

**LEE GREEN LOCAL ASSEMBLY  
MEETING**

**Tuesday 11<sup>th</sup> February 2020 7pm – 9pm**

**Trinity Church of England Secondary School**

**Taunton Road, London SE12**

**Record of Meeting**

	Items	Actions
1	<b>Welcome, Introduction &amp; Format of meeting</b>	
	Cllr James Rathbone welcomed everyone to the meeting and went through the agenda.	
	<b>Police Safer Neighbourhood Update</b>	
	<p>Inspector Benn Pollard from the Metropolitan Police provided an update on community policing in the area and the new restructure process for the Safer Neighbourhood Team. A collaborative ways of working has been introduced resulting in boroughs grouped together. As a result, Lewisham now works in collaboration with Bexley and Greenwich to form the South East PCU. Part of this process has resulted in senior management structure being slimmed down. For example, the South East PCU has one Borough Commander, a number of Superintendents, 3 chief Inspectors, a number of PCs and PCSOs.</p> <p><b>Impact of the new structure in Lewisham</b></p> <ul style="list-style-type: none"> <li>• There used to be three Inspectors overseeing the SNT for the borough, this has now been reduced to one inspector looking after around 120,000 household.</li> <li>• There is a Chief Inspector assigned to look after all the three boroughs for neighbourhood policing</li> <li>• One Superintendent and the Borough Commander</li> </ul> <p>A brief overview of the Met's Vision based on a number of issues which people have raised as a concern.</p> <ul style="list-style-type: none"> <li>• The first vision focuses on tackling violence, serious youth violence, robberies, burglaries, antisocial behaviour and theft from motor vehicles.</li> <li>• A second involves mobilising partners and the public to come on board to help tackle ongoing violence in the community i.e. youth intervention at an early age. Part of this vision is also asking members of the public, where they feel they can to step up and volunteer to support the police through their faith groups, local community networks by reporting crimes and antisocial behaviour in their community.</li> <li>• The final and third vision is ensuring the team delivers the justice and peace by supporting victims of crime, providing them with contact details and regular updates on the progress of their cases. Ultimately doing their best to deliver a favourable outcomes for victims' wherever</li> </ul>	

	<p>possible.</p> <p>PCSO Abi Krukowski announced that the team is looking to set up a ward panel meeting for Lee Green ward which will take place at Lewisham Police Station. Anyone who wish to attend is asked to contact Abi by emailing, <a href="mailto:Abi.L.Krukowski@met.police.uk">Abi.L.Krukowski@met.police.uk</a>. This Meeting will be held on a quarterly basis and discussions will be based on local matters and local policing.</p>	
<b>3</b>	<b>Healthy Neighbourhood Programme Update</b>	
	<p>Cllr Octavia Holland who has been working on the above programme with residents gave a brief background explanation of the context of the proposed Healthy Neighbourhood programme and why the scheme is being prioritised in Lee Green. The main aim of this project is to reduce traffic. It is a Mayor of London programme rolled out across London by Transport for London. The programme is already operative in Waltham Forest and Hackney. Lewisham Council are committed to this programme and are very keen that it is introduced across the borough. A particular driver to the scheme was said to be around, pedestrian safety, traffic and speeding through residential street air quality and dangerously high pollution level.</p> <p>A number of key objectives for supporting this scheme were listed as follows:</p> <ul style="list-style-type: none"> <li>• To stop rat running across the ward. It has been established that around 60% of the traffic going through the ward were not stooping or starting within the ward.</li> <li>• Improve the air quality for everyone who lives in the ward</li> <li>• Improve pedestrian safety</li> </ul> <p>Josh Learner from the Council's transport division was invited to explain on how the scheme will be implemented.</p> <p>The overarching aim of the programme are to:</p> <ul style="list-style-type: none"> <li>• Prioritise sustainable forms of transport</li> <li>• improve air quality and reduce traffic on residential roads and</li> <li>• Encourage active travel</li> </ul> <p>The Mayor of London's strategy has some bold and ambitious targets and expects that by 2041, around 80% of journeys in London has to be made by foot, cycle or use of public transport. Around 60% of journeys are currently said to be made through these medium.</p> <p><b>How can these targets be achieved?</b> Some of the methods the targets in the strategy can be achieved were outlined as follows:</p>	

	<ul style="list-style-type: none"> <li>• Creating conditions that are better for walking and cycling</li> <li>• Improve public transport experience</li> <li>• Redesigning roads to prioritise sustainable local journeys</li> </ul> <p>In responding to the Mayor's requirements, the council has to show how it can achieve these targets. The scheme will be rolled out borough wide and will comprises of 18 cells. For a period of six months last year the council held a prioritisation process looking at a whole range of elements including air quality and pollution, road safety, local support, connection to local transport. Lewisham and Lee Green was selected as a pilot mainly because of the amount of rat running on the roads in the area and the works that the assembly has done to highlight problems in the area.</p> <p>A map showing the key rat run in the area, going past schools (Colfes, Brindishe manor and Trinity School) was shown to the meeting. As part of preparation, a traffic counts of the roads within and outside of the cells to establish what will happen before and after the trials will be conducted.</p> <p>In regards to air quality, a case study conducted in Waltham Forest was cites as an example. This borough went through a similar process that the council wants to apply.</p>	
4	<p><b>Neighbourhood Community Infrastructure Levy (NCIL)</b></p>	
	<p>An officer from the council planning department provided a presentation on NCIL as follows:</p> <p>Lewisham has been working on the neighbourhood CIL strategy for quite some time and are now ready to launch the project. The Community Infrastructure Levy (CIL) is a levy that local authorities can choose to charge on certain new development. The council has been collecting this levy since 2015. CIL must be spent to support / improve the infrastructure development of an area, such as schools, hospitals, roads, open space, and leisure facilities. Recently the CIL regulations allow the council to set aside 15% of CIL receipts for community projects. During the development of the strategy officers recommended an increase the sum set aside by the council. Mayor and Cabinet agreed to allocate 25% of the overall CIL to spend on priorities that should be agreed with the local community in areas where development is taking place (NCIL).</p> <p><b>What the fund can be spent on</b></p> <p>A number of examples of how the community part of CIL fund can be spent to improve on a wide range of things which benefits the community were provided. This ranges from the</p>	

provision of after school club, hospital, restoration works to building, community library right down to smaller project like planting street trees and provision of parks equipment etc. Officers has since devised a methodology to enable people to submit projects and for the community to select the projects they would like to see deliver.

The current Neighbourhood fund for Lee Green is £16,185. A priority setting workshop will be held at this meeting to set a wider strategic priorities for the ward which individual project will be assessed against. This workshop will also give Lee Green Ward the opportunity to:

- Review the priorities that have been submitted through the commonplace consultation
- Agree a list of up to 6 priorities that will be used to steer the NCIL project applications
- Allow people to provide feedback on the NCIL consultation process so far

#### **Guide to delivering the NCIL workshop**

- A long list of suggested priorities collected from commonplace online was presented to the meeting
- A shortlist of the five top priorities from the online result were highlighted
- People will be asked to spilt into 5 groups, with each table expected to discuss one of the top 5 priorities and what they mean for the ward
- Each group will be expected to suggest 1 additional priority. The idea chosen could be from the online result list, Draft Lee Forum Neighbourhood Plan or a priority that the group feels may not have been represented through the consultation
- The assembly will be asked to decide if they are happy with the 5 priorities or if they wish to add a sixth
- The meeting will be asked to take a vote on what extra priority they would like to add from the five suggestions put forward
- The final list of 6 priorities will be agreed by a majority vote

A brief explanation of the Commonplace online consultative tool was provided as follows:

The online consultation tool is commonly used by councils to gather views on specific subject. It is widely used across London as a community consultation platform. In the case of

NCIL, each ward has its own particular map where residents can submit their ideas for NCIL priorities. A brief feedback on the result received from Lee Green were provided. Around 481 people visited the site, 186 unique people submitted a comment or agreed with a priority, 517 interactions agreeing with those existing priorities.

An analysis of the comments submitted has been collated. This shows the top five priorities listed for Lee Green as:

- Transport and Streets
- Air Quality
- Open/Green spaces and nature
- Community safety
- Community Facilities

Reference was made to the priorities set by the designated Neighbourhood Forum that covers the area. As part of the process the assembly is reminded of the importance of taking into account the priorities that Lee forum are currently working on. Those priorities were:

- Protection and enhancement of Green/Open spaces
- Community facilities
- Nature and environment
- Public Realm
- Transport and streets
- Improve Health and Wellbeing
- Improve Air Quality

It was advised that these priorities are considered when discussing the sixth ward priority.

#### **Next Stage of NCIL – What next?**

- Once the priorities have been agreed at this meeting, the council will publish the list of agreed priorities on the council website and the ward specific commonplace site
- There would be an open call for projects which will be launched for 8 weeks in early 2020
- Officers will run Workshops to help develop project ideas
- The council will publish a long list of projects that meets the criteria of priorities agreed by the assembly
- The projects will be presented back to the assembly for the community to decide a shortlist of projects they wish

	<p>to fund.</p> <ul style="list-style-type: none"> <li>• A project bank would be developed from the remaining project ideas and save for future fund injection.</li> </ul> <p>A question and answer session followed this presentation.</p> <p><b>Priority Setting Exercise</b></p> <p>A brief explanation on the processes for the priority setting exercise was provided. The purpose of the exercise is to get an agreed list of priorities by the end of the meeting. The agreed priorities will be published on the Council website and followed by an open call for projects. Anyone from the ward can submit a project ideas to the council.</p> <p>The table discussion generated a list of ideas to consider for the sixth priority. The proposed priorities to consider were: Supporting vulnerable people, preventing flytipping, youth activities, recycling, preservation of heritage, supporting local businesses.</p> <p>Following a vote by show of hand supporting vulnerable people was chosen as a sixth priority.</p>	
<b>6</b>	<b>Healthy Neighbourhood Programme Update</b>	
	<p>A brief overview of the Healthy Neighbourhood Programme was provided. This is an initiative funded through TFL to calm residential roads by reducing rat running, improve air quality and create a better environment for all. Lee Green and a section of Lewisham Central ward was chosen as a pilot for this scheme. An extensive public consultation took place in the summer working with Sustran. Over 1,500 responses were received. The public consultation was conducted in two phases:</p> <p>The first was to gather information about how people felt about their street, what they thought was negative or positives. What they thought worked well and what was causing problems. These information was gathered through online consultation events involving schools and various other community groups in the area. In the second phase people provided their thoughts on the best possible solutions to the problems they have identified. With these information to hand, council officers began working on a models working closely with traffic engineers to get a clear ideas of the flows of traffic that could work. A short video of what has been achieved with a similar scheme in Waltham Forest referred to as “Mini Holland” was shown to the meeting.</p> <p>Cllr Louise Krupski, councillor for Rushey Green ward and</p>	

Lewisham Clean Air Champion was invited to address the meeting on road safety and the work that the council has been doing to promote cleaner air across the borough. Louise endorsed the HNP in Lee and encouraged local people to back the scheme. This was followed by a short presentation on HNP. The presentation outlined ideas on how the council hopes to deliver on some of the ambitious programme that TFL has set for traffic reduction. It is hoped that the new scheme will make walking and cycling safer and more enjoyable, improve public transport experience and re-designing of roads to prioritise sustainable local journeys. The main headlines from the consultation were explained. Cars cutting through and rat running was a top issues in the ward. The suggested top ten solutions to address the issues were also presented. As part of their findings, officers conducted traffic monitoring in the area to understand some of the traffic flow and the key routes where the rat running was taking place. A map indicative of movements / key routes that cars and people were making was shown to the meeting.

#### **HNP Trial Draft Proposal**

A brief explanation of how the trial will work was provided. Rather than set up a separate consultation for the scheme, the trial will serve as the main consultation for as long as the trial runs. The design for the area will be representative of the consultation.

During the trial, model filters will be used to test locations, maintain bus movements through the Healthy Neighbourhood area and maintain vehicular access to all properties within the HN area. All these will be synchronise with the proposed controlled parking zone consultation.

#### **Limitations of the trial**

- Advanced filters such as bus gates and camera enforcement will not be used during the trial because of associated cost. This could go in in the final design where it is deemed necessary.
- Supplementary measures such as pedestrian crossings and greening cannot be trialled but will be part of the final permanent design.

Also as part of the process, officers are expected to manage different stakeholders' expectations taking into consideration feedbacks from residents and TFL. TFL have requested that officers submit a number of traffic modelling for the perusal before the trial is introduced. It was explained that TFL expectation has to be managed as the project funding was provided by them. There was also the requirement to maintain all service network classified as emergency service routes (ambulance and police) and local services such as the bin collection.

The proposal map showing the designated area where the scheme will cover was shown at the meeting. The red parallel lines was said to represent the access points into the zones and the blue blocks indicates where the proposed modal filter

would be placed to stop through traffic. The green lines shows the roads that will remain open in the trial. Overall, up to 17 modal filters is proposed at various locations and 2 school streets (Brindishe Manor and St Winifred. Bollards will be placed near the entrance to the road before school opens and just before school closes. This will restrict traffic so that no-one can pull up to park or drive through these roads whilst kids are entering or leaving schools.

The council has received various comments on the proposal from the Assembly working group some of which has identified some roads missed out for the trials i.e. Gilmore road and surrounding areas. It is proposed that another modal filter will be installed on Ennersdale Road to eliminate this issue. Other suggestions received requests that Manor Park and Manor Lane is included in the roads to be closed off. Officers were of the view that this is still possible and that the consultation will take notice of how both roads is affected during the trial period.

The potential impact that the trial will have on the south circular and A20 bus routes were mentioned. TFL are currently looking at how the traffic light signalling times can be changed at junctions to improve flow of traffic in these areas.

#### **Proposed Timeline for project delivery**

- A draft trial model design will be produced in October 2019
- TFL clearance granting the trial to proceed is expected in Oct/Nov 2019
- The final draft of the trial will be published via online, letter drop and public exhibition to be held in Jan / Feb 2020
- Officers will continue to monitor the scheme during the trial period looking for opportunities to improve it – Feb - July 2020
- Implementation of trial and beginning of 6 months of consultation and monitoring will start in Feb / March 2020

#### **Control Parking Zones**

A brief outline of CPZ processes was briefly explained by parking officer. Usually a consultation on the scheme will take place to gauge interest before it is implemented. Consultation usually last for 21 days. A referendum style vote will take place to decide if people wants a CPZ on their road. If the council receives more than 50% vote in favour then the scheme will be introduced. The scheme will come in at roughly the same time as the Healthy Neighbourhood programme implementation for the areas not currently within CPZ should resident vote in favour. A response rate of over 10% is needed to deem the consultation valid. As part of the consultation, a detailed plans of the scheme will be available for people to view online. A public exhibition will be held where people can view printed copy of the plans and ask questions. Information about the scheme will be available



	<p>either via the website or by posting information door to door.</p> <p><b>Implementation</b>  For the experimental period, parking officers will be working in conjunction with Healthy Neighbourhood programme officers to see what type of CPZ and restriction people want to see trial in the designated areas. It could take up to a minimum of 6 weeks to order the signs and 4 weeks to begin implementing the scheme. The 'Go Live' date will be announced near completion and this is expected to happen around February / March 2020 at the same timescale proposed for the HNP programme trial.</p> <p><b>Review Process</b>  As with every experimental order there will be a review process. Residents will be invited to comments on the design, stating what worked and what didn't. Changes can be made under the experimental order. Checks will be conducted after 6 months to see if the scheme is working well, if it is not, changes can be made. Consultation on the scheme is expected to begin in the new year.</p> <p>A question and answer session followed this presentation.</p>	
<b>7</b>	<b>Community updates and any other business</b>	
	There were no items to update the meeting	
<b>8</b>	<b>Declaration of interest</b>	
	<p>There were no interest declared at this meeting.</p> <p>The chair thanked everyone in attendance and brought the meeting to a close.</p>	