitious climate emergency targets.



PUBLIC QUESTION NO. 2

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Mr Kanini

Member to reply: Councillor Bell

Question

Is the planning and Enforcement System broken within the London Borough of Lewisham?

The reason for this question is, as an active resident in South of the borough I have noticed that every time I bring to the council's attention, nothing seems to get done.

I have brought several issues to the planning and enforcement department and nothing gets done. After a while many of these issues raised apply for retrospective application and get it.

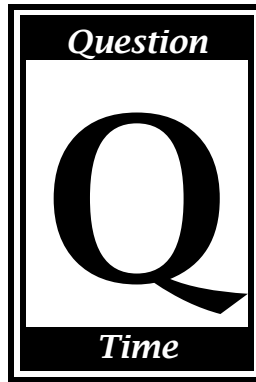
I have also brought several of these issues to some of our councillors representing our area and get the same replies: "I will look into it and get back to you on the subject" But nothing gets sorted.

Reply

The planning enforcement system in Lewisham is not broken. The planning service has a dedicated and professional team of enforcement officers who investigate enforcement complaints and take any necessary enforcement action.

The exceptional circumstances of the COVID-19 pandemic has led to challenging times for the planning enforcement team. For a substantial period from March 2020 to August 2020, the enforcement team was unable to make site inspection visits due to health and safety risks related to the pandemic. This did reduce the ability of the team to process and investigate planning complaints and as a result led to a lowering of the number of enforcement notices normally issued by the team.

In 2019-20, 383 new enforcement cases were registered. Many cases do not proceed to formal enforcement action, after initial investigations show no breach has taken place or the unauthorised development/activity is stopped as a result of the investigation. Government guidance advises that councils should only serve enforcement notices in the most severe of planning circumstances, having regard to the development plan and the public interest. 14 enforcement notices were served during the period 2019-20 to address the most serious breaches that were unable to be remedied through negotiation.



PUBLIC QUESTION NO. 3

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Phil Bridger

Member to reply: Councillor McGeevor

Question

Clarendon Rise Car Park and the adjoining streets (Clarendon Rise, Albion Way etc) are free to park on Sundays - resident parking bays can also be used by the public for free. The main multi-storey car park serving the town charges on Sundays. This leads to traffic, in a predominantly residential neighbourhood, being extremely heavy to the point of gridlock most Sundays as drivers attempt to make use of the free parking. Driver frustrations often boil over with various honking of horns/arguments throughout the day.

How does this free parking align with the ongoing climate emergency/drive to reduce vehicle use?

Is the Council aware of this issue and are there plans to remediate?

This area already sees heavy commercial vehicle use (lorries, fork lifts etc) during the week associated with the fruit and veg market. Does the council accept that this additional weekend traffic places an unfair burden on local residents?

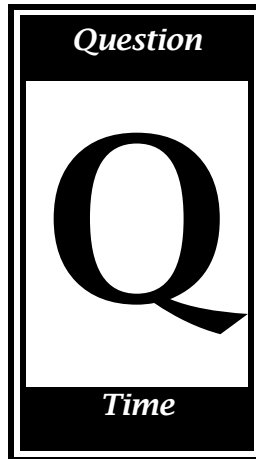
Does the council accept that the poor road layout - including the effective dead end on Albion Way exacerbates the situation for local residents?

Is the council able to articulate their understanding of the impact on neighbouring roads (Clarendon Rise, Albion Way) of the upcoming timed closure of Bonfield Road?

Reply

The Council car park operates Monday to Saturday 9.00am to 6.30pm. The multi storey car park is run by the shopping centre and is not operated by Lewisham Council.

The Council is committed to rolling out controlled parking zones across the authority, subject to public consultation and may consider the operation of the council car park as part of this process. The Council has no current plans to close Bonfield Road.



PUBLIC QUESTION NO. 4

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Margot Wilson

Member to reply: Councillor McGeevor

Question

How does the number of trees planted in Sydenham in 2020 compare with the number of trees felled and removed? How does this square with the declaration of a climate emergency?

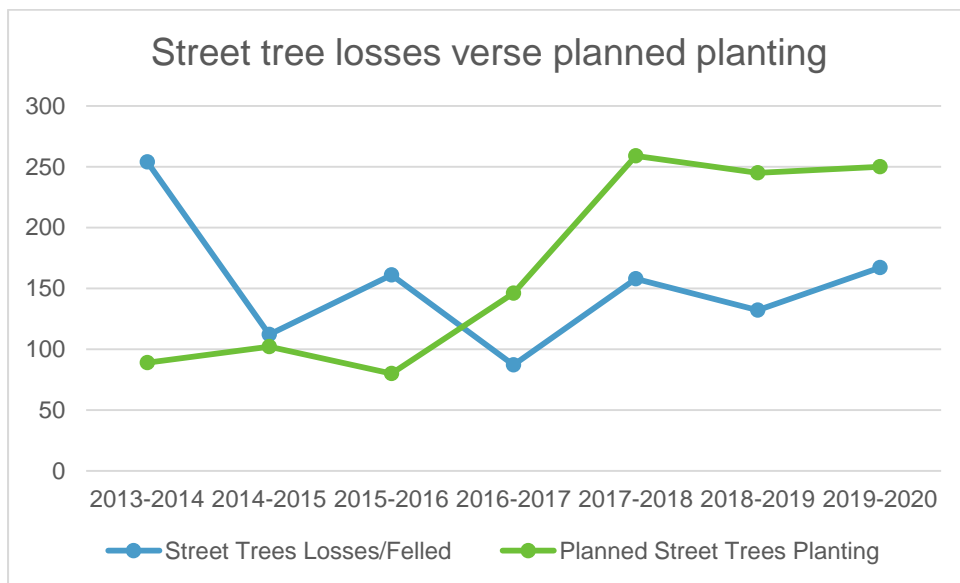
Why is it so expensive to sponsor a tree? Are there funds available, from any sources, to plant street trees in areas where the residents cannot afford to do so themselves?

Reply

- Number of street trees lost in Sydenham 2019-20 = 2
- Number of street trees lost in Sydenham 2020-21 = 2
- Number of street trees planted in Sydenham winter 2019-20 = 2
- Number of street trees planted in Sydenham winter 2020-21 = 13
- Number of street trees planned for planting in Sydenham winter 2021-22 = 1 (so far)

1. How does this square with the declaration of a climate emergency?

The numbers show that we have planted more street trees in Sydenham than we have lost in the last two years. This is positive news that is also reflected across the borough as a whole. Please see the below graph detailing street tree losses plotted against street trees planted. This demonstrates the commitment that the borough has to increasing its street tree stock and ameliorating the effects of climate change. We will have planted over 270 trees this winter including over 100 School Street trees, many of them in areas of low canopy cover and high deprivation, funded by Thames Tideway and DEFRA.



2. Why is it so expensive to sponsor a tree?

There are a lot of complex factors that need to be balanced in order to establish a tree in the street scape. The tree must be a robust specimen, able to withstand environmental and human interactions/pressures. This necessitates the use of heavy standard trees that are typically many years old and more expensive and difficult to

establish. This is because any plant becomes more attune to its environment as it matures. Therefore, any translocation requires more care and attention if it is to successfully thrive.

Lewisham street trees are expertly planted. Planting positions are assessed for highway health and safety, (with of carriageway/pavement, future trip hazard assessment, sight lines etc); Above & below ground utilities; Consultation & public support for planting positions, especially in residential streets, where they are near to properties and/or compete with private vehicles.

The breakdown of costs to plant a street tree in Lewisham is as follows:

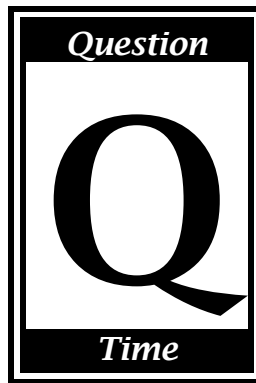
- Contractor costs for digging of 1 x pit and planting 1 x standard sized tree with 2 x stakes, ties and irrigation = £319.44
- Cost of tree approx. = £150 (average)
- **Total without contractor watering = £469.44**
- 2 year's watering costs if necessary = £244
- **Total with contractor watering = £543.44**

(This does not include any of the admin costs involved through Street Trees for Living and Green Scene)

This breakdown of costs can be benchmarked against other boroughs and is very competitive. Furthermore, the borough's establishment success working in partnership with Street Trees for Living (STfL) is over 95%. This is an exceptionally high standard that most other London Boroughs can't match.

"Their results are extraordinary: in some boroughs, 30% of street trees die within the first few years of planting; in Lewisham it is 5%" (Rosie Kinchen of The Times)

3. Are there funds available, from any sources, to plant street trees in areas where the residents cannot afford to do so themselves?
- STfL is also constantly looking into ways to raise funds to plant trees in areas where there are higher levels of deprivation. For more information and fundraising tips visit www.streettreesforliving.org/



PUBLIC QUESTION NO. 5

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Mark Bennett

Member to reply: Councillor Dromey

Question

In August the Council announced an initiative to recruit 100 apprentices in 100 days. How many were actually hired in that timescale? When did the Council change its target to advertising 100 apprenticeships in 100 days & what was the reason for the change?

Reply

Thank you for your question.

The coronavirus pandemic has triggered an economic crisis, with unemployment and particularly youth unemployment surging. We're determined to do what we can to support businesses and residents locally through the crisis. We wanted to create and promote more apprenticeships for local residents to provide high quality training and employment opportunities.

Our goal was always to advertise 100 apprenticeships in 100 days, rather than for the recruitment process to be completed within that period. Even in the best of times, it would not have been possible from a standing start to advertise, interview, and recruit to all 100 apprentices within that period. In the current context – where apprenticeship starts have fallen by half nationally – this would have been impossible. There was a wording error in the original press release which referred to recruiting rather than advertising, for which we apologise.

Since August 2020, 125 Apprenticeship placements have been secured in roles across the Council's departments and with external employers, following a focused engagement campaign and workshop events with hiring managers. As a result of the 100 in 100 campaign the following recruitment outcomes can be reported;

- 28 apprentices have been offered a post following a successful interview and of those 17 apprentices have already started their new post.
- Another 63 recruitments are underway with interviews completed.
- An additional 36 posts are at the shortlisting stage with interviews to take place imminently.

Recruitment is still underway with 44 posts still being advertised this month and shortlisting to take place by the end of February 2021.

The resurgence of the virus has posed many challenges to Council staff; we've had to re-direct resources to the emergency response, we've faced additional budgetary constraints, and we've faced reduced appetite from employers to recruit new apprentices. As a result;

- 2 posts will be re-advertised due to employer withdrawal of an offer and a candidate rejection of offer.
- 15 posts which were initially advertised were withdrawn due to lockdown restriction changes impacting on a combination of finance and capacity to support apprentices

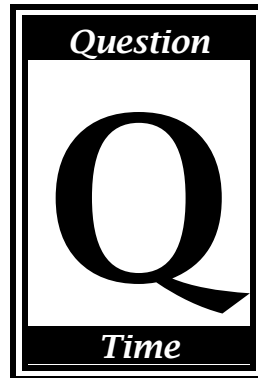
Despite the challenges and the ambitious timeframe, the Council has been successful in securing and advertising well over 100 apprenticeships in 100 days.

At a time when youth unemployment has rocketed, this campaign has provided a significant number of valuable, high quality apprenticeship opportunities available for Lewisham residents. It means that despite the pandemic, we're on course to meet our challenging target of 250 apprenticeship starts by 2022.

Evaluation of this campaign will inform further activity including the development of a broader Youth Employment Offer, building on the relationships established and learning from the challenges encountered.

I'd very much encourage local residents who are interested in taking apprenticeships to sign up for our email updates, and I'd encourage local employers to consider taking on an apprentice. You can find out more on our website at <https://lewisham.gov.uk/myservices/employment-support-and-careers-advice/apprentices>.

I'd like to say a massive thank you to the officers who worked on this campaign, and to our local partners and the employers who provided the vacancies.



PUBLIC QUESTION NO. 6

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Gerard Ambrose

Member to reply: Councillor McGeevor

Question

Dear Sir, on my usual walk, 30/12/2020 I noticed a parking attendant working in Quentin Road SE13, I asked him was he an essential worker to which he replied he was doing what he was told to do by his employer. I said that all shops apart from essential shops were closed in the government's new lock down and we now are all in tier 4, so why are you still working and issuing tickets? I said that this was quite disgraceful and his employers and Lewisham Council should be ashamed of themselves. The government is compensating councils for not being able to make money from parking and issuing tickets in this tier 4 situation so it is basically not legal for this to be still happening.

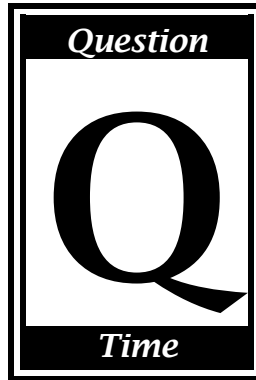
Reply

It is important that enforcement of on-street bays and off-street car parks continues as usual. This is to ensure that we discourage non-essential traffic in the Borough and protect resident parking bays, which will be nearing capacity due to the number of residents working from home.

Enforcement will focus on dangerous parking and vehicles causing obstructions, to ensure traffic flows freely and critical services can continue to be delivered in the Borough without obstruction from dangerous parking.

The Council continues to support our key workers and has issued over 4,000 free parking permits to assist critical services such as NHS and Health and Social care workers in the community. These permits allows key workers to park in short-stay, Pay & Display, and residents bays, so it is important that vehicles which do not have a valid permit for using residents bays are subject to enforcement to mitigate the impact on residents whilst continuing to support our keyworkers during this difficult period.

We have been working to ensure the appropriate risk assessments have been carried out and staff are well protected.



PUBLIC QUESTION NO. 7

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Peter Richardson

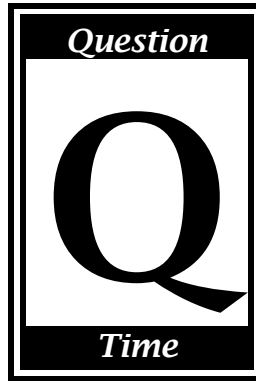
Member to reply: Councillor McGeevor

Question

What has happened to the survey of residents over the Lee Green Low Traffic Neighbourhood that was planned for December 2020?

Reply

We are now planning to combine this survey with the full consultation for the end of March, though Covid may affect this date. The situation with Covid is changing on a daily basis and may change the date of the consultation.



PUBLIC QUESTION NO. 8

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Linda Winder

Member to reply: Councillor Bell

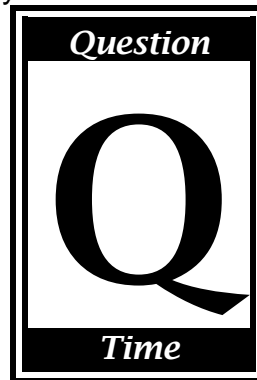
Question

Can you please update us on what is going on with the Lee Green shopping centre regeneration? The longer these buildings remain largely empty and increasingly derelict the more harm this does to our community.

Reply

Active discussions on an amended scheme to redevelop the Lee Green shopping centre stalled as a result of the COVID-19 pandemic. The Council was informed in December 2020 that the site has been sold to the developer Galliard and it is understood that they are keen to progress with the submission of a redevelopment scheme.

I appreciate how frustrating it is to see this site in such a state. The developer has a responsibility in my view to the local community to look after assets it owns. Planning officers and myself expect Galliard to work with the community and bring the scheme forward with amenities and genuinely affordable housing.



PUBLIC QUESTION NO. 9

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Tanya Woolf

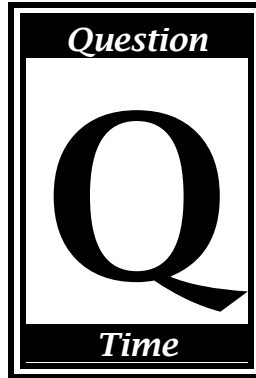
Member to reply: Councillor McGeevor

Question

After very extensive objections from a very large number of residents in the central Lewisham and Lee Green area bounded by the A20, A21 and south circular to the LTN, the council publicly and repeatedly promised to conduct a survey of all these residents and businesses in this location in December. This has still not happened and it's now 3 January. When will we receive the survey and what will be the deadline to submit responses to it?

Reply

We are now planning to combine this survey with the full consultation for the end of March, though Covid may affect this date. The situation with Covid is changing on a daily basis and may change the date of the consultation.



PUBLIC QUESTION NO. 10

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Peter Cordwell

Member to reply: Councillor McGeevor

Question

What kind of council traps its residents into paying out thousands of pounds in fines via a traffic plan that had next to no consultation and then responds with threats of bailiffs when a confused 73-year-old resident (as with scores of others) is told to pay £195.

Reply

The main purpose of the low traffic neighbourhood (LTN) 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.

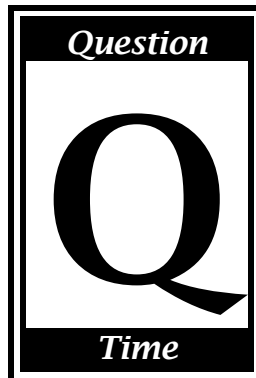
In May 2020, the Government set out its expectation that local authorities would make significant changes to their road layouts to give more space to cyclists and pedestrians.

The Government also said these measures should be delivered as swiftly as possible - within weeks - given the urgent need to change travel habits and this meant that there was no time undertake the engagement and consultation that would usually be done. However, we will be undertaking a full public consultation on the scheme as part of a review, which is planned to be undertaken in March 2021.

As with other local authorities, we are enforcing some of the modal filters implemented as part of the LTN through cameras and our aims are to see high levels of compliance. If motorists choose to drive through restrictions they will receive a fine, which we hope discourages them from repeating the same manoeuvre.

Penalty Charge Notices for moving traffic contraventions are issued under London Local Authorities and Transport for London Act 2003 and when a Traffic management Order is in place. The issue of a PCN follows a statutory process that includes the right of Appeal to an independent tribunal service. For moving traffic contraventions, the process is set by legislation under the London Local Authorities and Transport for London Act 2003. The information is provided on the front of the PCN. Therefore, should a motorist wish to contest the PCN they must follow this statutory process and present their challenge in writing to the address stated on the PCN.

We assess each case on its own merits and the information presented at the time; however, we aim to manage cases sympathetically. If there are particular cases that you wish to raise with us, please do so and we will investigate and support accordingly.



PUBLIC QUESTION NO. 11

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Sarah McCusker

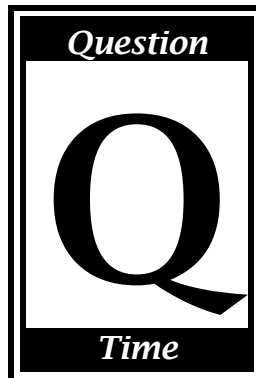
Member to reply: Councillor McGeevor

Question

The barrier in Leyland Road has been down for nearly 3 weeks and traffic is again speeding through without a care for pedestrians who have now gotten used to being able to walk/cycle in the road. Is this road open or closed? What has been the point of all the consultation and implementation of barriers for them now to be discarded/abandoned and at what financial cost and to whom? Surely the residents of Leyland Road have a right to be informed if their road is open or closed? I'm informed that perhaps the barriers have been vandalised. 3 weeks without being fixed? What on earth is going on, it's like a comedy show. You really couldn't make it up!! How difficult can it be to implement road calming measures that actually work in this day and age? So very disappointing and embarrassing.

Reply

Leyland Road forms part of the Lewisham and Lee Green low traffic neighbourhood (LTN). Officers have been notified of this particular issue and will ensure it gets resolved asap. Unfortunately a number of the measures implemented as part of this scheme have been subject to a high level of abuse and vandalism. We continue to try and resolve through installing a new locking mechanism to all of our demountable bollards to make them more resilient to vandalism. Moving forward please report any incidents of vandalism to <https://lewisham.gov.uk/myservices/environment/street-cleaning/report-a-problem-with-a-street> where we will be able to respond swiftly to issues such as the one you have raised above.



PUBLIC QUESTION NO. 12

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Ben Smith

Member to reply: Councillor McGeevor

Question

The Council have stated that rolling out infrastructure to allow residents to opt for electric vehicles is a high priority. It is their aim to have a charge point within 500m of all residents by the end of 2022.

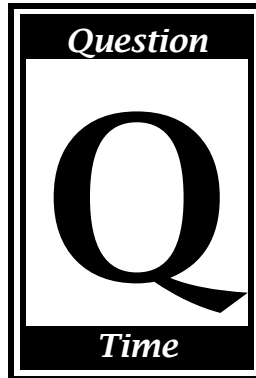
My question is whether they acknowledge that this is too little too late and could they specifically respond to the points below:

1. With the introduction of the ULEZ in October 2021 residents are changing their cars now. With the poor infrastructure available now in Lewisham this opportunity has already been lost.

2. Who wants to have to charge their car for 6 hrs at a time several times a week 500m from their homes? For this to be viable and persuade residents it needs to be 200m or less.
3. There has already been press for the first time ever a child has died due to traffic pollution and this happened in Lewisham. So Lewisham of all boroughs need to take this seriously.
4. Without a solution for home owners (those without a drive) to charge vehicles -their offering is incomplete and badly thought through. As demonstrated by the trials by Oxford City Council, there needs to be a solution for home charging under a pavement paid for by residents. Without this and combined with poor public infrastructure Lewisham are not making electric viable.

Reply

1. The council has implemented a range of electric vehicle charging points across the borough, utilising funding available from Government and suppliers. Charging points are available within the proposed ULEX area, and will continue to roll out further charging points in line with our Low Emission Vehicle Charging Strategy by the end of 2021.
2. The Lewisham strategy of installing a charging point within 500m for all residents is considered a fair way of ensuring that the developing network was available equally across the borough. This has balanced this with a demand led approach to ensure that areas of high initial EV adoption are prioritised for installation. If you would like to suggest a location for a charge point, email electricalvehicles@lewisham.gov.uk.
3. Following the inquest into the tragic death of Ella Kissi-Debrah, Lewisham will do everything we can to enact and call for change – working with the Government and Transport for London to try to reduce the impact of traffic and air pollution on our community. Our Transport Strategy and Local Implementation Plan, outlines a range of measures to tackle pollution and improve air quality as well as supporting the Climate Emergency Declaration in 2019 to making the borough carbon neutral by 2030. This is a challenge for the whole of London, and one that Lewisham is taking seriously, and making every effort to tackle.
4. Lewisham acknowledges the challenges in this difficult financial climate we continue to seek to secure as much funding to build on the work already delivered.



PUBLIC QUESTION NO. 13

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Andy Smith

Member to reply: Councillor Bell

Question

Would the Council ensure that an economic impact assessment is carried out analysing the impact on the independent Ladywell shops, of the proposed Sainsbury's local store?

Would you confirm that this is done prior to any planning consents given?

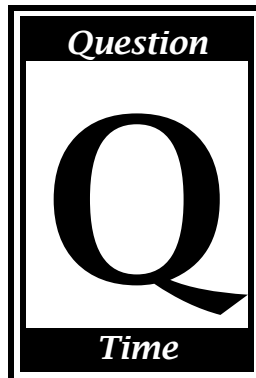
Reply

It is assumed that this query relates to 93-99 Ladywell Road.

Planning permission for redevelopment, including retail use to the ground floor was assessed and approved in 2019. As such, retail use has planning permission at this site and there is no requirement to submit any such assessment.

I do realise how concerning yet another same old chain brings to local businesses and residents. One of the worst aspects of UK towns and local areas is the proliferation of the same shops, repeated throughout England. There is not a lot we can do to stop such supermarkets opening in our communities, except as individuals, that is by individually and collectively supporting local shops to enable them to compete with these large corporations.

I remember when I lived in Warwick, many years ago, there was a wonderful, unique and successful bakery selling a whole variety of different products, made locally. Then Greggs opened across the road. They undercut the bakery on price and eventually it closed, leaving Greggs alone on the high street. This is a sad reality of the economic system we have that gives the illusion of choice, but in reality the choice is limited to the products that generate a profit.



PUBLIC QUESTION NO. 14

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Gerard Pearson

Member to reply: Councillor McGeevor

Question

The Lee blockage (LTN) remains largely in place despite causing huge range of problems for residents, motorists, cyclists, public transport drivers and their passengers, delivery drivers, essential service (gas, electric, plumbers, water etc) workers, health workers, businesses, the sick, elderly and less mobile and others.

When it examines the impact on the blockage will the Council ensure that all those affected are consulted thoroughly in an open and unbiased fashion? Many of these will be from beyond our Borough boundaries and some from outside the London area itself.

Lewisham is not a separate mini-state and should not be sealed-off, in any part, from the rest of a great city.

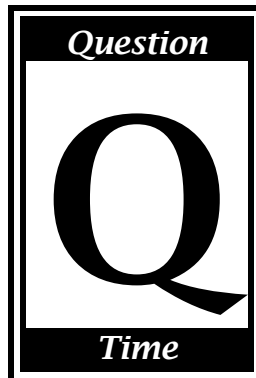
Reply

The public's views on the Lewisham and Lee Green low traffic neighbourhood (LTN) are an integral part of the decision making process in relation to the future of the LTN,

and views will be sought through a full and thorough public consultation, which is planned for March 2021.

We want the public consultation to reach as many people as possible and encourages as many responses as possible. We will therefore be using a range of consultation methods so that the consultation reaches as wide a range of people as possible.

It is likely that the public consultation hosted on the Lewisham website consultation portal and will be publicised using the Council's normal communications channels, as well as a letter drop to the residents and businesses in the vicinity of the scheme area. A consultation document will be made available which will provide an overview of the schemes and the monitoring data that has been gathered.



PUBLIC QUESTION NO. 15

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: David Hamilton

Member to reply: Councillor Bourne

Question

Can you explain why the use of the running track at Ladywell Arena has been restricted to just two periods a week, Tuesday evening and Thursday evening?

Before the recent decision to hand management of the Arena to GLL the track was open all day and evening to 9pm with floodlights.

This track has been the home to Kent Athletic Club since the cinder track was laid at this site in 1936 and was available to anyone and free to use for children and pensioners whereas now the restricted opening sessions are only for those in the "training groups" which is aimed at middle distance runners. As a pensioner and member of Kent Athletic Club I am now no longer able to use the track as although I am still interested in competition training, the "training groups" are only for the 18 to

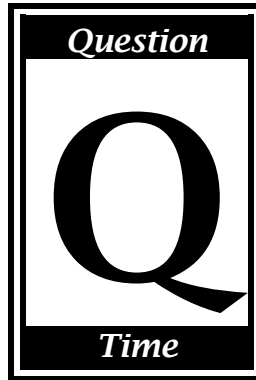
40 age groups. There is no provision for training or racing for "veterans" (over 35 for women, over 40 for men) who are now forced to run on the streets or in a park rather than on a proper running track.

Was this envisaged when the management was contracted to GLL and who was consulted about this drastic change?

Reply

All current activity across the leisure facilities in Lewisham is dictated by the impact of COVID 19, either directly or due to the increased financial pressure it has created.

The Council is committed to working with Kent Athletic Club to return the track to use ASAP and has met with them a number of times to agree the reopening times. This dialogue will continue through lockdown.



PUBLIC QUESTION NO. 16

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: James Evans

Member to reply: Councillor McGeevor

Question

Could the council explain why it takes over two years to get absolutely nothing done about a bus shelter at Bell Green, blocking the pavement, which is now making social distancing impossible?

I reported this on FixMyStreet in June 2018 .

I reported this on FixMyStreet in November 2019 .

I eventually got into a drawn out conversation with TFL, where they concluded it was nothing to do with them.

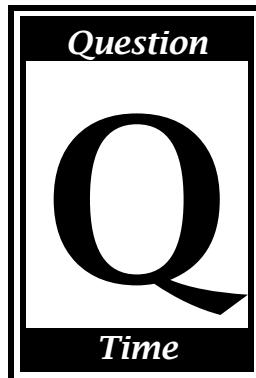
The council then claimed it was nothing to do with them.

The bus shelter remains, despite covid19, social distancing grants and my best efforts as a concerned council tax payer.

Why is it such a difficult process, why have Lewisham Highways not done their job and why have I been repeatedly ignored and fobbed off for years?

Reply

We have been liaising with J C Decaux to change this particular bus shelter to a cantilever shelter, which will improve the available footway space. Due to the electrical works involved in changing the bus shelter there will be a lead in time for the work to be completed, but we are working to deliver this change as soon as possible.



PUBLIC QUESTION NO. 17

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Joan Sakkas

Member to reply: Councillor McGeevor

Question

What updates have you for residents of Lee Road and Blackheath Village regarding the non-social distancing and the high volume of traffic, especially HGVs using both roads to access A2.

Can you also confirm that the 20mph on these roads will be enforced with the use of cameras? We already have sign warning that there are cameras in operation but of course there aren't any cameras to date.

However in view of the LTNs in Lee Manor and the restriction of HGVs in many of the wider roads, would you agree that a camera and HGVs restriction would be a suitable easy solution for Lee Road and Blackheath village both just single lane roads? Both have extensive HGV traffic plus continuous speed contraventions and

are used by more cyclist than we can see in the LTN areas. LTN roads in the video I have sent to the Council are very wide but already have restrictions unlike Lee Road and Blackheath Village, unsure why?

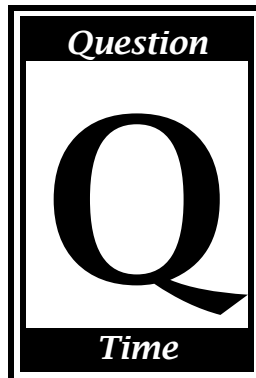
The LTN restrictions were installed swiftly in the Lee Manor area so we hope this can be undertaken in the same efficient manner?

Reply

We have sought to mitigate HGV movements on roads that are less suitable for large, heavy goods vehicles. Lee Road is officially classified as a B road and is expected to provide movements for vehicles including HGVs. These roads are considered more suitable for key movement functions, including access to the A2, and to restrict their use by HGV's would not be feasible as this traffic may then be diverted to other less suitable routes.

Lee Road is also a borough boundary road with Royal Borough of Greenwich. Therefore any changes to traffic management involving this road would require their agreement as an affected highway authority.

With regard to speed enforcement, and the 20mph limit, local authorities do not have the powers to enforce speed limits, including by camera. This responsibility rests with the Police and we have informed the Police of your concerns.



PUBLIC QUESTION NO. 18

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: William Darwin

Member to reply: Councillor McGeevor

Question

How many pieces of resident feedback (even better, if possible, how many residents) have given you the feedback that the LTN scheme has made an already terrible year for most of us even worse?

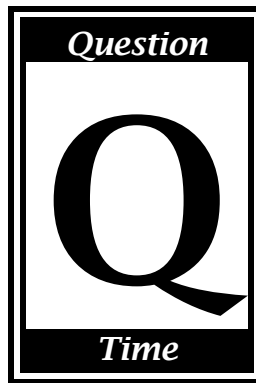
Reply

The Council has received a high volume of correspondence to both Members and Officers. This correspondence has expressed views both in support and in objection to the scheme.

Residents have been asked to provide feedback via Commonplace, 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. This 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.

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



PUBLIC QUESTION NO. 19

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Teresa Chambers

Member to reply: Councillor McGeevor

Question

My question for the Council like so many others is about the LTNs imposed on residents. Like so many other residents I'm incredulous that Lewisham Council has gone so far and so deep to control car drivers. And unfortunately the restrictions put in place so not make any logical, geographical or traffics restricting sense.

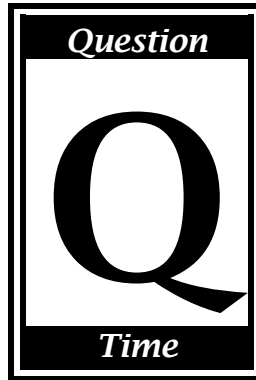
My question is about all of the no entry restrictions along Rushey Green from Lewisham hospital right through to the Ringstead Rd. Why? These were not rat run roads and has made this difficult to just get around in general? Can we please have consultation on which roads would be best to close if this is needed?

Reply

The traffic restrictions along Rushey Green were implemented by Transport for London (TfL) as they are the highway authority for the A21. TfL announced publicly in April 2020 that cycling and walking improvements would be brought forward for the A21 between Catford and Lewisham, as part of the Mayor of London and TfL's London Streetspace programme.

45% of collisions along this corridor occur at T-junctions such as Roxley Road, Rosenthal Road, Felday Road and Mount Pleasant Road. TfL have banned those movements at these side roads to reduce the risk of collisions at the junctions, and therefore ensure the scheme is safe for everyone, while maintaining access to local roads for residents. The current scheme is temporary, and as such all implemented measures will be monitored to ensure that they achieve the intended benefits. Should the scheme be made permanent, there will be an opportunity to re-evaluate these banned turns.

Residents are able to find further information regarding the scheme and provide their feedback using TfL's feedback form, which can be found using this link - <https://consultations.tfl.gov.uk/general/streetspace/>



PUBLIC QUESTION NO. 20

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Mark Morris

Member to reply: Councillor Dromey

Question

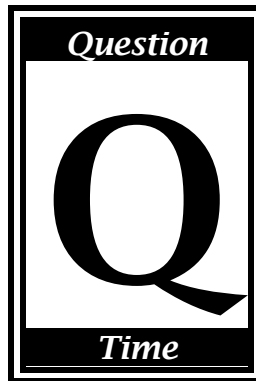
Please set out the details of any application or applications that Lewisham Council made to the Future High Streets Fund run by the Ministry of Housing, Communities and Local Government.

Reply

We are committed to supporting our high streets and town centres to thrive.

While the Council did not submit under this latest bidding round, instead we have prioritised – and been successful in – several other bids for investment in our town centres. Most notably the GLA's Good Growth Fund (£1.5m) and the Get Building funding (almost £1m) – both of which are supporting our proposed early Phase 1 investment in Catford town centre.

We will continue to look at all bidding opportunities and prioritise accordingly.



PUBLIC QUESTION NO. 21

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Ola Agbaimoni

Member to reply: Councillor McGeevor

Question

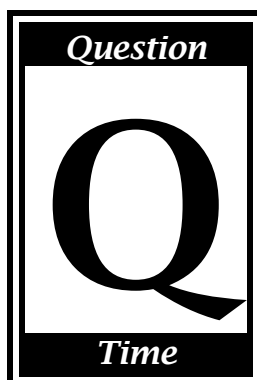
Please can I ask the Council why the roads are no longer being swept? I live in Hither Green Lane and walk each day in a large circle from my home through Lee up Lee High Road along the South Circular and back down Hither Green Lane. The streets are absolutely filthy! The leaves haven't been cleared, people have taken to dumping items of furniture, on the street and there is litter everywhere, including a large number of disused face masks.

What is supposed to be the street cleaning schedule? As I walk daily I see the same rubbish day after day, until it gets blown somewhere else. Now that the only things people can do is go for a walk, it is even more important that this very brief escape is not spoilt by unkempt streets.

Reply

Our regime is to schedule main roads daily, Monday to Friday. Residential roads are currently scheduled to be swept once per week.

With the constraints of Covid-19 pandemic, we are constantly challenged with ensuring we can provide the correct resource to clean the streets, whilst protecting workers and the public and there will be occasions where the cleansing regime will alter, as a result.



PUBLIC QUESTION NO. 22

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Vinay Patel

Member to reply: Councillor Bell

Question

Is it a legal requirement for the council to notify local residents to the latest town centre development proposal, and if so what catchment area of residents need to be notified and by what means? Note: Many residents will be impacted significantly by loss of daylight/sunlight, overlooking/privacy and rights to light issues. Does the council intend to inform residents who may be significantly impacted upon by the councils' latest proposals?

The 'Catford Town Centre framework' (draft issue September 2020) plan is currently stated as being a 'draft' issue. Prior to the framework being formalised, are local residents required to be informed by the council to allow comments or objections to be considered or addressed?

There are several protected local views within and bordering the proposed Catford Town Centre site boundary. It feels that a block of towers up to 20 stories in height

(within 'the Lanes' character area), will only do harm to those described in the Council's own policies (*Tall Buildings Study - An evidence based assessment - September 2010 and updated 2012, Lewisham local development framework*) and not protect these views. Has the council/planning department, addressed these protected local views when proposing the building heights?

The council documents also mention sensitivity is required to the neighbouring Victorian terrace streets and settings of the various listed buildings. Can the council/planning department justify how proposed buildings up to 20 stories in height are being sensitive to the neighbouring context?

Has the planning department commented or approved the latest proposed building heights within the draft 'Catford Town Centre framework' plan - which are currently stated to be up to 20 stories in height?

Reply

The consultation on the draft Catford Town Centre Regeneration Framework is non-statutory, therefore there is no legal requirement for the Council to distribute a newsletter to households. For the past four years, we have run a thorough consultation with the local community. We are keen to continue in this spirit and decided to distribute a newsletter to all households in Rushey Green and Catford wards at the end of 2020.

Until Friday 5th February 2021, we are encouraging everyone to share their response to this latest draft Framework Plan so it can then be finalised by the Council in the spring.

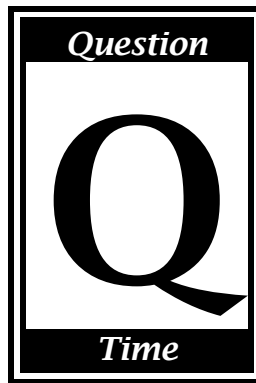
It is important to note that this is not a planning application, which would be more prescriptive with a specific number of homes and resulting building heights to be delivered in a short timeframe. Instead, the Framework Plan offers the opportunity for a measured consideration of wider growth over a longer timeframe. It may well be several years, or even a decade, before planning applications come forward for these sites. The Framework Plan should be considered as a collective vision - a tool for both the Council and the community to shape any proposal in a way that balances the requirements for new, affordable homes, sensitive building design and is realistic in terms of the development potential of these sites.

The Framework Plan explores appropriate densities across each of the character areas and shows indicative height ranges. In 2019, the community consultation introduced an earlier version of the Framework Plan which tested a greater number of homes (3,000+) exploring how the resulting densities and building heights might work across the town centre. Our discussions with the local community focused on building density across the town centre and where taller buildings would be best located across the regeneration sites.

Following community feedback on the housing density, the current draft Framework Plan explores a lower target of new homes - showing a reduction of 10-20%, meaning our indicative drawings now show buildings of a scale and height that we feel are more appropriate to the neighbouring residential areas over the next 10-15 years.

The exact height of any building is a level of detail that will emerge as individual planning applications come forward. The Framework Plan does not propose 20-storey buildings, but presents a maximum height range of 17-20 storeys in a handful of locations.

Any future planning application would need full independent public consultation and as part of the usual planning process, the Council's Planning Team would require the proposals meet a number of policy requirements including issues such as rights to light, impact on neighbouring properties and protected views.



PUBLIC QUESTION NO. 23

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Georgia Smith

Member to reply: Councillor Bell

Question

How much Convoys Wharf S106 funding has been awarded to The Lenox Project to reconstruct a colonial battleship by Lewisham Council to date? How has this funding been used and what outputs have been generated?

Reply

The Convoys Wharf Section 106 agreement was approved by the former Mayor of London, as part of the planning permission granted for Convoys Wharf. It secures £20,000 for the preparation of a Feasibility Study in relation to the Lenox Project, paid for by the Greater London Authority.

Additionally, the Section 106 secures £250,000 as a Community Project Contribution (this includes Sayes Court in addition to the Lenox Project). Thus far, £74,190 has been drawn down to date by the Lenox Project to prepare a business plan - this has yet to be submitted to the Council.



PUBLIC QUESTION NO. 24

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Amina Ismail

Member to reply: Councillor Bell

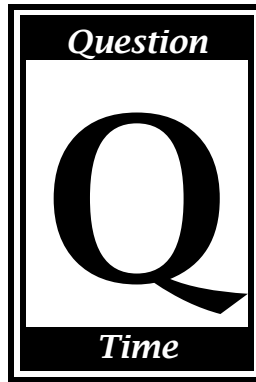
Question

Is Lewisham Council planning to have a discussion with Evelyn's BAME communities before offering further support to The Lenox Project to ensure the celebrated history of Deptford is more diverse, inclusive and egalitarian?

Reply

The Council recognises the importance of celebrating Lewisham's history in a way which is inclusive of all of our diverse communities. This is an ongoing process that includes decolonising the curriculum in our schools, promoting diverse book collections in our libraries, celebrating Black History Month, Windrush Day, LGBTQ+ History Month and other key cultural events, as well as ensuring our Borough of Culture programme in 2022 represents the diversity of Lewisham's communities.

The Lenox Project is a community-led project that was approved as part of the Section 106 agreement for the Convoys Wharf planning application, approved by the former Mayor of London. At that time, the former Mayor of London allocated money to help deliver the project, which was secured via a legal agreement. As part of that permission, the developers committed to creating a cultural steering group to oversee the development of a cultural strategy for the scheme. We would encourage the developers to engage Lewisham's BAME communities in this process, in order to ensure all voices are represented as the scheme progresses.



PUBLIC QUESTION NO. 25

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Moira Kerrane

Member to reply: Councillor Barnham

Question

Re government education Covid infrastructure of laptops and internet packages available for local schools - How many of these government packages has LBL secured for and with our schools?
Which schools have you assisted?
What action has LBL taken on this?

Reply

Throughout the pandemic, the government has failed to support schools, children and families as it should, with late and unclear guidance, rapidly-changing decisions and a consistent failure to anticipate and prepare for the difficulties that the emergency poses for vulnerable and disadvantaged children. In these challenging circumstances, I am proud that Lewisham schools have worked tirelessly to support children, both in school and when they have to learn at home.

In order to support remote learning, during the first “lockdown”, between April and July 2020, Lewisham Council worked with schools, academies and colleges to distribute over 1700 digital devices, including laptops, notebooks and 4G internet connectivity. All Lewisham education providers were involved with the allocation of devices and the Council undertook the role of liaison between the Department for Education (DfE) and schools. These devices were allocated to:

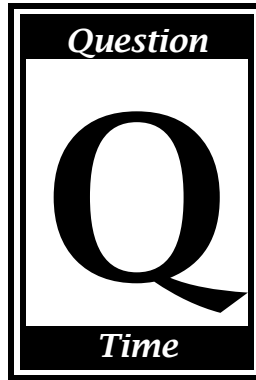
- Looked after children, care leavers and children with social worker involvement
- Disadvantaged Year 10 pupils in maintained schools

Under the current lockdown, Lewisham is expecting more digital devices and the DfE is increasing help available through its ‘get help with technology programme’. This aims to provide more laptops and tablets, in particular to:

- disadvantaged children in years 3 to 11 who do not have access to a device and whose face-to-face education is disrupted
- disadvantaged children in any year group who have been advised to shield because they (or someone they live with) are clinically extremely vulnerable
- disadvantaged children in any year group attending a hospital school

DfE is in direct contact with schools, colleges, trusts and local authorities on this, and for Lewisham education providers over 2800 laptops and notebooks have been ordered and /or delivered.

This government help is of course welcome, but it does not go far enough. This is disappointing, given that the government has had nine months to prepare for remote learning after the first wave. The current support excludes, for example, most children in early years and infant classes, on which we are lobbying government. Lewisham Council is also in dialogue with the DfE, to press for more children and young people who attend alternative provision and 14-16 provision at Lewisham College not to be digitally disadvantaged during this lockdown.



PUBLIC QUESTION NO. 26

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Adam Longbottom

Member to reply: Councillor Bell

Question

1. Catford regeneration consultation has started for the draft framework, however there has been little publicity of this unless you follow Team Catford on social media / have ventured to the shopping centre where limited information is displayed. What are the council doing to ensure that all residents within a reasonable proximity of the redevelopment have been informed of the current consultation event and proposals for the redevelopment as it is not obvious that this is taking place and many local residents I have spoken to were not aware of it.
2. There are a number of errors within this document and the diagrams contained within the draft framework in regards to storey heights. However it would appear up to 20 storey towers are being proposed in three locations. The Lanes in particular borders two storey Victorian terraces and a number of locally listed / listed buildings which the council's planning documents state need to be carefully considered in regards to any new development and their heights, as well as there being a number of locally protected views that also need to be considered carefully. Has the current

proposals been tested against these in anyway and has the planning and conservation department had any input or involvement in these proposals as it is hard to see how the two criteria's (ie firstly respecting the views and Victorian neighbourhoods that give Catford so much of its identity, and secondly the proposed high rises up to 20 storeys) can work together from the information provided.

3. Secondly, though the high rises appear partly set back from the historic fabric, there is still a height increase in the majority of areas that will have a negative impact of daylight to the existing properties, further overlooking of their private amenity space and so - how will this be protected?
4. There is also a model shown in the framework document that has not been shown to the public to my knowledge and which Team Catford have claimed does not exist on their social media account. As it obviously does due to the photo of it in the framework document, will this be exhibited prior to the end of the consultation to ensure everyone understands the full impact of the proposed?
5. The draft framework states the requirement of the Bakerloo extension to reach Catford in order for the development to be feasible in regards to the number of people the council are proposing to bring to the area on top of those that use the existing services which are already nearing capacity at rush hours (especially prior to the pandemic). What is the council doing to ensure that the infrastructure will be in place if the proposals go ahead as shown, especially given that TFL have reported losses with two government bailout packages meaning that the further extension past Lewisham could easily be put on hold for a number of years?

Reply

1. Since 2017, Team Catford has organised hundreds of engagement events and held thousands of conversations with members of the local community. Over 2,700 views and ideas from local people have helped shape this latest draft of the Catford Town Centre Framework.

COVID-19 has made it difficult to hold face-to-face consultation sessions, but we are running ten public information sessions on Zoom for local people to find out more and ask questions of the project team. You can sign up for one of the next events at www.teamcatford.com.

Local people can sign up for news updates via Commonplace or follow Team Catford on Twitter, Instagram or Facebook. We're also encouraging feedback via email - hello@teamcatford.com, our free of charge telephone number - 0808 1961 280 or via the post - FREEPOST TEAM CATFORD.

At the end of last year, we distributed the 5th edition of our newsletter, Catford Conversations, which includes a cut-out response form which can be returned to us free of charge. This newsletter was distributed to all households in Rushey Green and Catford South wards. We also have a pop-up display in the window of 23 Winslade Way in the Catford Shopping Centre.

2. It is important to note that this is not a planning application, which would be more prescriptive with a specific number of homes and resulting building heights to be delivered in a short timeframe. Instead, the Framework Plan offers the opportunity for a measured consideration of wider growth over a longer timeframe. It may well be several years, or even a decade, before planning applications come forward for these sites. The Framework Plan should be considered as a collective vision, a tool for both the Council and the community to shape any proposal in a way that balances the requirements for new, affordable homes, sensitive building design and is realistic in terms of the development potential of these sites.

The Framework Plan explores appropriate densities across each of the character areas and shows indicative height ranges. In 2019, the community consultation introduced an earlier version of the Framework Plan which tested a greater number of homes (3,000+) exploring how the resulting densities and building heights might work across the town centre. Our discussions with the local community focused on building density across the town centre and where taller buildings would be best located across the regeneration sites.

Following community feedback on the housing density, the current draft Framework Plan explores a lower target of new homes - showing a reduction of 10-20%, meaning our indicative drawings now show buildings of a scale and height that we feel are more appropriate to the neighbouring residential areas over the next 10-15 years.

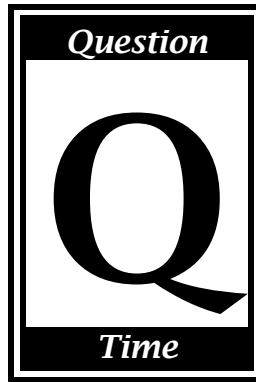
The exact height of any building is a level of detail that will emerge as individual planning applications come forward. The Framework Plan does not propose 20-storey buildings, but presents a maximum height range of 17-20 storeys in a handful of locations.

Officers are making some changes to the document to make certain diagrams clearer after noting that some of the colours need to be enhanced.

3. Any future planning application would need full independent public consultation and as part of the usual planning process, the Council's Planning Team would require the proposals meet a number of policy requirements including issues such as rights to light, impact on neighbouring properties and protected views.

4. As part of the 2019 community consultation, we shared a model which reflected the earlier version of the Framework Plan with building heights reflecting 3,000+ new homes. This is shown in the current Framework Plan (there's a photograph on page 28) to illustrate this phase of consultation. With the current Framework Plan, this model would not be an accurate reflection of the current vision which explores a lower number of new homes.

5. The Council is doing everything in its power to persuade the Mayor of London and TfL to extend the Bakerloo Line to Catford. Back the Bakerloo is a campaign that has been jointly launched by Lewisham and Southwark, working with TfL and the Mayor of London to build a case for the line to be extended to Hayes (via Catford). You can support the campaign [here](#). If the Bakerloo Line is extended all the way to Hayes, via Catford, three times as many trains will run to central London, with a 43% capacity increase.



PUBLIC QUESTION NO. 27

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Diana Cashin

Member to reply: Councillor Bell

Question

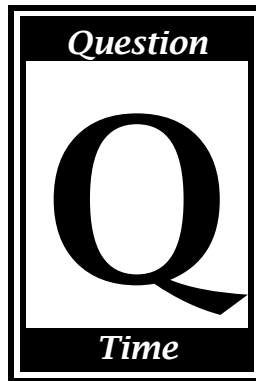
Given that the range of a 5G telecommunication mast is only around 500 metres, how many additional masts does the Council anticipate being erected in Lewisham in general and Catford South in particular in order to comply with the government directive on 5G roll-out?

Reply

Lewisham Council does not select the locations for telecommunications proposals or regulate how much equipment is required to operate the network.

Telecommunications operators are required to undertake site selection for their schemes in accordance with their licence obligations and the relevant provisions of the National Planning Policy Framework and the Code of Best Practice on Mobile Network Development in England. Lewisham's role is to assess these proposals where they fall within the scope of the planning system. The Council is therefore unable to anticipate or estimate the volume of telecommunications masts that may come forward.

I am sorry we cannot do more. We have little power to do anything to stop these masts.



PUBLIC QUESTION NO. 28

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Dr Sharon Noonan-Gunning

Member to reply: Councillor Slater

Question

I am a dietitian and community food activist on Pepys Est SE8. I wondered what the resilience strategy is to provide food to those in need, across all ages, in the borough. I ask because funds from a building company on the Pepys was allocated to a food project in Catford. Food organisers from Catford collected food from the youth club on the Pepys. It does not make strategic sense if this is happening all over the borough?

Secondly, how does Lewisham measure unmet food needs to inform strategy?

I appreciate huge amounts of work are taking place especially at the community level to reduce hunger. I worry that now in 3rd lockdown and with winter upon us the nutritional crisis will deepen.

Reply

The local response to providing food to those in need across the borough during the pandemic has been built on the learning from the delivery of a coordinated Crisis Emergency Response during the first lockdown.

Community Response Hub

The main request for support from the Covid Community Response hub was on access to food, with over 11,500 food requests completed (mid-March to the end of September). Data monitoring showed that the hub supported residents across the whole borough but with a greater proportion from wards with the highest needs in the borough.

The response hub was delivered as a partnership between the council and four VCS partners (Lewisham Local, Age UK Lewisham and Southwark, Voluntary Services Lewisham and Lewisham Foodbank). The request for food aid heightened the awareness of food insecurity among the partners and the need to address the other issues such as welfare and benefit advice and housing that contribute to food insecurity as well as emergency food provision. This approach helped to strengthen the links between the organisations that still continue in the new service model.

Lewisham's Food Transition plan (September 2020) identified the need to establish long-term solutions to food poverty in Lewisham by developing a network of community food projects (Covid Food Network) and a Lewisham Community Food Hub. Supporting groups to work together and grow to support Lewisham's diverse communities in a sustainable and dignified way, considering broader issues impacting poverty and tackling these together.

Covid Food Network

Developed since March by Lewisham Local to support local community groups and food banks providing emergency food aid during Covid-19 work together during the crisis to get food to those who needed it. The network has grown considerably since then with over 40 projects engaged.

The network has the following objectives:

Take a Strategic Approach: Develop a shared CRM to monitor food project use, map service provision and gaps, to inform this work.

Examples of work to date:

- 6 community organisations submit weekly data on food parcel distribution, since end of September they have distributed 8,600 food parcels with total beneficiaries over 20,000.
- 33 projects listed on the Lewisham Local 'community meal and food projects' map to highlight where people can access emergency food around Lewisham. Printed copies of listing were made available earlier in the crisis.

<https://www.lewishamlocal.com/lewisham-community-meals-and-foodbank-provision-during-covid-19/>

Intensive Capacity Building & Sustainability: Equipping groups through training on areas such as fundraising, data monitoring, evaluation and developing social enterprises, building relationships with local food businesses, sharing peer expertise, improved referral relationships with other services, exploring and encouraging innovative models (social supermarkets, food growing projects) to support projects to find sustainable solutions for their projects.

Examples of work to date:

- Opportunity for existing community food projects to bid for small grants of £750 to support project delivery.
- Social supermarket model - identified as a preferred model in the Food Poverty briefing by Public Health, there has been an increase from one social supermarket operating before the crisis to currently five with at least one more in the process of opening. This model provides income for projects to purchase additional food while offering dignity through choice and the monetary exchange.
- Lewisham Legendary Community Club, a new organisation which started from the mutual aid network, partnered with existing schools and youth clubs to provide food. They run two foodbanks at local schools and work with 8 Youth First Youth Clubs around the borough and provided lunches during the holiday and afterschool snacks to approx. 500 young people a week.

Sustain a Lewisham Community Food Hub: Build on work with Fareshare to further establish a single community food hub, enabling smaller groups to access surplus food, coordinate fundraising and donations from local supermarkets, bulk purchasing, and reducing food waste.

Progress to date:

- Lewisham Local set up a local Fareshare Hub with GCDA, and support from Phoenix Community Housing in mid-April. Between April to October over 50 tonnes of food was redistributed to 14 local community food projects, serving on approximately of 1,500 families a week via 12 projects.
- A second Community Food Hub based at Ewart Community Hall was recently opened with plans to integrate healthy eating, cooking, gardening and training opportunities.

Improving service user experiences: Supporting projects to provide dignified solutions, improved service delivery and nutritional and culturally appropriate foods. Evaluating service user experiences (particularly BAME communities), recommendations to respond to emerging needs.

Example of work:

- Mapping identified needs to provide projects that cater for specific cultural needs. Funding received by Lewisham Local by a building contractor was directed to BAME led groups who were providing culturally relevant foods for

African, Caribbean and Asian communities. Project being evaluated by nutrition students.

Communications: Continue to provide weekly e-bulletins, online meetings, raising awareness in Lewisham of projects, needs and targeted volunteering and giving opportunities to food projects.

This includes:

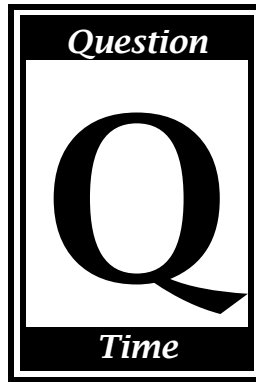
- Weekly bulletins to over 40 projects with H&S guidance, briefings, funding opportunities, training & events, project needs and additional signposting and information.
- Active Whatsapp group with 49 coordinators involved to share surplus food offers, ask questions and peer support. Daily interactions and increased sense of connectedness.
- Weekly meetings with 5-10 coordinators with guest speakers from Public Health, Community Connections, Citizens Advice, looking at volunteering, safeguarding, best practice, news and updates for peer support.

In addition to the work above, beneficiaries of the Covid winter fund included children eligible for free school meals and some families with pre-school age children who were considered vulnerable.

The scale of food insecurity was identified at the start of the Covid-19 pandemic. Lewisham has seen a significant increase in applications for universal credit and free school meals during this period. This has increased the number of individuals and families experiencing food insecurity, it is anticipated that this number will continue to rise as furlough schemes end and redundancies increase. The increase in number of beneficiaries is regularly monitored as well as needs identified by community organisations.

Lewisham was identified as a leading borough in Sustain's [Response, Resilience and Recovery: London's food response to Covid-19](#) on how councils have responded to the pandemic on food-related issues. This details the areas that a council needs to focus to tackle food poverty and this forms the basis of the current strategic response to food poverty.

In March 2020 Mayor and Cabinet supported the proposal to develop a new food poverty action plan in recognition of the high levels of food insecurity in the borough. The action plan will help to address the wider structural issues around food insecurity. The plans had to be paused due to the coronavirus pandemic, but learning from the response to Covid will inform the work when this resumes.



PUBLIC QUESTION NO. 29

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Charlotte Kelly-Skinner

Member to reply: Councillor Bell

Question

Is the council aware that at a consultation webinar held by Convoys Wharf Property Ltd on December 1st 2020 regarding Plot 21 of the site the developer said "The council have asked for more housing on that site now and this has been agreed in principle with the GLA"? Why is Lewisham Council requesting more housing on Convoys Wharf when the Evelyn Ward is already delivering the majority of new housing in Lewisham, fulfilling much of the borough's housing target? Why is Lewisham Council not asking for more greenspace which we desperately need?

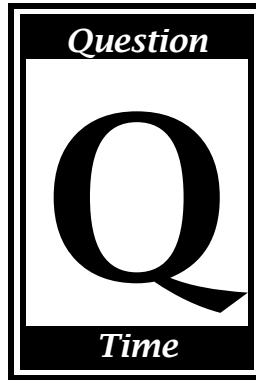
Reply

We are aware of the content of the webinar held on December 1st 2020 regarding Plot 21 of Convoys Wharf. The Council has not requested that the developer develop Plot 21 for more housing - I published a [statement](#) last month to clarify our position on this issue.

The Council has written to the developer to highlight the misrepresentation of our position on the development of Plot 21. In their response, the developer confirmed that

the Council has not asked them to consider additional housing on the Safeguarded Wharf site and apologised for the confusion caused by the webinar.

The developer has outlined that they wish to develop plans for Plot 21, which include housing. The Council have consistently outlined that the Safeguarded Wharf direction and London Plan and Local Plan policies would resist residential development on the wharf. The developer has been advised by the Council that if they wish to consider alternative uses for the wharf, they must first present a clear and robust policy-based argument for such – this justification has not been provided and officers have therefore declined to meet to discuss the detail of a housing scheme for Plot 21.



PUBLIC QUESTION NO. 30

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Christian Turner

Member to reply: Councillor McGeevor

Question

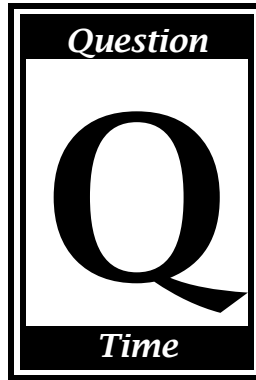
Bicycle storage domes need to be spread more evenly and increased in number. Three on Crooke road, none on Trundleys road. Does not make sense. What has been done to promote the application process to residents? New bike lanes, incentives to ride by the government and the current health climate will increase demand for cyclists and that needs storage solutions. No off-street parking/storage, plenty of single room dwellers in the area this is a bit of a no brainer. How many more are planned and is one or two going on Trundleys road?

Reply

The cycle hangars on Crooke Road were introduced to complement the Deptford Parks Liveable Neighbourhood scheme.

The Council is introducing new cycle hangars across the borough in a phased approach, with proposed sites based on criteria including number of resident requests, the physical suitability of the site, including safety for vehicle and pedestrians, and available footway and carriageway width.

Unfortunately Trundleys Road is not a suitable site for cycle hangars as it is on a busy B-road with high levels of vehicular traffic and is also a bus route and carriageway space is required for two way bus movements.



PUBLIC QUESTION NO. 31

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Marianna Femia

Member to reply: Councillor McGeevor

Question

Evelyn Ward residents have repeatedly been asking for years for safer crossing provisions near the Lidl on Trundleys Road. This supermarket is extremely busy and well used by the wider community and, yet there is no pedestrian crossing to get to it. When asking, residents have been told that due to the curvature of the road a crossing here is not possible; is this really the case?

Meanwhile no attempt to mitigate the speed of traffic, widen the pavements, or to provide alternative crossing facilities nearby has been made and pedestrians (vulnerable or non) have been left with no safe option to cross.

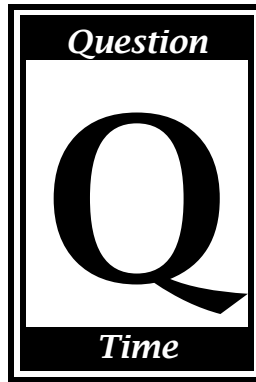
Is the Council simply willing to accept the risks here? Why is there that in the Rotherhithe Masterplan (which Southwark Council has put forward and approved), a crossing 'magically' appears in the design now? Is Lewisham Council just trying to 'wait it out' and save money whilst accepting that people are risking their lives trying to cross this extremely dangerous junction?

One of the many times I have asked about this crossing (in June 2017) I was told that 'new crossing must be justified in terms of vehicle flows and pedestrian volumes as well as collision rates. This is important to ensure that limited funds are prioritised effectively'.

Has any such assessment been made since? Lidl is the busiest supermarket in Evelyn, that junction is filled with pedestrians using the shop constantly as well as families doing the school run to three local schools – is that not a good enough reason? Are we waiting for 'collisions rates to go up to justify the use of funding'?

Reply

The Council is seeking funding to assist in this area and has been working with Southwark to improve pedestrian provision at this particular location as part of their proposals to remove the existing gyratory system. Southwark's Rotherhithe Movement Plan (RMP) has now been consulted on and Lewisham Council will continue to work collaboratively with Southwark to ensure that pedestrian provision is improved at this location and indeed the wider area.



PUBLIC QUESTION NO. 32

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Cheryl McLeod

Member to reply: Councillor Bell

Question

In view of the national lockdown, can the Cabinet Member outline the dates for the Catford Town Centre Consultation 2020? Also, please outline the process for reviewing responses and the next steps?

How much has the Council paid to Studio Egret West for work relating to Catford to date?

Reply

This phase of consultation began on 19th November 2020 and will run until 5th February 2021. This is a period of non-statutory consultation, which started with an initial website launch in mid-November, followed by two initial public information sessions on in early December alongside the distribution of a community newsletter to households.

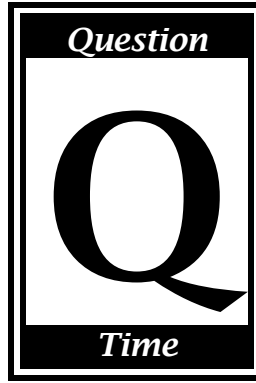
While we had previously hoped to run face-to-face events in the New Year, the national lockdown restrictions mean this is not possible. Instead, we are hosting a further eight public information sessions via Zoom throughout January and early February.

As the consultation concludes, all responses will be collated into a feedback report, which will form part of the documents shared with Mayor & Cabinet.

Studio Egret West were engaged by the Council in 2018 and continue to work on this project. Their commission is one of a multi-disciplinary nature that included the sub-engagement of other professional practices including architects, landscape architects, ecologists and traffic management engineers.

Their commission was made to assist the Council with the complex process of creating a vision of how Catford could develop over the coming decades. Their work included design, consultation work and numerous engagements with different Council departments, officers and external partners. This has been an extensive and complex process. It has already seen the Council attract outside funding sources to commence with early regeneration projects, including the refurbishment of the former Catford Constitutional Club, and will provide us with an important tool to secure further funding for our town centre.

To date the Council have spent in the region of £300k on this extensive piece of work by Studio Egret West and their comprehensive team.



PUBLIC QUESTION NO. 33

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Jane Alaszewski

Member to reply: Councillor McGeevor

Question

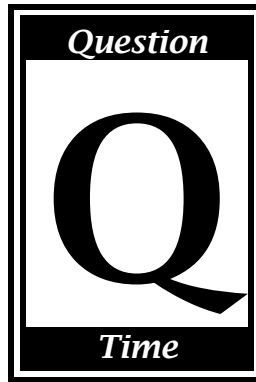
When will the council publish data relating to the LTN (publication was promised for November 2020?)

When will the LTN trial end?

Reply

The Council will be publishing the data in the week commencing 18th January.

We are planning to have a full consultation and are aiming to do this by the end of March, though Covid may affect this date. The situation with Covid is changing on a daily basis and may change the date of the consultation.



PUBLIC QUESTION NO. 34

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Julia Webb

Member to reply: Councillor Bell

Question

Unprecedented powers have been given to planning officers, and to chairs of planning committees under Covid-19 temporary delegated authority. These emergency arrangements have inevitably also reduced transparency and public scrutiny, conflicting with the Mayor's May 2018 commitment to ensure Lewisham is 'even more democratic, open and transparent'.

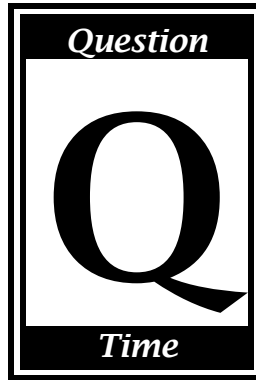
Will the Cabinet Member for Democracy, Refugees, and Accountability commission a report and give proper consideration of Chairs of Planning Committees voluntarily declaring their property and/or land assets outside of the London Borough of Lewisham?

Reply

If a non-registerable interest arises which affects the wellbeing of a member, their, family, friend or close associate more than it would affect those in the local area generally, then the provisions relating to the declarations of interest and withdrawal apply as if it were a registerable interest. This is therefore considered to already cover the issue raised by the question, were this to arise in respect of any out of borough property and/or land assets owned by a member.

The Government continues to consider the recommendations made by the Committee on Standards in Public Life in their report on Local Government Ethical Standards. There is no recommendation to expand the categories of interests that councillors are required to register.

The Local Government Association (LGA) has also developed a Model Councillor Code of Conduct, in association with key partners and after extensive consultation with the sector, as part of its work on supporting all tiers of local government to continue to aspire to high standards of leadership and performance. It is a template for councils to adopt in whole and/or with local amendments and Lewisham will be considering this in the coming months. The LGA has also not made any recommendations to expand the categories of interests that councillors are required to register. Accordingly, the Council does not propose to do this at this time.



PUBLIC QUESTION NO. 35

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Rachel Webb

Member to reply: Councillor McGeevor

Question

Please can you provide an update with how the LTN and reductions in pollution will be managed moving forward following the result of the Ella Kissi Debrah's Tribunal? Given that it is clear that LTNs provide benefits for some at terrible costs for others how is Lewisham justifying this action when other more equitable traffic calming measures could be used?

Reply

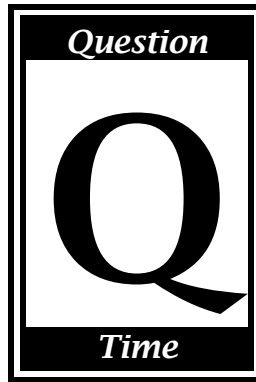
The findings of the inquest touching the death of Ella Roberta Adoo Kissi-Debrah, held in November 2020, suggest that all authorities including the Government, Greater London Authority (GLA) and Transport for London (TfL) need to carry out more actions to reduce exposure to air pollution including (1) complying with their legal obligations in relation to the limit values for PM10 and NO2; (2) ensuring that information concerning the adverse impact on human health of air pollution is made available to (a) relevant decision-makers (b) medical practitioners, including training institutions and professional associations which could disseminate this information to patients and

(3) addressing the public health emergency presented by the dangerous levels of air pollution in the UK, London in general.

Air pollution is a public health emergency and Lewisham Council are determined to tackle this emergency. The Council priorities has been to focus on behavioural change, providing a focused approach with vulnerable people like children, schools, transport and infrastructure projects coupled with an evidenced based approach. Further details on how the Council is tackling air quality can be found on the [Council's website](#).

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 issue of air quality also sits at the heart of our Transport Strategy and Local Implementation Plan. By giving people more viable options for travelling in a way that does not produce harmful emissions we expect, over time, to see a reduction in air pollution. It is important to acknowledge that no single project will by itself significantly reduce air pollution, but a suite of projects collectively can. New cycle lanes, secure cycle parking, EV charging points, as well as traffic reduction measures and controlled parking are the stepping stones to improving air quality. In addition, we predict wider benefits with London wide schemes such as the expansion of the Ultra Low Emission Zone to the south circular in October 2021.

The main purpose of low traffic neighbourhoods 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 have 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. Over time, we expect more 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.



PUBLIC QUESTION NO. 36

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Paul Lomax

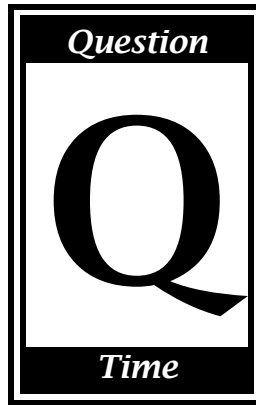
Member to reply: Councillor McGeevor

Question

Given that 'both sides' of the LTN debate in the local community have issues with the new design (neither of which were consulted or inputted!), not least as it concentrates traffic past two primary schools, and given the recent Coroner's verdict, and given that we have essentially been in lockdown since the start of the new LTN layout and will continue to be so until the trial is supposed to end, is it not time to suspend the trial and work with both sides on a better solution and a properly set up post-Covid trial?

Reply

The council has no plans to suspend the LTN. As has been previously communicated a review of the scheme will be undertaken in March 2021. This review will give consideration to the monitoring data collected and the results of the public consultation. The outcome of the review will be used to inform officer recommendations and decisions on the future of the scheme.



PUBLIC QUESTION NO. 37

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Mrs Lynskey

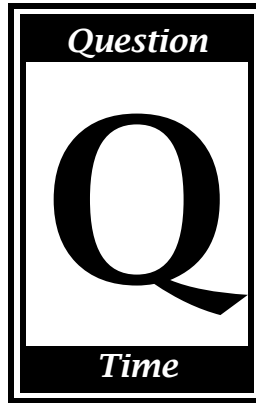
Member to reply: Councillor McGeevor

Question

Is Lewisham Council aware that Lewisham's parking policy has proved ineffective for many years, demonstrated by the mere 23% of borough roads covered by CPZ, the lowest of any inner London borough?

Reply

To meet the challenge of the Climate Emergency in Lewisham, the Council is committed to extending our CPZs borough wide. This is a key tool as part of the Councils approach to tackling the Climate Emergency and reducing the impact of the car on the environment and health. Unfortunately work relating to CPZ's was delayed due to the COVID-19 pandemic, however we are now able to recommence this work and will be formulating a new programme for consideration by Mayor and Cabinet later this year, for a roll out in 2022/23.



PUBLIC QUESTION NO. 38

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Mark Bennett

Member to reply: Councillor Bell

Question

What experience does the Council have in managing residential property in the private rented sector? What lessons are there for Lewisham in the financial crisis at Croydon Council whose problems have been in part caused by speculative property investments? What risks has the Council identified in its adventure into the private residential letting market? Has the Council published the risk assessment?

Reply

What experience does the Council have in managing residential property in the private rented sector?

The Council's housing portfolio includes circa 5,500 leaseholders who are managed by Lewisham Homes and Regenter B3. Some of these leaseholders rent their properties in the Private Rented Sector (PRS), although the Council's direct relationship is with the leaseholder.

The Council also uses the PRS to provide temporary accommodation, through the PSL (private sector leasing) and PMA (private managed accommodation) schemes. The day-to-day management responsibilities between the two schemes vary. For the PSL scheme, the Council (through Lewisham Homes) manages the day-to-day tenancy issues and rent collection. For the PMA scheme, the accommodation provider manages day-to-day issues, with the exception of income collection. The Council has no direct capital investment in these properties and they are owned by third parties.

The Council has a Joint Venture with Grainger for the development being undertaken at Besson Street. This scheme is currently at the planning stage and the S106 is being finalised. The plan at Besson Street is to bring forward 300+ new PRS homes, with tenancies of a minimum of 5 years and 35% of homes let at London Living Rent. In addition, a new GP surgery will open on the site.

The Council also owns significant interests in central Catford and will bring forward re-development options for the Catford area via the master planning process. The commercial approach is pending agreement, following the agreed masterplan.

What lessons are there for Lewisham in the financial crisis at Croydon Council whose problems have been in part caused by speculative property investments?

The Council has not undertaken any speculative property investments. The primary driver in the activities above is to help address the housing supply issues, in particular for social and key worker housing. Where the Council has invested capital it has been in land and limited cash equity stakes.

All councils are faced with the challenge of reduced government funding for local services, while dealing with rising demand and a growing population. This is putting significant and persistent risk and pressure on Council budgets. This requires the opportunities to be assessed and risks managed carefully.

I cannot comment on Croydon Council but I will say that austerity is a political choice forced on local authorities by the UK Government. In May, this will represent eleven years of cuts to our funding. No one expected austerity to last so long. It is about time it ended.

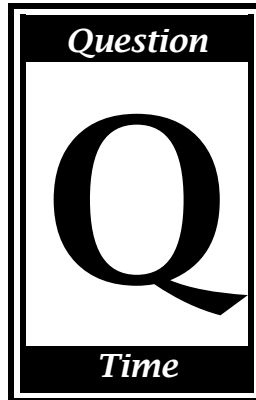
What risks has the Council identified in its adventure into the private residential letting market?

The risks to building out a PRS scheme are the main ones for any property development – partner choice, planning conditions and approvals (including any discounts), development time frame, cost of build, debt financing (at build and then operational stages), rental income projections, management and void costs, and life cycle costs.

To this can be added complexity, if individual schemes are tied to others as part of wider regeneration plans with the financing interlinked. At present, the Council does not have any such general fund schemes.

Has the Council published the risk assessment?

Individual scheme risk assessments are published at the time of decision making in the respective Mayor and Cabinet reports. The capital programme is then reported on quarterly through regular financial monitoring to Members, with larger schemes considered individually. The capital programme and its impact and relationship with the general fund is appraised and agreed annually as part of setting the Council's budget.



PUBLIC QUESTION NO. 39

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Patricia Richardson

Member to reply: Councillor Bonavia

Question

Since 1st July 2020 until 31st December 2020 how many Freedom of Information questions has Lewisham council received? How many have been answered and how many have been appealed? How many remain to be answered and how many appeals are pending?

How many Fols concerned the LTNs introduced to the Lee Green Ward/Central Ward areas?

Reply

Since 1st July 2020 until 31st December 2020 Lewisham has received?

- 878 Freedom of Information (FOIs) requests were received between 1 July and 31 December 2020
- 28 appeals were received between 1 July and 31 December 2020

How many have been answered and how many have been appealed?

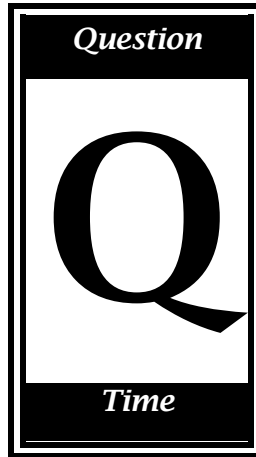
- 718 out of 878 FOIs received between 1 July and 31 December 2020 have been answered
- 24 out of 28 appeals received between 1 July and 31 December 2020 have been answered

How many remain to be answered and how many appeals are pending?

- 160 out of 878 FOIs received between 1 July and 31 December 2020 are still outstanding
- 4 out of 28 appeals received between 1 July and 31 December 2020 are still outstanding

How many Fols concerned the LTNs introduced to the Lee Green Ward/Central Ward areas?

- 72 FOIs regarding LTNs have been received for all wards (ward level breakdown is not available).



PUBLIC QUESTION NO. 40

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Andy Smith

Member to reply: Councillor De Ryk

Question

In terms of your annual audit, can you outline the key operational risks facing the Council?

Reply

The Council received the external auditor's Audit Findings report at their meeting of the 25 November 2020, along with the audited financial statements for the Council and its group companies. The Council's annual audit was conducted by Grant Thornton. Their Audit Findings report adds detail to the value for money conclusion and financial opinion, both 'unqualified' for the 2019/20 audit. You can review these documents [here](#).

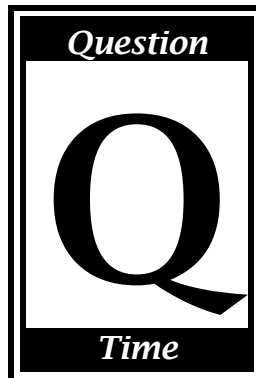
The value for money conclusion recognises that the Council, along with the local authority sector as a whole, is facing a challenging financial outlook as a whole. The report identifies and discusses three key areas of risk subject to ongoing senior management and operational attention. They are:

- Budget management;
- Medium term financial planning; and
- Cultural change.

In respect of the financial statements, the report identifies the key risks considered in the audit and the auditor's conclusions. For those where improvements to the Council's current practices are identified, recommendations for operational changes are listed. For 2019/20 they included:

- Timely and robust management review of the draft financial statements for audit to reduce the risk of misstatement;
- Complete and accurate valuation of all of the Council's property and Pension Fund investments given current market volatility;
- Compliance with cut off procedures at year end to ensure accurate coding of expenditure to the correct year;
- Complete the implementation of the identified information technology controls actions to improve resilience and reduce the risk of a security failure; and
- Stronger project management and tighter tracking of the implementation of agreed budget cuts and mitigations if needed to reduce the risk of service overspending and pressure on the Council's reserves.

These recommendations and the agreed management actions have been reviewed and accepted by the Council's Audit Panel who have requested progress updates on their implementation to be presented as a standing item until cleared.



PUBLIC QUESTION NO. 41

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Mark Morris

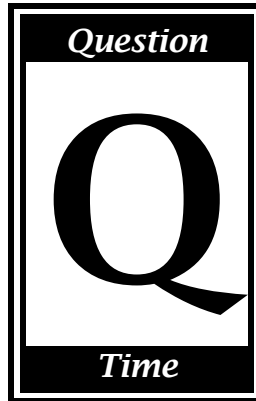
Member to reply: Councillor McGeevor

Question

Please set out the number of Penalty Charge Notices that Lewisham Council issued for idling of vehicles in 2020 since Lewisham Council had the power to impose Penalty Charge Notices for idling?

Reply

Currently we speak with motorists of vehicles observed idling, in order to educate them about the impact on the health of the community and environment. Offenders are issued a verbal warning with a clear explanation that any re-occurrence will result in a fine being issued.



PUBLIC QUESTION NO. 42

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Amina Ismail and Charlotte Kelly-Skinner

Member to reply: Councillor Bell

Question

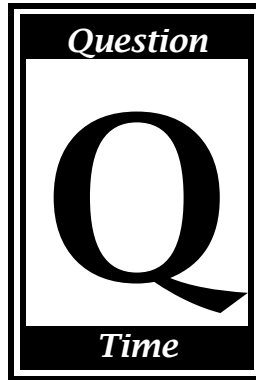
What are Lewisham Council's plans for Dragoon Road, the redundant street on the south side of the massive Lendlease Development in the Evelyn Ward? Will the council commit to transforming this current free storage area for black cabs and abandoned vehicles into a green, playful linear park as part of the borough's climate emergency strategy?

Reply

As part of the Lendlease development, public realm improvements have been secured for Dragoon Road. The Lendlease development requires some vehicular access for servicing from Dragoon Road, so it would not be possible to make this road a park.

Dragoon Road will remain closed at its junction with Evelyn Street so vehicle movements are expected to be low as it will not be used as a through route.

The public realm improvements will make this a more attractive environment for pedestrians and cyclists, which aligns with the Council's climate emergency strategy and cycling strategy. The proposed Cycleway 4 scheme will connect cyclists travelling down Dragoon Road with Evelyn Street and Gosterwood Street via a new toucan crossing adjacent to the Blackhorse Pub.



PUBLIC QUESTION NO. 43

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Moira Kerrane

Member to reply: Councillor Bell

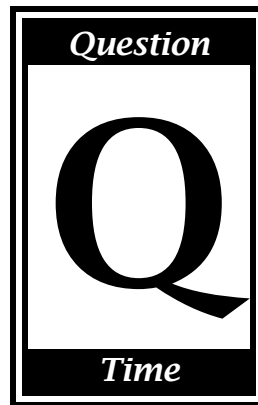
Question

Some three years ago Evelyn residents wanted to pilot Full Fibre Internet access for social housing tenants. This is more relevant now with Covid online learning so our kids can access Covid school home learning. We were informed in July this year by email, that LBL had chosen Community Fibre over Hyper Optics - is this correct? If so, when will this infrastructure happen? If not what is the plan?

Reply

We are in conversation with a number of fibre providers over wayleave access to social housing to install full fibre, and a proposed wayleave is currently being progressed through its various governance stages. Our current intention is to offer non-exclusive access to providers so we would not expect to see any one supplier granted access over another.

According to the latest figures from Think Broadband, 97.1% of Lewisham premises have access to superfast broadband services of 30mbs or more, through one or more commercial providers.



PUBLIC QUESTION NO. 44

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Diana Cashin

Member to reply: Councillor Bell

Question

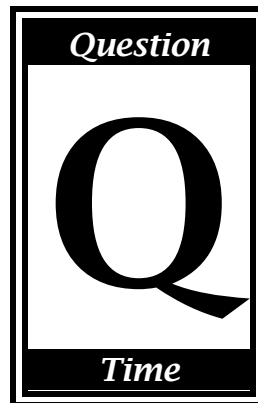
How many applications for new or upgraded telecommunication masts in Lewisham have you received in the last year?

Reply

The Council received 37 formal applications for telecommunications development in 2020, not all of which relate to mast infrastructure. Of these applications, 29 were for Prior Approval and eight were for full Planning Permission. The Council would also

have received various notifications and informal consultations (to both Councillors and to the Planning Service directly) concerning telecommunications development in 2020.

Searches for telecommunications development can be undertaken by any interested person by undertaking an advanced search of the Council's online [planning portal](#).



PUBLIC QUESTION NO. 45

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Christian Turner

Member to reply: Councillor McGeevor

Question

I have recently started cycling to work into central London. One of the most dangerous parts of my commute is Trundleys Road with its fast-moving traffic and ineffective speed bumps. What plans does the council have to slow the traffic down on Trundleys Road so that more people feel safe to cycle?

The other most dangerous part is now the Q1 crossing at the top of Folkstone Gardens with its new Scrapyard Metal facility. This was already an extremely hard crossing to navigate and it has now become even more dangerous due to the new Scrapyard. I actually get off my bicycle and walk under the bridge, as I am so scared of the narrow road, fast moving traffic, poor visibility, and worst of all the aggressive nature that

motorists have adopted, as during peak time the heavy traffic, tooting and turning it almost demands high risks to get through.

Has the Council considered whether positioning such business on a Q1 route was in the best interests of cyclist and vulnerable pedestrians? What traffic impact assessment has been done to this regard?

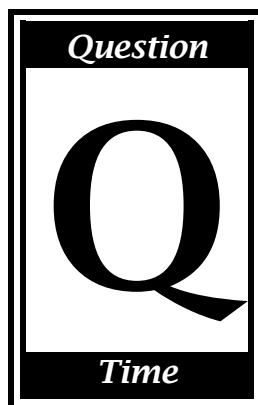
Following numerous complaints from residents and cycling commuters, has the Council considered moving this facility and finding an alternative, more suitable location?

Reply

With regards to Trundleys Road, the Council is currently exploring options for improving conditions for walking and cycling as part of our discussions with LB Southwark on their Rotherhithe Movement Plan.

With regard to the scrapyard, the council is aware of the concerns and is assessing how best to reduce the concerns raised.

In addition, the council is assessing options to upgrade the crossing on Q1.



PUBLIC QUESTION NO. 46

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Marianna Femia

Member to reply: Councillor McGeevor

Question

The 5-way junction at the top of Folkstone Gardens with Trundleys road and Surrey Canal Road is a death-trap. This junction is terribly busy with fast moving traffic, it is also crossed by Quietway 1 and has a great number of cyclists using it as well as pedestrians doing the school run and visiting the nearby parks.

Residents have been asking for years to make this junction safer, to slow and reduce traffic down and to provide us with a safe crossing. The Council tells us that this is not possible as it would increase the congestion and, yet a scrapyard (extra 200 + daily HGV) has been moved here in May 2020 without any consideration to the impact this would have.

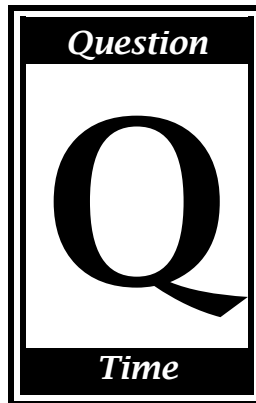
Is the council still determined to prioritise motorists over pedestrians and cyclist against its own policies?

Is the Mayor aware that in 2014 the GLA said ‘... pedestrians and cyclists will benefit from further traffic calming measures, an improved urban realm and a new and more accessible entrance into the park. TfL and LB Lewisham are working together to provide the new crossing facility and wider streetscape improvements, which will help reduce traffic dominance in the area and improve accessibility for all users’

When is this happening?

Reply

Lewisham Council acknowledges the issues that have been raised regarding the junction at Trundleys Road and Folkestone Gardens. As part of the Transport for London funded Quietway 1 cycle route from Greenwich to Waterloo a new crossing was implemented here to shorten the crossing distance for pedestrians and cyclists as well as laying down beige hard wearing road surfacing to illustrate to motorists they are passing through an area which prioritises walking and cycling. Signalising the junction here has previously been considered and advice at that time from TfL was that, due to the close proximity to the railway bridge, this option was not viable. Lewisham Council will continue to explore options and listen to feedback for this junction and indeed the wider area.



PUBLIC QUESTION NO. 47

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Peter Richardson

Member to reply: Councillor Slater

Question

In November 2020 we were asked, as stakeholders, to express our views on the 'way ahead' for the Public Library Service in the London Borough of Lewisham and indeed in the U.K as a whole. Libraries Connected received a grant of £128,456 from ACE to clearly define what a high-quality library service looks like. Shared Intelligence is to deliver the consultation and co-creation, to ensure a practical scheme that works as a service development tool.

At our interview Shared Intelligence stressed the importance of Social Justice. Was this specific to Lewisham's Public Library service or part of the overall consultation? When may we expect the results of this publicly funded project? Is it due to be published for public assessment? Will Lewisham Council seriously consider its results and recommendations?

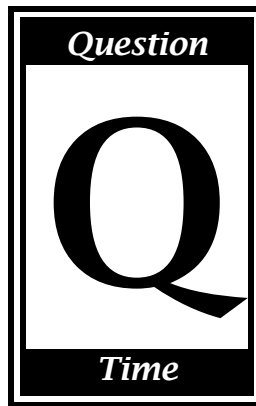
Reply

We are grateful for the contribution that Mr Richardson (and many others) have made to the work being carried out to develop a Strategy for the Future of Lewisham's Library and Information Service to 2030. While we will consider any relevant studies, including those from Libraries Connected, this work is entirely funded and driven by Lewisham council. We do not have any information about work that Shared Intelligence may be carrying out for other organisations.

As with other strands of council activity this work has been delayed between March and the Autumn and has resumed before Christmas. Officers are working to share the draft document in the Spring and it will provide an important context for decisions on the future of the service, alongside other significant drivers such as the council's financial situation.

It is our intention that further surveys and focus groups be conducted after the publication of the draft, to garner ideas, comments, and suggestions of residents and interested parties before a final document is formally adopted by the Summer.

We are conscious, however, that timescales need to be seen as indicative at this stage, given the continued challenges that the pandemic poses and the necessary prioritisation on council workloads.



PUBLIC QUESTION NO. 48

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Julia Webb

Member to reply: Councillor Bell

Question

You asked officers from Children and Young People and the Capital Projects Development Programme to supply me with the payment details for a £3m grant made by Lewisham Council to the Archdiocese of Southwark, to fund the

redevelopment of OLSPN school. Those officers have refused to do so, and also appear reluctant to share the data even with you.

1. Why are officers allowed to refuse to provide cabinet members with the information they request?
2. How can Planning properly oversee the progress of a build, if officers of Children and Young People have denied them access to the development agreement, and its conditions?
3. If a cabinet member is not allowed to scrutinise their own portfolio's performance, how can the public place any faith in the council's scrutiny processes? Are the cabinet entirely ornamental?

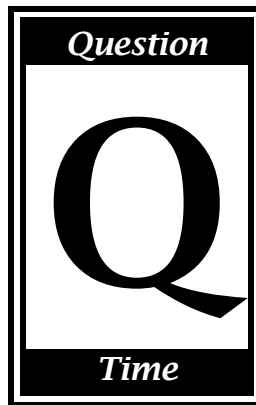
Reply

A copy of the funding agreement was provided to the questioner on 1 December 2020. Cabinet members have not been refused access to any information. However, there are processes that apply where information is requested by members of the public and these have been and continue to be properly followed by officers.

The funding agreement between the Council and the Diocese is neither relevant to Planning's function in determining the planning application nor enforcing against the planning breach by the Diocese, so it is not a matter that should have been considered by Planning at any point in the planning process.

It is incorrect to suggest that cabinet members are 'not allowed' to scrutinise performance. At no point has there been any failure on the part of officers to provide cabinet members with updates or information requested.

However, I will say this: your commitment, time and dedication to improve the consequences of the unauthorised works at this site is incredible. I can assure you that the Council are committed to securing the necessary works to rectify this unacceptable situation.



PUBLIC QUESTION NO. 49

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Rachel Webb

Member to reply: Councillor McGeevor

Question

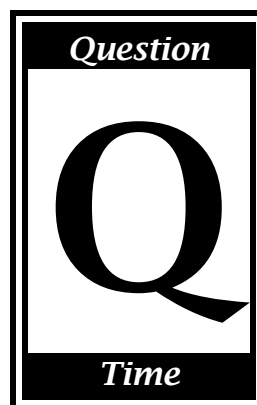
Apart from the fact that there was a plan ready to go for the Lee LTN what justification is there for this to continue given the high car ownership within the LTN which seems

very unjust - that residents get to enjoy lower traffic roads whilst contributing to high levels of traffic on surrounding residential roads?

Reply

The Lewisham and Lee Green Low Traffic Neighbourhood (LTN) was originally intended to be brought forward as part of the Council's Healthy Neighbourhood programme pre-COVID.

The role out of the LTN was aimed at discouraging this mainly residential area being used as a route for through traffic, which is more suited on main roads, and to assist with reducing air pollution whilst encouraging less traffic overall for more sustainable modes of travel such as walking and cycling.



PUBLIC QUESTION NO. 50

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Paul Lomax

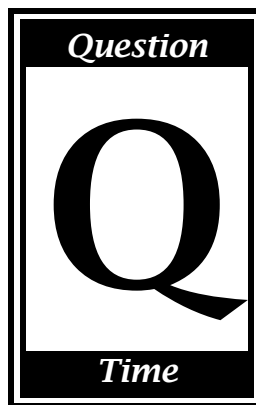
Member to reply: Councillor McGeevor

Question

It's been three months since the new LTN designs were published. Why has the council (via TFL as I understand it) still not been able to get Google Maps to represent which roads are open and closed correctly? Is this not considered a priority to get an accurate picture of the trial?

Reply

Lewisham Council has been working closely with One Network to log the latest LTN traffic restrictions. This is the pathway used by most boroughs as a way of providing up to date information to all the leading satellite navigation systems. Unfortunately the borough is only able to control the request element of the process and we act in good faith that the information is relayed correctly to the relevant companies. The Council acknowledges that this hasn't always gone smoothly but officers have been committed in their pursuance of addressing outstanding inaccuracies on these software platforms.



PUBLIC QUESTION NO. 51

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Mrs Lynskey

Member to reply: Councillor McGeevor

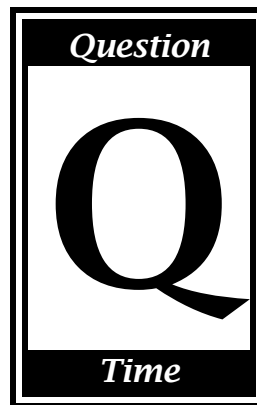
Question

Is the Council aware that people focused progressive highway policy in Southwark reducing the availability of parking (and the Rotherhithe Movement Plan) will transfer the negative impact of motorised traffic and parking into borough border neighbourhoods like the Evelyn Ward which has the lowest car ownership in Lewisham?

Reply

The Council is aware of the changes to parking being made in Southwark close to the boundary with Lewisham, including as part of the Rotherhithe Movement Plan.

This will be taken into account as part of the upcoming borough-wide review of parking and introduction of controlled parking zones.



PUBLIC QUESTION NO. 52

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Mark Bennett

Member to reply: Councillor Bonavia

Question

Who in the Council decides whether a Non-Disclosure Agreement is appropriate, what are the criteria and who checks the decision? How much of the £327,615 spent on gagging orders in the last year relate to allegations of misconduct?

Reply

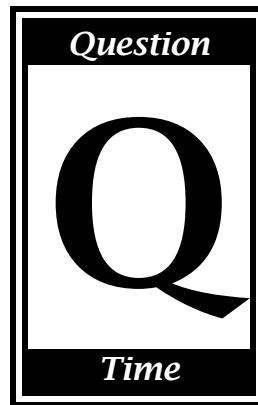
Confidentiality provisions for non-disclosure are a common feature of settlement agreements upon the departure of employees from across all industries and local government.

Confidentiality provisions in settlement agreements are not “gagging orders”, which is a term used to describe court injunctions preventing disclosure. In contrast, settlement agreements are freely agreed to by both the employer and employee. Independent legal advice is required for employees to make settlement agreements legally binding and therefore offers employees protection. Confidentiality clauses protect both the employer and employee and include standard exclusions such as any disclosure required under law as well as whistle blower protections for an employee.

Initial consideration of non-disclosure provisions is between the Council’s Human Resources department and the relevant department for the employment followed by advice and drafting from Legal Services. The terms of a settlement depend on the circumstances in each case.

Settlement agreements are authorised by the Director of Law, Governance and HR who has specific authority under the Constitution to enter into financial settlements in respect of matters which include actual or potential claims against the Council, where she has consulted the Executive Director for Corporate Services and is satisfied that it is in the Council’s overall interest to do so.

We do not have available information which shows how much of the amount related to allegations of misconduct. However settlements involving allegations of misconduct are unusual.



PUBLIC QUESTION NO. 53

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Patricia Richardson

Member to reply: Councillor Bell

Question

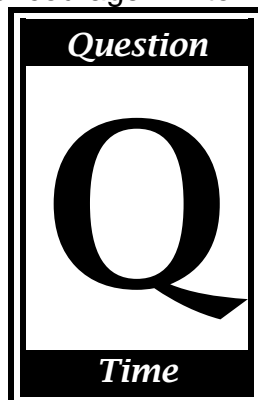
The deteriorating state of the mileage stone on the corner of Lee High Road/Lenham Road, SE12 has been the subject of many questions to Council and other queries to the conservation department. So far no action has been taken, so deterioration continues.

May those interested please have an answer as to the future of the stone, or, does it not have one?"

Reply

Following contact made in October 2020 with the Council's conservation team regarding the condition of this feature, officers explained that the mileage stone is located on the TfL road network. As such, the Council have no remit to undertake any works to it.

The Council will raise this matter with TfL directly and we would encourage local residents to do likewise, in order to encourage TfL to improve its condition.



PUBLIC QUESTION NO. 54

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Diana Cashin

Member to reply: Councillor Bell

Question

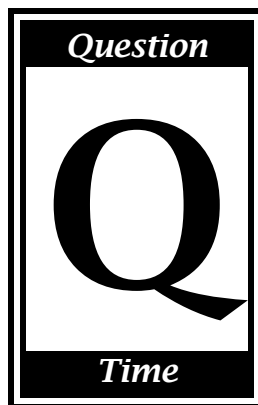
The most visible telecommunication masts are those that are taking up space, and narrowing, public pavements. Is there any evidence that the Council's agreed policy and procedures for encouraging mast installers to repurpose existing masts and to use existing buildings, is having a noticeable impact on new mast siting?

Reply

The Council must assess most applications for new telecommunications development in accordance with the requirements of the General Permitted Development Order (GPDO). Where a developer is proposing a new mast or base station, the GPDO requires evidence the applicant has already explored the possibility of erecting the development on an existing building, mast or other structure instead. If Planning Officers are not satisfied the applicant has fully justified new provision, the Council may seek further information or refuse the application.

However, in most cases, new provision is justified and all Local Planning Authorities must determine telecommunications applications on planning grounds only.

Proposed new masts which are the subject of formal applications to the Council are always assessed by Planning Officers to ensure their siting and location is appropriate. Proposals that unacceptably narrow the pavement would be refused.



PUBLIC QUESTION NO. 55

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Marianna Femia

Member to reply: Councillor McGeevor

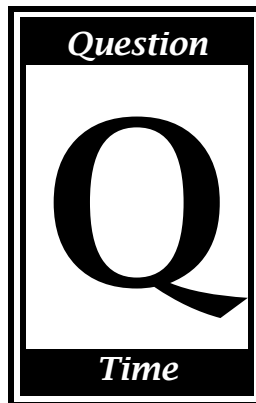
Question

Since the Government announced funding available to the Councils to improve walking and cycling following Lockdown#1, what action has the Council taken to

improve walking and cycling in Evelyn? (Please do not include any DPLN project in this list as these were part of the 2017 project and not recent).

Reply

Since lockdown 1 the Council has been working closely with TfL to explore various options to improve walking and cycling in the Evelyn Ward area. The development of a new cycle route on Evelyn Street is progressing well and we hope to make an announcement in the next couple of months on the progress made. In addition, we have used the COVID-19 emergency powers to fast track the implementation of the Scawen Road closure outside Francis Drake School. In addition, 18 new bike hangars have been installed in the ward creating 108 new spaces for cycle parking. The Council is also exploring options for further improvements to make cycling and walking an attractive option.



PUBLIC QUESTION NO. 56

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Julia Webb

Member to reply: Councillor Bell

Question

Please can you explain what is being done about the road safety around OLSPN school and Fairlawn Park given the heavy site traffic expected for the Lewisham Homes redevelopment of the Home Park Estate Office site?

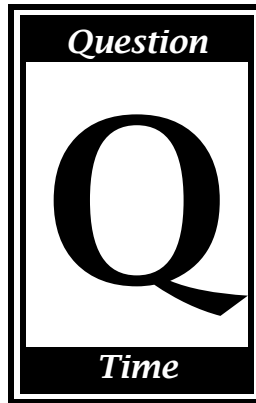
Reply

Road safety at schools is a high priority, in particular at locations where developments may have an impact on the normal traffic conditions.

In relation to the Home Park redevelopment, the construction management plan has not yet been approved. Meetings are ongoing to discuss the strategy and ensure construction vehicles do not pose undue risk to the schools in the local area.

Construction traffic associated with the Home Park development will be restricted during the school pick-up and drop-off times. This approach is taken at all construction sites when they are near schools. The road safety team will monitor traffic movements and work with the school to resolve any issues that may arise.

Once the construction management plan is approved, I am proposing to meet with yourself and other local residents to discuss any outstanding concerns. I would like to thank you for raising your concerns.



PUBLIC QUESTION NO. 57

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Rachel Webb

Member to reply: Councillor McGeevor

Question

With Norway announcing 54% electric car ownership what is Lewisham council doing to incentivise increased speed of migration to electric vehicles....given that this would reduce pollution more effectively than increasing cycling by 400%....or more?

Reply

The council has implemented a range of electric vehicle charging points across the borough.

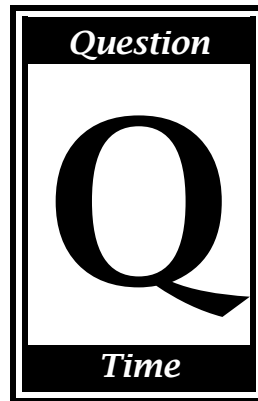
The Lewisham strategy of installing a charging point within 500m for all residents is considered a fair way of ensuring that the developing network was available equally across the borough. This has balanced this with a demand led approach to ensure that areas of high initial EV adoption are prioritised for installation. Our [strategy for low-emission vehicles](#), can be accessed on our website [page](#) with links to [Zap Map](#) and through our communications channels.

To improve air quality and encourage the move to low emission vehicles we have introduced an emissions based parking permit scheme that rewards low emission vehicle owners and has higher charges for more polluting vehicles.

There are many types of housing and road layouts within the borough that present unique challenges to installing charging points, in recognition of this we are working with a number of suppliers that have developed technologies to offer solutions for each environment. This is a rapidly developing sector and we will need to provide a range of options for charging points to meet latent demand and to promote the widespread uptake of EVs as a standard choice.

In a difficult financial climate we are now seeking to secure funding to meet these requirements and build on the work we have done to meet these aims.

It is important to note that the council does not believe that petrol and diesel vehicles should simply be replaced with electric vehicles nor do we believe that this would be an equitable way to allocate council resources when 50 per cent of households currently do not own a car. Our priority is a modal shift away from private car use towards sustainable modes of transport which are affordable for all residents. We support the Mayor of London's target that 80 per cent of all journeys should be made by walking, cycling or public transport by 2041. Electric cars still produce particulate matter which contributes to air pollution, and their use will not address the obesity and inactivity crisis we face. Electric cars still represent a road danger to pedestrians and cyclists, and electric car drivers are still capable of driving dangerously and speeding.



PUBLIC QUESTION NO. 58

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Mrs Lynskey

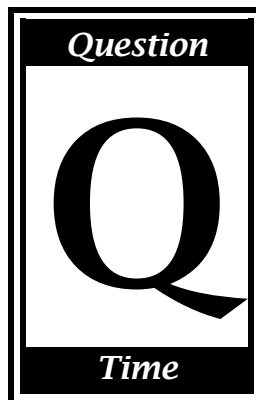
Member to reply: Councillor McGeevor

Question

How will Lewisham Council mitigate the impact of on-street parking reduction in Southwark on Lewisham streets particularly in wards like Evelyn on the border which already suffer the impact of commuter parking?

Reply

The impact of the reduction of parking in Southwark on Lewisham streets will be considered as part of the upcoming borough-wide parking review and controlled parking zone programme.



PUBLIC QUESTION NO. 59

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Mark Bennett

Member to reply: Councillor Bell

Question

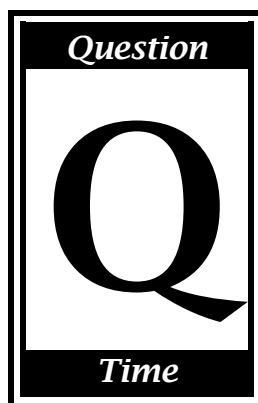
What is the value of the Council's interest in the "Kitewood Creekside Village East" development? What is the projected value of the flats the Council will own on the site to rent in the private sector? What is the projected gross yield the flats are expected to achieve and what is the projected net yield after all costs and tax? What is the Council's maximum potential liability in this development as an investor?

Reply

The value of the Council's interest from the point of sale up to the point of practical completion is £227k per annum in respect of the 16 private units/11,250sqft. There is also an element of planning overage, agreed as part of the sale agreement.

The 16 units have been based upon a capital valuation of £7,875,000 for the long leasehold interest. Once rented, the 16 private units will achieve circa £255k rental, on the open market. This will represent a gross rental yield of 2.9%. Based upon 15% deductions, for voids and costs, the net yield would be circa 2.75%.

In terms of the Council's maximum liability, there is none. If Kitewood do not meet certain agreed programme/development milestones, the £227k annual payment will increase to £422,500 per annum. If Kitewood fail to pay the coupon charge, the Council has the ability to forfeit the lease and take back its land.



PUBLIC QUESTION NO. 60

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Patricia Richardson

Member to reply: Councillor McGeevor

Question

Before Christmas, a dead end/cul-de sac sign was erected on the corner of Manor Lane Terrace/Northbrook Road T-Junction, south side, just on MLT.

The sign is atop a post, about 9 feet high, so is not easily seen by drivers turning right from Northbrook Road, as they will look left and right to view any on-coming traffic. Being very high it is not easily seen by directly on-coming traffic. It is not lit, so is not clearly visible in the dark early morning or at night. The abandoned red Road Closed metal stands are still there, one flat on its face as I write. Why do it this way? Consequently, MLT still has traffic not understanding that MLT has been turned into a cul-de-sac.

At least 34 houses in the Terrace and the 14 houses in Wolfram Close have been badly affected by the closure of the road at the south end since 29th June 2020. Not once have residents been consulted on what has been done, but as they have to live with the consequences of the created traffic congestion, constant turning (any driver coming in, including residents, has to make turns or reverse, often driving over the pavements, shining bright lights into people's rooms. When will the council see fit to consult the residents and not appear indifferent to the complaints of residents?

At no time has the council monitored/assessed the traffic flow in the part of MLT affected. When will it do so?

The newly erected sign has the word "cycles" which are allowed access, as they are able to exit at the south end. What does the term include as cycles, bicycles, mono-cycles, motorcycles, motor bikes? Please list those that fall under the term.

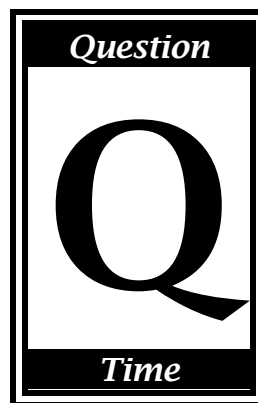
There is also the question of speed. Irritated drivers often speed back along the Terrace, ignoring the borough wide 20mph limit. This is another result of the closure of the road, when will the council discuss it with residents?"

Reply

Resident views on the LTN are an integral part of the decision making process in relation to the future of the LTN, and views will be sought through a full and thorough public consultation, which is planned for March 2021. Unfortunately due the speed at which the Government requested that authorities implement these emergency measures it was not possible to undertake the usual consultation in advance of the measures being implemented.

We have been monitoring vehicles by undertaking traffic and speed counts and a monitoring report, which will include traffic flow analysis of the area around Manor Lane Terrace, will be being published. However preliminary findings have showed that there has been no net increase in traffic speeds as a result of the LTN implementation.

Signage, both permanent and temporary, has been used to make the traffic restriction as clear as possible to all road users. The newly erected dead end signs and the word 'cycles' refer to any non-motorised vehicle such as bicycles, cargo bikes and adapted bikes.



PUBLIC QUESTION NO. 61

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Marianna Femia

Member to reply: Councillor Bell

Question

In the most recent years, numerous HMOs seem to have sprung up on and around Trundleys Road/Alloa Road and, more generally, Deptford park. With its proximity into central London and good access to transports, the area has become ripe with Landlords looking to maximise their profits by converting every single liveable space into rooms and renting it out at a premium. These transient and unsecure kind of tenancies do not help build a sense of community and social connectivity. What is the Council's take on this and what is its strategy for ensuring this kind of profiteering doesn't go on unmanaged? How many HMOs licences have been given out to transform properties on and around Trundleys Road and nearby roads? Is there a limit to the number of licences the Council will hand out? How much money has the Council raises per year in the last 10 years by 'selling' HMOs licences on and around Trundleys Road/Alloa Road etc?

Reply

The Council requires that all HMOs are well-managed and in accordance with the law. Lewisham has two HMO licensing schemes in force at present. These are:

- **The national mandatory scheme:** this covers all properties with five or more residents living in two or more households. There are some exceptions to this, such as flats in purpose-built blocks.
- **The current additional scheme:** this covers flats above commercial properties, where there are three or more residents living in two or more households.

Like every local housing authority, the Council's powers to regulate the HMO market are limited and defined by law. There is no legal basis upon which any housing authority can refuse a licence to an HMO, provided the following conditions are met:

1. The landlord must be "fit and proper". This is defined largely in terms of criminal convictions and regulatory finding, but there is some discretion to consider other behaviour.
2. The property must be suitable for occupation as an HMO. This relates to conditions within the property itself, rather than to any potential local objections to HMO developments. The Council publishes its standards for licensed properties on its website.
3. The management arrangements must be suitable.

There is a positive duty to licence all licensable properties. There are no powers to regulate the development of HMOs as a local housing authority.

All licenses contain conditions that require owners and managers to address anti-social behaviour by tenants and their visitors; regulate the number of tenants who can

occupy the property; ensure that there are adequate facilities for waste management; and ensure that their properties remain well-managed and in a reasonable state of repair.

The Licensing and Management of Houses in Multiple Occupation (Additional Provisions) (England) Regulations 2007 sets out the duties that apply to all HMO managers, whether their property holds a licence or not. These replicate the standard licensing conditions in some respects, particularly in relation to reasonable external and internal repair and safety standards. Management regulations do not include any duty to deal with anti-social behaviour.

Failing to comply with management regulations or licence conditions are criminal offences. Convictions would put the fit and proper status of any HMO licence holder in jeopardy. Licence holders and property owners can be fined up to £30k per breach as an alternative to prosecution. Serious or repeated licence breaches can be a basis to revoke the licence.

Lewisham's Private Sector Housing Agency has a team of officers dedicated to the identification and licensing of all licensable HMO properties and keeping all properties compliant with licence conditions and management regulations. There is a further team of officers who deal with complaints about the exploitation, abuse, harassment and illegal eviction of tenants.

Our officers work with landlords to maintain high housing and management standards, but will issue Civil Financial Penalties or prepare cases for prosecution where this is appropriate.

Licensed HMOs in the Deptford Park area

The addresses and landlord details of all licensed HMOs appears on the Council's HMO Register, which is available on our website. There is no legal basis upon which any housing authority can refuse a licence to an HMO, so there is no limit to the number of licenses which can be issued in the borough.

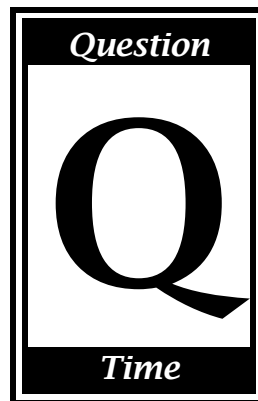
The following number of properties have been licensed in the Deptford Park area.

| | | |
|---------------------|----|----|
| • Alloa Road | 15 | |
| • Trundleys Road | | 14 |
| • Hicks Street | 1 | |
| • Crooke Road | 1 | |
| • Kezia Street | 0 | |
| • Grinstead Road | | 0 |
| • Gosterwood Street | 4 | |
| • Etta Street | 1 | |
| • Rolt Street | 1 | |

This information is from the Council's HMO Register which can be accessed through our [website](#).

Licensing Fee Income

The licensing fee varies for individual properties depending on their size. The income for the above properties is in the region of £77,760 for five-year licenses.



PUBLIC QUESTION NO. 62

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Julia Webb

Member to reply: Councillor Bonavia

Question

Will the Cabinet Member for Democracy, Refugees, and Accountability please explain the reason for insisting that public supplementary questions are submitted the day before the Council meeting? It is a serious attack on local democracy, and it is hard to see any issues doing this within the E-meeting format to justify it?

Reply

Prior to the last meeting of full Council, as part of our ongoing focus on the Democracy Review themes of Openness and Transparency and Public Involvement, and as part of continuous learning as we adjust to virtual public meetings, we considered if there were practical ways we could improve the process and procedures in place to support Full Council meetings.

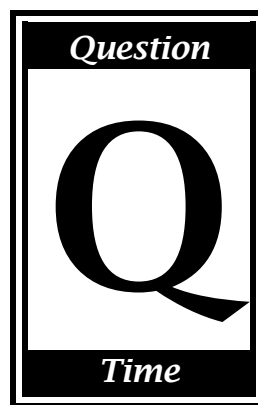
There are two reasons for the current arrangement relating to supplementary questions.

First is the issue of preparing a contingency for any technical connection problems that may arise during the meeting. In the event that the questioner is unable to ask their supplementary question when invited to do so during the meeting, the supplementary question can still be read out by an officer.

In addition, often supplementary questions request further detailed answers from Cabinet Members, including data, details of specific cases, costs, etc. which Cabinet Members are unlikely to have to hand at the Council meeting. Therefore some advance notice of the supplementary question could enable a more thorough and complete response to be provided at the meeting, to the questioner and the wider public.

Although questioners were asked to provide their supplementary question in advance for the last meeting, they were by no means compelled to do so, and were able to change their question on the night if they wished.

This change was undertaken on a trial basis, and both Cabinet Members and officers believe it was successful, up to a point. However, we have taken on board feedback received and have revised the letter to questioners to make clear the purpose of requesting supplementary questions in advance, and that questioners are not compelled to do so if they do not wish to, for any reason.



PUBLIC QUESTION NO. 63

Priority 5

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Mrs Lynskey

Member to reply: Councillor McGeevor

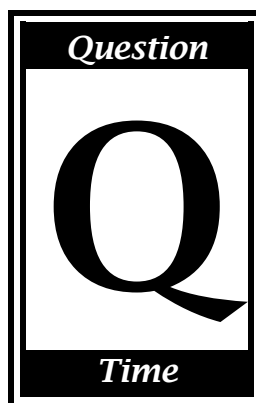
Question

Does Lewisham Council intend to implement a progressive parking reduction strategy similar to Southwark's in this borough to support active travel and meet climate change targets by 2030? (Easy to achieve when so many streets have no existing controls and do not require consultation for parking suspension.) Will Lewisham council acknowledge the response to this question is not "CPZ" which only serves to formalise the status quo in favour of car usage and on street storage of private motor vehicles at the expense of resident health, well-being and safety?

Reply

The Council is committed to reviewing parking provision throughout the borough and introduce controlled parking zones, subject to resident consultation, over the next few years. This will potentially allow better management of parking across Lewisham.

All of the new developments are securing parking provision in accordance with Mayor's Transport Strategy and in the draft Publication London Plan. In the London Plan, sites of PTAL 4 (public transport accessibility level 4, based on proximity to and frequency of public transport) and above would have a maximum parking standard of zero (except for disabled parking and servicing requirements).



PUBLIC QUESTION NO. 64

Priority 4

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Patricia Richardson

Member to reply: Councillor McGeevor

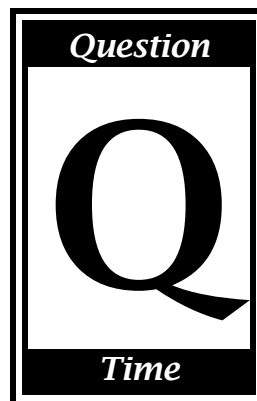
Question

From November 2020 changes were made to the LTN in Lee Green Ward. In spite of the problems created in Manor Lane Terrace by the road closure at the south end of the terrace, which were brought to the attention of the council over several months, nothing was done to address these problems by consulting with residents.

Why were changes made elsewhere to satisfy the elimination of problems created by the scheme, but not on MLT? Why were we excluded?"

Reply

We have been listening to feedback from all residents regarding the Lewisham and Lee Green low traffic neighbourhood and making changes where appropriate and possible. As a result of feedback about motor vehicles u-turning on Manor Lane Terrace the Council have responded by implementing dead end signs at the closest decision point to try and resolve this problem. We have also ensured that the restrictions have been uploaded onto all mainstream satellite navigations systems to minimise the number of vehicles being mis-directed down Manor Lane Terrace and may have to perform a u-turn on Manor Lane Terrace. The Council will continue to monitor the situation closely.



PUBLIC QUESTION NO. 65

Priority 5

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Marianna Femia

Member to reply: Councillor McGeevor

Question

Lack of parking on Trundleys Road is a real issue. Yet, there seem to be numerous new developments currently being considered that would increase the number of dwellings on the Road and therefore potential cars. The 'car free' development approach does not seem to be a constant requirement and, even when those are proposed, there is no way of enforcing this as there is not a CPZ in place in Evelyn.

Some of the most recent potential developments 'attach' to the application a 'parking survey' carried out by some company showing plenty of parking available on a and around surrounding roads. For example, there are currently two such 'surveys' being put forward as evidence by two separate developments. These two surveys show the same parking spaces being counted as 'available'. Surely this can't be right.

Is the Council's position still that any new development needs to be 'car free'?
How will the Council enforce those car free developments without a CPZ in place?
According to the Council's own 'plan' a CPZ is not due to be considered for the Borough till 2023; is the Council aware that the RMP will include the removal of all free parking in Southwark, making Evelyn the closest free parking area to zone 1 in central London?

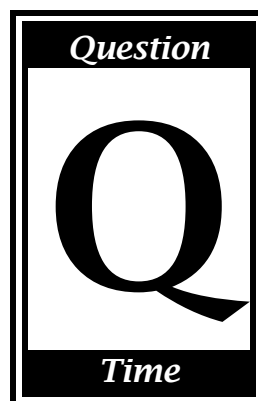
How will the council mitigate that till 2023? Will the Council consider the introduction of a CPZ sooner in Evelyn?

What is the Council's position regarding spaces that should be kept free for the installation of, much needed, bike hangers and instead are being counted as 'available' spaces for parking by those developers? Is the Council's position still to encourage people to switch their mode of transport to walking and cycling? Are the officers approving such developments aware of the Council's priorities here?

Reply

The Council continues to support car free developments. Lewisham is committed to roll out controlled parking zones (CPZ) as soon as practical, to assist in managing parking on the public highway and support the roll out of sustainable modes of transport, such as walking and cycling.

Subject to funding and feasibility, the Council will consider requests for bike hangars on the public highway. Should bike hangars be desired on private, developer land, these should be directed to them.



PUBLIC QUESTION NO. 66

Priority 5

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Julia Webb

Member to reply: Councillor Bonavia

Question

Will the Cabinet Member for Democracy, Refugees, and Accountability please explain why the following question was excluded from Public Questions on 25 November 2020?

I asked:

"Please can you detail capital payments made to the Archdiocese of Southwark's Education Commission, to deliver the OLSPN school redevelopment? Funding was provided by the Council to the Diocese up front, allowing them to engage contractors, and deliver the scheme."

The reason given for excluding the question was that legal officers considered I had already had a substantive answer via a EIR /FOI; this is entirely false, and no financial information has been supplied. Can he also explain why the council has failed to meet the deadlines on two corporate complaints, & one internal review into the failure to produce the same data?

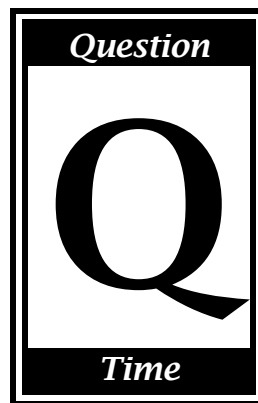
Reply

The question was excluded from Public Questions on 25 November 2020 as it was subject to an existing request being dealt with under the Environmental Information Regulations. Officers were therefore following the usual process that applies to these requests in accordance with the statutory framework that governs such requests and the timeframe the Council has to respond. The Council's Deputy Monitoring Officer informed the questioner by email on 18 November 2020 that this was the reason why her Council question for the same information was being disallowed. A copy of the funding agreement was duly provided to the questioner on 1 December 2020 and this contains full details of the capital funding provided.

The Council always strives to meet its published deadlines for responses to complaints and to keep requesters up to date where that may not be possible. Officers of the Council have to balance competing interests including statutory responsibilities for other work, so it is not always possible to reply to every case as quickly as we would hope to. This ability has been placed under further strain in the past year owing to the massive impact of the COVID-19 pandemic on Council.

Officers are not aware of any outstanding complaints from the questioner and none has been upheld to date in relation to this matter, including a Stage 3 complaint by the questioner which was referred to the Independent Adjudicator and not upheld by her on 16 December 2019.

Officers have spent large amounts of time engaging with the questioner in connection with this matter and will continue to do so.



PUBLIC QUESTION NO. 67

Priority 6

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Mrs Lynskey

Member to reply: Councillor Bell

Question

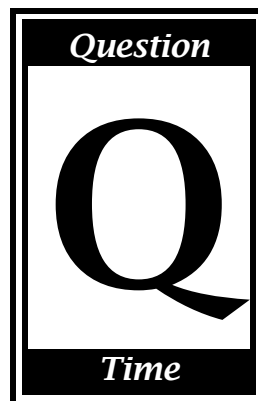
Has Lewisham Council (or agents acting on behalf of the council) discussed putting residential development on Plot 21 of the Convoys Wharf development site with the developer (Convoys Properties Ltd) or its agents?

Reply

No - the Council has declined to meet the developer to discuss the residential led development of Plot 21. I published a [statement](#) last month to clarify our position on this issue.

The developer has outlined that they wish to develop plans for Plot 21, which include housing. The Council have consistently outlined that the Safeguarded Wharf direction and London Plan and Local Plan policies would resist residential development on the wharf. The developer has been advised by the Council that if they wish to consider alternative uses for the wharf, they must first present a clear and robust policy-based argument for such – this justification has not been provided and officers have therefore declined to meet to discuss the detail of a housing scheme for Plot 21.

Following a webinar held on December 1st 2020, the Council has written to the developer to highlight the misrepresentation of our position on the development of Plot 21. In their response, the developer confirmed that the Council has not asked them to consider additional housing on the Safeguarded Wharf site and apologised for the confusion caused by the webinar.



PUBLIC QUESTION NO. 68

Priority 6

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Julia Webb

Member to reply: Councillor Bell

Question

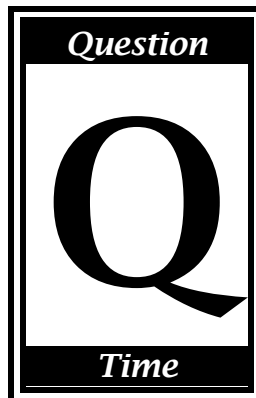
Could the Cabinet Member outline the costs of appointing the consultants for the Bell Green visioning exercise, and for their report?

Reply

The total value of the contract is £38,212 (ex VAT). To date, £34,938 has been spent on the production of the draft visioning study. This has entailed commissioning 'We Made That' as lead consultant, who are providing architectural, urban design and masterplanning services on the project. This fee also includes multidisciplinary support from the wider design team including transport and commercial advisors.

There is £3,274 outstanding. This will be invoiced following the production of the final iteration of the study.

The cost of this work is funded in part from the Greater London Authority's Homebuilding Capacity Fund.



PUBLIC QUESTION NO. 69

Priority 7

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

20 JANUARY 2021

Question asked by: Mrs Lynskey

Member to reply: Councillor Bell

Question

Has Lewisham Council (or agents acting on behalf of the council) discussed putting residential development on or changing the designation of the Port of London Authority safeguarded wharf on Plot 21 of the Convoys Wharf development site with the GLA or the Mayor of London?

Reply

Council officers attended a meeting between the GLA and the developer where the developer sought to justify the redevelopment of the wharf. The Council has been consistent in its view that such redevelopment has not been justified in principle and have therefore declined to discuss the detail of a residential led redevelopment on the site.

The developer has been advised that if they wish to consider alternative uses for the wharf, they must first present a clear and robust policy-based argument for such – this justification has not been provided. This position has been reiterated and supported by the GLA.

