

Petitioner:	Kate Tabner
Petition:	Increase street sweeping in Abbey Wood
Number of signatures:	37
The petition read as follows:	<p>Increase street sweeping in Abbey Wood</p> <p>There is so much litter on the roads and pavements of Abbey Wood, especially the day after bin day! The street cleaners are not as regular as needed to keep on top of the problem. Also, dog poo. It's everywhere. You can even smell it in the air some days.</p> <p>This petition is for the council to fund frequent street cleaners in Abbey Wood, if not daily then 2—3 visits weekly at least. Plus, more dog waste bins and bag dispensers on the streets.</p> <p>Abbey Wood doesn't need to be a dumping ground for waste!</p>

Cabinet Member:	Public Realm
Ward(s):	Abbey Wood
Directorate:	DCE

Submitted to Council on:	30 October 2019
Presented by:	Councillor Ann-Marie Cousins

1. **Petition Response**

- 1.1 We are sorry to learn that a number of residents in Abbey Wood have reported concerns about litter and dog fouling in their area.
- 1.2 Both issues can be challenging for the local authority to manage borough-wide, but we do work hard to work with residents to help tackle these concerns, through regular cleansing, behaviour change campaigns and engagement.

2. **Current actions being taken in relation to matter raised in petition**

- 2.1 Litter is a problem that blights most areas in the borough unfortunately and is also a national issue that is being actively challenged. In 2019 our Street Services team tried hard to better educate residents to be more responsible

and not throw litter on our streets. We also strive to ensure sufficient litter bins are available to encourage people to dispose of their rubbish in the right way. We plan to run a number of campaigns in 2020 to continue this message using material from Keep Britain Tidy that has been proven to reduce litter. We also actively support our Environment Champion volunteers with community litter picks during the year and supported over 30 events last year as part of The Great British Spring Clean. We will continue our support for these events in 2020 also. We are also very supportive of building community spirit and capacity so are open to ideas on the most effective and efficient ways to tackle environmental issues within communities and to help the community to build self-resilience.

- 2.2 In terms of cleansing, we operate a borough wide cleansing schedule so that every residential street in the borough gets cleaned once a week. Cleansing is carried out on the same day as our refuse collections to deliver a more efficient service. The mobile teams that carry out this work should ensure that each road is left litter free and that all dog mess is removed. To support this our waste crews should also ensure that any spillages that occur whilst emptying bins are cleared. Unfortunately, the Council does have a finite budget and budget pressures continue to impact the services we provide. Therefore, we are not in a position to increase the number of street cleaners nor the frequency of cleansing in our residential areas. However, we would welcome the opportunity to work more closely with residents in Abbey Wood to determine the problem areas in terms of excessive litter and dog mess. This will allow us to better focus our education to residents, to review litter bin provision and to ensure that the standard of cleansing being undertaken is as we would expect.
- 2.3 The Council also shares your frustration that some irresponsible dog owners do not pick up their dog waste, causing an unsightly mess in many of our roads, parks and streets. It is a very difficult matter to address, but we are trying to tackle this issue in a number of ways. We are putting up signage in areas that have been identified as having problems, in the hope that this reminds owners to pick up after them. This is very much a problem caused by the community and requires owners to be more responsible.
- 2.4 Bin provision is also important to enable dog owners to dispose of their waste. If information can be shared with us on those roads in Abbey Wood that has significant problems we can ensure signage and bins are available. If we can establish an area that has prolific issues with dog fouling, we would also like to trial a Keep Britain Tidy Campaign called 'We're watching you'. We know that the public perceive dog fouling to be by far the most unacceptable and dirtiest type of litter. In order to engage with members of

the public and encourage responsible dog ownership, Street Services has secured materials from the award-winning Keep Britain Tidy campaign. Their pilot saw a 46% reduction in dog fouling and since its launch in 2014, over 150 local authorities and land managers have participated in the campaign. The campaign consists of a suite of messages that are displayed on glow in the dark posters. Research has proven that people are less likely to pick up after their dogs when they feel they aren't being watched and dog-fouling increases when it is dark.

- 2.5 We have also tried to make residents aware that dog mess can be disposed of in any street litter bin or domestic black top bin. This message has featured in Greenwich Info (our fortnightly publication) several times in 2019 and we use our social media feeds to also share this information. This will be continued in 2020.
- 2.6 In addition to this we can also spray yellow signs on our pavements to also reinforce this message.
- 2.7 Our warden teams are also aware of this issue and try to focus their patrols in areas that have been reported to us as having a significant problem. We have to witness a dog owner not clearing up after their dog to be able to issue an on the spot fine.
- 2.8 We will continue to promote and educate residents about how easy it is to clear up after their dog, that they risk being fined and will ensure that our publications are clear and easy to understand.
- 2.9 Abbey Wood is also supported by a taskforce team is made up of 2 street cleansing staff and supported by an enviro-crime enforcement officer, who work in a defined area in Abbey Wood, which includes The Village. This team was formed in 2017 as it was recognised that the frequency of our standard cleansing regime was not sufficient, and we wanted to tackle the environmental issues that are frequently reported. This includes a large volume of fly-tipping, particularly bulky household waste from HMO's (houses in multiple occupation) and business waste not correctly disposed of, along with waste being presented on non-collection days.
- 2.10 The team takes a proactive approach by trying to engage with residents, landlords and businesses where issues are identified in the hope that better advice and education will help to reduce a number of environmental issues that this area suffers from. Since April 2019 to November 2019 this team have removed 1783 fly-tips in Abbey Wood, equating to 124 tonnes of waste.

2.11 We hope this provides some assurance that we have resources in place to tackle the issues that you have reported but we would really appreciate some direct feedback on the roads and streets that are causing concern. This will help us to focus our communication and advice to key areas and to give us intelligence on the areas most likely to benefit from us rolling out a dog fouling campaign. Please share your feedback directly to Sami McGinlay in Street Services at street-services@royalgreenwich.gov.uk

Petitioner:	Hawa Sesay
Petition:	Greenwich Toy and Leisure Library Parent and Stakeholders' Petition
Number of signatures:	2900+
The petition read as follows:	<p>Greenwich Council has decided to increase the rent for Greenwich Toy and Leisure Library by a massive £26,500 giving us a bill of £46,500 per year, meaning that the charity will have to close down after 46 years. Greenwich Toy and Leisure Library in Abbey Wood works with local disabled and mainstream children to provide fun and therapeutic classes, an amazing sensory room and regular days as well as inclusive stay and play sessions and interactive music making for children with special needs and their families. It is the only local special educational needs facility in the area, and the families that use it say it is a "lifeline". But now parents of disabled children will have to trek out of the borough to access other facilities, many of which are smaller and much more expensive.</p> <p>Many of the families that use Greenwich Toy and Leisure Library are on a low-income, so this will leave many vulnerable local families isolated. Please sign the petition to STOP Greenwich council's rent increase and grant low rent to the charity so they can keep their doors open.</p> <p>The council already gives low rent to other mainstream children's facilities, community centres, market place, rugby ground and to some local cafes. We understand that council budgets are tight, but stripping local disabled children of their only affordable local resource isn't the right way to raise funds.</p>

Cabinet Member:	Regeneration and Growth
Ward(s):	Abbey Wood
Directorate:	DRES

Submitted to Council on:	30 October 2019
Presented by:	Councillor Ann-Marie Cousins

I. **Petition Response**

- I.1. Greenwich Toy and Leisure Library Association (GTTLA) and The Council agreed terms for a new lease from June 2016 on the property at 47 Abbey Grove. At the time, GTTLA had been commissioned by the Council to provide short breaks for children with disabilities for a period until 31 March 2019. As a commissioned service provider, GTTLA benefited from a concessionary rent at below market value, proportionate to the value provided by the commissioned service.
- I.2. A decision was taken by the Leader, under the executive powers granted to the Leader, on [13 March 2018](#). The decision related to a new lease for 47 Abbey Grove and the surrender of a lease and related financial terms of premises at Newhaven Gardens.
- I.3. The agreed lease was clear that in the event of GTTLA not being re-commissioned to provide the service, the rent on the property would revert to the market rent. This is a requirement of [section 123 of the Local Government Act 1972](#), which dictates that a local authority must achieve best consideration (market value) for its property and any property disposal must not involve the Council giving unlawful State Aid. The Council is able to provide State Aid or direct subsidy to commissioned service providers delivering economic, social or environmental benefits on behalf of the Council and where this involves a rent concession on the Council's property, this is taken into account during the commissioning process.
- I.4. This was underpinned by Cabinet approval in [February 2019](#) to the Council's current Corporate Property Asset Strategy, covering all the Council's non-housing land and buildings. This requires that a market rental income is secured from our assets wherever possible.

- 1.5. The Council re-commissioned short breaks for children with disabilities in 2018/19, following consultation events with parents, children and young people and providers and a new programme has been in place since 1 April 2019. Following a full commissioning process this was approved by [Cabinet in March 2019](#).
- 1.6. The re-commissioning has resulted in a greater range of short breaks provision being available across the borough for children with disabilities with 9 organisations having been commissioned and over 500 additional short break places available per year in comparison with the previous provision.
- 1.7. More information regarding the current short breaks for children with disabilities programme can be found at the Greenwich Community Directory website:
<http://familiesinformation.royalgreenwich.gov.uk/kb5/greenwich/fsd/advice.page?id=hZrQhrCY-T8>
- 1.8. GTTLA was not successful in its recommissioning bid for the short breaks programme and in the circumstances, as a non-commissioned organisation, continued occupation of the property can only continue by way of a market rent through a formal lease in accordance with the Leader decision of 13 March 2018 and as set out in GTTLA's lease terms.
- 1.9. GTTLA has requested a stepped rent, which Officers have considered. As a non-commissioned organisation occupying Council owned property, such a reduction from market rent can only be considered with a return of commercial or monetary value to the council equivalent to the value of any rent foregone, otherwise it is considered a direct subsidy. The Council has made a counter proposal whereby GTTLA carry out maintenance and repairs to the property equivalent in value to the rent foregone, which would be justifiable in lieu of rent. In addition, the Council are prepared to grant a 20 year lease to GTTLA on the property, which will enable the organisation to plan for the long term. This is in recognition of the fact that GTTLA provide a service to members of the community even though it is not commissioned to do so on behalf of the Council.

2. **Current actions being taken in relation to matter raised in petition**
- 2.1. The Council has made an offer to GTTLA on terms that would be acceptable and justifiable, taking into account the requirements of the Local Government Act to achieve best consideration for its property assets.
- 2.2. The offer is in line with the Council's current position and policy on market rents and non-commissioned services. In order to ensure transparency, disposals or lettings to any organisation, including charitable, voluntary or non-profit organisations, must be based on market value. Any financial assistance or other benefit to be provided will be by way of the procurement or commissioning of appropriate services rather than reduction in the disposal terms.
- 2.3. The Council invites GTTLA to agree terms for the new 20 year lease and to regularise their occupation of the property on a secure, long term lease. This will enable GTTLA to plan their long term future and plan for appropriate funding.
- 2.4. Since the Corporate Property Asset Strategy was approved by Cabinet in February 2019, Officers are reviewing all property lettings to ensure that the principles of this strategy, including the matter of concessionary rents, apply to the occupation of all Council owned property.
- 2.5. GTTLA will be required to pay the contractual market rent in full and when demanded in accordance with the terms of the lease.

Petitioner:	Timothy McGarry
Petition:	Petition to protect our open green space on the Ridgebrook Road and the Kidbrooke Estate
Number of signatures:	95
The petition read as follows:	<p>Recent activity by the local council to explore possibilities develop our open green spaces into housing stock has greatly concerned the residents of Ridgebrook Road and the surrounding Brook Estate community.</p> <p>The Loss of Open Green Spaces in what is already densely built-up areas of suburban housing is proven to have a detrimental effect the environment which in turn impacts our local communities in respect of health & wellbeing</p> <p>The London Assembly – Green Spaces <i>“Green infrastructure is when green spaces are planned, designed and managed to provide environmental, physical, mental, social and economic benefits”.</i></p> <p>We, the undersigned, are concerned members of the Kidbrook Community who urge our local council to act now to prevent our Open Green Space on Ridgebrook Road & the Kidbrooke Estate being lost forever to Housing Stock</p>

Cabinet Member:	Regeneration and Growth
Ward(s):	Eltham West
Directorate:	DRES

Submitted to Council on:	30 October 2019
Presented by:	Councillor Miranda Williams

1. **Petition Response**

- 1.1. The points raised in the petition are noted.
- 1.2. The Council is faced with an unprecedented challenge; there are over 18,000 local people on the Housing Register and over 1000 people are in temporary accommodation every night. The Council must act, and as promised in the Labour Manifesto, the Council is embarking on a new era of Council House building.
- 1.3. At the [April 2019 Cabinet](#), Members agreed the first phase of this programme and this included the three sites, Bournbrook, Ridgebrook and Halsbrook. Consequently, design work has been on going in relation to these sites (and others across the Borough).
- 1.4. The Council appreciates the importance of green open space. As part of the proposals there is a commitment to increase the amount of native tree species and enhance the play and recreation space on the sites. Although the whole scheme will result in less grassed open space there will be a positive environmental gain from the proposals. It should also be noted that the properties the Council proposes will be carbon neutral and reduce the risk of fuel poverty for future residents.
- 1.5. It is acknowledged that local people, where ever they live in the Borough, don't want new housing near them, however, the Council has to balance local preferences with Borough wide needs in the broader public interest.

2. **Current actions being taken in relation to matter raised in petition**

- 2.1. When the sites were first identified a basic design capacity study was conducted to provide information to support the overall Greenwich Builds business plan.
- 2.2. Once Cabinet agreed the inclusion of the sites further design work was done and an initial consultation was conducted with local residents.
- 2.3. Discussions were held with the Planning Authority and the scheme was referred to the independent Design Review Panel (DRP). The DRP were critical of some aspects of the scheme, mainly around the low-density

nature and urged the design team to consider the three sites as one development site.

- 2.4. Further design work is continuing, and residents have been invited to a meeting to discuss the emerging designs.
- 2.5. Following the resident meeting the designs will be further worked up and will result in a public exhibition, where again people can comment, before a planning application is submitted.
- 2.6. All of the above consultation sits outside the formal planning process and of course residents will have the opportunity to make formal comments as part of the planning application process.

Petitioner:	Jessica Bull
Petition:	To improve road safety for people who live, work, commute and study around Falconwood Station/Riefeld Road. This includes young people from Harris Academy and Stationers Crown Woods.
Number of signatures:	457
The petition read as follows:	<p>We ask the London Boroughs of Royal Greenwich and Bexley, as well as Transport for London, to work together to make the area around Falconwood Station, Riefeld Road, Rochester Way, Shepherds Leas and Lingfield Crescent safer those of us who live, work, commute and/or study here (including young people from nearby Stationer's Academy and Harris Falconwood).</p> <p>Every day, we struggle to cross these roads safely. We frequently witness accidents, near misses and evidence of collisions.</p> <p>We are especially concerned for the safety of pedestrians who, to access Falconwood Station and the amenities in Lingfield Crescent, are forced to cross at either the 40mph Rochester Way or the 50mph slip road onto the A2 (where drivers accelerate and often fail to indicate) plus the slip road from the A2 to Riefeld Road (where drivers often speed or fail to stop).</p> <p>We therefore ask the above to help make our journeys safer by:</p> <ul style="list-style-type: none"> ○ Providing pedestrian crossings ○ Reducing traffic speed ○ Improving signage ○ Improving the road layout and flow of traffic <p>Please act now, to prevent someone in our community being seriously hurt or killed on these busy and dangerous roads.</p>

Cabinet Member:	Air Quality, Sustainability and Transport
Ward(s):	Eltham South
Directorate:	DRES

Submitted to Council on:	30 October 2019
Presented by:	Councillor Pat Greenwell

I. **Petition Response**

- I.1 Riefield Road is a residential road to the south of the A2 and Rochester Way, Rochester Way is a Principal Road to the north of the A2 and Lingfield Crescent is a residential road within the London Borough of Bexley's domain.
- I.2 The speed limit in Riefield Road is 30mph and has not been subjected to the borough-wide 20mph programme for residential streets although it has previously been subjected to traffic calming. The speed limit in Rochester Way is currently 40mph.
- I.3 Collision data for the last three year period was reviewed in the vicinity of Falconwood Station and a number of collisions of slight severity were noted.
- I.4 Before this financial year, The Royal Borough submitted its Local Implementation Plan 3 to Transport for London and Mayoral approval was granted. This includes our investment plan for the coming three years. The funding is generally provided by Transport for London, which allows for traffic management and safety improvements to the boroughs roads.
- I.5 An element of the LIP3 investment plan is the Royal Borough's Reducing Road Danger programme. This programme includes funding for the implementation of Local Safety Schemes.
- I.6 There is currently no funding allocated for a Local Safety Scheme to be implemented within Falconwood area. The allocation of this funding is solely based on statistical road safety evidence. However the available funding is subject to reprioritisation within the 2020/2021 financial year dependant on statistics.
- I.7 From the evidence gathered and speed survey data collected by the Traffic team, it does show instances of high speeds in some locations, mainly on

approach to the A2, it was also noted the various change in speed limits in the area may cause inconsistency in vehicle speeds.

- 1.8 The traffic team will action the reduction of the speed limit in Rochester Way to 30mph (currently 40mph). This will be in conjunction with a review of current signage and roadmarking in the area. On inspection it was also noted the horizontal deflection on the approach to the A2 could be reviewed for its effectiveness.
- 1.9 A full review will be undertaken and the necessary improvements will be identified, this will ensure the current crossing facilities are safe and ensure pedestrians are not hidden by parked vehicles and can see and be seen by approaching drivers before starting to cross.
- 1.10 Based on the statistical evidence, collision data etc, the available data would not indicate that immediate action is necessary. Although improvements in the Falconwood Station area are not on the current programme of works, it is noted that improving the safety of this route to the station and other amenities, would support our active travel policies.

2 Current actions being taken in relation to matter raised in petition

- 2.1 The above recommendations were put to Highways Committee January 16th and it was agreed to undertake the review described above and allocate Walking and Accessibility funding in 2020/21 to develop, consult on and implement improvements.
- 2.2 Action and progress with the reduction in speed limit in Rochester Way to 30mph (currently 40mph).
- 2.3 The available funding for the implementation of improvements to Falconwood Station area will be estimated once full review has been undertaken. The full cost would be funded by Transport for London (TfL).
- 2.4 There is currently no funding available in this financial year's programme and the area is planned for review during 2020/2021.
- 2.5 Officer agreed to continue to liaise with London Borough of Bexley to address these matters.

Petitioner:	James Allote & Sukhi Kaur
Petition:	Petition to turn Conduit Road to one way street
Number of signatures:	18
The petition read as follows:	<p>We the residents of Conduit Road wish to request and petition the council to make Conduit road a one way street for the following reasons</p> <ol style="list-style-type: none"> 1. Road is always congested due to vehicles avoiding the main roads and using it as a short cut. 2. To stop drivers constantly grid locking the road, tooting horns and verbally shouting abuses, can be very distressing when children are present. This does not only happen during the day but quite often during the night. 3. Our cars are constantly being damaged as drivers drive with no due attention. 4. Regular accident at junction of Conduit road and Bloomfield road, occasionally involving buses. 5. It is a matter of time before a fatality occur. Ask anyone on the road and they will tell you how often there have been fights. 6. The constant climbing of kerbs also do not only put pedestrians at risk but also at cost to the council.

Cabinet Member:	Air Quality, Sustainability and Transport
Ward(s):	Woolwich Common
Directorate:	DRES

Submitted to Council on:	30 October 2019
Presented by:	Councillor David Gardner

I. **Petition Response**

- I.1 Conduit Road is a two-way residential road with access available from both Bloomfield Road and Crescent Road respectively.

- I.2 The speed limit on Conduit Road is 20mph and therefore has already been subjected to the borough-wide 20mph programme for residential streets.
- I.3 Collision data for the latest three year period was reviewed and evidence of no collisions resulting in a personal injury being sustained were found to be of slight severity. Both incidents were located at the junction of Bloomfield Road.
- I.4 Current speed and traffic surveys show, that vehicular 85%iles speeds (the speed at or below which 85% of all vehicles observed to travel under free flowing conditions) are recorded at around the set 20mph zone speed limit. Clearly there are occasions when speeding vehicles or careless driving has caused damage to private motor vehicles, as evidenced by the petitioners.
- I.5 The current survey information does show evidence of an increase in traffic flow during morning and evening peaks, more so during the morning peak. The fluctuation of traffic flow is clearly being felt by Conduit Road and surrounding roads in this area.
- I.6 Neither speed nor collision data justify any further physical traffic calming intervention on this 20mph street, although the current signage and road markings will be reviewed. The visibility at the junction of Bloomfield Road and Conduit Road will be inspected.
- I.7 However the increase in traffic flow is an indication of traffic displacement (“rat running”) and this is also seen in other roads in this area adjacent to the Woolwich Common area.
- I.8 The Transportation team has received requests to address these issues within this area. However rather than targeting one road, it is imperative to address this issue of “rat running” with a more strategic and holistic approach.
- I.9 By treating these issues with an adhoc approach, it would lead to further displacement of traffic onto other streets in this area and would only be moving the problem on elsewhere.
- I.10 The Royal Borough has submitted its Local Implementation Plan 3 to Transport for London and Mayoral approval was granted. The plan includes our investment plan for the coming three years. The funding is provided by Transport for London, which allows for traffic management and safety improvements to the boroughs roads.

- 1.11 An element of the LIP3 investment plan is allocation of funding for a Traffic Reduction programme, including “modal filters”, which will enable reduction or elimination of “rat running” by preventing the passage of vehicles while allowing through movement by residents on foot or bike. [The LIP3 delivery programme is publically available on the Council’s website here.](#)
- 1.12 While this funding does not become available until 2020/21 the Transport Strategy team will commission a borough-wide study to investigate the evidence base and techniques for creating low traffic neighbourhoods this will be the basis for development and prioritisation of the Traffic Reduction Programme.
- 1.13 This study divides the borough into discrete cells or neighbourhoods, characterised by common patterns of traffic movement that recognise barriers to traffic movement such as congestion and physical barriers. In developing and prioritising a traffic reduction programme it will consider variables such as, existing traffic conditions, strategic impact, local residents/business needs, car ownership, congestion and air quality and other criteria.
- 1.14 Whilst this approach does not immediately address the concerns of residents in Conduit Road and surrounding roads, it does outline a more strategic long term resolution to the “rat running” issue in this area, and the borough as a whole.
- 1.15 Publication of the Low Traffic Neighbourhoods report is scheduled for March 2020. The report will outline the approach that is to be taken for prioritising and delivering traffic reduction through residential areas (such as Conduit Road), informed by national and international best practice.

2 Current actions being taken in relation to matter raised in petition

- 2.1 This item was taken to the Highways Committee meeting of January 16th with the recommendations above. It was agreed to await outcome of the Traffic Reduction commission mentioned above before considering changes to traffic management and local closure of roads to deter and reduce through traffic.
- 2.2 The estimated cost for undertaking the Traffic Reduction Programme study is £30,000. The full cost is funded by Transport for London (TfL).
- 2.3 The 3 year investment plan set out in LIP3 allocates £100k for modal filters in 2020/21 & 2021/22.

- 2.4 The estimated cost of the delivery of Traffic Reduction throughout the borough is not yet available, until the study is complete.
- 2.5 Any action taken to close roads before Traffic Reduction commission has been completed, without prioritisation, could affect the long term traffic management in this location.