

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 2
March 2022

PUBLIC QUESTION NO. 1

Priority 1

Question asked by: Renee Novotna

Relevant Directorate: Community Services

Member to reply: Councillor Patrick Codd

Question

What is Lewisham's policy and where is the plan for planting trees along Lewisham roads?

Reply

Lewisham supports a scheme of planting trees along Lewisham's roads.

The Council works closely with the street tree planting charity Street Trees for Living (STfL), on obtaining internal and external grant funding to supplement our community / resident supported programme.

Details of the Lewisham Planting scheme can be found on the Lewisham website:

<https://lewisham.gov.uk/myservices/environment/trees/how-to-get-new-trees-planted>

STfL currently supports Lewisham residents to plant new street trees along residential roads in every ward in Lewisham, as well as overseeing targeted planting projects outside schools and in areas of multiple deprivation, high pollution, low tree canopy cover and high flood risk.

STfL has planted over 1,000 Lewisham street trees to date with a 98% survival rate. With the support of the Council, STfL has become a well-respected, award-winning, community-led tree planting charity and is growing in its volunteer capacity, reach and tree planting numbers yearly. To find out more and register your interest to plant a street tree in Lewisham please visit: www.streettreesforliving.org

We do request that residents who want to have trees in their roads contribute to their establishment but their financial contribution is subsidised by the Council. An important factor and part of the success of the tree planting schemes in Lewisham is this public / private not-for-profit partnership. This approach results in trees that are 'owned' and cared for.

Please note that although the Council would like to have a 'like for like' replacement policy, this is not practically or operationally possible in many circumstances. It is not always as simple as reusing a tree pit: there are multifaceted factors that need to be taken into consideration which may not have been present when the deceased tree was planted, however long ago.

The Council has to adopt a right tree, right space, right place strategy. Most importantly residents need to want the trees. We do our utmost to facilitate all requests where other factors allow, either by asking for public contributions and / or directing grant funded schemes (if they accord with the funders stated priorities) to planting in those areas.

PUBLIC QUESTION NO. 2

Priority 1

Question asked by: Katherine Hughes

Relevant Directorate: Community Services

Member to reply: Councillor Patrick Codd

Question

The Mayors Greening Fund is supposed to benefit green and open spaces. There is nothing in the guidance from the Mayor of London that restricts the funding to only being used for council owned or council managed sites. Lewisham Borough have chosen however to only allocate funding to the green space which they own or directly manage. This means that several important green spaces for biodiversity in Lewisham are excluded from this funding even though they are charities and are volunteer led and despite the fact they contribute to Lewisham Council biodiversity targets. Sites include for example the Buckthorne Cutting Nature Reserve, Albion Millennium Green and the Crofton Railway Garden.

Will the council re-consider this 'local' arrangement and include green spaces that are run by not-for-profit groups where they benefit Lewisham residents in 2022/2023?

Reply

The Greening Fund Phase 2 is a continuation of a new fund born out of the Council's Corporate Strategy 2018-22 commitment:

'Preservation of our award winning green spaces - We will establish a new Greening Fund to support the work of our local community groups protecting and enhancing our green spaces.'

This was in recognition of the borough's 18 Green Flag Award parks and 1st place award in the 'Good Parks for London' benchmarking in 2018, run by Parks for London organisation. Lewisham continues to score highly in the Good Parks for London reports and, last year, Lewisham's parks were recently ranked as "outstanding", with Lewisham performing as the [best borough in London in the latest Good Parks for London report](#).

The Greening Fund is a Lewisham Council initiative, rather than a GLA (or Mayor of London) fund. It was primarily set up to facilitate S106 expenditure on parks and open spaces. Works to highways and land outside of the Council's ownership were not included in the initial phases of the fund.

The Council administered and delivered this complex grant scheme and in order to ensure prompt delivery only implemented projects that fall within their operational control. Council officers developed the guidance pack, assessed the applications, bid for the funding from the S106 Board, procured products, project managed and implemented the schemes on behalf of the applicants.

Any future investment projects of this type will review this approach.

PUBLIC QUESTION NO. 3

Priority 1

Question asked by: Diana Ruthven

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Paul Bell

Question

The owners of the woodland at 8A Courtrai Road SE23 1PL, AA Homes and Housing, have now had four enforcement notices served on them within 4 years by Lewisham Council. Currently homeless people are living in an unsafe building on the woodland and have been for 6 months with no working toilets. Drugs are being dealt in the woodland on a regular basis and an individual was seen on site with a chainsaw in an ancient woodland space highlighting the risk to trees on site. The council have issued enforcement notices and have actively tried to hold the owner to account which is appreciated.

Will the council consider taking the land owner to court? After at least 4 years of evidence of on-going neglect, fly tipping, illegal activity and permitting habitation of an unsafe building without toilets it seems that more robust action is now necessary.

Reply

The Council's Planning team are continuing to work alongside colleagues from Enviro-Crime Enforcement and Crime Enforcement and Regulation (CER) to tackle the breaches at this site.

The Council issued a warning followed by a notice to require the removal of controlled waste on the owners. Our planning team have re-served an untidy land notice (section 215) which requires compliance by 9th March 2022 and have also been liaising with the owner's legal team regarding the squatters to seek their cooperation. Officers have been informed that an appeal has been lodged and await further information.

Illegal activities fall outside of the remit of the Council and are police matters to pursue. Our CER team have liaised with the local safer neighbourhoods team as some of the reported issues may well be police matters. Officers attended the site in response to noise complaints but did not witness a statutory nuisance.

Should the enforcement matters continue on site in breach of notices, the Council will look to pursue this case further, which may include prosecution.

PUBLIC QUESTION NO. 4

Priority 1

Question asked by: Anna-Maria Cahalane

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Paul Bell

Question

A Compulsory Purchase Order is a process that councils understandably avoid because of the resources and costs involved in buying an asset (building or land) that is privately owned. However the process exists because sometimes it is the only option left where a valuable community and/or green asset is at risk of being lost to the community.

In 2019 the CPO section on community assets was updated and states:

‘Authorities can receive requests from the community or local bodies to use their compulsory purchase powers to acquire community assets, which may have been designated as Assets of Community Value, that are in danger of being lost where the owner of the asset is unwilling to sell or vacant commercial properties that are detracting from the vitality of an area.’

If Lewisham Council receives a CPO request, in relation to the Scout Hut/woodland at 8A Courtrai Road SE23 for example, will the Council give serious consideration to saving the Asset of Community Value via a CPO if the evidence is compelling in terms of benefit to the community, if all other options have been exhausted and if there is no financial impact on Council financial resources?

Reply

It is considered that there is no redevelopment value for the site, given its position near / within designated Ancient Woodland (which is protected under legislation). However, there is still a current ‘existing use value’ which would form the part of any CPO. Costs for the acquisition, including surveyor, lawyer, capital acquisition and other internal costs are likely to exceed £200,000. Financial implications to the council will therefore be unavoidable.

PUBLIC QUESTION NO. 5

Priority 1

Question asked by: Patricia Richardson

Relevant Directorate: Community Services

Member to reply: Councillor Brenda Dacres

Question

It has been suggested that the new Catford Library may be open from sometime in March 2022 and that staff from Lewisham Library will be used to manage the building and service. Is this the case?

If so, what does that mean for the opening of Lewisham Central Library during Lewisham's tenure as borough of culture? Will it open at all?

If so how will the council maintain security and the library service at both Catford and Lewisham Libraries?

Reply

Catford Library is moving out of the Ground Floor of Laurence House and into the Catford shopping precinct. Work has started on site to two shopping units and, because of building issues, it is clear that the library is likely to open later than March. Official communication will follow as soon as timescales are confirmed.

It was hoped that the opening of Catford Library and the closure of Lewisham Central Library for refurbishment would happen at the same time. However, the timescales for the refurbishment of the Lewisham Central Library are being confirmed. Again, announcements will follow in due course.

Given the above, the Library and Information Service will allocate staff as required and we do not envisage specific security or service issues at the two buildings.

Lewisham Central Library continues to operate as normal and will host several Borough of Culture events in the coming months.

PUBLIC QUESTION NO. 7

Priority 1

Question asked by: Gina Raggett

Relevant Directorate: Chief Exec's

Member to reply: Councillor Kevin Bonavia

Question

According to the Blackheath Joint Events Policy 2017-2020, Appendix 1, para 2.3 [...] The Blackheath Joint Working Party's (BJWP) remit includes advising on events and activities and ensuring that the fabric of the Heath is protected and that the views of residents and regular Heath users are considered when the Heath is hired out for events". In view of this can the Council explain why Agendas, Minutes and notices of meetings relating to the BJWP, including the AGM, have been unavailable to the general public online or in any other format since June 2018? Will the Council now act to ensure greater transparency in future?"

Cllr Bonavia replied as follows:

"The Minutes of BJWP meetings should be published on the Council's website. The fact that this has not been kept up to date is an oversight which has now been corrected. Minutes of the meetings can be seen at <https://lewisham.gov.uk/inmyarea/neighbourhoods/blackheath>."

Q: Given that the Minutes only cover the period up to September 2019, will the Council now keep its word and update the relevant details to cover the past 2 ½ years? Will the Council ensure that such an oversight is not repeated in future?

Reply

The Council acknowledges that minutes of meetings of the Blackheath Joint Working Party (BJWP) have not been published on the Council's website for the past two years. Of course for much of that period, the Council has been concentrating efforts towards its Covid-19 pandemic response and recovery, with staff being redeployed to confront the public emergency. This has led to a number of delays to a wide range of non-emergency functions, including those relating to the publication of minutes of the Blackheath Joint Working Party on the Council's website. This oversight has been now been rectified with the minutes being published [here](#). Officers have been asked to ensure that future meeting minutes are published within a week following approval by the BJWP.

PUBLIC QUESTION NO. 8

Priority 1

Question asked by: Carol Spurling

Relevant Directorate: Community Services

Member to reply: Councillor Kim Powell

Question

Does the application procedure for NCIL money, in local wards, make clear that some councillors who have decision-making powers, also have an interest in some of the groups making bids? How is such an interest guarded against so there is no suggestion of questionable influence over decisions made?

In Lee Green Ward there was meagre attendance for the virtual assembly meeting, and there was little time available for discussion on the bids and they went through, almost on the nod. How can this be averted in the future so the public can be sure due diligence has been applied publicly?"

Reply

The assessment process for Neighbourhood Community Infrastructure Levy (NCIL) applications included independent assessment and scoring by two officers, moderation of scores by a manager, expert panel assessments, and then a review of recommended projects by ward Councillors. This review process clearly set out that Councillors declare any conflicts of interest. This was documented throughout the process and Councillors with conflicts of interest did not take part in reviewing those specific projects. The assessment process was outlined in the presentation at each of the ward Assembly meetings to present the NCIL recommendations. All decision making for the ward based NCIL sits with Mayor and Cabinet and not ward Councillors.

The ward assemblies were advertised through door to door letter drops, via e-mail to networks and assembly contact lists, and via social media. It is acknowledged that the virtual meeting format may have limited attendance, and this is something we will review for the future.

This is the first time that NCIL funds have been distributed. The Council is committed to reviewing the whole process and ensuring that our learning is applied to future NCIL grant programmes.

PUBLIC QUESTION NO. 9

Priority 1

Question asked by: Dave Levy

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

There are no public nor 24 hour public toilets on Deptford High Street. The alternative it seems is the pavements and streets which is unacceptable. What do the council propose to do to ensure that people can have access to toilets when they need them?

Reply

In 2017, the Council commissioned Lewisham Local to create and develop a [Community Toilet Scheme](#).

The scheme has since grown and has coverage across the borough. In Deptford, Community Toilets can be found in Deptford Park, Festa Sul Prato, Rough & Ready Coffee Shop, The Albany, and the Deptford Lounge.

Lewisham Local actively encourages local businesses, cafés, community centres and libraries to join the Community Toilet scheme to expand the offer of clean, safe and accessible toilets for residents and visitors to the borough.

PUBLIC QUESTION NO. 10

Priority 1

Question asked by: Cheryl McLeod

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Paul Bell

Question

Please can the cabinet member list any properties that the Council have put up for sale in the last four years and detail whether this is by auction or other means? Please provide reasons for the sale and date of the sale, price achieved and price expected and/or reserve price.

Reply

The Council has not put any of its properties up for sale in the past 4 years.

PUBLIC QUESTION NO. 11

Priority 1

Question asked by: Richard Hebditch

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Paul Bell

Question

Local authorities have the power to set local energy efficiency standards that go beyond the minimum standards set through the Building Regulations, through the Planning and Energy Act 2008. The Government has said that they will not amend the Planning and Energy Act 2008, so councils still have powers to set local energy efficiency standards that go beyond the minimum standards set through the Building Regulations. Does the council already have go beyond the minimum and is the council going to raise local energy efficiency standards?

Reply

The Council's Development Plan currently includes energy efficiency standards that go beyond the minimum standards set through the Building Regulations.

The London Plan forms part of Lewisham's statutory Development Plan, together with the Council's Local Plan and adopted Neighbourhood Plans. Since 2016, the London Plan has included a zero-carbon target for major residential developments, and this now also applies to major non-residential developments by virtue of the London Plan (2021). To meet the zero-carbon target, an on-site reduction of at least 35 per cent beyond the baseline of Part L ('Conservation of fuel and power') of the current Building Regulations (2013) is required.

The Council is in the process of reviewing its adopted Local Plan. It recently published the Lewisham Local Plan: Main Issues and Preferred Approaches document (i.e. draft Local Plan) for a Regulation 18 stage public consultation. The draft Local Plan proposes to apply the London Plan standards for carbon reduction and energy efficiency. Officers are now reviewing feedback received from the public consultation which will be used to inform the preparation of the 'proposed submission' version of the Local Plan, the Regulation 19 stage document.

PUBLIC QUESTION NO. 12

Priority 1

Question asked by: Lee Powell

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Paul Bell

Question

How many planning applications for private-led developments have been approved since October 2020 where 50% or more of the homes provided are for affordable housing?

Reply

There have been 4 approved applications that contain 50% or more affordable housing from private-led development.

PUBLIC QUESTION NO. 13

Priority 1

Question asked by: Mark De-Laurey

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

Below is a catalogue of video's taken of the traffic build up on Lee Rd, from the first week after the national unlock. Will Cllr Patrick Codd accept that there is indeed a traffic issue that needs to be addressed.?

25th Jan 2022 at 17:40 - <https://youtu.be/EboXpmaX09k>

26th Jan 2022 at 16:22 - https://youtu.be/Ts_jcngHSCk

28th Jan 2022 at 08:14 - <https://youtu.be/eRpeyuN6Sbl>

28th Jan 2022 at 16:02 - <https://youtu.be/T78wSb5PsL8>

01st Feb 2022 at 08:15 - <https://youtu.be/nULoIWZQ8M8>

01st Feb 2022 at 17:10 - <https://youtu.be/dHpdTs4lahU>

02nd Feb 2022 at 08:15 - <https://youtu.be/f3g9cmFAIDM>

02nd Feb 2022 at 16:19 - <https://youtu.be/-EVd3-BMgtM>

03rd Feb 2022 at 08:25 - https://youtu.be/_PMLqQzkHGw

04th Feb 2022 at 08:04 - <https://youtu.be/Fas14G4Ub4s>

09th Feb 2022 at 08:15 - <https://youtu.be/TR47chpuQil>

09th Feb 2022 at 16:09 - <https://youtu.be/4yn1I0UyOVA>

13th Feb 2022 at 12:09 - <https://www.youtube.com/watch?v=mWYdM29u1BI>

Reply

It is recognised that the videos show the build-up of traffic from a junction of two key A and B roads during the busiest times of the day for the road network within

London. In Lewisham, traffic has increased by almost 25% in the decade since 2009, bringing the total number of miles travelled on Lewisham roads by motor vehicles to 613 million in 2019.

It is key that we reduce the number of private car journeys, one of the key elements to achieving this, is to provide safe sustainable and active travel options for those undertaking short journeys.

We know that a third of car trips in London are under 2km, a distance which could reasonably be travelled on foot or by bike. By providing safe attractive routes for active travel we can reduce the number of trips taken by motor vehicles and reduce congestion across our network and at our busiest junctions.

PUBLIC QUESTION NO. 14

Priority 1

Question asked by: Helen

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

The LTN is creating exceptionally large amounts of gridlocked and standing traffic on Lee Road - with pollution (including noise) and dangerous emissions from idling cars/buses etc increasing exponentially for those using/living on Lee Road - why does the Council consider this acceptable given the presence of a doctors surgery, children's nursery and residential property on Lee Road?

Reply

The intention of low traffic neighbourhoods (LTN) isn't to move traffic from one place to another, but to reduce the number of unnecessary car journeys. The Lewisham and Lee Green LTN is not intended to work in isolation, but as part of the borough's wider transport strategy and policies to achieve behaviour change to sustainable and active modes of travel across the borough – and across London.

If walking and cycling is safer and more convenient for shorter trips, fewer people will use their cars unnecessarily. They may also decide not to make certain trips, to travel at quieter times, switch to public transport or combine trips. However, this behaviour change takes time to take effect.

As part of the Mayor and Cabinet approval it has been agreed to continue monitor traffic levels and air quality in and around the LTN.

PUBLIC QUESTION NO. 15

Priority 1

Question asked by: Joan Sakkas

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

Within the LTN's, what was the percentage of cars per household pre LTN and what is it currently?

And

Generally within the whole of LBL, What is the percentage of cars per household pre LTN and now.

Reply

Data on car ownership is not a criteria that we are using to assess the impact of the LTN, and therefore it is not something we have been monitoring. Details of what has been monitored and the impact of the LTN is outlined in the Mayor and Cabinet report that was considered in January 2022. While car ownership in the area may reduce for a variety of reasons in coming years as for example people join car clubs, an aim of the low traffic neighbourhood is for unnecessary car journeys to be reduced and for more journeys to be made by walking and cycling.

Statistics on car ownership are often developed from the national travel demand survey or the Census. Due to the timeframes in which these surveys are carried out it is not possible to provide a comparison between before the LTN and since its introduction. In Lewisham 49% of households do not have access to a car.

PUBLIC QUESTION NO. 16

Priority 1

Question asked by: Mark Bennett

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Paul Bell

Question

How does the Council satisfy itself that service charge bills produced by Lewisham Homes for its leaseholders are clear about what people are paying for and correct?

Reply

The Council is satisfied that the service charge bills produced by Lewisham Homes for its leaseholders are correct through the annual consultation on rents and service charges with tenants and leaseholders. The service charges are based on Lewisham Homes known costs which are audited. The consultation covers what increases are to be applied and these are set out in the consultation reports discussed at the meetings.

[This link](#) on the Lewisham Homes website sets out what is included in the service charge bill.

Leaseholders can also contact the Home Ownership Services team for help and further information: homeownershipservices@lewishamhomes.org.uk.

PUBLIC QUESTION NO. 17

Priority 1

Question asked by: Kate Richardson

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

As a follow up to my question in the previous session (question 16 Priority 1) I was told that since October 2021 there have been 597 penalty notices issued for Environmental offences This is welcome news in deed particularly as it is such a change since previous years!

How many of these Penalty notices have now been paid? How long is the offender given to pay? Should the offender not pay what is the council's next step?

How many more have been issued? Is this the result of the newly formed Crime Enforcement Team

Reply

Since October 2021, 537 Fixed Penalty Notices (FPNs) have been paid for Environmental Offences.

Offenders are given 14 days to pay FPNs.

Should the offender not pay the FPN, a prosecution file may be forwarded to the council's legal department or a formal caution may be offered, depending on the individual circumstances of the case.

768 FPNs have been issued since October 2021. This is directly the result of the newly formed Environmental Crime Enforcement Team.

PUBLIC QUESTION NO. 18

Priority 1

Question asked by: Julia Webb

Relevant Directorate: Children & Young People

Member to reply: Councillor Paul Bell

Question

The OLSPN School planning enforcement case has been dragging on for years, and Lewisham's enforcement case has been validated by the planning inspectorate and by the High Court.

During the recent planning inquiry, the developers admitted under oath that, having parted company with the original contractors, they had no access to the Buildings Regulations certificates, or any information about the as-built scheme's construction.

a) Will Lewisham Council insist that the as-built school's safety documentation be produced before any application is registered for the remediation of its many planning breaches?

b) If the developer cannot supply the correct documentation, will Lewisham Council approach the private buildings regulations inspector to supply the evidence? Given that the Council provided over £5m for the construction, how will evidence of how that money was spent for audit be provided?

Reply

A) No – Lewisham cannot insist on this as condition prior to the registration of a planning application. Building Regulation matters are separate to Planning. Lewisham's consideration of any revised planning proposal for OLSPN School would proceed independently of Building Control issues.

B) It is the developer's responsibility to ensure that all relevant Building Control certification, and any other health and safety documentation related to either the original school construction or any remedial works, is in place. An approved inspector was responsible for overseeing the construction for OLSPN school and the Council has been in touch with the contract administrator to review the documentation.

The Development Agreement between the Council and the developer sets out the terms and conditions related to the Council's financial contribution towards the development. Any formal request for information related to this Agreement will be dealt with on a case-by-case basis.

PUBLIC QUESTION NO. 19

Priority 1

Question asked by: Mark Morris

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

Source London's website currently states:

"If you live in London and have a valid resident or company parking permit, you are entitled to an exclusive resident discount when charging at Source London stations in the borough for which you hold a valid parking permit"

Does Lewisham Council believe such a policy is unfair to residents who do not have a valid resident or company parking permit?

Although Source London is a private company Lewisham Council does actively co-operate with the company through providing parking spaces to them so arguably the council should seek to ensure there is equitable access to the cheapest form of electricity.

Reply

Lewisham Council works closely with Source London to provide the best possible charging locations borough-wide, at no cost to the borough. This collaboration facilitates open discussion between Source London, the borough, elected representatives, residents and businesses to enable rates that best suit all parties. There are two offers currently available to our residents, either Resident Discount or Pro Resident Discount. These offers are only available due to previous discussions and negotiations. We will continue to monitor these arrangements and seek to ensure that the charging structure is consistent with other London boroughs and is of most benefit to the majority of our residents.

PUBLIC QUESTION NO. 20

Priority 1

Question asked by: Chris Maines

Relevant Directorate: Chief Exec's

Member to reply: Councillor Amanda De Ryk

Question

Please supply a breakdown by Council Directorate of the number of people that the London Borough of Lewisham have made redundant, and whether this has been voluntary or compulsory. Please include any severance payments or compensation made to terminate an employment.

Please can this be broken down by year since 2014/15 to date, please can you ensure that includes any arms-length organisation eg Lewisham Homes or contracts that have been brought in house during this time. Please also break down into council directorate, including again any services that have been brought "in-house" in this period.

Please can you provide me with the 10 highest amounts of redundancy paid out by each directorate again broken down into year and including any services brought "in-house" again during this time.

And lastly, please can you provide me with the number of early retirements broken down into directorate since 2014/15, please can these be broken down into years as above, as well as the details of any financial payments made to these individuals as a result - also broken down per directorate, and listing the 10 largest amounts/ payments that were made, including any enhanced payments.

Reply

As the request is asking for information spanning back several years, more time would be required for officers to collate this detail and so officers have been unable to provide all this information at this time. What is readily available is set out below. The council publishes details of all staff redundancies every year as part of the annual employment profile which can be found [here](#). Information on redundancy payments are also published in the annual statement of accounts and can be found on our [website](#).

The 2021/22 employment profile and statement of accounts will be produced at the end of the financial year and will be available by the summer of 2022

We are unable to provide information on the number of employees taking early retirement in the way requested as the pension system is not configured in this way. Officers would need more time to manually extract the overall numbers for each of the years requested so have been unable to provide this at this time.

Where an employee chooses to take early retirement there is no cost to the council, as their pension will be actuarially reduced due to early access.

As Lewisham Homes are a separate employer to the Council information regarding staff redundancies and any associated payments would need to be requested from them directly.

When a contracted service is brought back in-house, employees who are transferred to the council as a result become employees of the council. Details of all redundancies made by the Council as set out in the employment profile includes these employees.

PUBLIC QUESTION NO. 21

Priority 1

Question asked by: Roger Stocker

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

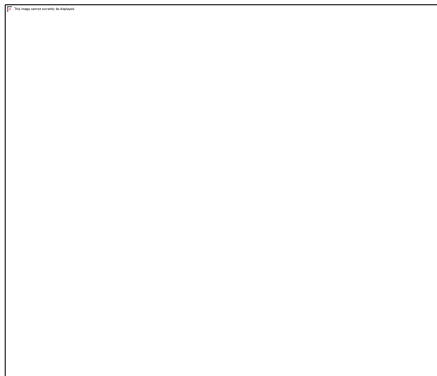
Question

Please can the Cabinet Member say exactly which traffic sign is positioned at the entry to Catford Broadway from Rushey Green?

Can the cabinet member please provide a link to the traffic order for Catford Broadway which restricts which vehicles can access this street?

Reply

Please see below the traffic sign at the entry to Catford Broadway from Rushey Green and an extract of the traffic order.



Extract:

TRAFFIC MANAGEMENT ORDER

2019 No. 21

The Lewisham (Prescribed Routes) (No. 3) Traffic Order 2019

Made: 5th June 2019

Coming into force: 10th June 2019

The Council of the London Borough of Lewisham, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 6 of the Road Traffic Regulation Act 1984¹ and of all other powers thereunto enabling, hereby makes the following Order:

Citation and commencement

1. This Order shall come into force on the 1^{0th} June 2019 and may be cited as "The Lewisham (Prescribed Routes) (No. 3) Traffic Order 2019."

Interpretation

2. (1) In this Order:

1 1984 c.27

2 2011 c. 5

"approved list" means a list containing details of the registration mark, make and model of vehicles which, whilst they remain on the approved list, are permitted to enter and proceed within the pedestrian street;

"Council" means the Council of the London Borough of Lewisham;

"enactment" means any enactment, whether public general or local and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment.

"pedestrian street" means the whole of Catford Broadway and that section of Brookdale Road between its junction with Catford Broadway and a point 0.5 metres north-west of the north-western boundary of No. 26 Catford Broadway in the London Borough of Lewisham;

"permit" means a permit granted by the Council in respect of a vehicle permitting such vehicle to enter and proceed in the pedestrian street and "valid" in relation to such permit means that details of the vehicle in respect of which the permit is granted are included on the approved list;

"universal service provider", "provision of a universal postal service" and "postal packet" have the same meanings as in the Postal Services Act 2011 2.

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(2) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

Prohibition

3. No person shall cause or permit any vehicle, other than a vehicle in respect of which a valid permit has been granted, to enter or proceed in the pedestrian street in the said London Borough.

Exemptions

4. (1) Nothing in Article 3 of this Order shall apply in relation to:-

(a) any vehicle being used for ambulance, fire brigade or police purposes in an emergency; or

(b) anything done with the permission or at the direction of a police constable in uniform; or

(c) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984; or

(d) a vehicle which has entered the pedestrian street for one or more of the purposes specified in sub-paragraph (2) of this Article and which cannot reasonably be used for such a purpose without entering the pedestrian street.

(2) The purposes referred to in sub-paragraph 1 (d) of this Article are -

Revocation

(a) a marked vehicle being used by a universal service provider in the course of the provision of a universal postal service only for so long as may be reasonably necessary for postal packets to be delivered or collected in the pedestrian street; or

(b) while the vehicle is being used in connection with any building operation, demolition or excavation in or adjacent the pedestrian street where the Council or authorised agent has given permission for the works to proceed and where such reasonable conditions as they might impose are complied with; or

(c) while the vehicle is being used in connection with the removal of any obstruction to traffic in the pedestrian street; the maintenance, improvement, reconstruction, cleansing or lighting within the pedestrian street; the laying, erection, alteration in or adjacent to the pedestrian street of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any electronic communications network [within the meaning of the Communications Act 2003], or the placing, maintenance or removal of any traffic sign, if the vehicle cannot conveniently and lawfully be used for that purpose in the pedestrian street.

5. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, The Lewisham (Prescribed Routes)(No. 3)

Traffic Order 2014 4 is hereby revoked.

3 2003 c. 21

4 LBL 2014 No. 5

Page 2 of 3 2019 No. 21

Dated this fifth day of May 2019.

S. MOSS

Service Group Manager, Transport and Highways

EXPLANATORY NOTE

1st Floor Laurence House

1 Catford Road

London

SE6 4RU

(This Note is not part of the Order but is intended to indicate its general purport.)

This Order prohibits all vehicles, other than vehicles that have been granted a permit, from entering Catford Broadway and part of Brookdale Road within the London Borough of Lewisham.

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PUBLIC QUESTION NO. 22

Priority 1

Question asked by: Ben Maguire

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Paul Bell

Question

Please provide the current amount of Community Infrastructure Levy (CIL) which has accrued but not yet been spent by Lewisham Council?

.Of this amount please provide the deadline date by which it must be spent before it is returned to the developer? (I asked this question previously and it was not answered) if the dates and amounts vary please specify.

Similarly please provide the current amount of s. 106 monies which has accrued but not yet been spent by Lewisham council.

Of this amount please provide the deadline date by which it must be spent? If the dates and amounts vary please specify.

Can the council confirm whether s. 106 monies or CIL funding will be spent on the Low Traffic Neighbourhoods.

Reply

Information on CIL and S106 monies can be found in the Infrastructure Funding Statement (IFS) published on the Council's [website](#). We are currently preparing the IFS for the financial year 2020 – 2021 and this will be published shortly.

There are no deadline dates for the spend of CIL.

The Council currently has 340 S106 agreements each with numerous financial and non-financial contributions linked to them. Some of these contributions have deadlines associated with them whilst others do not. The review of every agreement in detail to present this information as requested would be a significant piece of work requiring additional resource which will not be possible. However, all S106 agreements, including the individual payback clauses are publically available for members of the public to review through the planning portal.

No sums of money are specifically identified for Low Traffic Neighbourhoods/Healthy Neighbourhoods. However, sums are available that can be spent on walking, cycling and public realm improvements which could go towards measures in and around an LTN/Healthy Neighbourhood.

PUBLIC QUESTION NO. 23

Priority 2

Question asked by: Renee Novotna

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

Why is Lewisham increasing the amount of cars that can park on pavements? If we are to be truly walking and cycling more than let pavements return to being used only by pedestrians and small children on bicycles. Therefore, does Lewisham have any plans to stop cars parking on pavements?

Reply

The Council is not actively increasing the number of cars that can park on the footway. We have committed to review all parking throughout the borough, with a view to introducing controlled parking zones to those areas currently without parking controls, through a programme of consultation and engagement with affected residents. The design of controlled parking zones (CPZs) will consider the issue of footway parking.

PUBLIC QUESTION NO. 24

Priority 2

Question asked by: Patricia Richardson

Relevant Directorate: Community Services

Member to reply: Councillor Kevin Bonavia

Question

A senior planning officer and Cllr Bonavia (Democratic Review) agreed to establish webpages showing the NCIL for each ward and the projects also by ward it is allocated to. It was also agreed to look at how robust the process was. Has this site now been established? Will the site also contain any indication where a conflict of interest has been noted and stated by any participant in the process making a judgment on acceptance and agreement on accepting bids?

Reply

The [Assembly pages](#) on the Council website already has a list of recommended/non recommended projects, which was published prior to NCIL Assembly meetings. The notes of Assembly meetings where NCIL recommendations were discussed will be published in early March on the same pages, prior to the Mayor and Cabinet Meeting on 9 March.

The presentation of recommendations at Assembly meetings included a section on the various stages of the assessment process. The presentation set out how and when conflicts of interest were declared. Declarations, scores and other parts of the assessment process will not be published, but feedback on individual applications will be provided to applicants if requested.

The allocation of NCIL ward funding is due to be considered by Mayor and Cabinet on the 9 March 2022. The Mayor and Cabinet report will be accompanied by a note of ward assemblies held through the ratification process and a summary of the points raised at these meetings.

Should the officer recommendation be agreed at Mayor and Cabinet the relevant webpages will be updated to indicate successful projects per ward.

The Council is committed to hearing all feedback on the process and ensuring that learning is built into delivery of the NCIL process going forward.

PUBLIC QUESTION NO. 25

Priority 2

Question asked by: Richard Hebditch

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

What are the figures for the weight of collected household waste per person for the last four years?

Reply

The data requested is:

2017-18 – 328.7 kg per person
2018-19 – 317.5 kg per person
2019-20 – 319.9 kg per person
2020-21 – 324.5 kg per person.

[This information](#) and a range of other waste statistics is available at gov.uk.

PUBLIC QUESTION NO. 26

Priority 2

Question asked by: Lee Powell

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Paul Bell

Question

In October 2017, the council gave the following estimated completion dates for its developments under the New Homes, Better Place plan, now being taken forward as Building for Lewisham (<https://councilmeetings.lewisham.gov.uk/documents/s52665/New%20Homes%20Programme%20Update.pdf>). Please can you say what the actual completion dates were or the latest expected completion dates?

Marnock Road	May-19
Stanstead Road	Jan-19
Mayfield	Jul-18
Hawke Tower	Aug-19
Kenton Court	Feb-19
Endwell Road	Jul-19
Pepys Housing Office	Jul-19
Somerville Estate Phase 1	Jun-19
Church Grove	Mar-21
Brasted Close	Dec-19
Grace Path	May-19
Silverdale Hall	May-19
Algernon Road	Dec-19
High Level Drive	Dec-19
Forest Estate	Jun-18
Home Park	Oct-18
Bampton Estate	Dec-19
Embleton Road	July 19
PLACE/Deptford	Mar 18

Reply

Scheme	Original Estimated PC	Current estimated PC (as per Dec 21)	Comments
Marnock	May 19	Mar-22	

Stanstead	Jan-19	17/05/2021	Completed
Mayfield	Jul-18	Jan-25	
Hawke	Aug-19	18/12/2020	Completed
Kenton	Feb-19	Feb-22	
Endwell	Jul-19	Dec-22	
Pepys	Jul-19		Known as Eddystone Tower. Withdrawn due to maintenance works to Tower block and scheme viability.
Somerville	Jun-19	Sept-22	
Church Grove	Mar-21	May-23	
Brasted	Dec-19	Aug-22	
Grace Path	May-19	Apr-22	
Silverdale	May-19	Apr-22	
Algernon	Dec-19	Apr-22	
High Level Drive	Dec-19		Withdrawn due to ancient woodland on site
Forest Estate	Jun-18	Apr-22	
Home Park	Oct-18	Aug-22	
Bampton	Dec-19	Sept-22	
Embleton	July 19		Withdrawn due prior to planning application.
PLACE/Deptford	Mar 18	Feb-23	Now known as Edward Street (PMH)

PUBLIC QUESTION NO. 27

Priority 2

Question asked by: Mark De-Laurey

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

Based on the evidence put forward in the my question on Lee Road, can the council please tell me how they indeed to reduce the increased levels of traffic we now find on Lee Road, owing to the displaced traffic coming from the Lee and Hither Green LTN's?

Reply

The road network is dynamic and we have seen traffic patterns continually change over the last two years with the easing and tightening of restrictions to respond to the pandemic.

Throughout the implementation of the Lewisham and Lee Green LTN we have monitored the scheme to understand how it is operating, its impact and whether it is meeting its objectives. Information relating to this monitoring can be found in [appendix K](#) of the January 2022 Mayor and Cabinet report. There is a commitment to continue to monitor the scheme and we will use that evidence to inform any next steps.

The Transport Strategy and Local Implementation Plan sets out how we are seeking to achieve a reduction in traffic levels across the whole borough.

PUBLIC QUESTION NO. 28

Priority 2

Question asked by: Helen

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

Lee Road is now being used as a cut through by displaced traffic - this makes the crossing the road to the doctors surgery, children's nursery and the homes of its residents often impossible for long periods of time. There are no designated, formal crossing points (zebra crossing, pelican crossing etc) - why not?

Reply

As set out within our Transport Strategy and Local Implementation Plan 2019-2041, we want to ensure that by 2041 80% of all journeys in the borough to be made by sustainable modes of transport such as walking, cycling and public transport. This is why the council have been working to deliver schemes that improve the street environment for walking and cycling.

As part of the decision by Mayor and Cabinet relating to the Lewisham and Lee Green LTN, approval was given for a complementary package of environmental measures, including new or improved crossings. As part of this work, consideration will be given to whether the informal pedestrian crossings on Lee Road can be improved.

PUBLIC QUESTION NO. 29

Priority 2

Question asked by: Joan Sakkas

Relevant Directorate: Community Services

Member to reply: Councillor Kim Powell

Question

Please clarify whether the NCIL grant for the proposed “greening “ on Blackheath Hill is money from the Lewisham allocation and if so why?

Reply

One of the priorities agreed for Blackheath ward is to address ‘air quality, open/green spaces and nature, transport and streets’. The Greening on Blackheath Hill is recommended as a project for Blackheath to meet this priority. It is recommended to be funded via the NCIL fund available for Blackheath ward by Lewisham Council.

PUBLIC QUESTION NO. 30

Priority 2

Question asked by: Mark Bennett

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

The reply to Q49 of January 2022 referred to M&C meetings on 8th December & 12th January for information supporting the statement that “offering separate food and garden waste collections, this will reduce the amount of food waste sent to incineration”. I can find no such data; what is the evidence to support the claim that separate collections will reduce food waste incineration? Why wasn't a carbon footprint evaluation carried out before deciding to separate the food and garden waste collection?

Reply

By encouraging the separate collection of food waste and recycling it with an anaerobic digestion (AD) process, the Council is ensuring that the full value of this resource is recovered more effectively and efficiently than incineration. Recovering and processing food waste in this way is an overall driver towards reducing the amount of waste that is processed through our energy from waste facility, which is a less efficient and more expensive route for waste management.

To inform the decision to separately collect food and garden waste, the Council is aware of peer reviewed research undertaken by Science Direct that the anaerobic digestion of food waste has a carbon footprint of -40kg CO₂e (equivalent Co₂) per tonne and a life cycle energy recovery ratio of 12%. In contrast, in-vessel composting of food and garden waste has a carbon footprint of +80 kg CO₂e per tonne, with a lowest recovery efficiency at 1%. On this basis, the treatment of separately collected food waste through anaerobic digestion is a superior method of waste treatment than in-vessel composting of food and garden waste together.

The Council intends to undertake a carbon footprint evaluation of its waste services in the near future, and it will be measuring the carbon impact of our waste services as a part of delivering on the Council's net zero targets. We do anticipate that a separate collection will have an overall neutral impact on carbon emissions once the carbon benefits of separate treatment are offset by the additional carbon costs arising from separate kerbside collection.

While there is a carbon aspect to the Council's strategic and operational decision-making processes, it must factor in other factors such as cost and government policy; the Council is anticipating a Government requirement to separately collect food waste from 2023. In its determination of such a policy, the Council is confident that a carbon assessment will be undertaken by the Department for Environment, Food and Rural Affairs when it comes to setting national legislation on food waste collection.

PUBLIC QUESTION NO. 31

Priority 2

Question asked by: Julia Webb

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Paul Bell

Question

The Livesey Memorial Hall and sports grounds are being threatened with redevelopment by its landowner, Kier. The tenants' lease expires next month, and no new lease has been offered. The emerging Bell Green Neighbourhood Forum is very grateful for your strong public statement, outlining Lewisham's concern to ensure its community use, and of it taking action to halt the listed buildings' deterioration.

How much progress has been made on negotiating with Kier, and what actions are being taken? Given the urgency and danger of the club's imminent eviction, there is no time to lose. May I have full details of the Council's actions now?

Reply

As the Livesey Memorial Hall is a private building rather than a Council asset, we are not directly engaging with Kier about its occupation or any ongoing lease negotiations.

Planning enforcement officers have visited the site to investigate complaints regarding deterioration at the Livesey and have engaged with the Council's senior conservation officer. Options are currently being explored with the Council's legal team regarding next steps and officers continue to attempt to engage with Kier around the condition of the building.

I have committed to meet with Kier and the Council is very clear that we value the Livesey Memorial Hall as our heritage. I am also happy to work with the emerging Bell Green Neighbourhood Forum.

PUBLIC QUESTION NO. 32

Priority 2

Question asked by: Mark Morris

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

How many parking spaces in the borough are reserved for car clubs? What is the expected number of parking places by 2023 and what overall policies does Lewisham Council have to expand the provision of car clubs in the borough?

Reply

We have 57 designated parking bays within the Borough for car clubs which are used by Zip Car. We also allow 100 Flex cars (Zip Cars) to park in any permitted bay within the borough.

The Council will work with Zipcar and other car club companies to increase provision in areas where the level of provision is lower, such as in the south of the borough. However, the future programme of expansion will be affected by the level of funding available.

PUBLIC QUESTION NO. 33

Priority 2

Question asked by: Cheryl McLeod

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Paul Bell

Question

Has the Mayor had any discussions with the developer of the Catford Island site?

Reply

The Mayor met with Barratt Homes in March last year when they first approached the Council to discuss their interest in the Catford Island site. The scheme has been subject to a number of pre application meetings with the Council's Planning Service as they develop the proposals.

PUBLIC QUESTION NO. 34

Priority 2

Question asked by: Roger Stocker

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

Did Lewisham Council produce a LIP bid for TfL funding for 2022/23?

Reply

Yes, a LIP funding submission for 2022/23 was submitted by the Council to TfL, in accordance with the TfL guidance and timescales. The outcome of this funding submission is currently unknown as future funding is dependent on a funding agreement being reached between Government and TfL.

PUBLIC QUESTION NO. 35

Priority 2

Question asked by: Ben Maguire

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

What specific consultations has the council carried out with local residents regarding the Low Traffic Neighbourhoods on how effectively or badly they are working? Has the council explored the bottleneck effect of LTNs in other areas and the subsequent air quality reduction?

Reply

Lewisham has one low traffic neighbourhood in the borough which is in Lewisham and Lee Green. [A report](#), including the public consultation that was undertaken in summer 2021, was considered by Mayor and Cabinet on 12 January 2022. This report considered a range of factors relating to how the scheme is operating, its impacts and whether it is achieving its aims.

PUBLIC QUESTION NO. 36

Priority 3

Question asked by: Renee Novotna

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

How much money was spent on the project management and hardware e.g. signage installation of speed humps, 20 markings on roads, flags with 20mph ..etc?

Reply

The approximate cost of introducing a borough wide 20mph speed limit and associated works is £1.2 million. This excludes the cost of speed humps, which were introduced over many years through numerous traffic safety schemes and this information is not currently available.

PUBLIC QUESTION NO. 37

Priority 3

Question asked by: Patricia Richardson

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Paul Bell

Question

I understand that normal council business can and will continue during the election period and that PERP only affects council communications. It appears that the processing of planning applications will be able to continue, and planning committees will continue to meet as scheduled and that Planning is usually the one committee process that is unaffected at election time.

Is this still the case if a Planning Application is deemed to be contentious and have a political impact on the outcome of voting?

Reply

Under national Government law, planning decisions can continue to be made during the pre-election period, even when contentious.

PUBLIC QUESTION NO. 38

Priority 3

Question asked by: Mark De-Laurey

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

Will the council commit to reducing off street parking by at least 50% and introduce double yellow lines for the streets within the LTN's that now benefit from quieter roads. It seems only fitting for people that are benefitting from these new scheme's to lead on reducing car ownership, rather than continuing to be part of the problem. As current these roads are nothing but parking lots for the privileged few. Please see the following video which highlights this matter - <https://youtu.be/q2lQ7qzIY18>

Reply

The Council has committed to review all parking throughout the borough, with a view to introducing controlled parking zones to those areas currently without parking controls, through a programme of consultation and engagement with affected residents. There is also a commitment to review the Lee Gate CPZ. As part of this process consideration will be given to whether it is appropriate to implement double yellow lines to improve road safety and/or improve the movement of traffic.

PUBLIC QUESTION NO. 39

Priority 3

Question asked by: Helen

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

Why, when traffic increase is making Lee Road a bottleneck for all surrounding areas, does the Council consider the LTN to be working?

Reply

Information relating to how the LTN is operating, its impacts and whether it is achieving its aims is set out in the report that was considered by Mayor and Cabinet on 12th January 2022.

PUBLIC QUESTION NO. 40

Priority 3

Question asked by: Mark Bennett

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Paul Bell

Question

What is the target maximum waiting time for people who call Lewisham Homes repair service and how does it compare with reality? How many callers hang up before their call is answered? How many wait on hold for more than 5 minutes?

Reply

Lewisham Homes doesn't have a published target maximum waiting time for repair calls. However, Lewisham Homes aims to answer 90% calls in under 2mins. In January the majority of calls (circa 95%) exceeded 2mins waiting times. The number of callers hanging up is not a statistic our phone system captures. Lewisham Homes' phone system is not configured to specifically record how many calls exceed 5min. I am aware that it is taking longer than it should to get through to Lewisham Homes. Lewisham Homes is working on addressing the wait times which will improve.

PUBLIC QUESTION NO. 41

Priority 3

Question asked by: Julia Webb

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Paul Bell

Question

Why is the consultation process for the Bell Green Neighbourhood Forum being delayed on the grounds of election purdah? It is hard to see how this could be seen as politically sensitive, and given that Council officers won't provide any assistance until we are formally registered, it has a huge impact on our ability to progress anything. As the BGNF tried to start the process in February 2020, further delays are very unwelcome.

Reply

The Council is not seeking to delay any consultation process for the Bell Green Neighbourhood Forum.

No formal application for the Bell Green Neighbourhood Forum and Area has been submitted to the Council. Officers have been aware of the desire for residents to establish a Neighbourhood Forum within this area and have reached out on a number of occasions to discuss the process and provided information on the application requirements.

The Planning Service have sought initial legal advice which states that consultation on a new Neighbourhood Forum should be avoided during the pre-election period. Further advice is being sought but until such time as the formal submission is made, officers are providing conservative estimates of potential timescales.

As discussed at our meeting on the 1st February 2022 once we receive a formal application we can then allocate officer time to undertake the necessary checks and carry out the preparation required for the consultation period.

I want to put on record that I am in full support of the community in and around Bell Green progressing this application and look forward to the application process being completed so we can begin public consultation at the earliest opportunity.

PUBLIC QUESTION NO. 42

Priority 3

Question asked by: Cheryl McLeod

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Paul Bell

Question

Have Council Officers attended meetings that the Mayor has had with developers within the Catford Town Centre Framework area? Will the cabinet member list the dates of the meetings now?

Reply

The Mayor met with Barratt Homes at their request, to discuss their interest in the Catford Island site. This meeting took place in March 2021 and was attended by officers.

The Mayor has had no further engagement with developers relating to the Catford Town Centre Framework.

PUBLIC QUESTION NO. 43

Priority 3

Question asked by: Roger Stocker

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

Have Lewisham Council had a public meeting to discuss cycling as stated would happen annually in the Council Cycle Action Plan.

Are Lewisham Council planning to hold a public meeting to discuss cycling, as stated would happen annually in the Council Cycle Action Plan, before the Council elections.

How many times have officers met with Lewisham Cyclists, as stated in the Council Cycle Action Plan, in the last 12 months?

Reply

Since the start of the pandemic resources have been redirected to the Council's emergency transport response to the Covid-19 pandemic and delivering temporary measures to support safer walking and cycling.

There are currently no plans to hold a public meeting to discuss cycling before the election. This is because there is a high level of uncertainty around future levels of funding that will be available for cycling schemes from TfL and the reduced level of staff resource currently available.

In the past 12 months senior officers have met with Lewisham Cyclists as part of the regular meetings three times and there have been other project specific meetings held. Cllr Mark Ingleby, Lewisham Council's Cycling Champion, also meets regularly with Lewisham Cyclists.

PUBLIC QUESTION NO. 44

Priority 3

Question asked by: Ben Maguire

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Paul Bell

Question

Regarding the development in Lewisham Gateway development opposite the train and DLR station what guarantees have the council agreed with the developers that there will be as the signage suggests: shops, restaurants and bars, a public cinema and a public realm? What other local amenities will there be?

Reply

The planning permission for Lewisham Gateway secures the provision of shops, restaurants, a cinema and new public space.

Full details of the scheme and its benefits can be found [here](#).

PUBLIC QUESTION NO. 45

Priority 4

Question asked by: Renee Novotna

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

How much money was spent on installation of speed cameras ins
and administration of processing and enforcing fines? Over the last 4 years?

Reply

The Council does not install speed cameras and does not have a role in the administration and processing of speeding fines. Speeding is a criminal offence and the enforcement of these offences is the responsibility of the Police.

PUBLIC QUESTION NO. 46

Priority 4

Question asked by: Mark De-Laurey

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

Does Lewisham council have any plans to open up the LTN's when large traffic issues like the closure of the Blackwall tunnel happen, or when major roads works close large parts of the road network in Lewisham?

Reply

All roads within the revised low traffic neighbourhood are still accessible for motor vehicles, however the restrictions have changed the routes that vehicles can travel. The way that the low traffic neighbourhood is deployed and managed means that the scheme is able to be flexible and therefore the Council can respond to incidents that affect routes through the area when we receive notification of such events.

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

We will continue to work collaboratively with TfL and utility companies to manage and mitigate the impacts on our network.

PUBLIC QUESTION NO. 47

Priority 4

Question asked by: Helen

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Paul Bell

Question

When will the Council be consulting directly with Lee Road residents given the proposed - very much objected - developments in Lee? All of which will be to the detriment of those living in the area and the increase in levels of traffic will make the area impassable.

Reply

The Council undertakes direct consultation upon the submission of a valid planning application. Consultation is also undertaken as part of the local plan process which will include seeking comments on site allocations. The last consultation took place from January-April 2021. The next stage of consultation on the local plan will be in the Autumn of 2022.

PUBLIC QUESTION NO. 48

Priority 4

Question asked by: Mark Bennett

Relevant Directorate: Chief Exec's

Member to reply: Councillor Kevin Bonavia

Question

Does the Council or one of its committees have a role in monitoring the services provided by Lewisham & Greenwich NHS Trust? Does it have a role in ensuring the Trust implements the recommendations made in a review last year into its use of bailiffs?

Reply

The Council works closely with the Trust, both as a key strategic partner in the delivery of health and social care services and also through a commissioning role with a range of Public Health services. The Council and the Trust also have a number of joint appointments in place that help to ensure shared goals and operational alignment in the delivery of services.

The Trust were eager to have senior councillor and officer involvement in their review of their Overseas Charging policy and both myself and the Executive Director for Community Services attended and contributed on behalf of the Council in that review.

I personally gave evidence to the review in my Cabinet role leading the Council's policy in making Lewisham the UK's first recognised Borough of Sanctuary. I urged the Trust to follow the Council in applying sanctuary principles in its approach when implementing any charging policies as required by law that reflect the Government's cruel "hostile environment" approach towards migrants.

The Council and the Trust also have a number shared goals and operational alignment in the delivery of services to ensure better outcomes for Lewisham's residents.

The Council appoints a Healthier Communities Select Committee which is empowered to fulfil all Overview and Scrutiny functions in relation to the provision of service by and performance of health bodies providing services for local people. These functions include all powers given to the Council's Overview and Scrutiny Committee by any legislation but in particular the NHS Act 2006, the Health and Social Care Act 2012 and the Care Act 2014.

The Healthier Communities Select Committee received an update on the Trust's 'oversight panel for overseas charging in September 2021:

Lewisham Council - Agenda for Healthier Communities Select Committee on Wednesday, 8th September, 2021, 7.30 pm

This concerned the Trust's use of Experian to check residency and eligibility for free NHS care.

Under the terms of the Health and Social Care Act 2012, the Council also appoints a Health and Wellbeing Board. The terms of reference of this Council committee include a statutory entitlement to encourage persons who arrange for the provision of any health or social services in the area to work in an integrated manner for the purpose of advancing the health and wellbeing of the area. The Health and Wellbeing Board prepares and oversees delivery of a joint health and wellbeing strategy for the borough.

In addition to the Council, Lewisham CCG, Lewisham & Greenwich NHS Trust, South London and Maudsley NHS Trust, and HealthWatch Lewisham are also organisations that are represented on the Board. The current membership is shown below:

Lewisham Health & Wellbeing Board Members:

Cllr Chris Best	Cabinet Member for Health and Adult Social Care
Damien Egan	Mayor of Lewisham
Tom Brown	Executive Director for Community Services, Lewisham Council
Val Davison	Chair, Lewisham and Greenwich NHS Trust
Pinaki Ghoshal	Executive Director for Children & Young People, Lewisham Council
Sam Hawksley	Lewisham Local
Sam Gray	Service Director, South London and Maudsley NHS Foundation Trust
Michael Kerin	Healthwatch Lewisham Committee Member
Dr Faruk Majid	GP Clinical Lead (Lewisham), South East London CCG
Dr Catherine Mbema	Director of Public Health, Lewisham Council
Dr Simon Parton	Chair, Lewisham Local Medical Committee

PUBLIC QUESTION NO. 49

Priority 4

Question asked by: Julia Webb

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

Lower Sydenham station is underused and inaccessible. It is in zone 4, while nearby Sydenham Station is in Zone 3. According to TfL looking at daily and weekly fare caps, there is a respective difference of £1.90 and £8.80 between the two. The entry and exit figures for the stations show that nearly eight times as many people use Sydenham Station.

Attempts by the Bell Green Neighbourhood Forum to get the station rezoned from Zone 4 to 4/3, bringing fares level with Sydenham station, have proved unsuccessful so far. Will Lewisham Council get behind our campaign, to relieve the pressure on Sydenham station and the Canada Water interchange?

Reply

Decisions regarding the re-zoning of any station rests with TfL as the strategic transport authority. Such a decision is likely to have other implications across the wider network that TfL would need to consider as a whole. Lewisham Council has limited influence over such a decision, but will forward the request to TfL on behalf of the Bell Green Neighbourhood Forum.

PUBLIC QUESTION NO. 51

Priority 4

Question asked by: Roger Stocker

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

Funding that is used for highway maintenance (road resurfacing) is it ring fenced or can it be used for other highway projects (i.e. road safety schemes?).

Reply

The Council has a statutory duty to maintain the public highway in a safe and serviceable manner for all types of road users. Maintenance budgets are allocated on an annual cycle on the basis of condition surveys, which ensures that available funding is spent in the areas that are in most need to repair carriageway and footway defects. Potential reallocation of these funds away from maintenance may lead to increased potholes and trips on the footway resulting in safety concerns and a potential increase in overall costs of any future maintenance interventions.

Although the budget is currently protected for the use of highway maintenance the Council will consider improving road safety and other interventions through opportunities for co-ordination across the different funding programmes to maximise the benefits for all types of road users on the highway network across the borough.

PUBLIC QUESTION NO. 52

Priority 5

Question asked by: Renee Novotna

Relevant Directorate: Community Services

Member to reply: Councillor Patrick Codd

Question

How much of money raised from fines (as from question4) over the last four year has been allocated and used to purchase and plant trees along Lewisham roads? Name the roads and quantity of trees planted in the roads in each road mentioned.

Reply

The Council does not install speed cameras and does not have a role in the administration and processing of speeding fines. Speeding is a criminal offence and the enforcement of these offences is the responsibility of the Police. Therefore the Council does not receive any funding from fixed penalty notices relating to speeding that can be allocated to the purchase and planting of street trees.

PUBLIC QUESTION NO. 53

Priority 5

Question asked by: Mark De-Laurey

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

Is Lewisham council willing to invest in pollution monitoring for the LTN boundary roads, like Lee Rd?

Reply

In 2018, the Council increased the continuous monitoring units of air quality in the borough from three to four. These stations monitor automatically a variety of pollutants including nitrogen dioxide.

Diffusion tubes are a simple and cost effective way to measure nitrogen dioxide and the Council increased its network of diffusion tubes from 36 to 50 sites around the borough.

From September 2020, the Council added 51 temporary air quality monitoring sites as part of the LTN scheme.

Lewisham Council has committed to expanding its air quality monitoring and this includes roads such as Lee Road, which will be considered for monitors. Lee Road is a boundary between Lewisham and the Royal Borough of Greenwich and discussions are expected to take place in the coming months to reach an agreement between the two boroughs. As part of the decision to retain the LTN, the Council committed to ongoing air quality monitoring in and around the area.

A map of the Council's air quality monitoring diffusion tubes can be found [here](#).

PUBLIC QUESTION NO. 54

Priority 5

Question asked by: Mark Bennett

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Paul Bell

Question

When did the Council publish its business plan concerning its interest in the Kitewood Creekside development?

Reply

The Council published its interest in the Kitewood development on 9th November 2016 when a decision was made to grant a long lease on land at Creekside to Kitewood.

PUBLIC QUESTION NO. 55

Priority 5

Question asked by: Julia Webb

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

On 11th February, a pedestrian was hit by a motorcycle while crossing Sydenham Road opposite St Philip Neri. Fortunately they survived, but the motorcycle delivery driver left the scene without giving their contact details.

Given the huge increase in vehicle numbers and their speed along this stretch of road, will Lewisham Council urgently review its pedestrian crossings? The crossing point outside Our Lady and St Philip Neri School is of particular concern, as it appears to be an official crossing to the pedestrian, but there is no apparent warning for drivers.

Reply

One of the objectives of the Lewisham Transport Strategy is that Lewisham's streets will be safe, secure and accessible to all and we have been delivering a number of schemes to work towards achieving this objective.

Measures to improve safety for pedestrians and cyclists, improve bus operation and bus stop accessibility along Sydenham Road were delivered a number of years ago. A school crossing patrol operates at the traffic island to support pupils who need to use this location to cross the road. Our annual speed monitoring surveys show that average speeds at this survey location is 23mph, which is below the level which would result in the street being prioritised for speed reduction measures.

Unfortunately as a result of the pandemic the funding that the Council usually receives from TfL to implement schemes to deliver the transport strategy was suspended. It is our hope that a longer term funding agreement will be reached between Government and TfL soon so that we are able to continue to plan and deliver priority schemes for the benefit of our borough and residents, including improved pedestrian crossings.

PUBLIC QUESTION NO. 56

Priority 5

Question asked by: Cheryl McLeod

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Paul Bell

Question

Studio Egret West was appointed on a short term contract in relation to Catford, this had a specific value; are Studio Egret West still working to that contract and how much has the Council paid them over the last four years?

Reply

Studio Egret West were appointed in June 2018 to produce the Catford Masterplan or Town Centre Framework. Since approval of the contract, work on producing the framework has been hampered by a number of factors including Covid. It has therefore taken longer than originally anticipated to complete the Town Centre Framework. The Framework was adopted by the Council in July 2021. The total contract value for Studio Egret West's work on the framework was £336K

PUBLIC QUESTION NO. 57

Priority 5

Question asked by: Roger Stocker

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

The junction of St Norbert Road and Brockley Way (and Turnham Road with Brockley Way to a lesser extent) is on a key cycle route. Both these junctions have very wide entries to the side roads encouraging motor vehicles to cut across cyclists at speed and making it very difficult for pedestrians to cross at the junction mouths. Has any consideration been given to tightening the junction radii with the use of wands or temporary barriers etc. If not will the council look to install some temporary measures to evaluate their effectiveness and liaise with Lewisham Cyclists?

Reply

This was not given consideration as part of the Covid emergency transport response as the focus of these measures were on creating additional space for walking and cycling.

The request for these junctions to be reviewed has been noted and will be considered should future funding become available.

PUBLIC QUESTION NO. 58

Priority 6

Question asked by: Mark De-Laurey

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

Can Lewisham council please tell me, how many emails they have received in total cross all departments, including the Mayor and Lewisham Wards, regarding the Lewisham LTN system since they took the decision to retain them. Can they also say how many were negative and how many were positive?

Reply

The Mayor, councillors and officers have received a range of emails from residents concerning the LTN since its implementation. As these emails are sent to more than one person, and a number have been duplicated/forwarded/deleted on completion, it is not possible to provide the total number of emails received or provide a breakdown of their content.

PUBLIC QUESTION NO. 59

Priority 6

Question asked by: Cheryl McLeod

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Paul Bell

Question

Given that there are known covenants on properties within the Catford Town Centre Framework area, can the cabinet member confirm what covenants and any other agreements or restrictions that exist on the land bought by the Council known as Catford Shopping Centre?

Reply

The detail of all title information and covenants affecting the Council's land interest in the Catford Shopping Centre are publically available and obtainable from the Land Registry.

PUBLIC QUESTION NO. 60

Priority 7

Question asked by: Mark De-Laurey

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

Can Lewisham council please tell me what plans they currently have in place incentivize people to move from ICE vehicles to EV? and when we can expected to start seeing the outputs of these plans?

Reply

Lewisham is committed to increasing the number of electric vehicle charging points (EVCP) across the borough as set out in the Low Emission Vehicle Charging Strategy, which is soon due for review. As of October 2021, there are 172 EV charging points across the borough 21 of which are rapid chargers and more charging points are planned across the borough. Increasing the number of available EVCPs should contribute towards reducing the range anxiety associated with electrical vehicles, and encourage the take up of this more sustainable mode of transport.

However, we also recognise that increasing EVCPs is not the only way to help move people away from internal combustion engines as we also want to encourage greater levels of sustainable and active forms of transport, such as walking and cycling.

Details of projects and programmes that we are delivering to achieve this and our wider plans for the future of transport in Lewisham are set out in the Lewisham Transport Strategy and Local Implementation Plan, 2019 – 2041.

Our ability to deliver improved infrastructure for all sustainable modes of travel is of course constrained by the funding and resources available.

PUBLIC QUESTION NO. 61

Priority 8

Question asked by: Mark De-Laurey

Relevant Directorate: Housing, Regeneration & Public Realm

Member to reply: Councillor Patrick Codd

Question

Will Lewisham council commit to opening up the Lewisham LTN system to EV, as another form of incentivisation?

Reply

All roads within the revised low traffic neighbourhood are still accessible for motor vehicles, however the restrictions have changed the routes that vehicles can travel. A report relating to the next steps and future of the Lewisham and Lee Green LTN was considered by Mayor and Cabinet on 12th January 2022. One of the main aims of the LTN was to encourage people to walk and cycle more so at the current time this does not include opening up the LTN to electric vehicles.