



LIST OF PUBLIC QUESTIONS AND ANSWERS

Public questions and answers for the
Council Meeting of the London Borough of
Lewisham to be held on Wednesday 1
March 2023

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 1

Question asked by: Katy Phelps

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

During the meeting of the Blackheath Assembly on the 10th November council officials Mr Muncey and Mr Boulton presented plans designed to tackle the increased traffic and anti-social driving through Blackheath and down Lee Road. This entailed refreshing the white line road markings and was to be undertaken in a 6-8 week time frame. Can you confirm when this work is to be completed?

Reply

The remaining lining refresh in Lee Road and Blackheath Village has been scheduled for completion in April.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 2

Question asked by: Katy Phelps

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

Please can you outline the specific mechanism for reopening the Lee Green LTN in case of an emergency such as the major flooding on Eltham Road or planned major event such as the London Marathon? Please give detail of the decision making of what constitutes an emergency; how the LTN is reopened and how this is communicated to road users.

Reply

The way the Low Traffic Neighbourhood is deployed and managed means the scheme can be flexible and where appropriate, the Council are able to respond to incidents that affect routes through the area and when we receive sufficient notification of such events.

This will not always be possible as some incidents that will affect the highway network are unplanned emergency works which require immediate temporary traffic management to ensure that repair work can be undertaken, and road users can continue to use the network safely. In such cases, no advanced notification of the work or co-ordination across the wider strategic transport network is possible, as would be the case with planned works.

Emergency works are usually those that are required to take place without delay to put an end to circumstances likely to cause danger to persons or property. Each incident is considered on a case by case basis and any decision would be taken in collaboration with Transport for London, the Police and utility companies in order to manage and mitigate the impacts on Lewisham's highway network.

Information about road works is communicated through a number of channels including the Internet, social media and advance warning signs to inform motorists and other road users.

Please find below the links to the respective Council and Transport for London web pages which display information, including live updates, about road works within Lewisham:

<https://lewisham.gov.uk/myservices/roads-and-transport/roads-and-pavements/road-maintenance/roadworks> <https://tfl.gov.uk/traffic/status>

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 3

Question asked by: Alan Hall

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Brenda Dacres

Question

As required by the Community Infrastructure Levy (Amendment)(England)(No.2) Regulations 2019 Regulation 121A - Annual infrastructure statements - will Lewisham Council publish the latest version of the report detailing where Community Infrastructure Levy and Section 106 and other planning monies are collected and spent? And, explain how it has complied with best practice guidance?

Reply

The Council has already published its Infrastructure Funding Statement (IFS) in accordance with the above legislation and has done so annually since its introduction in 2019. The IFS provides the required information plus additional information to show the types of projects funded in accordance with best practice guidance. <https://lewisham.gov.uk/-/media/infrastructure-funding-statement-2021---22.ashx?la=en>

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 4

Question asked by: Mark De-Laurey

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

Can the council tell us how many people have been persuaded to change their traveling habits to "Active travel" (Walking and Cycling) since the LTN was retained in Jan 2022 and how this data was gathered?

Reply

All information and data collected to assess the performance of the LTN can be found in the monitoring reports that were presented to Mayor and Cabinet in September 2022. Please see the two links below:

<https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MId=6495&Ver=4> and

<https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MId=7912&Ver=4>

The overall objectives of the scheme have not changed throughout this time, which essentially are to encourage more people to walk and cycle, whilst at the same time improving air quality and public health, reducing noise pollution and making roads safer.

Results from the public consultation on the LTN in 2021 showed that 21% of respondents agreed that the scheme had encouraged them to walk or cycle more. Since the LTN has been retained, we have delivered additional complementary environmental measures, including street trees and cycle hangars to encourage more walking and cycling. We are also in the process of installing new benches and will be implementing three new and improved pedestrian crossing points within the area to make walking safer and more attractive.

A further monitoring exercise of the LTN is planned later this year, including updates on active travel behaviour, and the results and findings will be presented to the Mayor and Cabinet.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 5

Question asked by: Mark De-Laurey

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

Can the council tell us how many few traffic accidents there have been since the LTN was retained in Jan 2022, on boundary rd (Roads that boarder the LTN but are not inside the LTN, i.e. likes of B2212, B212, A20, A205, but not limited to) and how this data is gathered?

Reply

As reported to the Council's Mayor and Cabinet in September 2022, collision data for the assessment of the LTN is provided by Transport for London. This data provides information for road traffic collisions that involve personal injury occurring on the public highway reported to the Police. Damage only collisions are not included.

The collision statistics are not passed to the Council straight away until they are verified therefore only partial data is available for 2022 and this data is provisional and subject to change. Once obtained the data will be reviewed and incorporated as part of the ongoing monitoring for the LTN.

The B2212 and B212 are not boundary roads, however, within the September 2022 monitoring report the Council reviewed the pre-LTN and post-LTN collision data on the main boundary roads of A20, A21 and A205 which are all part of the Transport for London Road Network (TLRN). The number of reported traffic injury collisions within the report is shown below.

	Pre LTN			Post LTN			Change
	Slight	KSI	Total	Slight	KSI	Total	
TLRN	217	34	251	184	30	214	-37

The data suggests that since the introduction of the LTN there has been a reduction in collisions within the area on both borough roads and the TLRN.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 6

Question asked by: Mubeen Bhutta

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

Will any of the revenues raised from school street and low traffic neighbourhood fines be used to put traffic calming measures in place on Vicars Hill SE13?

Reply

Parking and moving traffic enforcement are critical to help maintain the safety of road users, including pedestrians and cyclists and is not intended as a revenue generating exercise. The level of compliance by motorists to camera enforced restrictions typically improves over time so revenue generated from them also reduces.

In line with legislation, any surplus income must be spent on transport and highway improvement measures. In Lewisham, surplus enforcement income generally goes towards funding this Concessionary Fares scheme, which provides free travel to eligible older and disabled residents in the borough.

The Council receives a large number of requests for traffic calming measures across the borough and seeks to prioritise the limited funding available at locations with heightened risks on an evidenced basis. This includes use of an annual speed compliance survey to assess vehicle speeds and traffic collision data. Vicars Hill will be included on the next survey for review.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 7

Question asked by: Mark Bennett

Relevant Directorate: Chief Executive

Member to reply: The Mayor, Damien Egan

Question

In 2018 the current Mayor said that he was in favour of term limits for the post of Mayor and that he would make way for someone else after two terms in office. Is that still his view?

Reply

I view term limits in general as a positive which can help encourage new ideas and bring energy into our political system. However, legally no term-limits exist in the United Kingdom and to my understanding the Government have no plans to introduce them.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 8

Question asked by: Mark Bennett

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Sophie Davis

Question

In response to Q114 of 23.11.22 the Council stated that “Directly managing the service (Lewisham Homes) will generate savings by reducing the overheads of running the service ...”. Which overheads will be reduced? Before starting the process of bringing Lewisham Homes in-house, how much did the Council estimate would be saved?

Reply

The overheads referred to are those associated with running a separate company to manage the homes. Immediate annual savings of £300k will be made through changes to governance structures and no longer servicing the Lewisham Homes’ board.

The transfer of the services to direct management by the Council is primarily to provide the best outcome for residents, particularly in the new regulatory and legislative environment, rather than a cost saving exercise.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 9

Question asked by: Mark Mayers

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Brenda Dacres

Question

When was the Copperas Street / Kitewood development originally scheduled for completion at the time planning permission was granted?

Reply

At the time the planning application was submitted in 2018, the Environmental Statement predicted a 3-year construction programme for completion in 2023. The Copperas Street/ Kitewood development does not have planning permission as the s106 remains in draft form.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 10

Question asked by: Mark Mayers

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Brenda Dacres

Question

When is the development now expected to be finished and flats handed over to the Council?

Reply

There is no updated construction programme available for the Copperas Street development, as it does not have planning permission as the section s106 remains in draft form.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 11

Question asked by: Sally Edwards

Relevant Directorate: Corporate Resources

Member to reply: Councillor Amanda De Ryk

Question

When and why did the council withdraw discretionary disabled freedom passes?

Reply

Discretionary Disabled Freedom Passes were withdrawn from customers at the end of July 2022 after the Mayor and Cabinet agreed to end these in December 2020 as part of the £40m cuts that were needed.

In June 2021 discretionary pass holders were written to and advised that the scheme would be ending on 31 July 2022. The reason for this decision was provided and we also supplied details of a consultation document that was available on the authorities website. We wanted to obtain views and opinions on how we should implement the decision to minimise impact on pass holders as far as possible. We received a total of 18 replies.

In the same letter we also offered pass holders the opportunity to apply for a statutory scheme pass if they felt they met one of the 7 criteria. We asked that they complete this application form no later than 19 June 2022 so we could ensure we had reached a decision prior to the discretionary pass being deactivated.

In April 2022 we again wrote out to all discretionary pass holders reminding them that their pass would be deactivated on 31 July 2022. We once again provided details of the statutory scheme and we also confirmed that if they were aged 66 or over on 31 July 2022 we would transfer them to an older persons pass meaning they would remain entitled to a travel concession. Their entitlement would be due to their age and not a disability and was more beneficial as it allowed them to travel in England as opposed to just London.

We also provided details of the TfL 60+ scheme which is available to anyone between the ages of 60 – 66 which would allow them to travel in London the same way a discretionary pass would.

Lastly, we provided details of TfL's discounted travel schemes for people under the age of 60 who were in receipt of certain benefits

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 12

Question asked by: Sally Edwards

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

The council uses revenue from the ANPR fines in the LTN, parking and school streets fines to subsidise freedom passes for the over 60's. Can discretionary disabled freedom passes also be funded by this revenue? If not, why not?

Reply

The Council does use revenue from Penalty Charge Notices (PCNs) for parking and moving traffic restrictions to fund Freedom Passes which is part of the Concessionary Fares scheme. Parking and moving traffic enforcement are critical to help maintain the safety of road users, including pedestrians and cyclists and is not intended as a revenue generating exercise. The level of compliance by motorists to camera enforced restrictions typically improves over time so revenue generated from them also reduces.

In line with legislation, any surplus income must be spent on transport and highway improvement measures. In Lewisham, surplus enforcement income generally goes towards funding this Concessionary Fares scheme, which provides free travel to eligible older and disabled residents in the borough.

Residents in Lewisham with a disability may apply for a "Freedom Pass" which offers:

- free travel on most public transport at all times
- free travel on National Rail services within London after 9.30am
- free travel on local bus services across England.

The Freedom Pass is paid for by Lewisham Council and the scheme is managed by London Councils on behalf of all London boroughs.

A link to the Council's website with more information on how to apply for a pass is as follows: <https://lewisham.gov.uk/myservices/roads-and-transport/publictransport/transportforpeoplewithdisability/apply-for-a-freedom-pass-for-disabled-people>

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 13

Question asked by: Henry Jin

Relevant Directorate: Corporate Resources

Member to reply: Councillor Amanda De Ryk

Question

Why does Lewisham not offer companion passes for people accompanying disabled freedom pass users? This is something that is in London Mayor's transport strategy and that other councils offer.

Reply

The Mayor of London referred to this in May 2021 when he confirmed that TfL had suspended work on this as they were not currently able to make this financial commitment; and as such, it was not included in his manifesto.

As the scheme was never introduced we were never able to award these.

<https://www.london.gov.uk/who-we-are/what-london-assembly-does/questions-mayor/find-an-answer/companion-travel-pass-0>

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 14

Question asked by: Henry Jin

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

The Council uses revenue from the ANPR fines in the LTN, parking and school streets fines to subsidise freedom passes for the over 60's. Can companies passes people accompanying disabled freedom passes users also be funded by this revenue? If not, why not?

Reply

The Council uses revenue from Penalty Charge Notices (PCNs) for parking and moving traffic restrictions to fund the Concessionary Fares scheme, which provides free travel on public transport for eligible older and disabled people, in line with national guidance.

In accordance with the national guidance, free passes may only be issued to eligible older and disabled people and should not be issued to other groups, such as companions of disabled people, as this could lead to confusion about their entitlement to the concession.

Information about using public transport in the borough, including travel for older and disabled people is available on the Council's website. A link to the relevant section on the website is as follows: <https://lewisham.gov.uk/my services/roads-and-transport/publictransport>

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 15

Question asked by: Peter George

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Brenda Dacres

Question

The Council failed to notice important information about the destruction of trees around Mais House because the Planning Service ignores emails that it is copied into (Q104 of 23.11.22 refers). As the data in this case was material to the planning application, when will the Council revise its blanket approach to ignoring emails to Planning Services?

Reply

The Planning Service has not failed to notice information about the 'destruction of trees' around Mais House. Regarding the approach to emails that are copied to the Planning inbox, the position remains as outline in previous responses, copied below for ease:

This approach has operated within the Planning Service general inbox (planning@lewisham.gov.uk) for some years given the volume of emails received. This is not something that has been notified to the public as the purpose of a 'cc' email is to copy information to someone that has been sent to another person. No emails are deleted but as copies of correspondence rather than direct correspondence, it is expected that those who are the recipient of the emails action them and reply.

The Planning Service inbox (planning@lewisham.gov.uk) receives over 400 direct emails on a daily basis (not including carbon copy and blind carbon copy emails). As a result of this large amount of correspondence received daily, it is not possible for carbon copy and blind carbon copy emails to be monitored. This is why the approach of the Lewisham Business Improvement Team who monitor the inbox is to only monitor emails directly addressed to the planning@lewisham.gov.uk email address – to do otherwise would not be feasible given the volume of email traffic.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 16

Question asked by: Peter George

Relevant Directorate: Corporate Resources

Member to reply: Councillor Amanda De Ryk

Question

How does the Council plan to address its auditors' concerns about the lack of information provided to Councillors, ad-hoc benchmarking rather than a council-wide approach and high unit costs?

Reply

The Council recognises work is required to improve organisational performance reporting and benchmarking. In order to address the Auditor's concerns, the Corporate Performance team transferred to the Director of IT & Digital in January 2023 to align performance, data, insights with digital and technology. Going forward, the service will focus on strategic reporting, forward planning, benchmarking, and good practice.

Work has started with service areas to take ownership over operational performance reporting so the corporate performance team can focus on strategic reporting and benchmarking. The team will work closely with the wider service areas, management teams and the Council's senior leadership team to support services in making use of performance and benchmarking information to identify and to drive improvements. Meetings with departmental management teams to develop performance indicators have begun and are ongoing.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 17

Question asked by: Liz Fox

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

All extensions to the TfL cycle hire scheme have involved capital contributions from the borough concerned. Other councils have identified money from s106 and CIL money; will Lewisham Council do the same?

Reply

Councillors and officers have met Transport for London on several occasions and have impressed upon them the desire for an extension of the TfL scheme into Lewisham. TfL have indicated that this is dependent on available funding, which they have been unable to identify at the present time due to financial constraints.

The Council will continue to work with TfL to explore opportunities for identifying appropriate funding sources.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 18

Question asked by: Liz Fox

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

Which roads in the borough (in addition to Lee Rd) are subject to 20mph restrictions that the police say are unenforceable (Q27 of 28.09.22 refers)?

Reply

The Council is not aware of any such locations, however, if any are brought to our attention we will seek to address any issues accordingly.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 19

Question asked by: Roger Stocker

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

Given that pedal cycles are not allowed access to Catford Broadway and the webpage on the council website gives no information as to how pedal cycles can obtain the necessary licence (<https://lewisham.gov.uk/my services/parking/catford-broadway-exemption-permits>). Can the webpage be updated to detail how pedal cycles can legally access Catford Broadway or state that pedal cycles are not allowed access?

Reply

Catford Broadway is included within a Pedestrian Zone, which restricts vehicular access including for cycles. As such, cycles are currently not permitted to enter the Pedestrian Zone except whilst being pushed.

The restrictions in the area are likely to be reviewed as part of any future plans to regenerate Catford Town Centre. In the meantime, the Council's website will be updated.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 20

Question asked by: Roger Stocker

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

Can the cabinet member please give an estimate of how much it would cost to amend the traffic order for access to Catford Broadway to allow pedal cycle access and change the signage on entry. To include all costs.

Reply

The cost for making an amendment to an existing Traffic Management Order including legal costs, consultation and signing changes is a minimum of £5,000.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 21

Question asked by: Andrew Brown

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

When is the width restriction being put back in at Leahurst Road?

Reply

The work to improve the restriction on Leahurst Road is due to take place by this summer. Further information relating to the works will be publicised on the Council's website, including exact dates when this is confirmed.

A link to the relevant page on the Council website is as follows:

<https://lewisham.gov.uk/myservices/roads-and-transport/lewisham-and-lee-green-low-traffic-neighbourhood>

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 22

Question asked by: Andrew Brown

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

Will a permanent air quality monitor be installed on Leahurst Road now the council know it has higher pollution levels than most surrounding A-Roads?

Reply

In the case of Leahurst Road, there is no pre-pandemic base line information to compare with, as the monitoring device was only installed in 2020. Therefore, the only comparison data is with what was collected during the pandemic restrictions. Therefore, the recorded increase is not unexpected and in-line with the London-wide rise in traffic levels since the end of Covid-19 restrictions. NO2 levels on Leahurst Road remain within legal limits.

There will be a further review and monitoring of the LTN, including air quality. All information and data collected to assess its performance to date can be found in the monitoring reports that were presented to Mayor and Cabinet in September 2022.

Please see the two links below:

<https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MId=6495&Ver=4> and

<https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MId=7912&Ver=4>

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 23

Question asked by: Richard Elliott

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

There is currently a consultation underway regarding new controlled parking zones ending on March 5. Will the Council publish in full the results of the survey and records of the public consultation meetings? It is important for purposes of transparency that we don't just have a report, but also the verbatim results including the percentages relating to the options listed in the survey questions asked and also a record of the comments (with names removed).

Reply

The Council intends to produce a full breakdown of the results of the consultation, including public consultation meetings. The results will be presented in a report to the Council's Mayor and Cabinet in the summer.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 24

Question asked by: Tal Jakubowiczova

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

The council did an EQIA for the LTN. Will it now be doing an EQIA for school streets?

Reply

School streets are designed to restrict vehicles from entering the school street area at the times shown on the signs and are not the same as an LTN. Exemptions are kept to a minimum in order to keep as many motor vehicles away from the school gate as possible at school drop off and pick up times, in order to protect children's safety and encourage more sustainable forms of travel.

An EQIA was carried out in November 2021 on the LTN, which concluded that the LTN measures had a positive overall impact although recognised that those needing to use a motor vehicle to reach their destination in the area the journey time may take longer but this was generally off set by improvements to air quality, safety, noise and wellbeing.

The LTN EQIA included a section on the positive impacts of introducing School Streets, although a separate EQIA for the wider School Streets programme has not yet been carried out. However, as the School Streets move from temporary and experimental traffic orders to permanent schemes, an EQIA will be carried out.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 25

Question asked by: Tal Jakubowiczova

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

Why is there no school street exemption for SEN transport?

Reply

School streets are designed to restrict vehicles from entering the school street area at the times shown on the signs. Exemptions are kept to a minimum to keep as many motor vehicles away from the school gate as possible at school drop off and pick up times in order to protect children's safety and encourage more sustainable forms of travel.

The Council however does operate a school street exemption permit scheme which is open to:

- Residents of the street,
- Blue Badge holding teachers, pupils, parents, carers and other staff at the school where the restriction is present
- Carers of residents of the street that require physical care due to a health conditions.

SEN transport vehicles are not automatically exempt from all school street restrictions but are eligible for exemption on a case by case basis if the SEN vehicle is picking up or dropping off children or other persons within the school street area that qualify for exemption under the school street exemption permit scheme.

Further information on the school street exemption permit scheme, including how to apply for a permit is on the Council website and can be found via the following link:

<https://lewisham.gov.uk/myservices/parking/schoolstreets/exemptpersons>

Parents and school staff are not offered exemption permits, however the Council does offer those with a blue badge the opportunity to access the school gate area in order to drop off children or to gain legitimate access to the school street area. Using the school street as a through route during the times of operation would go against the objectives of the scheme.

The school street restrictions only apply on weekdays during the school term time and only affect short stretches of road within the overall area ensuring that alternative routes for SEN transport, not requiring access to the school street area, are always available.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 26

Question asked by: Sian Hill

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

The Department of Transport's Minor Road Traffic Estimates Review (published 28 September 2022) stated that there were significant errors in the methodology used in their original calculations of the changes in minor road traffic between 2000 and 2020. Specifically, the number of vehicle miles travelled on London's minor roads was virtually unchanged between 2009 and 2019. As a result, the data used to support the introduction of numerous LTNs in 2020 was incorrect. Please can the Council explain why they are not reconsidering the Lee Green LTN even though the data quoted in support of its introduction was incorrect?

Reply

The core aims of the LTN and complementary measures implemented are to encourage people to walk and cycle more; improve air quality; improve road safety and reduce traffic. These core aims are at the centre of Council and London-wide policies to help in tackling the climate emergency, improving air quality and making a greener Lewisham. The decision to make the LTN permanent was not based on the information from the Department for Transport but instead made after careful consideration of an extensive range of data, including traffic flows, traffic speeds, air quality monitoring, bus journey times, collision statistics and feedback from residents' since the original LTN was first introduced.

Overall, the information obtained through monitoring indicates that the revised Lewisham and Lee Green LTN is meeting its aims. There is a commitment to continue to review and monitor the LTN later this year.

The previous information and data collected to assess the performance of the LTN can be found in the monitoring reports presented to Mayor and Cabinet in September 2022. Please see the two links below:

<https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MId=6495&Ver=4> and

<https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MId=7912&Ver=4>

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 27

Question asked by: Sian Hill

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

If the Lee Green LTN is not reconsidered, please can the Council explain what it will do to alleviate (i) the substantial amount of traffic which has been displaced onto the surrounding, mainly residential, roads (such as Lee Road) and (ii) the significantly increased pollution on these roads, both caused by the Council's introduction of the LTN? I note that none of the measures promised to residents by the Council at various points in 2022 have yet been implemented.

Reply

The Council does not agree with your view and used data from Transport for London (TfL) and the Council's own surveys to assess the LTN.

The monitoring exercise undertaken throughout the lifetime of the LTN does not indicate any material detrimental effect on surrounding roads. This has been further corroborated by TfL who have monitored traffic flows in this area.

Lee Road, as referred to in the question, is not classed as a residential road as it is classified as a B road, which in line with national guidance is designed to move traffic from A roads towards local destinations and vice versa.

Work has continued on delivery of the complimentary measures agreed by the Council's Mayor and Cabinet in January 2022 and so far, all modal filters have been converted to camera enforcement, 7 schools streets and 18 bike hangers has been implemented with the remainder of trees and electric vehicle charging points due to be completed by spring of this year.

In terms of other measures, the Council will be undertaking a feasibility study later this year to assess options to improve capacity at the junction of Lee Road and Lee Terrace along with a further study to review HGV restrictions across the borough, including on Lee Road.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 28

Question asked by: Margo Sheridan

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

With regard to the new Sustainable Streets consultation that the Council is carrying out. What evidence does the Council have to support this proposal e.g. numbers of commuter vehicles currently parking in the proposed areas, and also including an assessment of the number of vulnerable residents, community organisations and small businesses in the affected area and a consideration of the impact of the proposal upon them?

Reply

The Council wants to reduce the number of car journeys in Lewisham and encourage more people to walk, cycle or use public transport. This will help improve road safety, reduce congestion, improve air quality and lower carbon emissions, helping tackle the Climate Emergency and creating a nicer environment for local people.

To achieve this, the Council is seeking to introduce more sustainable transport measures, including new street trees, electric vehicle charging points, cycle storage and car club bays. We receive a lot of requests from residents for these measures, which help encourage active travel and create sustainable streets for local people.

The Council also wants to ensure that parking is better managed in the borough. Over 75% of roads in the borough currently have unrestricted parking. This can result in parking difficulties for some residents and mean there is limited road space for new sustainable transport measures. It also encourages unnecessary car journeys into and around the borough, contributing to traffic, congestion and air pollution.

The Council has undertaken parking stress surveys in all roads being considered in the first phase of the Sustainable Streets programme to back up any decisions that are made along with engagement with residents, businesses and community organisations as part of the current consultation phase.

Once the consultation closes on the 5th March, the results will be analysed and the proposals will be reviewed in response to the feedback and evidence available. A report will then be presented to a meeting of Mayor and Cabinet, who will decide how to proceed with the proposals. Further information on the Sustainable Streets

programme is available on the Council website via the following link:

<https://lewisham.gov.uk/myservices/parking/sustainable-streets-programme>

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 29

Question asked by: Margo Sheridan

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

Is the Council aware of any conflict of interests caused by the contracting out of the Sustainable Streets consultation to a project management company which appears to be related closely to Marston Holdings, who manage parking enforcement?

Reply

The consultants concerned have been appointed following a competitive tendering exercise. The tendering process included consideration of business ethics policies and other matters to ensure conflicts of interests do not arise.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 30

Question asked by: Martin North

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Andre Bourne

Question

What will be the proportion of the total section 106 funds, gained from the Deptford Landings and Neptune Wharf developments, allocated to Evelyn Ward?

Reply

Section 106 agreements are publicly available on the planning portal and are published under the planning application reference number when signed by both parties.

The total financial contributions expected from Deptford Landings and Neptune Wharf are £1,117,384.68 and £1,402,225.45 respectively. The Council has collected £382,384.69 from Deptford Landings and £977,835.01 from Neptune Wharf to date with the remaining balances due at future points during the building out of both schemes.

Deptford Landings

67% of the received sums have been allocated to SE8 and to bus services in the area; 26% remains to be allocated and 7% was received for monitoring costs.

Neptune wharf:

47% of the received sums have been allocated to Watergate School, SE6 (Education contributions can be spent within the Borough of Lewisham), the other 53% remains to be allocated.

How and where the contribution is spent will depend on the nature of the contribution and the legal terminology agreed for the sum. Not all contributions collected in specific wards will be spent within that ward. For example, additional school places, healthcare and/or public transport planning may go beyond ward boundaries and serve a wider area.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 31

Question asked by: Martin North

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Brenda Dacres

Question

Council has re-scheduled the borough-wide Article 4 Direction representation period due to 'technical error'. Many original respondents have not been informed of this important development.

I have been at pains to inform councillors of the over concentration of HMOs in the Deptford Park roads and the associated problems of litter, flytipping, ASB etc. As the economy improves there will be likely resurgence of 'permitted development', increasing the HMO concentration further and reducing the number of family homes.

Would council take the option of treating Deptford Park as a special case, enacting an Immediate Article 4 Direction for this area?

Reply

The representation period on the Article 4 Direction relating to HMOs has been re-commenced and email notification has been sent to: all respondents to the last Article 4 Direction representation; all email addresses on the Council's planning database and all community groups. The Council has also advertised the representation period in the local news paper and put-up notices throughout the borough.

The HMO evidence base supporting the Article 4 Direction showed an increase in many wards across the borough and therefore we are applying for a non-immediate Article 4 Direction across the whole borough, rather than single out one particular area. Through the Mayor and Cabinet process the Council did consider the option of implementing an immediate Article 4. This option was dismissed due to the risk of financial compensation.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 32

Question asked by: Cecilia North

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

Will Council confirm that all the Deptford roads currently omitted under Phase 1 of the Sustainable Streets Initiative, will now be included,

and explain how these omitted roads ie those north of Blackhorse Road, were initially classified in error as New Cross?

These roads sandwiched between two restricted parking areas, will cause serious problems for residents and increased pollution for the schoolchildren.

Reply

While officers are unable to make any firm decisions about next steps until the consultation process closes on 5 March 2023, as the outcome cannot be pre-empted, they have suggested that should a decision be made to progress measures in the current consultation area neighbouring Deptford Park, they will seek authority to consult the neighbouring areas, including those streets north of Blackhorse Road, immediately following this. If the consultation provides a response supportive of measures in the area, they will aim to align the delivery of any permit schemes across both areas simultaneously. The council fully understands potential displacement concerns and are committed to progressing the consultation programme borough-wide as soon as possible.

When designing zones for parking permit scheme, a number of factors are considered, including community and resident requests, parking stress and logical boundaries. In the proposed zone for Deptford, the borders comprise the railway line to west, Deptford and Pepys Parks to the north, the borough boundary to the east and A2 to the south.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 33

Question asked by: Cecilia North

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Brenda Dacres

Question

Council continues to agree plans for large numbers of 1 and 2 bed units in the new developments in North Deptford, with a very low allocation of affordable and family properties; then allows these units to be marketed to overseas investors in the Far East citing public assets in the form of the Deptford parks as advantages, and quoting rental returns of 'from £1700 per month'

In what way does this practice meet the acknowledged housing need for affordable and family housing for Lewisham residents.

Reply

There is no legislation that enables the Council to restrict sales of private property overseas. Affordable Housing is marketed locally, controlled through S106 legal agreements and the Council has nomination rights for social rent homes to allocate to those people on our housing waiting list.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 34

Question asked by: Mark Morris

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Brenda Dacres

Question

Further to the answer to question number 57 at the Full Council meeting on the 23 November 2022 please clarify why a social home under construction can be described as a social home that has been delivered?

Reply

Starts on site are commonly used as a measure of housing delivery as that is the point at which construction commences and delivery of the housing scheme is committed to.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 35

Question asked by: Mark Morris

Relevant Directorate: Community Services

Member to reply: Councillor James-J Walsh

Question

Why is only the ground floor of Lewisham library currently open and when will full access to all floors be restored?

Reply

Lewisham Library is operating on one floor because there are some issues with the building that need to be resolved as part of the pending full refurbishment of the building.

The council has attracted £24M of Levelling Up Funding, a substantial amount of which will be allocated to the full refurbishment of the library.

While a timescale for this project is being developed, we expect that the new library will reopen in 2025.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 36

Question asked by: Margaret Clarke

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

What plans does the Council have to install Solar and or Photovoltaic panels on buildings it owns or is responsible for?

Reply

Lewisham Council's Climate Emergency Action Plan sets the ambition for the borough to be net zero carbon by 2030. In support of that ambition the Action Plan includes the following (1.2.1) Our aim is to be carbon neutral in terms of our corporate emissions by 2030, with an interim target of reducing carbon emissions from our corporate buildings by 50% by 2025 against the 2017/18 baseline.

Decarbonising the Council's corporate buildings and schools is a huge challenge, not least because the cost is beyond the Council's current budgets. The Council's approach therefore has been to access external funding to support this work, and use this funding to improve our understanding of the works required and prioritise those interventions that offer the best value for money in terms of carbon reduction, extending the life and use of our buildings and future-proofing repairs and replacement work to avoid future costs.

The initial focus therefore has been prioritising buildings with end-of-life gas heating systems and replace fossil fuel based systems with zero carbon technologies such as heat pumps. There is no plan to have a separate solar and or photovoltaic panel programme for corporate buildings but where such technology offers a value for money solution as part of decarbonisation works in a Council building it will be included.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 37

Question asked by: Margaret Clarke

Relevant Directorate: Corporate Resources

Member to reply: Councillor Amanda De Ryk

Question

How much energy is currently produced by Solar and or Photovoltaic panels already in place on Council buildings?

Reply

The Council has 3 buildings that produce solar energy.

1 building generates approximately 3,545kWh of solar energy which equates to 6.4% of the buildings 12 month electricity usage. The Council does not hold information for the other 2 buildings but has requested this from the energy supplier.

There are 10 schools in the borough which produce in excess of 120,000kWh of solar energy which equates to 5% of the schools total 12 month electricity usage. This is managed directly by the schools.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 38

Question asked by: Lee Powell

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Brenda Dacres

Question

In March 2022, Lewisham issued press release claiming 1,200 social homes had been 'delivered', meeting Labour manifesto pledge, just before purdah restricted communications designed to affect support for a political party. A subsequent Freedom of Information (Fol) request showed it included following uncompleted developments. What are expected completion dates for these?

- Kenton Court
- Randlesdown Road
- 9-19 Rushey Green Road
- Algernon Road
- Bampton Estate
- Edward Street
- Endwell Road
- Forest Estate, Knapdale Close
- Grace Path
- Home Park
- Silverdale Hall
- Somerville Estate Phase 1 Extra Care
- Mayow Road, Site 1 Storage Facility
- Acquisition 1 Creekside
- Deptford: Tidemill & Amersham

- Heathside and Lethbridge PH5
- Excalibur
- Church Grove

Reply

These schemes have the following current projected completion dates. It should be noted that challenging conditions in the construction market mean that these dates can be liable to change.

- Kenton Court 26.05.22
- Randlesdown Road 30.06.24 – (removed from BfL Programme as transferred to Asset investment team)
- 9-19 Rushey Green Road 28.02.23
- Algernon Road 30.06.23
- Bampton Estate 01.08.23
- Edward Street 15.04.24
- Endwell Road 01.09.23
- Forest Estate, Knapdale Close 16.01.23
- Grace Path 29.11.22
- Home Park 01.06.24
- Silverdale Hall 29.11.22
- Somerville Estate Phase 1 Extra Care 31.01.23
- Mayow Road, Site 1 Storage Facility 03.03.23
- Acquisition 1 Creekside 03.03.23
- Deptford: Tidemill & Amersham 17.01.22
- Heathside and Lethbridge PH5 29.06.23
- Excalibur 01.12.23
- Church Grove 17.05.23

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 39

Question asked by: Lee Powell

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Brenda Dacres

Question

How many homes has the council bought outside the boundaries of Lewisham borough since 2018?

Reply

As part of the Hyde Acquisition Programme, the Council purchased 87 properties outside of the Borough of Lewisham from Hyde in 2019. These are now used for Temporary Accommodation.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 40

Question asked by: Karen Pratt

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

Most research on the effect of LTNs and their displacement of traffic onto main roads uses averages rather than medians. This explains the difference between the Council's optimistic statistics and people's lived experience. Could the Council please provide vehicle counts, pollution statistics and bus delays for Lee High Road and Burnt Ash Road for the two periods of rush hour per day (7.30-9.00; 17.30-19.00, when residents are most affected by traffic schemes and experience the most asthma inducing pollution), pre and post the introduction of the Lee Green LTN (e.g. June 2019, June 2020, June 2021, June 2022)?

Reply

All information and data collected to assess the performance of the LTN can be found in the monitoring reports presented to the Council's Mayor and Cabinet in September 2022. Please see the two links below for copies on the reports:

<https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MId=6495&Ver=4>

<https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MId=7912&Ver=4>

The reports present the information provide by Transport for London (TfL) on bus journey times for the key corridors of Brownhill Road, Burnt Ash Hill/Burnt Ash Road and Lee High Road. The data provided by TfL is based on the core travel times of 7am to 7pm covering the peak periods.

The data shows that bus journey times have continued to operate within a comparable time prior to the LTN being implemented on these main routes. The eastbound journey times along Brownhill Road are the most impacted with higher than average journey times during 2021 but in the last three months of monitoring this had operated with average journey times lower than before the LTN being implemented.

A further monitoring exercise of the LTN is planned later this year and the results and findings will be presented to the Mayor and Cabinet.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 41

Question asked by: Karen Pratt

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

Since the effect of the Lee Green LTN is to force more traffic onto Lee High Road and Burnt Ash Road, when is the Council going to get TfL to introduce a right turn filter from Lee High Road onto Burnt Ash Road, thereby reducing some of the polluting tailbacks on Lee High Road?

Reply

Transport for London (TfL) are the traffic signal authority for the junction concerned so any change will need to be endorsed by TfL. On behalf of residents, the Council have raised this matter with TfL for their attention.

However, the monitoring exercise undertaken throughout the lifetime of the LTN does not indicate any material detrimental effect on surrounding roads. This has been further corroborated by TfL who have monitored traffic flows in this area. The latest Lewisham and Lee Green LTN Monitoring report was approved by the Council's Mayor and Cabinet in September 2022, which endorsed further monitoring of the LTN to be carried out later this year. As with previous monitoring exercises, TfL data will be used to examine the surrounding roads to the LTN and the findings will be included in the next monitoring report to be presented to Mayor and Cabinet later in the year.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 42

Question asked by: Joan Sakkas

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

In the government's official statistics for walking and cycling in England 2021 (published 31st Aug 22), it shows that rates of people walking, and cycling have decreased back to pre-pandemic level, and cycling back to level last seen in 2016. Doesn't this show that LTNs, and in particular the Lewisham LTN isn't achieved one of its goals (and main goal) which is to increase active travel? which also impact on the other goals, because by increasing active travel you decrease motor vehicle travel, and in turn decrease pollution.

Reply

Cycling and walking continues to rise as per this report <https://tfl.gov.uk/info-for/media/press-releases/2022/november/new-tfl-data-shows-continued-boom-in-walking-and-cycling-with-almost-twice-as-many-now-living-near-a-high-quality-cycle-route>

We recognise that more needs to be done to increase walking and cycling, and this is the reason for more interventions.

There is a commitment to continue to review and monitor the LTN, including the impacts on cycling and walking. All information and data collected to assess its performance to date can be found in the monitoring reports that were presented to Mayor and Cabinet in September 2022. Please see the two links below: <https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MId=6495&Ver=4> and <https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MId=7912&Ver=4>

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 43

Question asked by: Joan Sakkas

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

Based on the data from the 2021 Census, it shows that car ownership (1+ vehicles) is greater for properties within large areas of the Lee & Hither Green LTN, then it is on any of the boundary Rd where traffic has now been displaced to. What steps have the council taken during 2020, 2021, and 2022 to encourage the reduction of car ownership within the LTN? And if no steps have been taken, why not?

Reply

The primary aim of the Lewisham and Lee Green LTN is to encourage people to walk and cycle more whilst also improving air quality and public health, reducing noise pollution, and making roads safer, which are all in line with the Council's longer term aims for the whole borough. LTNs achieve this by restricting motor vehicle through traffic within a residential area while maintaining and improving through movement for pedestrians and cyclists.

In addition to restricting through traffic and creating an environmental that supports non-car based travel, the Council also committed to implementing a series of additional complementary measures within the LTN and surrounding areas to further support the aims of the LTN and encourage long term behaviour change towards sustainable forms of travel. These measures include more trees and green spaces, additional electric vehicle charging points, additional bike hangars and cycle stands, improved pedestrian crossing points and new seating areas.

All information and data collected to assess the performance of the LTN can be found in the monitoring reports presented to the Council's Mayor and Cabinet in September 2022. Please see the two links below for copies on the reports:

<https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MId=6495&Ver=4> and

<https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MId=7912&Ver=4>

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 44

Question asked by: Kate Richardson

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Brenda Dacres

Question

What assurances can the Council give to residents that lessons have been learnt and that there is now a more rigorous regime of checking following the recent “technical error” that resulted in the delay in the non-immediate Article 4 Direction? It is a surprise no one saw fit to ask a senior member of the team to check if the document was signed, dated and ready to go.

Reply

The error in the making of the Article 4 Direction was caused by a misunderstanding in the roles and responsibilities between legal and planning in the drafting of the legal documents. This was exacerbated by an acute shortage of resourcing within the planning policy team due to long-term vacancies caused by a nationwide shortage of policy planners.

Once the error was identified the Council reviewed its procedures and has strengthened these to clarify roles and responsibilities. We are also continuing to recruit to fill vacancies within the planning policy team. We have ensured that all senior staff from both the planning team and legal have reviewed the procedures and learned from this unfortunate error.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 45

Question asked by: Kate Richardson

Relevant Directorate: Community Services

Member to reply: Councillor Louise Krupski

Question

Last year Lewisham council allowed the felling of 110 mature trees mostly for insurance purposes. What percentage of those trees did the council request that their own tree officers do a council survey on or did they simply accept the findings of the householders survey and allow the tree to be felled without seeking a second opinion? Please give the rationale for this in your answer. Especially in the light of the council's expressed desire to be a greener and cleaner borough.

Reply

I can inform you that our Tree Services Team arranged the removal of 11 trees that were implicated in insurance claims in 2021/22.

Once a claim alleging tree related subsidence is reported to the Council, a professionally qualified and suitably experienced independent adjuster/surveyor is appointed to investigate liability and to assess quantum. They will have a good understanding of the law surrounding cases of this nature and an in-depth knowledge of building construction.

The adjuster will arrange a site meeting to inspect the property and the tree/s in question. Site visits are essential to get a complete picture of the topography of the land, what other third-party vegetation nearby could be implicated, and the extent of any damage. Causation is important as there may be other reasons why cracking has occurred e.g., defective drains, settlement, rotten lintels.

The adjuster will record the precise scope of damage and take photographic evidence for later reference when repair schedules and costs are presented by the third-party representatives.

The adjuster will also assess all technical evidence submitted by the third party such as site investigations reports, soil tests, desiccation levels in the soil, root identification, monitoring data. They will request any missing data and will query evidence where necessary. Maintenance of the Council tree and mitigation programmes will also be considered.

The adjuster will submit their report confirming their findings within approximately 20 days of the site visit and they will advise whether they consider our liability is engaged. It will also include photographs of the vegetation and the damaged

property, and the adjuster will also recommend what works they believe are applicable to mitigate the risk.

Our insurers/adjusters cannot make the Council remove a tree. They can only make recommendations based on the evidence. Any decision to fell a tree is ultimately taken by the Council based on the consideration of the evidence and recommendations and as a last resort.

If a tree is proven to be implicated in damage to a property and the adjuster's recommendations are not followed Council's liability insurers could refuse to indemnify it for any further claims that arose as the damage could no longer be considered as accidental.

Also, the homeowner could seek a Court order to force us to remove the tree and abate the nuisance.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 46

Question asked by: Anna-Maria Cahalane

Relevant Directorate: Children and Young People

Member to reply: Councillor Chris Barnham

Question

Between January 1st 2020 and December 31st 2021 how many appeals were there against London Borough of Lewisham (LBL) decisions not to assess for an Education, Health and Care Plan (EHCP) or not to issue an EHCP and of these appeals what percentage did LBL lose or withdraw their decision?

Reply

Many children and young with special educational needs (SEN) can (and do) have their needs met from within a school/provider's available resources through an SEN Support Plan, without an EHCP or the need for an EHC assessment. Sometimes during an assessment, information gathered will have indicated ways in which the school / provider can meet the child or young person's needs.

If the local authority (LA) decides that an assessment or an EHCP is not necessary, it must inform the parents or young person, the current education provider and the health service, and give the reasons for its decision. We tell the parents or young person that they have the right to appeal to the SEND Tribunal against the decision and set out the time limits for appeal, and the availability of disagreement resolution services.

Over the two years from Jan 2020 to December 2021 Lewisham issued 889 new EHCPs. We received a total of 32 appeals related to the LA's decision not to assess and 14 appeals related to the LA's decision not to issue an EHCP. Out of these, 16 appeals were upheld by the SENDIST Tribunal; and five were conceded by the LA.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 47

Question asked by: Anna-Maria Cahalane

Relevant Directorate: Community Services

Member to reply: Councillor Kim Powell

Question

If LBL received a Metropolitan Police application calling for the closure of a licensed premises following several serious incidents including violent attacks against women, on what grounds would LBL justify granting a license bearing in mind their claim to have a zero tolerance approach to violence against women?

Reply

As a Council we will do everything we can to ensure that women and girls feel safe – and are safe – in Lewisham. We are also obliged to adhere to the Licensing Act 2003, when considering Licences. Whilst the Council administers and enforces the Act, the Council can also make representations about applications or call for reviews. We seek to give licensees early warning of any concern or issues relating to the licensing objectives that are linked to the premises and to offer advice on the need for improvement. A graduated approach consisting of advice, warnings, the use of action plans or statutory notices is sometimes appropriate depending on the nature and severity of the concern. All cases/evidence is managed on an individual basis; however, a Review can result in a Licence Suspension or the Revocation of a Licence.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 48

Question asked by: Diana Cashin

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

Has Lewisham Council's Parking Policy (2014) been changed so that it is no longer the case that CPZs will only be introduced where over 50% of consultees in a proposed area are in favour of CPZ implementation?

Reply

In December 2022 the Council's Mayor and Cabinet agreed to update the Parking Policy (2014) to align it with other more recent Council policies. Since the 2014 policy was published, the Council has declared a Climate Emergency, set out an ambitious Air Quality Action Plan and the population in the borough has grown to exceed 300,000 people. The Parking Policy requires updating to reflect the needs of Lewisham residents and contemporary policy guidance.

The consultation with residents and businesses for the first phase of the Council's Sustainable Streets programme is open until 5 March 2023. The report in December detailed that, going forward, the decision whether to implement sustainable transport and parking improvements should be based on recommendations which consider consultation responses in conjunction with data on parking pressure, road safety, air quality, and walking and cycling needs. This information would be looked at over a wider area to decide whether to include individual streets, taking into consideration factors such as the risk of displacement. Knowing the level of support and collating local knowledge from residents and businesses will inform the final design of any improvements.

Consultation feedback received from residents of car-free developments will need to be considered in the context of the planning obligations of those developments, which states that residents are not permitted to apply for or hold a parking permit.

After the consultation outlined above has concluded, designs for any improvements will be finalised. These will then be reported to Mayor and Cabinet for a decision on whether to proceed to statutory consultation for the making of the Traffic Orders for any scheme, which will provide residents with a further opportunity to raise any concerns or objections.

A link to the December 2022 Mayor and Cabinet report on the Council website is as follows:

<https://councilmeetings.lewisham.gov.uk/documents/s105243/Sustainable%20Transport%20and%20Parking%20Improvements%20report.pdf>

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 49

Question asked by: Diana Cashin

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

If the Council's Parking policy (2014) has been changed or superseded so that it is no longer the case that over 50% of consultees in a proposed area must be in favour for a CPZ be implemented, is this change in policy being made known to all residents who are being consulted?

Reply

In December 2022 the Council's Mayor and Cabinet agreed to update the Parking Policy (2014) to align it with other more recent Council policies, including supporting behaviour change to sustainable forms of travel. A link to the Mayor and Cabinet report on the Council website is as follows:

<https://councilmeetings.lewisham.gov.uk/documents/s105243/Sustainable%20Transport%20and%20Parking%20Improvements%20report.pdf>

The consultation with residents and businesses for the first phase of the Council's Sustainable Streets programme is open until 5 March 2023. The report in December 2022 details that, going forward, the decision whether to implement sustainable transport and parking improvements should be based on recommendations which consider consultation responses in conjunction with data on parking pressure, road safety, air quality, and walking and cycling needs. This information would be looked at over a wider area to decide whether to include individual streets, taking into consideration factors such as the risk of displacement. Knowing the level of support and collating local knowledge from residents and businesses will inform the final design of any improvements.

Consultation feedback received from residents of car-free developments will need to be considered in the context of the planning obligations of those developments, which states that residents are not permitted to apply for or hold a parking permit. After the consultation outlined above has concluded, designs for any improvements will be finalised. These will then be reported to Mayor and Cabinet for a decision on whether to proceed to statutory consultation for the making of the Traffic Orders for any scheme, which will provide residents with a further opportunity to raise any concerns or objections.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 50

Question asked by: Chris Maines

Relevant Directorate: Chief Executive

Member to reply: Councillor Amanda De Ryk

Question

Since May 2018 how many Chief Executives and interim Chief Executives has Lewisham Council had? What is the total spent by the Council on Headhunting, Selection, and Recruitment of Chief Executives and interim Chief Executives in the last 5 years?

Reply

Since May 2018 the council has had two permanent Chief Executives and one interim.

Headhunting, Selection and Recruitment spend over the last 5 years for the two permanent Chief Executives was a total of £62,616.73. There were no costs associated with the interim appointment. These costs are in line with similar appointments elsewhere in London and nationally.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 51

Question asked by: Chris Maines

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

Please provide information about the London Mayor's Solar Together scheme including how much the Council spent promoting it, the due diligence carried out by the Council before promoting the scheme, the number of households who have applied for the scheme and the number who have successfully benefitted from the scheme.

Reply

Lewisham Council has not spent any of its own funds promoting Solar Together. Funding of £6k from the Greater London Authority was used to fund targeted web advertisement for the scheme.

The Solar Together scheme is overseen by the GLA, in partnership with independent experts in group buying, iChoosr. As it is pan-London, it does not require the participation of individual boroughs. The GLA held briefing sessions with London Boroughs to explain the project and encourage participation in promotion though. Solar Together works on the basis of households expressing interest in a low cost offer of solar panels and then a collective purchasing process run by iChoosr to select the best offer from the market responding to the initial interest from customers. All the materials sent to households make it clear that they are entering into a commercial arrangement and given the nature of the process Lewisham Council was not party to the appointment of the installer.

1917 Lewisham residents applied for the scheme in Spring 2022. 1764 Lewisham residents applied for the scheme in Spring 2021. 216 residents accepted their personal recommendations in Spring 2021. 219 accepted their personal recommendations in Spring 2022.

The only data currently available to us on installations is London-wide. London-wide, at least 1686 households have had panels and/or batteries installed from the Spring 2021 round, and fewer than 94 remain. At least 588 households London-wide have had installations from the Spring 2022 round, and fewer than 546 remain.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 52

Question asked by: Jane Ford

Relevant Directorate: Corporate Resources

Member to reply: Councillor Amanda De Ryk

Question

I would like to ask if the council's internal complaint procedures and software are capable of processing complaints according to Lewisham's published complaints procedure and are accessible to those in the community without the time and support to pursue their complaint through to a satisfactory resolution? Please describe in your answer the quality assurance undertaken to ensure that residents are able to escalate unresolved stage 1 complaints and that residents receive appropriate communications throughout the complaint process.

Reply

Caseworkers are reminded by way of daily, weekly and monthly reporting of any outstanding complaints that require acknowledgement and/ or response. Caseworkers are also able to view and action these in their Icasework dashboards. Daily, Weekly and Monthly reporting is also available to managers and the Council's senior leadership team so they have an overview of progress in their areas and can follow-up as necessary.

Where Complaints are logged online, the complainant will receive an email confirmation of their complaint. The complainant can then reply to this email and this correspondence will be added to the case file for the attention of the caseworker. Individual service areas are responsible for acknowledging and responding to their own Stage One Complaints unless the complaint is multi-faceted, where the response will be coordinated by the Corporate Complaints & Casework Team. The caseworker is responsible for ensuring that complaints are processed in accordance with the published procedure and timescales i.e. acknowledging the complaint within two working days and responding to the complaint within ten working days. 73% of Stage One Complaints were responded to on time in 2021/22 and work is ongoing with improved daily reporting of all unresolved complaints in order to minimise the need for the complainant to follow-up.

If a complainant is unhappy with the response received at stage one, the response will detail how to escalate to stage two if required. The Corporate Complaints Team will aim to write to you within 20 working days with their decision.

If a complainant remains unhappy with the response received at stage two, that response will, in turn, detail how to escalate to stage three where they can ask the

independent adjudicator to carry out a review of your complaint. The independent adjudicator will aim to send a response to you within 30 working days.

The Council uses a software system called Icasework from Civica. This is one of the UK's largest software company with 30 years of experience and is used by 2.5 million public service professionals.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 53

Question asked by: Alan Hall

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: The Mayor, Damien Egan

Question

Can the Mayor outline the budget for routine repairs and maintenance of Lewisham Council homes allocated in the Housing Revenue Account since 2018 and in his budget 2023/4?

Reply

Financial Year	Budget Allocation
2017/18	15,545,000.00
2018/19	15,693,000.00
2019/20	15,866,000.00
2020/21	16,095,000.00
2021/22	15,242,000.00
2022/23*	16,748,000.00
Total	95,189,000.00

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 54

Question asked by: Alan Mckinnon

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

How can SEN transport access the houses of families who live on school streets during school street hours to collect and drop off children given no exemption has been provided for SEN transport to access school streets?

Reply

School streets are designed to restrict vehicles from entering the school street area at the times shown on the signs. Exemptions are kept to a minimum to keep as many motor vehicles away from the school gate as possible at school drop off and pick up times in order to protect children's safety and encourage more sustainable forms of travel.

The Council however does operate a school street exemption permit scheme which is open to:

- Residents of the street,
- Blue Badge holding teachers, pupils, parents, carers and other staff at the school where the restriction is present
- Carers of residents of the street that require physical care due to a health conditions.

SEN transport vehicles are not automatically exempt from all school street restrictions but are eligible for exemption on a case by case basis if the SEN vehicle is picking up or dropping off children or other persons within the school street area that qualify for exemption under the school street exemption permit scheme.

Further information on the school street exemption permit scheme, including how to apply for a permit is on the Council website and can be found via the following link:

<https://lewisham.gov.uk/myservices/parking/schoolstreets/exemptpersons>

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 55

Question asked by: Alan Mckinnon

Relevant Directorate: Children and Young People

Member to reply: Councillor Chris Barnham

Question

How many young people with SEN are currently educated out of borough and how much does this cost the council?

Reply

We are committed to promoting inclusion to meet special educational needs in mainstream education wherever possible, backed up with more specialist places to meet children's needs within the borough. To that end, we continue to increase provision locally for our children and young people who have complex needs, through a programme of place expansion in our special schools and resource provision in mainstream schools. In recent times, this has included:

- Greenvale School has been expanded by 93 places to 210
- Drumbeat School has been expanded by 57 places to 270
- New 16 place Resource Base for ASD being added at Edmund Waller Primary School
- New 21 place Resource Base for ASD/SEMH being added at Forster Park Primary School.

The background to this is that Lewisham has a total of 3,381 children and young people (CYP) whose needs are being provided for through an Education Health and Care Plan (EHCP) funded by Lewisham. Of those , 1,030 are currently educated out of borough.

This includes children in the Council's care currently living in another borough, learners in independent and independent special settings as well as learners in mainstream and special schools/settings in neighbouring boroughs.

We are currently educating 320 children, young people and young adults in independent and independent special settings out of borough at a cost of £14.7M. They often have significant and complex needs, often requiring highly specialised, high cost education settings. A number of cases involved residential provision with associated costs.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 56

Question asked by: Gabrielle Nwaordu

Relevant Directorate: Children and Young People

Member to reply: Councillor Chris Barnham

Question

Is the council aware that currently Lewisham social services' criteria for children with disabilities currently doesn't include autism as a disability in its own right, excluding many disabled families? What is rationale for this?

Reply

Lewisham's criteria for children with disabilities does in fact include Autism as one of the specific criteria we use to determine if a child has a disability and can access specialist services. <https://lewisham.gov.uk/myservices/socialcare/children/special-educational-needs-and-disabilities/social-care-and-support/children-with-disabilities-eligibility-criteria>

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 57

Question asked by: Gabrielle Nwaordu

Relevant Directorate: Children and Young People

Member to reply: Councillor Chris Barnham

Question

Please explain when and why the Council took the decision to close the complex needs social care team and the impact this has had including whether the Council consulted with carers of disabled children before making the decision (and if not, why not) and the how many families have had their level of support reduced in the last 2 months.

Reply

The Council has not closed the complex needs social care team.

The level of support that individual families receive is based on assessment of their needs. Care packages may increase or decrease depending on the assessed need of the child or young person. The number of children being supported by the service has risen over 60% in the past five years.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 58

Question asked by: Otgonbayar Tsogt

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Brenda Dacres

Question

The following relate to the new homes in Silverdale, Sydenham (a-f) that were part of the building for Lewisham project.

Were the homes originally scheduled for completion in May 2019 but finally completed in December 2022 and included in the 1200 homes the Mayor claimed to have delivered in the period before April 2022?

Reply

The homes at Silverdale in Sydenham were included within the 1200 figure as the scheme had started on site before April 2022.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 59

Question asked by: Otgonbayar Tsogt

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Brenda Dacres

Question

How does the original estimated cost of the entire Building for Lewisham project compare with the current revised estimated cost including homes built? Please list in a table format the sites that are included in the Building for Lewisham project (column 1); the originally anticipate completion date (column 2) and the date each site was actually completed in column 3.

Reply

Heathside and Lethbridge PH5	10/18/2022	6/29/2023
Heathside and Lethbridge PH6	3/17/2022	7/31/2023
Arcus Road Phase 1	N/A	9/30/2025
Besson Street	4/30/2025	9/30/2025
Downham Enterprise Centre	N/A	5/1/2026
Deptford Tidemill Ph3 - Frankham	3/1/2025	8/24/2025
Excalibur Ph4/5	11/1/2025	6/1/2027
Farmstead Road	N/A	3/30/2025
Mais House	3/31/2023	7/15/2025
Meadow House	2/13/2023	2/13/2023
Melfield Gardens	N/A	10/31/2024
Ravensbourne CC,	N/A	10/1/2024
Shaftesbury Centre	3/31/2022	6/14/2024

Schemes without an approved completion date in column B were approved without a target completion date.

At the point of approval, schemes in the Building for Lewisham were projected to cost a total of £483m. At the current point in time, the programme costs are forecast at £515m. This programme cost is forecast to be funded from a range of sources, including grant funding and Housing Revenue Account borrowing.

The construction sector has been subjected to significant volatility of the past couple of years with inflation driving costs higher.

Equally, this volatility has impacted the programmes for scheme completion. The attached sheet lists schemes in the programme and their targeted and realised or forecast completion dates.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 60

Question asked by: Helen Delaney

Relevant Directorate: Children and Young People

Member to reply: Councillor Chris Barnham

Question

How many children in Lewisham with EHCPs are currently not in school, either Electively Home Educated (EHE) or Educated Other Than At School (EOTAS), and what percentage is this of all children in Lewisham with EHCPs?

Reply

We currently have 20 children with Education Health and Care Plans (EHCPs) who are electively home educated. (That is, the family has chosen to educate at home, usually with the support of personal budgets and statutory support- such as, annual reviews of EHC plans.)

We currently have 40 children with EHCPs who are receiving Education Otherwise Than At School. (That is, education that meets the needs of children and young people who, for whatever reason and for a limited period, are unable to attend a mainstream or special school. This could include for example tuition at home; tuition or training at a specialist centre; hospital schooling or therapeutic interventions.)

These 60 children represent 1.7% of the 3,381 Lewisham children with Education Health and Care Plans.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 61

Question asked by: Helen Delaney

Relevant Directorate: Children and Young People

Member to reply: Councillor Chris Barnham

Question

How many children in Lewisham with Education, Health and Care Plan (EHCPs) are currently educated out of the borough, and what percentage is this of all children in Lewisham with EHCPs?

Reply

Lewisham currently has 3,381 children and young people whose needs are being provided for through an Education Health and Care Plan (EHCP) funded by Lewisham.

Of those, 1,030 are currently educated out of borough. This includes children in our care who currently live in another borough, children in independent and independent special settings, and those in mainstream and special schools/settings in neighbouring boroughs.

We are committed to promoting inclusion to meet special educational needs in mainstream education wherever possible, backed up with more specialist places to meet children's needs within the borough. To that end, we continue to increase provision locally for our children and young people who have complex needs, through a programme of place expansion in our special schools and resource provision in mainstream schools. In recent times, this has included:

- Greenvale School has been expanded by 93 places to 210
- Drumbeat School has been expanded by 57 places to 270
- New 16 place Resource Base for ASD being added at Edmund Waller Primary School
- New 21 place Resource Base for ASD/SEMH being added at Forster Park Primary School

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 62

Question asked by: Jane Alaszewski

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

How does the Council apply the exemption to entering LTNs apply to SEN taxis? Please include in your answer whether the exemption is subject to a quota and, if so, how the quota operates, whether the exemption applies to taxis coming from out of borough to drop children at Lewisham schools or only to taxis contracted to Lewisham and whether any SEN taxis have been denied the exemption.

Reply

Taxis that are registered SEN transport providers are exempt from the LTN restrictions. There is currently no quota or restriction on where they can operate from so any taxi that is a properly registered SEN transport provider and complies with all necessary conditions of entry will be eligible for the exemption.

To avoid being issued with a Penalty Charge Notice (PCN) SEN transport providers, including taxis, should contact the Council's Parking Permits team to apply for an LTN exemption permit. A contact email address is as follows:
LewishamParkingPermits@nslservices.co.uk

SEN taxis are not automatically exempt from school street restrictions within the LTN but are eligible for exemption on a case by case basis if the SEN taxi is picking up or dropping off children or other persons within the school street area that qualify for exemption under the school street exemption permit scheme. This is open to:

- Residents of the street,
- Blue Badge holding teachers, pupils, parents, carers and other staff at the school where the restriction is present
- Carers of residents of the street that require physical care due to a health conditions.
-

Further information on the school street exemption permit scheme, including how to apply for a permit is on the Council website and can be found via the following link:
<https://lewisham.gov.uk/myservices/parking/schoolstreets/exemptpersons>

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 63

Question asked by: Jane Alaszewski

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

Please detail the ways in which the council are working with TFL to improve air quality, traffic flows and the overall environment on the major residential arterial roads Lee High Road, the south Circular, Burnt Ash Road and the A21 and any specific public transport improvement plans for these roads (aside from the unfunded Bakerloo line extension still in its consultation phase and according to TFL unlikely to happen in our lifetimes).

Reply

The expansion of the Ultra-Low Emission Zone in 2021 to the boundary of the South Circular Road has had a positive impact on air quality so far. In August 2023 this will also be expanded beyond the South Circular Road to cover the whole of Greater London, helping to further improve air quality in this area and across London.

The Council is working closely with TfL to develop proposals for the realignment of the south circular. This supports the delivery of the Council's aspirations for the town centre set out in the Catford Town Centre Framework.

The scheme would reduce exposure to poor air quality in the town centre by moving traffic on the south circular away from public areas and shops. The scheme also proposes improvements to walking and cycling infrastructure which would encourage more people to travel on foot, by bike or on public transport, helping to reduce the number of car journeys and associated vehicle emissions.

It is hoped that the physical changes proposed here teamed with the policy changes being implemented through the ULEZ expansion will improve air quality along the south circular and in the town centre.

The Council also continues to engage with TfL to support further sustainable transport measures on the Transport for London Road network, including A21, along with longer term aspirations such as the Bakerloo Line extension.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 64

Question asked by: Paula Snasdell

Relevant Directorate: Children and Young People

Member to reply: Councillor Chris Barnham

Question

How do Lewisham intend to support the many children unable to attend school due to school based anxiety as a result of unmet SEND?

Reply

Attendance at Lewisham schools continues to be good, with attendance in our schools higher than London and National averages, and persistent absence lower. That said, there are of course some children who may struggle with school attendance perhaps due to heightened anxiety, especially in the 'post Covid' era. The Council works continuously with parents to identify such children, and a multi agency panel reviews absence data regularly and jointly agrees, with schools, actions related to individual learners.

Schools have the responsibility in the first instance to identify and meet a child's special educational need under the graduated response or 'SEN Support' and will work with our Attendance and Inclusion Team if concerns are identified about the child's absences. Schools can access and seek advice and support from specialists to support the child with having their needs met and any attendance issues related to this.

Any child who has missed 15 consecutive days and has suitable and appropriate medical evidence is by law able to access Lewisham's Hospital Outreach Programme (HOP). The school or appropriate professional will need to make the referral to HOP. The HOP offers bespoke education packages to young people who are clinically too unwell to attend school.

However, if the child has missed 15 consecutive days and there is insufficient medical evidence the school must plan collaborative reintegration support with reasonable adjustments in place. At this point the school can make a referral to CAMHS, Attendance and Welfare and any other relevant professionals.

The multi agency panel may also consider whether remote learning is suitable as interim education until the child is considered for a CAMHS assessment. If required, a personalised remote learning plan will be implemented for the child. This is reviewed every six weeks until CAMHS assessment has been completed, and able to access HOP, or the child is able to be reintegrated into school.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 65

Question asked by: Paula Snasdell

Relevant Directorate: Children and Young People

Member to reply: Councillor Chris Barnham

Question

Are Lewisham going to look at alternatives for children and young people who are out of school?

Reply

Attendance at Lewisham schools continues to be good, with attendance in our schools higher than London and National averages, and persistent absence lower. That said, there are of course some children who may not be in school, for a variety of reasons. Lewisham supports children and young people who are out of school in a number of ways, depending on circumstances.

School Admissions

To ensure that children have a school place

- Coordinating the planned admissions round for reception infant to junior and secondary transfer for all Lewisham residents regardless of their destination as well as applications to Lewisham's mainstream schools from out borough residents.
- All in year applications for Lewisham and out borough residents, to mainstream schools in Lewisham throughout the academic year.
- Fair Access Panel to help place our most vulnerable children and young people
- Lewisham has a Fair Access Protocol which is responsible for placing children outside of the normal admissions rounds. The protocol includes:
 - a) children either subject to a Child in Need Plan or a Child Protection Plan;
 - b) children living in a refuge or in other Relevant Accommodation;
 - c) children from the criminal justice system;
 - d) children in alternative provision who need to be reintegrated into mainstream education or who have been permanently excluded but are deemed suitable for mainstream education;
 - e) children with special educational needs (but without an Education, Health and Care plan), disabilities or medical conditions;
 - f) children who are carers;
 - g) children who are homeless;
 - h) children in formal kinship care arrangements;
 - i) children of, or who are, Gypsies, Roma, Travellers, refugees, and asylum seekers;

- j) children who have been refused a school place on the grounds of their challenging behaviour;
- k) children for whom a place has not been sought due to exceptional circumstances;
- l) children who have been out of education for four or more weeks where it can be demonstrated that there are no places available at any school within a reasonable distance of their home;
- m) previously children looked after for whom the local authority has been unable to promptly secure a school place.

Attendance monitoring and support

The Lewisham Attendance Service is responsible for school attendance and statutory legal processes. It works with families to address and overcome barriers to attendance either by direct support, advice or by sign posting and referring to support services within the local authority.

Children Missing Education (CME)

Lewisham's Attendance Service is responsible for the local authority's statutory work in relation to CME. Meeting legislative guidance, the Service has systems to enable it to establish the identities of children of statutory school age in Lewisham, as far as it is possible to do so, who are not registered pupils at a school, and are not receiving "suitable education" otherwise than at a school. The Service has robust procedures and policies in place to enable it to meet the duty in relation to these children.

Children excluded from school

For permanent exclusions, Lewisham must arrange suitable full-time education for the child or young person to begin from the sixth school day after exclusion took place, typically within our Pupil Referral Unit. In addition, where a child or young person has an Education, Health and Care Plan, Lewisham will review the plan or reassess the child's needs, in consultation with parents, with a view to identifying a new placement.

Elective Home Education

Although, Lewisham has no formal powers or duty to monitor the provision of education at home there are good collaborative processes in place. If Lewisham Council feels that it has not had sufficient information about the home education being provided, or has had no information, and it appears that a child is not receiving a suitable education at home, then parents must satisfy the local authority that the child is receiving a full-time and efficient education at home suitable to a child's needs.

Alternative Provision Directory

We quality-assure alternative provision to ensure suitable education for children and young people who are unable to access mainstream education for behavioural reasons. The Directory of provision link is:

<https://lewisham.gov.uk/myservices/education/14-19/learning-options-for-young-people/alternative-provision-for-14-19-year-olds>

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 66

Question asked by: Patricia Richardson

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

Lee Green Ward already has CPZs, has become an LTN, has Electric Vehicle (EV) chargers, now has School Streets so a considerable amount of signage (street furniture) is added each time. If the Sustainable Streets programme is added how will the Council ensure that more street furniture added as a consequence will not become counter-productive and/or distracting for local drivers, especially to drivers not familiar with the area?

Reply

In line with national good practice guidance, any major highway proposals in Lee Green would follow a thorough quality design process to ensure that any new measures are compatible to the local area. The design process incorporates decluttering to help support safer and more accessible neighbourhoods.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 67

Question asked by: Patricia Richardson

Relevant Directorate: Community Services

Member to reply: Councillor James-J Walsh

Question

The 2 cannon displayed at the Manor House, Lee, are again in need of repair. They were presented to the borough in 1964 and the borough organised the building of new carriage supports and reinstatement for 2001/02.

There is now a call for donations to support the repair work.

Does the council still own the cannon or are they considered the property of V22, under the terms of its lease?

Reply

The Cannons do not appear as a specific item in the lease of Manor House and its demise.

The House and the cannons are the property of the London Borough of Lewisham.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 68

Question asked by: Iona Sinclair

Relevant Directorate: Community Services

Member to reply: Councillor Juliet Campbell

Question

Who represents disabled people on Lewisham Council?

Reply

It's important to say that all of us are responsible for representing disabled people in Lewisham, through all our services including health & social care and our education services and schools. As Cabinet Member for Communities, Refugees & Wellbeing, I have the responsibility overall equalities within the borough.

Also, the disabled People's Commission is about to launch its report which was commissioned by the Council in 2019. Due to covid and shielding there was a delay to the publication of the report. We are looking forward to receiving the final report which will help to inform the development of future policies and ways of working.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 69

Question asked by: Iona Sinclair

Relevant Directorate: Community Services

Member to reply: Councillor Juliet Campbell

Question

Who is the current chair of Lewisham's disabled people's commission?

Reply

The chair of Lewisham's disabled people's commission is Jamie Hale.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 70

Question asked by: Joanne King

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

The Council currently charges residents in excess of £1K for the installation of an approved crossover /dropped kerb as required by Section184 of the Highways Act 1980). A Freedom of Information request revealed that no enforcement action - other than a letter asking a resident to stop the use - when one is refused or is used without approval is undertaken by this Council. Why has the Council not adopted section 16 of The London Local Authorities and Transport for London Act 2003 so that enforcement action can be taken?

Reply

A review of the Council's vehicle crossover policy is currently underway and the issues raised, including that of enforcement, will be considered as part of the new policy.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 71

Question asked by: Joanne King

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

The Council frequently make the statement "without giving any qualifying data that ...".Despite half of Lewisham households not owning a car"... . Or the latest is to now use the word "possess" Can the Council qualify this sweeping, generalising statement by actually explaining exactly how they calculated / broke down ownership /possession of vehicles e.g. by obtaining registered keeper details from the DVLA and/or by obtaining figures on how many vehicles are contract/lease hire or are company owned vehicles used by employees that reside in Lewisham?

Reply

There have been a number of data sources which showed that fewer than 50% of households in Lewisham had car ownership. This includes the London Travel Demand Survey in 2011/12, which can be found in this report by Transport for London (see figure 11) : <https://content.tfl.gov.uk/technical-note-12-how-many-cars-are-there-in-london.pdf>.

More recently, data from the 2021 census has been published which indicates that car ownership in the borough has increased slightly to around 51.4%.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 72

Question asked by: Anne Kirby

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

How many PCNs were issued on January 6th 2023 in the Lee Green LTN and Lee Green School Streets, and what amount of revenue has already been collected for the latter on that date?

Reply

On 6th January 2023, 421 PCNs were issued at all locations surrounding Lee Green LTN and School Street locations, which were unaffected by road closures. The revenue collected stands currently at £18,785.

Parking and moving traffic enforcement are critical to help maintain the safety of road users, including pedestrians and cyclists and is not intended as a revenue generating exercise. The level of compliance by motorists to camera enforced restrictions typically improves over time so revenue generated from them also reduces.

In line with legislation, any surplus income must be spent on transport and highway improvement measures. In Lewisham, surplus enforcement income generally goes towards funding the Concessionary Fares scheme, which provides free travel to eligible older and disabled residents in the borough.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 73

Question asked by: Anne Kirby

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

Will you be refunding any payments for PCNs issued on that date and, if so, how will this be communicated?

Reply

As a result of the impact of the traffic disruption on the day of the incident, the Council took the decision not to issue PCNs to motorists who travelled through the camera enforced restrictions in the Lee Green area. This included the School Streets and the Low Traffic Neighbourhood. Camera enforcement was reinstated the day after the incident started once diversion routes were put in place. This was communicated through all social media channels and the Council website.

Where a motorist feels that a PCN has been issued incorrectly, the Council will review all challenges and appeals in line with national guidance. If accepted, PCNs will either be cancelled or issue refunds against paid PCNs.

Further information on the parking appeals process can be found on the Council website via the following link:

<https://lewisham.gov.uk/myservices/parking/parking-enforcement/challenge-your-parking-ticket>

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 74

Question asked by: Helen Kinsey

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

The path linking Lammas Green with Kirkdale is a well used Public Right Of Way with a handrail for disabled users. Planning permission, granted, clearly proposes to build over this path and divert it to run through Otto Close with dubious regard for disability access. Can Lewisham please confirm that CoL will be obliged to apply for a stopping up order or a diversion order under S257 of the TCPA in order to alter this footpath.

Reply

The Council is reviewing the matter of the diverted footpath between Lammas Green, and if appropriate a S257 application to divert the path will be invited and assessed by the Council's Highways team at the appropriate point.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 75

Question asked by: Deborah Cramer

Relevant Directorate: Children and Young People

Member to reply: Councillor Chris Barnham

Question

What are you doing about the lack of activities for children with SEND? My child receives direct payments for short breaks. These go unspent because there is nothing to spend it on that is suitable for him.

Reply

Direct Payments are money that is paid by the Council to families whose child has been assessed as being eligible. The Direct Payment option provides parent/carers more choice and control over the services or the resources they would like to receive, in a more convenient and flexible way to support their child's needs and improve their quality of life. They can promote independence, choice and inclusion by enabling parents/carers to purchase services that the Council would otherwise provide.

We have a large number of families who successfully use their direct payments to access activities for their child or young person to participate in. If there is difficulty identifying a suitable option for a child, families can request a review to discuss any difficulties with their child's Care Package Reviewing Officer, to explore all short breaks options. The Short Breaks Team are able to provide signposting to support with finding suitable activities to meet a particular child or young person's individual needs.

In addition to the targeted and specialist short breaks activities provided to children, young people and eligible families via the Short Breaks Service. Families can also access universal services, which are provided by the voluntary, community and private sector. Information on what is available within the community is continually being developed through Lewisham's Local Offer and Family Information Service Directory, which provides information on local activities, services and resources.

The following links may be helpful:

<https://lewisham.gov.uk/myservices/socialcare/children/short-breaks/types-of-short-breaks>

<https://lewisham.gov.uk/myservices/socialcare/children/special-educational-needs-and-disabilities/find-things-to-do>

<https://lewisham.gov.uk/myservices/children-and-families>

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 76

Question asked by: Deborah Cramer

Relevant Directorate: Children and Young People

Member to reply: Councillor Chris Barnham

Question

What can you do to support holiday provision for children with SEND - not just those on free school meals?

Reply

We continue to offer a successful holiday programme, supported by the government's 'Holiday Activity and Food' programme. This is targeted towards, but not exclusively for, children eligible for free school meals. We have set aside 15% of spaces for those not eligible for free school meals who have other vulnerabilities. Accordingly, a child with special educational needs or a disability would be able to access the offer under this criterion.

In addition, Lewisham offers a wide range of holiday provision for children and young people with disabilities and complex needs, those with higher levels of need can apply for targeted and specialist short breaks.

There are two types of short break services: a Targeted Short Break and a Specialist Short Break. These services are aimed at children, young people and families with different levels of need.

- Targeted Short Breaks – are for eligible families with a child with a disability and whose additional needs prevent access to activities that would enable them as a parent/carer to take short breaks from their caring responsibilities. Targeted short breaks are subject to a review on an annual basis.
- Specialist Short Breaks - are for eligible children and young people with a disability and their families who need more breaks from caring because the child's high level of needs means that they spend much more time caring for them than they would if their child did not have a disability. This service is for families with the highest levels of need and is accessed through a Children's Social Care assessment and is subject to a care package review.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 77

Question asked by: Ms Stevens

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Sophie Davis

Question

I live on an estate where cars sit and idle their car engines for hours , under people's windows, going into living rooms and children's bedrooms as they sleep.

Take the North Downham green between scarlet road and Battersby Road. We have several drug dealers sitting outside at all hours in their cars, engines on, especially in summer when we can't open our windows for air due to the car fumes pumping straight in. People are covering air vents due to toxic fumes coming in, causing unhealthy living environments inside.

What are you doing to deter and fine these hotshots?

Reply

The Council's parking enforcement team will commence a regular patrol to deter the engine idling issue at the locations highlighted. We will also engage with the Police about other enforcement activity to address the concerns that have been raised.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 78

Question asked by: Ms Stevens

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

The estate areas I mentioned above are areas of high density family areas and elderly with lung issues, you only have preventative air quality measures on posh, expensive housing roads, WHY?

Reply

The Council has a wide range of measures in place across the borough to improve air quality for all residents, including our 48 School Streets anti-idling workshops, and other targeted interventions around schools. We have an Air Quality Action Plan for 2022-2027 which details all the measures we are and will be taking to improve air quality, including actions to address health inequalities in relation to air quality. The Plan is available on the Lewisham Council website. We have an extensive network of air quality monitoring stations with over 120 monitoring sites covering the whole borough, the data from the monitoring stations helps inform decisions about where further preventative measures are required. An annual report of the monitoring results is also available on our website.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 79

Question asked by: Joan Nche

Relevant Directorate: Community Services

Member to reply: Councillor Juliet Campbell

Question

Many migrants and asylum seekers in Lewisham don't have the right to work, such as asylum seekers who are waiting for a decision on their asylum claim. While not being able to work clearly impacts people's economic wellbeing, we don't talk as much about the toll that this social and economic isolation takes on their mental health. As a Borough of Sanctuary, what is Lewisham doing to support the mental health and wellbeing of migrants and asylum seekers who find themselves in this position.

Reply

We fully acknowledge the impact of not being able to work, past trauma and social isolation have on the mental health of those seeking sanctuary.

As a borough of sanctuary, we work in partnership with the NHS and voluntary sector organisations to welcome sanctuary seekers in Lewisham. We have commissioned an enhanced service with the local GP practices, which includes a thorough assessment of people's physical and mental health needs and referrals to the appropriate services. We have made sure our libraries welcome sanctuary seekers. Lewisham's Artist of Change involved sanctuary seekers in activities as part of the Borough of Culture programme. Voluntary organisations are providing ESOL classes, art activities and advice sessions. Council-run bespoke ESOL course is currently being set up. Children attend sports clubs and holiday activities. We have started actively fostering connections between local community groups and people seeking asylum. We are planning to create welcome packs that signpost local activities and groups to sanctuary seekers. As a council, we have joined the national campaign 'Lift the Ban', which calls for the right to work for those you have claimed asylum.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 80

Question asked by: Julia Webb

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Brenda Dacres

Question

Can the Mayor please explain how the Council intends to consult simultaneously on changes to the Statement of Community Involvement and the draft Lewisham Local Plan, bearing in mind these are statutory planning documents?

Reply

The Mayor and Cabinet report of 1st February 2023 set out in paragraph 1.55 how the Council will consult on the Statement of Community Involvement:

- Consulting (by digital mail-out) to consultation bodies and regular applicants to the planning service.
- Publication of the draft SCI on the Lewisham website Consultation Hub.
- In addition to the above the Planning Service will promote the consultation via the established Community Forum.

The Statement of Community Involvement primarily focuses on how the Council will consult and engage on planning applications.

The Regulation 19 Local Plan consultation will be undertaken in line with the currently adopted Statement of Community Involvement and its addendum for plan making as agreed by Mayor and Cabinet in December 2020. This will include online and in person consultation.

The consultations are being led by different teams within the Planning Service and are therefore able to be carried concurrently.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 81

Question asked by: Laura Davis

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

How are the Council measuring and monitoring the levels of congestion in southeast Lewisham? We have been told time and time again by the council that the traffic volumes for SE Lewisham are down since the introduction of the LTN but has congestion continued to worsen over the last 6 months on boundary Rd such as A205, Burnt Ash Rd, Lee Rd, A20, A2, Blackheath Village, Lee Terrace.

Reply

Traffic flows on the major road network across southeast Lewisham are monitored by Transport for London (TfL) and the Council continues to engage with TfL on this and the latest information from TfL suggest that overall traffic flows remain at or just below pre-pandemic levels.

All information and data collected to assess the performance of the LTN can be found in the monitoring reports presented to the Council's Mayor and Cabinet in September 2022. Please see the two links below for copies on the reports:
<https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MId=6495&Ver=4> and
<https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MId=7912&Ver=4>

The reports present the information provide by Transport for London (TfL) on bus journey times for the key corridors of Brownhill Road, Burnt Ash Hill/Burnt Ash Road and Lee High Road. The data shows that bus journey times have continued to operate within a comparable time prior to the LTN being implemented on these main routes. The eastbound journey times along Brownhill Road are the most impacted with higher than average journey times during 2021 but in the last three months of monitoring this had operated with average journey times lower than before the LTN being implemented.

A further monitoring exercise of the LTN is planned later this year and the results and findings will be presented to the Mayor and Cabinet.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 82

Question asked by: Laura Davis

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

The Mayor stated in January 2022 that he would keep the LTN under review on a rolling 6-month bases. It is understood that due to traffic order (4030579) being made permanent, no change can legally be made to the LTN without a public consultation. Is the mayor prepared to give the residents of SE Lewisham another public consultation circumstance permitting (Please outline circumstance by which this would be permitted) or is the 6-month rolling review merely an empty gesture?

Reply

As part of the decision to make permanent the Lewisham and Lee Green LTN, the Council carefully considered an extensive range of data including recent traffic flows, traffic speeds, air quality monitoring, bus journey times, collision statics and listened to residents' thoughts and experiences since the original LTN was first introduced. Overall, the information obtained indicates that the revised Lewisham and Lee Green LTN is meeting its aims, is in line with the Council's corporate objectives and policies, as well as wider London policies, and has started to positively influence travel behaviour.

There is a commitment to continue to review and monitor the LTN, including the impacts on cycling and walking. All information and data collected to assess its performance to date can be found in the monitoring reports that were presented to Mayor and Cabinet in September 2022. Please see the two links below:

<https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MId=6495&Ver=4>

<https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MId=7912&Ver=4>

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 83

Question asked by: Dan Kirby

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

How much money has each one of the school street filters made in PCNs since they were implemented? (Please list the dates each filter began charging alongside the figure).

Reply

A list containing this information is shown below:

Location	Approx. start date	Number of PCNs	Amount (£)
Adamsrill Road Junction of Champion Road	Apr 2021	411	16,136
Adamsrill Road Junction of Fairwyn Road	Apr 2021	661	22,383
Albion Way junction with Bonfield Road	Nov 2022	334	8,710
Amyruth Road	Apr 2021	507	34,301
Ardmere Road junction with Nightingale Grove	Nov 2021	587	30,523
Ashmead Road	Apr 2021	1,033	65,453
Beacon Road junction Hither Green Lane	Nov 2021	965	51,305
Beecroft Road junction with Brockley Road	Mar 2022	1,542	84,062
Bell Green Lane Junction of Haseltine Road	Apr 2021	2,447	159,242
Bell Green Lane Junction of Stanton Way	May 2021	17,187	661,180

Blackheath Vale	Apr 2021	358	23,104
Bonfield Road junction with Clarendon Rise	Nov 2022	283	7,670
Boundfield junction with Castillon Road	Nov 2021	1,675	86,746
Boundfield junction with Wingrove Road	Nov 2021	241	12,822
Brockley Park	Feb 2022	539	24,705
Brockley Park junction Brockley Rise	Nov 2021	443	21,307
Brockley Rise junction with Stillness Road	Feb 2022	1,651	88,754
Burnt Ash Road junction of Effingham Road	Dec 2022	559	8,060
Cambridge Drive - Northbound	Oct 2022	837	31,930
Cambridge Drive - Southbound	Oct 2022	414	11,845
Clifton Rise	Mar 2022	50	2,479
Culverley Road Common Boundary of 17 & 19	Apr 2021	42	2,923
Culverley Road east of the junction with Bromley Road	Mar 2022	48	3,853
Culverley Road Junction of Thornsbeach Road	Mar 2021	230	6,433
Dallinger Road junction with Manor Lane - Eastbound	Oct 2022	296	10,660
Dallinger Road junction with Manor Lane - Westbound	Oct 2022	88	1,560

Doggett Road Junction of Bradgate Road	Apr 2021	100	2,780
Doggett Road Junction of Holbeach Road	Apr 2021	1,234	36,959
Elfrida Crescent junction with King Arthur Avenue	Mar 2022	283	16,387
Eliot Bank	Nov 2021	2	130
Ewhurst Road	Apr 2021	755	40,944
Gordonbrock Road junction with Chudleigh Road	May 2022	89	4,884
Grinling Place junction with Edward Street	Mar 2022	1,542	89,673
Grove Close	Nov 2021	651	31,317
Holme Lacey Lane junction with Manor Lane - Eastbound	Oct 2022	204	11,635
Holme Lacey Lane junction with Manor Lane - Westbound	Oct 2022	80	3,445
Holme Lacey Road junction with Manor Lane - Eastbound	Oct 2022	343	16,324
Holme Lacey Road junction with Manor Lane - Westbound	Nov 2022	130	5,070
Howson Road junction with Whitbread Road	Mar 2022	228	12,303
Kilmorrie Road Junction of Woolstone	Apr 2021	479	31,806
Leahurst Road junction with Dermody Road	Sep 2022	4,316	143,388
Leahurst Road junction with	Nov 2022	3,439	110,695

Fernbrook Crescent			
Leyland Road	Oct 2022	1,380	24,644
Manor Lane junction with Effingham Road	Dec 2022	316	4,030
Manor Lane junction with Leahurst Road	Nov 2022	419	9,815
Manor Lane junction with Taunton Road	Dec 2022	317	65
Manor Lane Terrace junction with Kellerton Road - Northbound	Oct 2022	978	45,536
Manor Lane Terrace junction with Kellerton Road - Southbound	Oct 2022	185	4,290
Newstead Road junction with Helder Grove / Birch Grove	Nov 2022	681	18,330
Newstead Road junction with Parkscroft Road	Nov 2022	1,577	34,125
Pascoe Road junction with Ennersdale Road	Sep 2022	1,932	51,906
Pendrell Road junction with Wallbutton Road	Jan 2022	746	36,055
Penerley Road Junction of Bargery Road	Apr 2021	883	62,643
Penerley Road Junction of Bromley Road	May 2021	815	41,869
Pepys Road junction with Vesta Road	Jan 2022	2,118	118,120
Pragnell Road Junction of Kingsand Road	Apr 2021	637	35,679

Rathfern Road Junction of Catford Hill	Nov 2021	4,438	252,626
Rathfern Road junction with Stanstead Road	Nov 2021	1,376	87,378
Riddons Road junction with Claybridge Road	Nov 2021	244	11,504
Riddons Road junction with Dyneley Road	Nov 2021	377	26,050
Rolt Street - Folkestone Garden West	Sep 2021	2,337	97,762
Rolt Street - Folkestone Gardens East	Sep 2021	3,498	190,354
Southend Lane - junction with Worsley Bridge Road	Jul 2021	982	52,046
Taunton Road	Dec 2022	1,267	5,135
The Peak	Nov 2021	342	12,645
Thornsbeach Road Junction of Bellingham Road	Apr 2021	993	60,090
Thorpewood Avenue	Nov 2021	1,641	87,327
Upper Brockley Road Junction of Ashby Road	Apr 2021	766	50,686
Upper Brockley Road of The Parade	Apr2021	3,372	222,531
Wantage Road junction of Handen Road	Dec 2022	249	1,820
Totals		82,169	3,680,947

Parking and moving traffic enforcement are critical to help maintain the safety of road users, including pedestrians and cyclists and is not intended as a revenue generating exercise. The level of compliance by motorists to camera enforced restrictions typically improves over time so revenue generated from them also reduces.

In line with legislation, any surplus income must be spent on transport and highway improvement measures. In Lewisham, surplus enforcement income generally goes towards funding the Concessionary Fares scheme, which provides free travel to eligible older and disabled residents in the borough.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 84

Question asked by: Dan Kirby

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

Since the last meeting and the discovery that asthma rates are increasing since the LTNs were implemented, what steps have you taken to reassess the effectiveness and impact on residents of Healthy Streets Schemes such as the LTN?

Reply

Increases in asthma prevalence have been seen across England during this time period. Following the publication of the NHS Long Term Plan in 2019, Lewisham's GP practices have been organised into six Primary Care Networks (PCNs). Between the 2020/21 and 21/22 data periods, diagnosed asthma prevalence increased in GP registered patients in all PCNs in Lewisham, except North Lewisham.

While increases in asthma are a national trend, the Council takes any rise in asthma rates extremely seriously. As part of the decision to make permanent the Lewisham and Lee Green LTN, the Council carefully considered an extensive range of data including recent traffic flows, traffic speeds, air quality monitoring, bus journey times, collision statistics and listened to residents' thoughts and experiences since the original LTN was first introduced.

Overall, the information obtained indicates that the revised Lewisham and Lee Green LTN is meeting its aims, is in line with the Council's corporate objectives and policies, as well as wider London policies, and has started to positively influence travel behaviour.

We will be reviewing and monitoring the LTN this summer. All information and data collected to assess its performance to date can be found in the monitoring reports that were presented to Mayor and Cabinet in September 2022. Please see the two links below:

<https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MId=6495&Ver=4> and
<https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MId=7912&Ver=4>

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 85

Question asked by: Michael Backmann

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

How much does the Council estimate it is likely to cost to implement the new processes described in the answer to Q6 of 18.01.23 and how much is budgeted for the actual remedial work itself?

Reply

The Council has allocated an additional £1M in 2022/23 to undertake the damp and mould surveys and to contribute to any immediate remedial works. The 2022/23 Repairs and Maintenance budget was £15.7m and now £16.7M.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 86

Question asked by: Michael Backmann

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

What response has the Council sent (or will send) to City Airport or Newham Council about the airport's latest plan to add thousands of extra flights on Saturday afternoons?

Reply

The Council is drafting a response to the consultation, which will be submitted by the end of the consultation period on 17th March. Our demand that Lewisham be a named consultation borough as part of this process has been met. In drafting its response, the Council will consider the potential effects on Lewisham residents from the proposed changes detailed in the planning application made by London City Airport. In particular, the impact on air quality and from noise emissions will be addressed.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 87

Question asked by: David O'Malley

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

Excluding the London wide ULEZ introduction, what evidence will LBL provide that the residents of the South Circular, Lee High Road, Winn Road, Senlac Road, Woodyates Road (South), Harland Road, Baring Road and Burnt Ash Hill, will be offered the same rights to clean air zero traffic congestion, zero light and sound pollution as the residents who live on Manor Park and Upwood Road.

Reply

The Council remains committed to encouraging active and sustainable travel and creating an environment where travel by sustainable modes will be the most pleasant, reliable and attractive. This includes borough wide programmes and initiatives such as School Streets, Healthy Neighbourhoods and Sustainable Streets programme, all which are designed to make improve our streets and clean our air. The expansion of the Ultra-Low Emission Zone in 2021 to the boundary of the South Circular Road has had a positive impact on air quality so far. In August 2023 this will also be expanded beyond the South Circular Road to cover the whole of Greater London, helping to further improve air quality in this area and across London. The Council is working closely with TfL to develop proposals for the realignment of the South Circular. This supports the delivery of the Council's aspirations for the town centre set out in the Catford Town Centre Framework.

The scheme would reduce exposure to poor air quality by moving traffic on the south circular away from public areas and shops. The scheme also proposes improvements to walking and cycling infrastructure which would encourage more people to travel on foot, by bike or on public transport, helping to reduce the number of car journeys and associated vehicle emissions.

It is hoped that the physical changes proposed here teamed with the policy changes being implemented through the ULEZ expansion will improve air quality along the south circular and in the town centre.

The Council also continues to engage with TfL to support further sustainable transport measures on the Transport for London Road network, along with longer term aspirations such as the Bakerloo Line extension.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 88

Question asked by: Greta Sandler

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Juliet Campbell

Question

Wheelchair users are unable to manage a gradient steeper than 1in10. The proposals for the link from Lammas Green via Otto Close to Kirkdale will have a gradient steeper than 1in10.

Wheelchair users, disabled residents and people pushing prams or pushers, in the new proposed houses at Otto Close will effectively be housebound, unless they have a car or use a bus, which is extremely difficult, because of distance to shops.

Purpose built disability access, under the new proposals will be curtailed.

How does the Council assess a proposed planning application, having regard to issues of disability and inclusivity?

Reply

The London Plan sets out requirements for inclusive design and accessible housing and development schemes are assessed against these policies. London Plan policy D5 (Inclusive Design) advises that development proposals should achieve the highest standards of accessible and inclusive design and take into account London's diverse population and London Plan policy D7 (Accessible housing) requires accessible housing to be provided in any new development.

The Mais House development considered issues of accessibility in detail in the planning committee report and the Council were satisfied that the levels of accessibility achieved on the site maximised accessibility and secured improvements on the current situation given the topography of the site. Further details will be provided via condition 5.

Providing compliant access across the Sydenham Hill estate, from the new residential block on Sydenham Hill to the Kirkdale entrance with Otto Close was not proved possible to deliver due to the extreme nature of the existing site topography across the estate. Options for extensive ramp solutions and external lifts to assist were considered, but the site topography is such that an engineered ramp at

recommended gradients would be so extensive it would require loss of many trees and a large portion of the existing communal gardens.

It is however noted that the proposed wheelchair accessible dwellings (11 no.) would be located within the Sydenham Hill block where access is provided in accordance with the recommended maximums – these would have compliant access to wheelchair accessible parking spaces and Sydenham Hill where bus routes operate.

The Applicant made the creation of a welcoming, accessible and inclusive community a high priority. To help establish this, the design of the main block focuses on creating a sense of shared community by providing generous well-connected communal facilities and amenity spaces, accessible to all (including disabled and wheelchair users). The communal spaces, lobby, resident's room, resident's garden, playspace and open lawn are all designed for access by all. Step free access is provided between the public street, bus stop, parking and designated disabled parking bays, wheelchair units and all other homes.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 89

Question asked by: Ms Brown

Relevant Directorate: Community Services

Member to reply: Councillor Juliet Campbell

Question

People without settled immigration status who are experiencing domestic abuse face serious challenges in Lewisham. If someone has No Recourse to Public Funds, it can be difficult—or impossible—for them to access benefits like temporary accommodation that can help them escape abusive situations and stay safe. What is Lewisham Council doing to address this dangerous gap in services for survivors of domestic abuse?’

Reply

Lewisham commission Refuge (Athena) to deliver Domestic Abuse (DA) and Violence Against Women and Girls (VAWG) community and refuge services. Athena supports survivors of domestic abuse and gender-based violence in Lewisham, whether they have recourse to public funds or not. If a survivor with No Recourse to Public Funds (NRPF) is referred and accesses the service, Athena will complete a risk assessment and safety planning. This includes accommodation, reporting to the Police, support with Criminal Justice procedures, support with injunctions, access to essential items such as clothing, food, etc where required. Refuge provide ad-hoc support, such as hostel placements, funded by the Greater London Authority (GLA) however this budget is limited.

Athena will seek to establish whether there is a route to immigration status and link the survivor with a solicitor and/or apply for a grant on the survivor’s behalf, where necessary. If survivors with children and a route to immigration status need support, the Multi-Agency Safeguarding Hub (MASH) can assist with accommodation and subsistence. If there are no children, Athena work in partnership with other organisations that can provide support to secure immigration status as well as organisation providing advice, advocacy and support aimed at ending destitution among migrant families with NRPF.

Athena will work with the survivor until they are safe and settled

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 90

Question asked by: Helen Kinsey

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

19 trees are shortly to be felled at the Mais House site, and many more severely pruned. This, despite the so called protection given by conservation area status, despite a damning report from Lewisham's own tree officer and despite recommendations made by the London Wildlife Trust. Mature trees together with their associated wildlife, including hibernating bat roosts, are irreplaceable. This is mismanagement on a catastrophic scale. There is still time to prevent this catastrophe. All it would take is to reduce the build to the current footprint. Please could you publish the full guidelines used in making this decision?

Reply

The impacts of the proposed development with regard to ecology and loss of trees were fully considered in the planning officer's report to Strategic Planning Committee, in accordance with the relevant planning policies. Comments were sought from both the Council's Senior Tree Officer and Ecologist through the planning assessment and the scheme was amended accordingly. A suite of planning conditions has been secured to ensure that the proposals are delivered appropriately with regard to ecology and trees.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 91

Question asked by: Valerie Murray

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

Can we please have some play and display in Elthruda Road so that it does not become an expense to the residents when they have work men or visitors.

Reply

We will be doing a review of our current CPZ areas as part of our Sustainable Streets Programme and we will look at this issue in this road. The Council now offers a cashless parking payment option which is available via PayByPhone or PayPoint (cash user service available at local stores).

The Council also offers a cost-effective parking solution for the Council's residents receiving visitors as they can purchase Resident Visitor Vouchers.

Further details on these options and how to access them is available on the Council website via the following link:

<https://lewisham.gov.uk/myservices/parking/changes-to-pay-and-display-parking>

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 92

Question asked by: Annabel McLaren

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

In November 2020, Lewisham confirmed that a Diversion or Stopping Up Order would be required to close the footpath between Lammas Green and Kirkdale. Two years later, in November 2022, Lewisham said the approved planning application retained the footpath and there was no intention to stop up the route. But a Lewisham approved planning application clearly shows the footpath built on. The developers, The City of London Corporation, have now said they will not apply for such an Order, insisting one is not required. How will Lewisham ensure that the City meets its legal obligations in this and other regards?

Reply

The Council is reviewing the matter of the diverted footpath between Lammas Green, and if appropriate a S257 application to divert the path will be invited and assessed by the Council's Highways team at the appropriate point.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 93

Question asked by: Alexandra McMillan

Relevant Directorate: Corporate Resources

Member to reply: Councillor Amanda De Ryk

Question

How are Lewisham working together with DWP to identify all those receiving a disability benefit and the housing element of Universal Credit along with Housing Benefit for the Household Support Fund?

Reply

We have already defined the qualifying criteria for the third iteration of the Household Fund and distributed the funding based on this. The assumption is that there will be a further iteration of the funding release for April 2023 onwards.

We will need to wait for details of the criteria we are mandated to follow when distributing funds. Once this is available, consideration will be given to options for distributing any discretionary elements of the funding. If our proposals include those receiving a disability benefit and the housing element of universal credit, we will engage with colleagues who administer these benefits to see if information on households can be made available to target support accordingly. Any efforts to share data will be subject to data protection restrictions, although the Council may already hold details of these households if they are already in receipt of council tax reduction.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 94

Question asked by: Helen Anglim

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

TPOs are granted on trees that are deemed at risk. They are also granted to ensure the survival of a

I have tried to get a TPO on a number of trees that are in and around the Mais House development. Many of these trees were assessed by the Lewisham tree officer as worthy of a TPO. I have been denied these TPOs on many occasions, despite being told that some of said trees were at risk, by the Lewisham planning team.

Why are Lewisham Council so reluctant to grant these TPOs?

Reply

Several requests for Tree Protection Orders at the Mais House development site have been considered by the Planning Service.

The trees that the TPO request relate to are not proposed to be removed by the development. The TPO regulations guide against the necessity for making TPOs where trees are under good arboricultural management. Additionally, the development cannot commence until conditions in relation to a Tree Protection Plan (TPP) and Arboricultural Method Statement (AMS) are submitted to and approved by the Council in consultation with the Senior Tree Officer.

The Council are satisfied that in accordance with the regulations that the planning process has been used appropriately, and a comprehensive view has been taken regarding the impact of the proposed development on the site trees, landscape and public realm amenity. As such, the Council will not be pursuing a TPO in relation to the trees requested.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 95

Question asked by: Tanya Derecki

Relevant Directorate: Community Services

Member to reply: Councillor Louise Krupski

Question

Given the council's understanding of the environmental impact of climate change and the need to preserve natural habitat for its residents' wellbeing and to sustain the local wildlife, can you please let me know how many trees are being transplanted/moved rather than destroyed?

Reply

I can inform you that the Council do not undertake transplanting/moving mature trees.

This is because it would be impractical to remove mature trees from within the built environment and successfully transplant them elsewhere in the borough.

Where trees must be removed from the highway we will carry out replacement planting where possible. All trees we plant to replace felled trees are chosen carefully so that they follow our "right tree, right place" policy to ensure they will not be the cause of any problems to nearby properties and will survive long into the future. Due to our strong involvement with the local community, particularly in partnership with Street Trees for Living, we have an exceptionally high survival rate of new trees planted in the borough.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 96

Question asked by: Peter Richardson

Relevant Directorate: Community Services

Member to reply: Councillor James-J Walsh

Question

As Lewisham Council's Draft budget, 2023/2024 made cuts to spending how much was the proposed cut from the library budget?

Please include information on the library and information service that will be affected by this financial loss and users and staff?

Reply

On 8 February 2023, Mayor and Cabinet discussed a "2023/24 Budget Report" (Item 4 <https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CIId=139&MIId=7767&Ver=4>).

The report presents a reduction in the Library and Information Services budget by £90,000 to be achieved through "Reduction in opening hours at Libraries".

However, officers are working to realise the reduction through efficiencies which they expect will minimise any negative impact on opening hours.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 97

Question asked by: Peter Richardson

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Brenda Dacres

Question

Since 1st April 2010 to December 31st 2022, how many extra housing units have been provided in the LBL?

Reply

The council publishes its Authority Monitoring Report (AMR) annually which contains information on work carried out by the planning service and reports on annual completions, approvals, development contributions etc.

The documents can be found on the Councils website:

<https://lewisham.gov.uk/myservices/planning/policy/adopted-local-plan/annual-monitoring-report>

The AMR records data between 1st April and 31st March in accordance with government legislation. As such we can only provide information up to 31st March 2022. The number of completed dwellings between 1st April 2022 and 31st March 2023 will be reported within the 2022-23 AMR due to be published in winter 2023.

Net new dwellings completed per year:

April 2010 – March 2011: 728
April 2011 – March 2012: 1188
April 2012 – March 2013: 1805
April 2013 – March 2014: 752
April 2014 – March 2015: 1468
April 2015 – March 2016: 1533
April 2016 – March 2017: 1604
April 2017 – March 2018: 489
April 2018 – March 2019: 1628
April 2019 – March 2020: 1242
April 2020 – March 2021: 525
April 2021 – March 2022: 415

Total: 13,377

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 98

Question asked by: Richard Hebditch

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

How much has been raised in fines from the LTN and school streets in the last year, and how much funding is available from this income for road safety schemes?

Reply

In the previous year the total sum of revenue raised from fines (Penalty Charge Notices) from the LTN and School Streets was £4,536,337.

Parking and moving traffic enforcement are critical to help maintain the safety of road users, including pedestrians and cyclists and is not intended as a revenue generating exercise. The level of compliance by motorists to camera enforced restrictions typically improves over time so revenue generated from them also reduces.

In line with legislation, any surplus income must be spent on transport and highway improvement measures. In Lewisham, surplus enforcement income generally goes towards funding the Concessionary Fares scheme, which provides free travel to eligible older and disabled residents in the borough.

Road safety schemes are primarily financed through Local Implementation Plan funding received from Transport for London and other available sources such as S106.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 99

Question asked by: Stuart Ager

Relevant Directorate: Chief Executive

Member to reply: Councillor Amanda De Ryk

Question

Will the Speaker of Lewisham Council in his role as guardian of the Constitution please publish a full and accurate version now?

Reply

An updated version of the Constitution, including all the amendments from the November Council meeting, was published on 10th February 2023.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 100

Question asked by: Will Kirby

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

Please list the revenue made from each ANPR camera within the Lee Green LTN for the following dates:

Aug 2020 - July 2021

Aug 2021 - July 2022

Aug 2022 - Jan 2023

Reply

A list of the available information requested is shown below:

No.	Period	Street Name	Amount
1	01/08/2020 - 31/07/2021	Dermody Road jnt of Pascoe Rd and Wisteria Rd	£ 4,053,920
2	01/08/2021 - 31/07/2022	Dermody Road jnt of Pascoe Rd and Wisteria Rd	£1,963,487
3	01/08/2022 - 31/01/2023	Albion Way junction with Bonfield Road	£ 8,515
		Bonfield Road junction with Clarendon Rise	£ 7,150
		Burnt Ash Road junction of Effingham Road	£ 5,395
		Cambridge Drive	£ -
		Cambridge Drive - Northbound	£ 29,655
		Cambridge Drive - Southbound	£ 10,350
		Dallinger Road	£ -
		Dallinger Road junction with Manor Lane - Eastbound	£ 9,425
		Dallinger Road junction with Manor Lane - Westbound	£ 1,560
		Dermody Road jnt of Pascoe Rd and Wisteria Rd	£ 705,561
		Holme Lacey Lane junction with Manor Lane - Eastbound	£ 11,635

		Holme Lacey Lane junction with Manor Lane - Westbound	£ 3,445
		Holme Lacey Road	£ -
		Holme Lacey Road junction with Manor Lane - Eastbound	£ 14,894
		Holme Lacey Road junction with Manor Lane - Westbound	£ 4,810
		Leahurst Road junction with Dermody Road	£ 139,813
		Leahurst Road junction with Fernbrook Crescent	£ 109,135
		Leyland Road	£ 22,564
		Manor Lane junction with Effingham Road	£ 2,665
		Manor Lane junction with Leahurst Road	£ 9,750
		Manor Lane junction with Manor Lane Terrace - Northbound	£ 13,910
		Manor Lane junction with Manor Lane Terrace- Southbound	£ 9,620
		Manor Lane junction with Taunton Road	£ 65
		Manor Lane Terrace	£ -
		Manor Lane Terrace junction with Kellerton Road - Northbound	£ 44,496
		Manor Lane Terrace junction with Kellerton Road - Southbound	£ 4,095
		Newstead Road junction with Helder Grove / Birch Grove	£ 17,160
		Newstead Road junction with Parkscroft Road	£ 33,280
		Pascoe Road junction with Ennersdale Road	£ 49,566
		Taunton Road	£ 3,250
		Upwood Road	£ 61,794
		Wantage Road junction of Handen Road	£1,235

Parking and moving traffic enforcement are critical to help maintain the safety of road users, including pedestrians and cyclists and is not intended as a revenue generating exercise. The level of compliance by motorists to camera enforced restrictions typically improves over time so revenue generated from them also reduces.

In line with legislation, any surplus income must be spent on transport and highway improvement measures. In Lewisham, surplus enforcement income generally goes towards funding the Concessionary Fares scheme, which provides free travel to eligible older and disabled residents in the borough.

COUNCIL MEETING 01/03/23
PUBLIC QUESTION NO. 101

Question asked by: Will Kirby

Relevant Directorate: Housing, Regeneration and Public Realm

Member to reply: Councillor Louise Krupski

Question

Please list the revenue made from each ANPR camera operated School Street from when each one began.

Reply

Street Name	Number of PCNs	Amount	Approx. Implementation date
Adamsrill Road Junction of Champion Road	411	£ 16,136	April 2021
Adamsrill Road Junction of Fairwyn Road	661	£ 22,383	April 2021
Albion Way junction with Bonfield Road	334	£ 8,710	November 2022
Amyruth Road	507	£ 34,301	April 2021
Ardmere Road junction with Nightingale Grove	587	£ 30,523	November 2021
Ashmead Road	1,033	£ 65,453	April 2021
Beacon Road junction	965	£ 51,305	November 2021

Hither Green Lane				
Beecroft Road junction with Brockley Road	1,542	£	84,062	March 2022
Bell Green Lane Junction of Haseltine Road	2,447	£	159,242	April 2021
Bell Green Lane Junction of Stanton Way	17,187	£	661,180	May 2021
Blackheath Vale	358	£	23,104	April 2021
Bonfield Road junction with Clarendon Rise	283	£	7,670	November 2022
Boundfield junction with Castillon Road	1,675	£	86,746	November 2021
Boundfield junction with Wingrove Road	241	£	12,822	November 2021
Brockley Park	539	£	24,705	February 2022
Brockley Park junction Brockley Rise	443	£	21,307	November 2021
Brockley Rise junction with Stillness Road	1,651	£	88,754	February 2022
Burnt Ash Road junction of Effingham Road	559	£	8,060	December 2022

Cambridge Drive - Northbound	837	£	31,930	October 2022
Cambridge Drive - Southbound	414	£	11,845	October 2022
Clifton Rise	50	£	2,479	March 2022
Culverley Road Common Boundary of 17 & 19	42	£	2,923	April 2021
Culverley Road east of the junction with Bromley Road	48	£	3,853	March 2022
Culverley Road Junction of Thornsbeach Road	230	£	6,433	March 2021
Dallinger Road junction with Manor Lane - Eastbound	296	£	10,660	October 2022
Dallinger Road junction with Manor Lane - Westbound	88	£	1,560	October 2022
Doggett Road Junction of Bradgate Road	100	£	2,780	April 2021
Doggett Road Junction of Holbeach Road	1,234	£	36,959	April 2021
Elfrida Crescent junction with King Arthur Avenue	283	£	16,387	March 2022

Eliot Bank	2	£	130	November 2021
Ewhurst Road	755	£	40,944	April 2021
Gordonbrook Road junction with Chudleigh Road	89	£	4,884	May 2022
Grinling Place junction with Edward Street	1,542	£	89,673	March 2022
Grove Close	651	£	31,317	November 2021
Holme Lacey Lane junction with Manor Lane - Eastbound	204	£	11,635	October 2022
Holme Lacey Lane junction with Manor Lane - Westbound	80	£	3,445	October 2022
Holme Lacey Road junction with Manor Lane - Eastbound	343	£	16,324	October 2022
Holme Lacey Road junction with Manor Lane - Westbound	130	£	5,070	November 2022
Howson Road junction with Whitbread Road	228	£	12,303	March 2022
Kilmore Road Junction of Woolstone	479	£	31,806	April 2021
Leahurst Road	4,316	£	143,388	September 2022

junction with Dermody Road				
Leahurst Road junction with Fernbrook Crescent	3,439	£	110,695	November 2022
Leyland Road	1,380	£	24,644	October 2022
Manor Lane junction with Effingham Road	316	£	4,030	December 2022
Manor Lane junction with Leahurst Road	419	£	9,815	November 2022
Manor Lane junction with Taunton Road	317	£	65	December 2022
Manor Lane Terrace junction with Kellerton Road - Northbound	978	£	45,536	October 2022
Manor Lane Terrace junction with Kellerton Road - Southbound	185	£	4,290	October 2022
Newstead Road junction with Helder Grove / Birch Grove	681	£	18,330	November 2022
Newstead Road junction with Parkscroft Road	1,577	£	34,125	November 2022
Pascoe Road junction with	1,932	£	51,906	September 2022

Ennersdale Road				
Pendrell Road junction with Wallbutton Road	746	£	36,055	January 2022
Penerley Road Junction of Bargery Road	883	£	62,643	April 2021
Penerley Road Junction of Bromley Road	815	£	41,869	May 2021
Pepys Road junction with Vesta Road	2,118	£	118,120	January 2022
Pragnell Road Junction of Kingsand Road	637	£	35,679	April 2021
Rathfern Road Junction of Catford Hill	4,438	£	252,626	November 2021
Rathfern Road junction with Stanstead Road	1,376	£	87,378	November 2021
Riddons Road junction with Claybridge Road	244	£	11,504	November 2021
Riddons Road junction with Dyneley Road	377	£	26,050	November 2021
Rolt Street - Folkestone Garden West	2,337	£	97,762	September 2021

Rolt Street - Folkestone Gardens East	3,498	£	190,354	September 2021
Southend Lane - junction with Worsley Bridge Road	982	£	52,046	July 2021
Taunton Road	1,267	£	5,135	December 2022
The Peak	342	£	12,645	November 2021
Thornsbeac h Road Junction of Bellingham Road	993	£	60,090	April 2021
Thorpewood Avenue	1,641	£	87,327	November 2021
Upper Brockley Road Junction of Ashby Road	766	£	50,686	April 2021
Upper Brockley Road of The Parade	3,372	£	222,531	April 2021
Wantage Road junction of Handen Road	249	£	1,820	December 2022
Grand Total	82,169	£	3,680,947	

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