

PUBLIC QUESTION NO 1.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

26 FEBRUARY 2020

Question asked by: Janet Hurst

Member to reply: Councillor Bourne

Question

Why has the council decided to in-source the award winning parks service run by Glendale, but continues to outsource leisure/swimming pool provision to Fusion despite their failure to meet performance standards, most notably at Glass Mill?

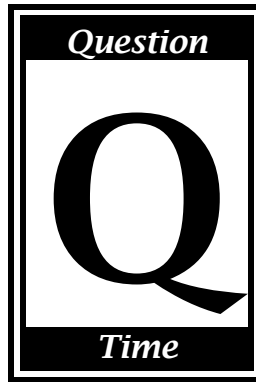
Reply

This Council administration's policy is to examine all contracts that are due to expire with a view to consider in-sourcing the delivery and we are proud to be bringing more services back into public ownership. This has happened at the end of the Glendale contract.

The Fusion contract will go through the same process when it expires.

Notwithstanding this the Council are aware of the poor standards being offered through the facilities and are working robustly with Fusion on remedial measures. The concerns are particularly apparent around cleaning and repairs and maintenance. It is evidenced by the monitoring that we undertake in our normal contract management regime and the many complaints raised by customers.

Fusion have developed an action plan to address these basic issues and have recently invested around £1m into the health and fitness offer. We meet with them regularly to review progress against their plan.



PUBLIC QUESTION NO 2.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

26 FEBRUARY 2020

Question asked by: Howard Kanini

Member to reply: Councillor McGeevor

Question

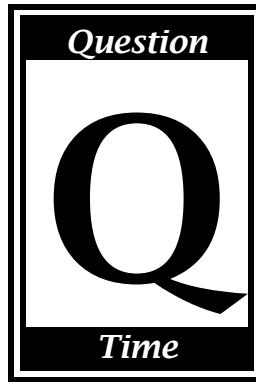
When will the replacement tree outside the Laundromat on Sangley Road SE6, will done? It is to replace the one that was fully damaged and chopped down in order for the delivery van for the laundromat to be able to park.

Reply

As previously advised following your question to the Council in October 2019 I can confirm that that the tree that was damaged by the commercial vehicle at Sandhurst Parade will be replaced during the current planting programme that is expected to be completed by the end February 2020.

I can assure you that if for any reason we miss our end of February deadline planting will continue until all trees included in the current programme are planted.

If you can provide me with your contact details I will request that our Tree Services Manager contacts you to inform on progress.



PUBLIC QUESTION NO 3.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

26 FEBRUARY 2020

Question asked by: Patricia Richardson

Member to reply: Councillor Slater

Question

Tomorrow night (11th Feb. 2020) the Lee Green Assembly is taking place. Today the leaflet was delivered notifying us of the agenda and other details of the meeting. As this is usually delivered the week preceding the meeting what is the reason for such a late delivery which means some residents may not have the opportunity to attend?

Reply

The Council engaged a distribution company (TYM) to deliver the leaflets door to door on 4 February.

As standard practice Council Officers send a notification out to members of the Assembly Co-Ordinating Group meeting to check if a leaflet has been dropped through their letterbox the day after a delivery has been undertaken.

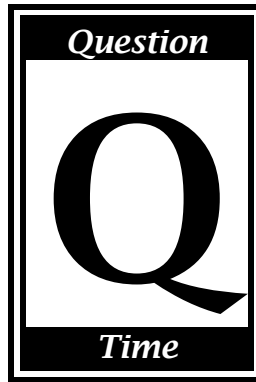
The majority of the Co-Ordinating Group members confirmed that they had received a leaflet and officers were not aware that there had been any areas missed.

On the morning of Monday 10 February officers received a message from a member of the Co-ordinating Group who resides on Manor Park informing them that she had not received a leaflet.

Her friend on Northbrook Road had also not received a leaflet so officers immediately contacted the distribution company and asked them to send someone out to cover the missed roads. It is officers' understanding therefore that leaflets were delivered to Manor Park Terrace at the same time when the other missed roads were done.

A copy of the Assembly meeting flyer was also sent out by email to the people on the assembly mailing list on Friday 7 February.

In the event, around 300 people were present at the meeting on Tuesday 11 February, the highest attendance at any Assembly since the programme began.



PUBLIC QUESTION NO 4.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

26 FEBRUARY 2020

Question asked by: Georgina Smith

Member to reply: Councillor McGeevor

Question

The safety railings on the corner of Grinstead Road opposite Sir Francis Drake primary school in Evelyn have repeatedly been destroyed by people driving into them, usually at speed.

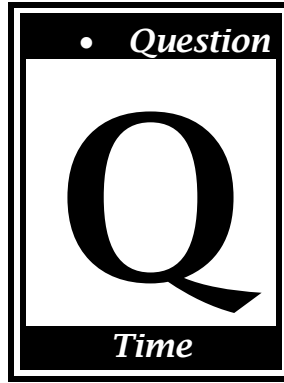
How much has Lewisham Council spent on repairing or replacing the safety railings at this corner in:

2016/17
2017/18
2018/19
2019/20 (to date)

Reply

Below are the costs that the Council has spent on guard railing at this location

- 2016/17: £0
- 2017/18: £1,697.66
- 2018/19: £565.44
- 2019/20: £710.21 to date



PUBLIC QUESTION NO 5.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

26 FEBRUARY 2020

Question asked by: Trina Lynskey

Member to reply: The Mayor

Question

On 30/1/2020 Lewisham Council's Strategic Planning Committee considered the application for 'Scott House', a 27 story, 135 unit development in the Evelyn Ward (DC/19/113332).

In the council officer's report it states that improvements to "Deptford DLR" were requested. Is Lewisham Council aware that there is no "Deptford DLR" station? Deptford Bridge DLR is a considerable distance from 'Scott House'. Do you accept your inadequate geographic knowledge of North Deptford is worrying to residents, when 10,000 homes are planned in Evelyn (plus a further 3,500 at Canada Water)? How can we be reassured that transport infrastructure continues to serve existing and future residents in Evelyn when errors like this feature in documents recommending development? Is the council willing to invest in a Supplementary Planning Document (SPD) and Movement Plan for the area east of the Surrey Canal/New Bermondsey SPD and North of the New Cross SPD? If not, why not?

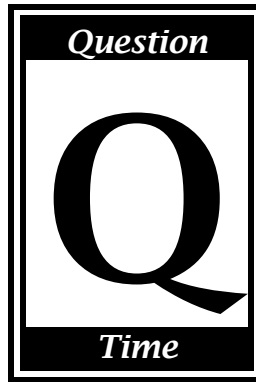
Reply

As part of the consultation process for the Scott House application, officers considered a request for a new access to the north of Deptford Station to be created. However this was not considered reasonable or linked to the scheme, given the site's distance from the station. The committee agenda report at paragraph 273 refers to Rail or DLR stations, and does not conflate the two or is erroneous. The mention of Deptford DLR at paragraph 24 is a singular drafting error, which should refer to Deptford Rail, as originally stated in the consultation response.

It was clarified by the Council's lawyer at Strategic Planning Committee that securing access improvements to Deptford Station does not meet the relevant legal tests.

In terms of proposals for a Movement Plan Supplementary Planning Document, it is proposed that the established and successful North Lewisham Links strategy be adopted as formal policy in the new Local Plan. This will be subject to public consultation, and I have asked officers to send you dates of the public consultation.

The Strategic Planning Committee resolved to approve the redevelopment of Scott House on their meeting of 30th January. It will now be referred to the Mayor of London for confirmation, as is usual practice in the planning process.



PUBLIC QUESTION NO 6.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

26 FEBRUARY 2020

Question asked by: David Da Silva Pereira

Member to reply: The Mayor

Question

What is the Council going to do with regards to providing extra schools and surgeries in the Evelyn and New Cross wards? As a result of the new proposed developments in these wards.

Reply

I believe that any new developments in Lewisham must benefit the community.

The Council uses housing development data from a range of sources, including from proposed schemes and current planning permissions, to predict future school place need across the borough. There are currently a number of schemes in the New Cross and Evelyn wards that have delayed completion dates and there is currently a lot of spare capacity in existing schools to meet current and future need in these wards.

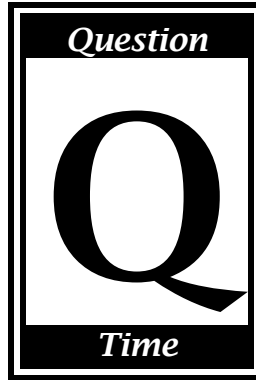
The Council reviews these forecasts annually to ensure they are accurate and that future needs can be met.

The approved development at Convoys Wharf, in Evelyn ward, will provide a new two form entry primary school. The school could be increased to three forms of entry to address anticipated pupil numbers as a result of new development.

All surgeries in the New Cross and Evelyn wards have open lists and are registering new patients. The Lewisham Health and Care Partnership Estates Steering Group and Lewisham Clinical Commission Group continually monitor demographic changes and development. The group recently discussed the North of Lewisham, which includes New Cross and Evelyn, and agreed that there were enough health facilities in the area, although some require investment. Last year, Mayor and Cabinet approved a £1 million investment in the Waldron Health Centre in New Cross, investing in the existing building to improve and increase integrated health and care services.

Council officers are also currently assessing a proposed development in New Cross, which if approved would provide a new health care facility with additional GP capacity and replace an existing, lower quality surgery. If the development does come forward, the Lewisham Health and Care Partnership would seek to apply for further financial support from the Council, or NHS, to support not just the impact that this proposed development would have on primary care but also mental health, social services and acute and community care.

Lewisham also charges a Community Infrastructure Levy (CIL) on developers who build in a local area to deliver the infrastructure needed to support development there. The Council's pioneering Neighbourhood CIL (NCIL) strategy means that 50 per cent of CIL collected in the ward will be retained by the ward, 25 per cent will be allocated according to Indices of Multiple Deprivation (IMD) rankings and 25 per cent will be allocated to an all ward NCIL pot. Lewisham is the first local authority to give residents the power to vote to inform where new investment goes in their community. It is also the first local authority to redistribute the funding using IMDs, meaning more money will go to the borough's most deprived areas.



PUBLIC QUESTION NO 7.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

26 FEBRUARY 2020

Question asked by: Billy Shah

Member to reply: Councillor Bourne

Question

The parks service provided by Glendale is award winning but the Council is ending Glendale's contract and bringing it in house. The leisure centre service provided by Fusion is terrible (half the poolside showers at Glassmill don't work, the toilets smell, the lockers don't work and the place is crawling with insects) but the council is sticking with Fusion. Why are parks being brought in-house but leisure facilities are not?

Reply

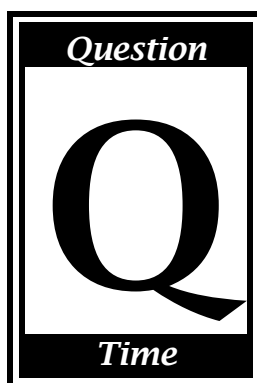
This Council administration's policy is to examine all contracts that are due to expire with a view to consider in-sourcing the delivery and we are proud to be bringing more services back into public ownership. This has happened at the end of the Glendale contract.

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Notwithstanding this the Council are aware of the poor standards being offered through the facilities and are working robustly with Fusion on remedial measures. The concerns are particularly apparent around cleaning and repairs and

maintenance. It is evidenced by the monitoring that we undertake in our normal contract management regime and the many complaints raised by customers.

Fusion have developed an action plan to address these basic issues and have recently invested around £1m into the health and fitness offer. We meet with them regularly to review progress against their plan.



PUBLIC QUESTION NO 8.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

26 FEBRUARY 2020

Question asked by: Mark Morris

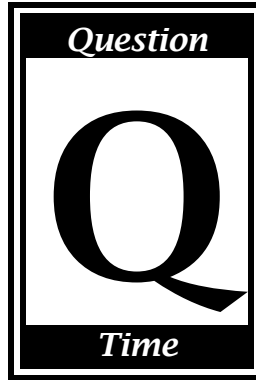
Member to reply: The Mayor

Question

Can the Mayor of Lewisham state by what date the ongoing dispute between Barratts Homes Limited and Lewisham Council over the funding of the long promised bridge between Catford Green and Doggett Road be finally resolved? When will this bridge actually be built in the view of the Mayor? Please provide an expected date for its actual completion? Can the Mayor specifically provide any assurance that the bridge will be completed by May 2022?

Reply

As confirmed in my response to your previous public question (22nd January) on this subject, Barratt London Limited (BLL)'s Director, Stephen Thompson, responded to the Council's then-Interim Chief Executive's letter outlining the legal position regarding the footbridge S106 contributions. The Council does not accept this position and senior officers are meeting Barratt this month to discuss how we can move forward.



PUBLIC QUESTION NO 9.

Priority 1

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

26 FEBRUARY 2020

Question asked by: Peter Richardson

Member to reply: Councillor McGeevor

Question

Many Driving Schools operate their training cars in Lee Green Ward mainly because there is a Test Centre off Ennersdale Road. Plan11 shows many of the roads these cars operate in, causing congestion and pollution. As a consequence, the Training area is likely to move to Lewisham Central Ward.

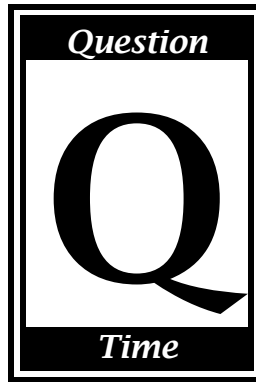
Has the Council considered this? Do you agree that it would simply be moving a problem in one area to another?

Reply

Officers have spoken to the DVLA test centre, who shared some of their operational logistics and challenges. Further to the area wide letter drop which businesses were included in we will also be engaging with businesses in the area. This will include an invitation to discuss their operations with us to see how we can help them plan for this transition.

The DVLA is considering if it needs to make any changes to test routes, based on the current proposals. The DVLA and driving schools may set any routing they wish based on the availability of the local road network. All businesses need to be mindful

that the Healthy Neighbourhoods programme is a borough wide initiative, and indeed many other boroughs are adopting similar initiatives. As such, new drivers need to appreciate that their route choices may be more constrained in future, and should be taught and tested within this context.



PUBLIC QUESTION NO.10

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

26 FEBRUARY 2020

Question asked by: Patricia Richardson

Member to reply: Councillor McGeevor

Question

Concerning the Healthier Neighbourhoods/Road Closures proposals for Lee Green/Lewisham Wards how many drafts of plans been considered?

The public has been presented with 2 so far. What are the reasons for the first being abandoned and a totally different plan being put in its place? Whose influence, either in the community or from council officers or councillors, was exerted as part of the changes?

Do you agree that the road closures are causing consternation amongst residents who are elderly, infirm or physically challenged? The question being asked locally is was there the intention to carry out an Equality Impact Assessment? If not, why not? As far as emergency vehicles are concerned we have been told that access will be available as those needing to get through the modal filters will have keys to unlock and presumably re-lock. Has anyone judged what this would add in time to the emergency journey, and then back to the hospital? If so is the delay considered life endangering?

Do you agree that the public needs clear and precise answers to such questions in order to be prepared?

Reply

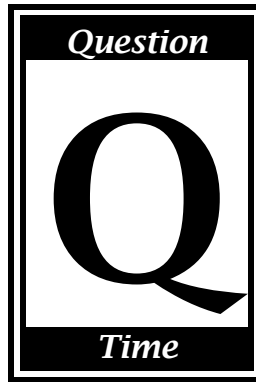
There have been a number of internal draft designs for proposed measures in the area. These drafts are created in response to either new or refined information the project team receives or just as a way to test assumptions around traffic movements.

The first one of these designs made public was a working draft that provided a solution to inhibit the east/west rat run along Upwood Road, while leaving Manor Park/Manor Lane open as a local distributor road.

The primary change between this and the second draft design to be made public was the proposal of modal filtering Manor Lane/Manor Park. This design was the result of taking into account emerging traffic modelling information suggesting an impact on Manor Park that would reduce the success of the scheme and from community feedback from our release of the previous version, relating to a strong desire to filter this alignment. This resulted in the Cabinet Member and Ward Members concerned endorsing this option.

An Equality Impact Assessment (EQIA) was carried out on the Borough's Local Implementation Plan in which the Healthy Neighbourhood Programme is contained. Officers are also commissioning a separate EQIA on the Healthy Neighbourhood programme to understand any specific benefits and impacts, the resulting report will be made publicly available.

The council has been contacting the emergency services to understand their opinions of the scheme proposals and so far they have not raised any serious concerns. Officers continue to work with the emergency services, as further work is undertaken to understand the traffic impact of the scheme, to refine designs and provide adequate access.



PUBLIC QUESTION NO.11

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

26 FEBRUARY 2020

Question asked by: David Da Silva Pereira

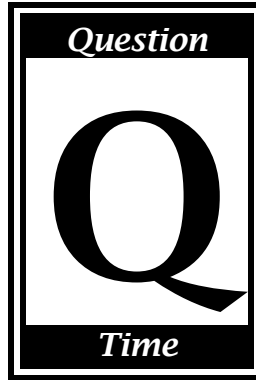
Member to reply: Councillor McGeevor

Question

Please confirm the number of people fined for fly tipping in the Evelyn and New Cross ward for the last year and month?

Reply

We have issued a total of 20 £400 waste deposit fixed penalty notices since 1st January 2019 for the Evelyn and New Cross Wards.



PUBLIC QUESTION NO.12

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

26 FEBRUARY 2020

Question asked by: Billy Shah

Member to reply: Councillor Bell

Question

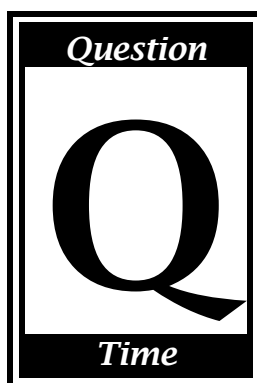
Why has the Council only spent 5% of the Building Lewisham budget this year?

Reply

Lewisham Council values and celebrates council housing. Despite the huge burden of austerity, we are delivering new social homes and are proud to do so. Good progress has been made on our Building for Lewisham programme as noted at the Mayor and Cabinet meeting in January 2020. A total of 111 new homes have been delivered under the Building for Lewisham programme since May 2018, through new build construction, acquisitions and the buy backs of former Council properties.

The bulk of costs in the development process are tied into the physical construction of the new homes. However, in advance of this, there is a lengthy but necessary period of planning and design development. Since the Building Council Homes for Londoners allocation was announced by the GLA in Autumn 2018, Lewisham Homes and the Council have been diligently progressing this 'pre-construction' period and carrying out the necessary due diligence to ensure our new homes will meet the high standards that we require for our residents.

Staff working in housing for the Council and at Lewisham Homes are working tirelessly to deliver for our residents. I hope you will join me in thanking them for all their hard work. Everyone deserves a decent, genuinely affordable and secure home. We will deliver not just because it is a commitment but because of the moral and social good housing brings to our fellow citizens and our society.



PUBLIC QUESTION NO.13

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

26 FEBRUARY 2020

Question asked by: Mark Morris

Member to reply: Councillor McGeevor

Question

According to the Department for Transport in December 2019 Lewisham Borough only had 58 public electric charging points. In contrast Southwark had 154 public electric charging points and Wandsworth had 414 public electric charging points. What are the reasons why Lewisham appears to lag behind other many other similar sized London councils in the adoption of the adoption of public electric charging points? How many extra public electric charging points will be provided in Lewisham during 2020?

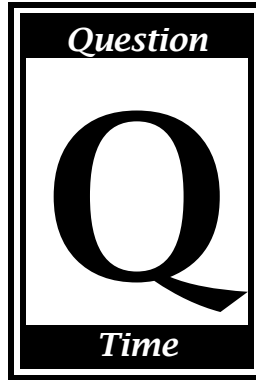
Reply

Lewisham Council has adopted a Low Emission Vehicle Charging Strategy (2019) with a vision to ensure that all of Lewisham's residents, businesses and visitors are within 500m of an electric vehicle charging point (EVCP) by 2021. The strategy suggests that this requires a minimum of 70 locations across the borough to provide this type of coverage. Multiple units would typically need to be provided at each location to provide sufficient supply.

There is a need for the provision of points to grow in line with demand from consumers. The Council has a facility on the website that enables residents to

register their interest in having an EVCP located on their street, which is used to help inform the development of the programme.

The Council has secured funding to install residential charge points in 20/21 and aims to install in the region of an additional 70 to 100 individual shared power supply units fed from lamp column infrastructure. In addition to this we are installing a further 8 rapid charge units (50kw) across the borough and are working with a number of private EV charging companies to facilitate appropriate locations for 7-22kw infrastructure. Lewisham's EV page will be updated with latest information and provide links to maps where available charge points are located.



PUBLIC QUESTION NO.14

Priority 2

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

26 FEBRUARY 2020

Question asked by: Peter Richardson

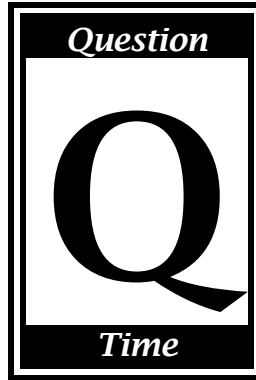
Member to reply: Councillor McGeevor

Question

At the Lee Green Assembly meeting on 11 February, a point was raised concerning the board of SusTrans. Apparently one of the board members is also a TFL employee. Does this indicate a conflict of interest? Do you agree that Lewisham should ensure compliance with TFL policy? Is this TFL best practice? Did Lewisham Council know of this when it accepted the tender?

Reply

The Council was not aware of this when it accepted the tender, but does not consider this to be a conflict of interest. The appointment of Sustrans was undertaken by the Council in accordance with our Contract Procedure Rules as set out in the Constitution and TfL were not involved in that process.



PUBLIC QUESTION NO.15

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

26 FEBRUARY 2020

Question asked by: David Da Silva Pereira

Member to reply: Councillor McGeevor

Question

What is the Council doing to tackle air pollution in the Evelyn and New Cross wards?

Reply

Evelyn and New Cross wards have been a particular focus in relation to air quality actions.

Promotion of sustainable transport options that reduces the reliance on the car is one of the primary ways to bring air quality improvements within the borough. Lewisham has been awarded funding for the Liveability Neighbourhood Programme around Deptford parks. See link for further information:
<https://lewisham.gov.uk/inmyarea/regeneration/deptford/north-deptford/improving-air-quality-and-encouraging-cycling-and-walking-in-north-deptford>

There has been engagement with businesses in Deptford as part of a Cleaner Air Village project, funded by DEFRA. Lewisham is the lead authority for this project, which is a collaborative project with 7 other London boroughs and is managed by Cross River Partnership. The aim is to reduce the impact of deliveries and services.

See link for further information:

<https://crossriverpartnership.org/directory/villages/deptford-high-street/>

Many construction companies in Evelyn and New Cross area have joined the Evelyn Street Construction Logistics Forum. This is a Forum that was set up by Lewisham Council, to primarily manage the air quality impacts from the construction within the area through their transport management. The forum is held every quarter and there is a website being developed to assist developers, allowing collaboration between contractors, offering opportunities for sharing good practice, with the aim of reducing the impact on the road network and potential for bringing air quality improvements.

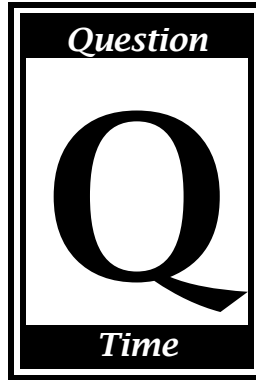
For more details on other actions that the Council have been carrying out see link:

<https://lewisham.gov.uk/myservices/environment/air-pollution/what-we-are-doing-to-improve-air-quality-in-lewisham>

Lewisham has recently acquired a real time air quality monitoring site at Deptford.

For further information on the monitoring being carried out please see link:

<https://lewisham.gov.uk/myservices/environment/air-pollution/check-air-quality-levels>



PUBLIC QUESTION NO.16

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

26 FEBRUARY 2020

Question asked by: Billy Shah

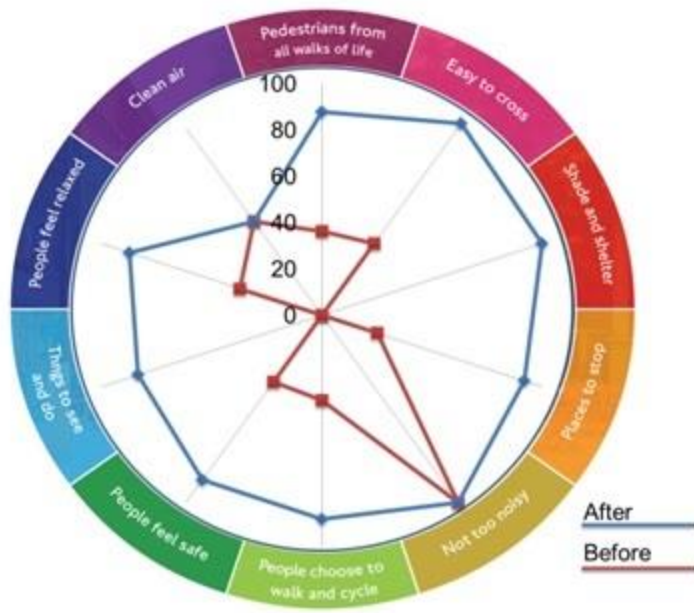
Member to reply: Councillor McGeevor

Question

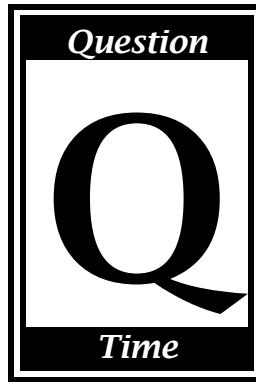
What baseline indicators has the Council measures to assess the effect of the Lee Green Healthy Neighbourhoods scheme?

Reply

The Council is undertaking before and after surveys to measure the number of pedestrians, cyclists and vehicles, the speed of vehicles, and air quality at a cross section of locations in and around the HN area. In addition the Council is also undertaking Healthy Streets checks, which objectively score current road conditions and actual conditions post implementation. The example below shows the resulting Healthy Streets Graph generated which compares the before and after assessment of the scheme. The assessments outlined above will be used to measure the impact of the scheme.



After
Before



PUBLIC QUESTION NO.17

Priority 3

LONDON BOROUGH OF LEWISHAM

COUNCIL MEETING

26 FEBRUARY 2020

Question asked by: Patricia Richardson

Member to reply: Councillor McGeevor

Question

The road closure zone for Lee Green/Lewisham will have certain barriers with cameras and pop-up barriers in school zones. What is the reason for not rolling this out so that zone residents would benefit as the 24/7 implementation of road closures is not necessary. Do you agree that it will cause great difficulties for movement around the ward and the borough? Why does one size fit all when there are different problems, or none at all, across the ward? We were told at the Lee Green Assembly meeting (11th Feb 2020) that such an approach was too costly and not viable. Why is the Council embarking on such proposals if this is the case and therefore cannot be implemented properly?

At the Lee Green Assembly meeting (11th Feb 2020) questions were raised about access for emergency services, especially ambulances. Clearly there will be a delay in locking and unlocking filters. In the event that an emergency patient does not receive adequate care due to delays and the worst happens, who takes responsibility? Will it be the ambulance service for having agreed to work with the filters? Will it be Lewisham council for having agreed to the filters in the first place, knowing there would be delays.

Residents sometimes have to drive to A&E with a relation or friend. Having to take the long route means a delay in care. Tonight the officer presenting information at the assembly said this was unfortunate but would not affect the proposals. Is it now Lewisham policy to collude in arrangements that will have this effect? If not, what is the policy of the council? Its residents need to know as these schemes are due to be rolled out across the borough.

Reply

The School Streets Schemes depend on an employee from the school to raise and lower the bollards, which restrict local access to the area immediately around the school gates only. This would not be possible at the HN modal filter locations. Furthermore the aims of the overall Healthy Neighbourhoods programme is to reduce through traffic, provide safe walking and cycling routes and improve air quality. Timed closures would impact the success of all these objective by allowing traffic to flow at certain times of the day.

The emergency services operate on the road network as presented to them. Any changes to this network are relayed to the appropriate departments at the emergency services and this in turn is fed into their officer movement plans. All properties in the HN are accessible by vehicle with added permeability for the emergency services through the option of traveling through modal filter if they wish.

Officers have been contacting the emergency services to understand their opinions of the scheme proposals and so far they have not raised any serious concerns. Officers continue to work with the emergency services as further work is undertaken to understand the traffic impact of the scheme, to refine designs and provide adequate access.