

COUNCIL

25 October 2023

PUBLIC QUESTIONS

I **Question from Stacy Smith, SE10, to Councillor Averil Lekau, Cabinet Member for Climate Change, Environment and Transport**

The council's policy says that you take air quality very seriously. Can you give us a report on what the air quality monitors near our schools say about idling engines and pollution levels please and how this information is being used to reduce idling?

Reply -

I thank Stacy Smith for their question.

Royal Greenwich has one of the largest air quality monitoring networks across London. The data that we collect is published on the London Air website and residents are able to view this to see how the air quality is in their area in real time.

This is a link to the website [London Air Quality Network :: Welcome to the London Air Quality Network » Statistics Maps](#).

The monitoring stations measure for specific pollutants in the air and although traffic or idling vehicles will contribute to the overall measurements, the equipment isn't able to identify specific reasons for measured levels being what they are. The Council is currently consulting publicly on its latest draft Air Quality Action Plan in which you can review and comment on the proposed actions that the Council intends to take over the next 5 years to help tackle air quality issues.

Please visit [Have Your Say Today - Royal Greenwich Air Quality - Commonplace](#) and have your say on the draft plan.

COUNCIL

25 October 2023

PUBLIC QUESTIONS

2 Question from Malcolm Reid, SE18, to Councillor Averil Lekau, Cabinet Member for Climate Change, Environment and Transport

Can the Cabinet Member for climate change, environment and transport please advise when and what interactions they have had with Transport for London regarding the implementation of the 20mph limit on Academy Road?

Reply –

I thank Malcolm Reid for their question.

The Royal Borough is committed to Vision Zero: for all deaths and serious injuries from road collisions to be eliminated from our streets.

A person is five times less likely to die in an accident at 20 mph than at 30 mph. So lowering speeds is essential to minimising risks for road users.

The Royal Borough's Transport Strategy and Road Safety Policy Framework Action Plan commit to considering a borough-wide 20mph limit. With more than 1,000 people injured or killed by drivers exceeding the speed limit across London, TfL shares this ambition.

Therefore, TfL is lowering speed limits on more roads across the city. This includes reducing the speed limit to 20mph on sections of the A205 and A20.

This will make significant parts of Royal Greenwich safer and supports our own work.

We work closely with TfL on schemes on its roads within Royal Greenwich.

Following implementation, TfL has committed to carry out monitoring to determine whether further measures to further reduce vehicle speeds are required. We look forward to continuing to engage with them on this. We are currently ourselves delivering 20mph zones, we also can tag on to complimentary measures as well. We are reviewing our own policy on how

we will delivery 20mph borough wide too, and whether we take a view on our own corridors speed reduction, not just our residential areas.

COUNCIL

25 October 2023

PUBLIC QUESTIONS

3 **Question from Malcolm Reid, SE18, to Councillor Averil Lekau, Cabinet Member for Climate Change, Environment and Transport**

Can the Cabinet Member for climate change, environment and transport please advise if there are any plans to improve the crossing arrangements on Victory Parade for the hundreds of pedestrians who cross that road on a daily basis?

Reply -

I thank Malcolm Reid for their question.

I can confirm that we are working with Transport for London (TfL) on this crossing. TfL have committed to working on this crossing and have outlined a feasibility design study they wish to undertake.

While we support the delivery of a new crossing in this location, we have concerns that any new proposal that would solve the existing issues we have, may also create a similar issue to the west, following the realignment of the western arm of the crossing.

The initial analysis we have seen, shows the majority of pedestrians using the western arm of the supercrossing, are heading east towards the station entrance but we are not sure this guarantees they would head east on the southern footway to cross at the realigned crossing, rather than crossing informally. Given the significant volumes observed on this part of the crossing we feel this warrants further investigation.

There were some other points raised but these related to design details rather than the principle of the crossing, which is what TfL are seeking agreement on. There needs to be some more work done in order to lead them to their preferred design option.

Ultimately, we concluded that something needs to be done and agreed that what was proposed was the best option to take forward to modelling. The scheme is still at feasibility design stage and there will be an ongoing dialogue

with TfL on design detail as it is developed. We are working with TfL to develop a solution, whilst also highlighting that it is a complex junction and the process may take a couple of years.

COUNCIL

25 October 2023

PUBLIC QUESTIONS

4 Question from Karin Tearle, SE10, to Councillor Averil Lekau, Cabinet Member for Climate Change, Environment and Transport

Please can the Deputy Leader provide information on when she last asked the Deputy Mayor for Transport, Seb Dance, for an update on the renewal of the DLR escalator at the Cutty Sark DLR station?

Reply -

I thank Karin Tearle for their question.

Officers regularly communicate with Transport for London on the delivery of this project. The last significant update was received in August 23.

After recent liaison with Transport for London they have apologised for the continued disruption to customers, unfortunately they have had a delay in getting parts (which because of its age are made to order), their plan is to now return Escalator 2 to service the first week in November. They are assessing the options for Escalator 1 and should be able to advise a return to service date next week.

We were previously informed that the programme was continuing pace, and the upgrade of escalators 3 and 4 has been completed. Escalator 2 was due to return to service in late September 2023. Escalator 1 will be taken out of service approximately a week after Escalator 2 has returned to service.

In terms of additional station enhancements, TfL have been working closely with the Maritime Greenwich World Heritage Site team on visual aspects of the station refresh. New imagery based on Maritime Greenwich's cultural offer has been installed at platform level, and lower and upper concourse levels along with complementing gradient colour vinyl panels. Remaining work on a welcome frieze, entrance pillar and updating of directional WHS and TfL onward journey maps was expected to be completed by the end of August.

We will continue to seek updates from TfL on this matter.

COUNCIL

25 October 2023

PUBLIC QUESTIONS

5 Question from Karin Tearle, SE10, to Councillor Averil Lekau, Cabinet Member for Climate Change, Environment and Transport

On a site visit of the Silvertown Tunnel today I was informed by Riverlinx Consortium that Greenwich Council received a substantial contribution in order to offset biodiversity loss including trees, green space and habitat on the Greenwich Peninsula.

How much did the Council receive and how has the money been spent?

Reply -

I thank Karin Tearle for their question.

The legal agreement associated with the Silvertown Tunnel Development Consent Order (DCO) secured £41,036 towards biodiversity enhancements outside of the DCO boundary. This has been received by the Council, but none has been spent to date. Officers are working with the Council's parks department, ward Councillors and surrounding landowners to identify spaces where this biodiversity contribution could be best spent.

In addition to the £41,036 Schedule 8 of the legal agreement secured £700,000 towards Enhancement Schemes. This is restricted to implementing the following six transport projects:

- Westcombe Park station bridge and ramp
- Farmdare Road scheme
- Farmdale Road pocket park
- Horn Lane pocket park
- Tunnel Avenue pocket park
- Siebert Road link

It may well be that in delivering some of these projects, namely the pocket parks, that these also deliver biodiversity improvements but the money is not explicitly for this purpose. This contribution has also been received but has not been spent as yet.

COUNCIL

25 October 2023

PUBLIC QUESTIONS

6 Question from Simon Pirani, SE18, to Councillor Averil Lekau, Cabinet Member for Climate Change, Environment and Transport

The Greenwich Carbon Neutral Plan (2021) states that the council aims to reduce vehicle km travelled in the borough by cars by 45% between 2015 and 2030. In the seven years 2015-22, the reduction was about 4% (from 928 million vehicle km to 892 million vehicle km, according to the Department for Transport statistics). This means that in the remaining seven years, 2023-2030, roughly a further 42% reduction is needed (from 892 m vehicle km to 521.4 m vehicle km) to meet this target. How does the council plan to achieve this much sharper reduction?

Reply –

I thank Simon Pirani for their question.

The Transport Strategy clearly sets out the steps we will be taking to meet our targets.

This year the Royal Borough of Greenwich will be investing £3.1 million to improve its transport network and make it cleaner, safer and healthier. This funding, including £1 million of the Council's own budget and £2.1 million from Transport for London (TfL), will support the delivery of a number of key transport priorities:

- improvements to pedestrian and cycle infrastructure to encourage people to walk, cycle and wheel more
- tackling traffic and improving air quality by introducing traffic management schemes in neighbourhoods where residents have reported serious congestion and safety problems
- introducing 20mph speed limits, Controlled Parking Zones (CPZs) and School Streets in priority areas
- implementing emissions-based parking charges to reduce emissions and encourage more sustainable travel
- delivering free cycle training and a 'try before you bike' scheme, run with Peddle My Wheels

- and much more.

The Strategy also sets out a wide range of ambitious measures for the remainder of the period. These measures are a step-change from the measures delivered in the period covered by the figures quoted in your questions - most of which is prior to the adoption of the Carbon Neutral Plan and Transport Strategy. They are designed to allow us to meet our targets, by delivering greater levels of change.

As I'll explain in answer to subsequent questions, we are monitoring our Carbon Neutral Plan's progress closely (including by using data such as that quoted in your questions). Transport measures form an important part of this wider monitoring, and as we do this we will evaluate our progress, any gaps that emerge and what is required to be carbon neutral in 2030.

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COUNCIL

25 October 2023

PUBLIC QUESTIONS

7 Question from Simon Pirani, SE18, to Councillor Averil Lekau, Cabinet Member for Climate Change, Environment and Transport

The Greenwich Carbon Neutral plan (2021) states (page 29): “An annual monitoring report will be published reflecting our progress in undertaking this action plan. Progress on each individual action will be monitored against milestones over the next three years as set out in the detailed project plans.” Are these reports, and/or details of monitoring, available to the public? Where can they be found?

Reply –

I thank Simon Pirani for their question.

The Council’s first year review of the Carbon Neutral Plan, which was formally adopted in 2021, can be found at [the following link](#).

The Council is due to publish the next annual emissions report this winter which will cover operational and borough emissions.

Furthermore, the next iteration of the climate action plan is also due to be adopted this winter and this will include key performance indicators to measure our emissions mitigation progress across the seven climate themes.

COUNCIL

25 October 2023

PUBLIC QUESTIONS

8 Question from John Webb, SE9, to Councillor Denise Scott-McDonald, Cabinet Member for Health and Adults' Social Care

What progress is being made to install a defibrillator in the disused telephone box in Westmount Road Eltham for which money was allocated in the Ward Budget Scheme 2018-22?

Reply -

I thank John Webb for their question.

In 2022, the then Councillors for Eltham North ward brought forward a Ward Budget Scheme application for £1,900 for the purchase and installation of a defibrillator on Westmount Road by the Community Heartbeat Trust. It is my understanding that this figure was proposed by then Councillor Charlie Davis, who was in contact with the Community Heartbeat Trust and the application, which is enclosed with the decision report on the Council's website, states that this amount is for the installation of the defibrillator.

The Ward Budget grant was paid in full by the Royal Borough of Greenwich in 2022 to the Community Heartbeat Trust which sent the Council an invoice for "Installation of Community Defibrillator at BT Kiosk on Westmount Road". Other Council permissions, including Planning and Transportation were in place in 2022, and BT had also agreed to cover the electricity cost for several years. At the time of the Ward Budget application, then Councillor Charlie Davis advised that any further costs associated with the defibrillator, such as repair and maintenance, would be borne by the Community Heartbeat Trust.

Following the lack of progress on the installation of the defibrillator, officers contacted the Community Heartbeat Trust, who informed them that they did not know why installation had not been carried out, and that they would look into the matter. They also informed officers that the money is still held in their account. The Community Heartbeat Trust has not yet contacted officers to explain why installation has not been carried out.

There have been media reports that the Community Heartbeat Trust requires additional funds to cover the installation of the defibrillator. It should be noted that this shortfall has not been raised with officers in 2022, when the funds were paid, or this year, when officers enquired about the lack of installation. If it is the case that there is a shortfall, I would encourage the Community Heartbeat Trust to contact the local Ward Councillors to pursue an additional Ward Budget grant to cover this cost.

COUNCIL

25 October 2023

PUBLIC QUESTIONS

9 Question from Carl Parsons, SE3, to Councillor Anthony Okereke, Cabinet Member for Leader of the Council

What is the number of casework incidents involving schools that councillors have been involved in over the past year and what has been the range of issues eg exclusion, admissions, SEND?

Reply -

I thank Carl Parsons for their question.

The number of casework enquiries relating to schools in the last 12 months is 92. The enquiries pertained to:

- Special Education Needs (42) – 46%
- School admissions (27) - 29%
- Exclusions (5) – 5%
- Behaviour & Inclusion (18) – 20%

COUNCIL

25 October 2023

PUBLIC QUESTIONS

10 Question from Helen Merati for Greener Greenwich Community Network, SE9, to Councillor Averil Lekau, Cabinet Member for Climate Change, Environment and Transport

What would it take for the RBG to say yes to banning glyphosate and other dangerous chemical use in the Borough before March 2024?

Reply -

I thank Helen Merati for their question.

The UK has a rigorous approvals process for pesticides. The main aim of the process is to protect the health of people, animals and plants and to safeguard the environment.

The extensive range of studies undertaken on pesticides is aimed at establishing acceptable safety for people, animals and the wider environment. This process has been applied to glyphosate which has been approved as safe for a number of years now.

Contractors and Council colleagues strictly control the application of Glyphosate weed killers by using recommended application processes and carefully follow regulations and instructions regarding their use.

Use of Glyphosate is currently considered the most effective method of weed control in terms of efficacy and cost.

That said, the Council is committed to exploring alternative methods of weed removal and the Parks, Estates and Open Spaces Department is currently trialling non glyphosate-based weed killers, in the borough's parks and open spaces. The exception is the treatment of invasive species including those that can be harmful, for example Giant Hogweed and Japanese Hogweed. It is planned to extend this approach throughout 2024 to assess the impact of not using this product over two growing seasons. This will help inform future decision making on whether the Council continues to use glyphosate based weedkillers.

COUNCIL

25 October 2023

PUBLIC QUESTIONS

11 **Question from Helen Merati for Greener Greenwich Community Network, SE9, to Councillor Averil Lekau, Cabinet Member for Climate Change, Environment and Transport**

Can the Council please explain concretely how its current actions and targets in the Carbon Neutral Plan (CNP) for transport align with the CNP ambition to reduce vehicle km travelled in the borough by cars by 45% between 2015 and 2030? I.e. is there a clear plan in place to take it from the current estimated 4% reduction that occurred between 2015-22 (according to the Department for Transport statistics) to the full 45% reduction anticipated by 2030. If yes, what are the main strategies the Council intends to use to achieve this sharp reduction?

Reply –

I thank Helen Merati for their question.

The Transport Strategy clearly sets out the steps we will be taking to meet our targets.

This year the Royal Borough of Greenwich will be investing £3.1 million to improve its transport network and make it cleaner, safer and healthier. This funding, including £1 million of the Council's own budget and £2.1 million from Transport for London (TfL), will support the delivery of a number of key transport priorities:

- improvements to pedestrian and cycle infrastructure to encourage people to walk, cycle and wheel more
- tackling traffic and improving air quality by introducing traffic management schemes in neighbourhoods where residents have reported serious congestion and safety problems
- introducing 20mph speed limits, Controlled Parking Zones (CPZs) and School Streets in priority areas
- implementing emissions-based parking charges to reduce emissions and encourage more sustainable travel
- delivering free cycle training and a 'try before you bike' scheme, run with Peddle My Wheels

- and much more.

The Strategy also sets out a wide range of ambitious measures for the remainder of the period. These measures are a step-change from the measures delivered in the period covered by the figures quoted in your questions - most of which is prior to the adoption of the Carbon Neutral Plan and Transport Strategy. They are designed to allow us to meet our targets, by delivering greater levels of change.

As I'll explain in answer to subsequent questions, we are monitoring our Carbon Neutral Plan's progress closely (including by using data such as that quoted in your questions). Transport measures form an important part of this wider monitoring, and as we do this we will evaluate our progress, any gaps that emerge and what is required to be carbon neutral in 2030.

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COUNCIL

25 October 2023

PUBLIC QUESTIONS

12 Question from Michael Pudelek, SE12, to Councillor Averil Lekau, Cabinet Member for Climate Change, Environment and Transport

As there has been a marked increase in HGV traffic since the opening of Floyds Builders Merchants at the Dutch House, would the RBoG consider improving the current road layout at the junction with the A20.

Reply -

I thank Michael Pudelek for their question.

In October 2022, the Council adopted a new [Transport Strategy](#) which sets out how it will encourage walking, cycling and public transport, reduce traffic, and improve air quality. This addresses our statutory responsibilities and our own more ambitious aims. It includes the following Policy:

“Policy 1g: Reduce through traffic by delivering schemes which encourage walking and cycling and to discourage driving, such as school streets and Traffic Management schemes...”

“...Using an evidence-led approach to identify areas which would most benefit from through-traffic reduction...”

We are currently working on a project to prioritise areas for consideration for traffic management schemes like this. We are collecting and evaluating the evidence to support this work, such as traffic flow and collision data.

It would not be appropriate to comment on potential locations for traffic management schemes of this type whilst this work is ongoing.

However, I would like to respond to a number of specific points arising from these questions:

- As the A20 is the responsibility of Transport for London (TfL) any improvements to it (or its junctions) would be a consideration for TfL,

especially when it means amendments/changes to junctions and possible displacement of traffic on to other parts of the network.

- There has been a “no entry” regulation to Alnwick Road from Mottingham Lane for more than a decade.
- Only 70m of Mottingham Lane from its junction to A20 is in Royal Greenwich, the remainder is in the London Boroughs of Bromley and Lewisham. If this area were to emerge as a priority through our work it is important to note that closing Mottingham Lane at this junction would have significant effects on traffic movements in the area, especially for neighbouring boroughs.
- Winn Road is shared between the Royal Borough and the London Borough of Lewisham; however, the road is maintained and primarily the responsibility of the London Borough of Lewisham. Any measure to address issues on the road would be likely to need to be led by the London Borough of Lewisham.

We are doing this in an evidenced-based way, using appropriate expert resources. We are always open to engaging appropriately with stakeholders, but do have to ensure this is aligned with (and proportionate to) our priorities. This work is anticipated to be completed in early 2024 and will inform our programming of work in this area. I look forward to sharing our plans at that point.

COUNCIL

25 October 2023

PUBLIC QUESTIONS

13 Question from Michael Pudelek, SE12, to Councillor Averil Lekau, Cabinet Member for Climate Change, Environment and Transport

Are the RBoG aware of the increased traffic in Winn Road following closing off access to Alnwick Road from Mottingham Lane and are they prepared to ameliorate the situation.

Reply -

I thank Michael Pudelek for their question.

In October 2022, the Council adopted a new [Transport Strategy](#) which sets out how it will encourage walking, cycling and public transport, reduce traffic, and improve air quality. This addresses our statutory responsibilities and our own more ambitious aims. It includes the following Policy:

“Policy 1g: Reduce through traffic by delivering schemes which encourage walking and cycling and to discourage driving, such as school streets and Traffic Management schemes...”

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However, I would like to respond to a number of specific points arising from these questions:

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- There has been a “no entry” regulation to Alnwick Road from Mottingham Lane for more than a decade.
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COUNCIL

25 October 2023

PUBLIC QUESTIONS

14 Question from Peter Wyeth, SE12, to Councillor Averil Lekau, Cabinet Member for Climate Change, Environment and Transport

Have the RBoG considered discussing the closing off of the left and right turns on the A20 into Mottingham Lane at The Dutch House with TFL and if not would they be prepared to do so?

Reply -

I thank Peter Wyeth for their question.

In October 2022, the Council adopted a new [Transport Strategy](#) which sets out how it will encourage walking, cycling and public transport, reduce traffic, and improve air quality. This addresses our statutory responsibilities and our own more ambitious aims. It includes the following Policy:

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However, I would like to respond to a number of specific points arising from these questions:

- As the A20 is the responsibility of Transport for London (TfL) any improvements to it (or its junctions) would be a consideration for TfL, especially when it means amendments/changes to junctions and possible displacement of traffic on to other parts of the network.

- There has been a “no entry” regulation to Alnwick Road from Mottingham Lane for more than a decade.
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COUNCIL

25 October 2023

PUBLIC QUESTIONS

15 Question from Peter Wyeth, SE12, to Councillor Averil Lekau, Cabinet Member for Climate Change, Environment and Transport

Will the RBoG be prepared to install vertical speed reducing measures along that part of Mottingham Lane for which they have responsibility as LBoB have done on their part?

Reply -

I thank Peter Wyeth for their question.

In October 2022, the Council adopted a new [Transport Strategy](#) which sets out how it will encourage walking, cycling and public transport, reduce traffic, and improve air quality. This addresses our statutory responsibilities and our own more ambitious aims. It includes the following Policy:

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COUNCIL

25 October 2023

PUBLIC QUESTIONS

16 Question from Dot Grindley, SE12, to Councillor Averil Lekau, Cabinet Member for Climate Change, Environment and Transport

Do the RBoG share the concerns of their residents in Winn Road over the lack of a safe crossing point over Winn Road immediately outside of the entrance to Horn Park and will they consult with the LBL?

Reply -

I thank Dot Grindley for their question.

In October 2022, the Council adopted a new [Transport Strategy](#) which sets out how it will encourage walking, cycling and public transport, reduce traffic, and improve air quality. This addresses our statutory responsibilities and our own more ambitious aims. It includes the following Policy:

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However, I would like to respond to a number of specific points arising from these questions:

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COUNCIL

25 October 2023

PUBLIC QUESTIONS

17 Question from Dot Grindley, SE12, to Councillor Averil Lekau, Cabinet Member for Climate Change, Environment and Transport

Do the RBoG consider that they have a legal responsibility to their council tax paying residents in Winn Road for road safety and reduction of atmospheric and noise pollution?

Reply -

I thank Dot Grindley for their question.

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COUNCIL

25 October 2023

PUBLIC QUESTIONS

18 Question from Richard Mather, SE12, to Councillor Averil Lekau, Cabinet Member for Climate Change, Environment and Transport

Given the significant and costly damage caused by HGVs accessing Mottingham Lane would the RBoG consider installing cameras to record the damage and the perpetrators?

Reply -

I thank Richard Mather for their question.

In October 2022, the Council adopted a new [Transport Strategy](#) which sets out how it will encourage walking, cycling and public transport, reduce traffic, and improve air quality. This addresses our statutory responsibilities and our own more ambitious aims. It includes the following Policy:

“Policy 1g: Reduce through traffic by delivering schemes which encourage walking and cycling and to discourage driving, such as school streets and Traffic Management schemes...”

“...Using an evidence-led approach to identify areas which would most benefit from through-traffic reduction...”

We are currently working on a project to prioritise areas for consideration for traffic management schemes like this. We are collecting and evaluating the evidence to support this work, such as traffic flow and collision data. It would not be appropriate to comment on potential locations for traffic management schemes of this type whilst this work is ongoing.

However, I would like to respond to a number of specific points arising from these questions:

- As the A20 is the responsibility of Transport for London (TfL) any improvements to it (or its junctions) would be a consideration for TfL, especially when it means amendments/changes to junctions and possible displacement of traffic on to other parts of the network.

- There has been a “no entry” regulation to Alnwick Road from Mottingham Lane for more than a decade.
- Only 70m of Mottingham Lane from its junction to A20 is in Royal Greenwich, the remainder is in the London Boroughs of Bromley and Lewisham. If this area were to emerge as a priority through our work it is important to note that closing Mottingham Lane at this junction would have significant effects on traffic movements in the area, especially for neighbouring boroughs.
- Winn Road is shared between the Royal Borough and the London Borough of Lewisham; however, the road is maintained and primarily the responsibility of the London Borough of Lewisham. Any measure to address issues on the road would be likely to need to be led by the London Borough of Lewisham.

We are doing this in an evidenced-based way, using appropriate expert resources. We are always open to engaging appropriately with stakeholders, but do have to ensure this is aligned with (and proportionate to) our priorities. This work is anticipated to be completed in early 2024 and will inform our programming of work in this area. I look forward to sharing our plans at that point.

COUNCIL

25 October 2023

PUBLIC QUESTIONS

19 Question from Richard Mather, SE12, to Councillor Averil Lekau, Cabinet Member for Climate Change, Environment and Transport

Given the strength of feeling among residents the action group is considering appointing a firm of expert traffic management consultants. Would the RBoG be prepared to engage with them in open and transparent consultative discussions?

Reply –

I thank Richard Mather for their question.

In October 2022, the Council adopted a new [Transport Strategy](#) which sets out how it will encourage walking, cycling and public transport, reduce traffic, and improve air quality. This addresses our statutory responsibilities and our own more ambitious aims. It includes the following Policy:

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COUNCIL

25 October 2023

PUBLIC QUESTIONS

20 Question from Kathryn Middleton, SE10, to Councillor Averil Lekau, Cabinet Member for Climate Change, Environment and Transport

What is Royal Borough of Greenwich council doing regarding the very poor Landscaping plan that has been submitted by Riverlinx for the Silvertown tunnel site on Greenwich peninsula to Royal Borough of Greenwich planning, will you be raising this issue with the London Mayor who has consistently claimed that the tunnel would be landscaped on Greenwich peninsula?

Reply -

I thank Kathryn Middleton for their question.

The landscaping scheme has been submitted to the planning department and is currently under consideration.

Officers are seeking provide specialist advice as to whether the proposals deliver the agreed level of 'Natural Capital Value' identified within the agreed Biodiversity Action Plan that was submitted as part of the Environmental Statement for the project.

The on-site landscaping and off-site biodiversity contribution referred to in question 5 will need to demonstrate that overall there has been a biodiversity net gain.

COUNCIL

25 October 2023

PUBLIC QUESTIONS

21 Question from Kathryn Middleton, SE10, to Councillor Averil Lekau, Cabinet Member for Climate Change, Environment and Transport

Riverlinx landscapers told us that most of the felled trees were on privately owned land surrounding the tunnel works – When RBG gave permission for around 150 mature trees to be removed they would have received compensation for this great loss of amenity - how much and what has happened to the money?

Reply -

I thank Kathryn Middleton for their question.

It is understood that 69 trees have been removed within the DCO boundary and the replacement landscaping scheme will be assessed against this loss in order to work out whether there is a biodiversity net gain.

It is not clear where the other trees have been removed from that are outside the DCO boundary so it is not possible to comment in any more detail on this question. Where they have been removed from the public highway, we have sought for these to be replaced on a 1 for 1 basis, so there would be no net loss of the type described.

COUNCIL

25 October 2023

PUBLIC QUESTIONS

22 Question from Neil Robertson, Greenwich Cyclists, SE10, to Councillor Denise Scott-McDonald, Cabinet Member for Health and Adults' Social Care

From the latest Greenwich Health Profile discussed at the scrutiny committee last week we see that only 60% of residents achieve their weekly 150 minutes of moderately intensive activity and 60% are overweight or obese. More worryingly also that 28.8% of year 6 children are obese. If the strategy is to get people more healthy then surely we need to urgently remove road danger to allow people to participate in active travel to stay fit and reduce hospital admissions. What can you do to support the health of residents following this report.

Reply -

I thank Neil Robertson for their question.

As you will know, maintaining a healthy weight and giving people the opportunity to be more physically active are key priorities of the Council's Corporate Plan, Joint Health and Wellbeing Strategy 2023-2028, and Director of Public Health Annual report 2022 – 2023. These plans and strategies reflect the complexity of these issues and the Council's partnership approach to addressing them.

This approach is supported by the Physical Activity and Sports' Strategy, which was developed through a multi-agency, partnership approach in 2019 and is now being reviewed to identify what has worked well and what needs to be developed over the next five years to reduce inactivity further.

We are committed to active travel, with cycling, walking and the use of public transport all being central to helping people to stay active and reduce the environmental impact of transport.

I share your specific concerns regarding levels of physical activity and we have implemented a range of programmes with partners such as

Greenwich Leisure Limited (GLL), Charlton Athletic Charitable Trust (CACT), and Greenwich Cooperative Development Agency (GCDA).

This includes a year-long swimming programme that offers low-cost swimming for adults and families. The 'Give It A Go' programme offers tailored activities, following referral from their GP or a social prescriber, focusing on those with the greatest need.

Other support for families includes: 'Street Tag, which is an app-based active travel game, the 17 Play Streets, that enables residents to temporarily close their streets to allow outdoor play, and the Active Families Programme which has helped families to build physical activity in to their everyday lives and helped parents and carers to become a role model for their children to lead more active and healthier lifestyles. The CACT 'Greenwich Get Walking' scheme gives people access to a range of healthy walks across the borough.

The Holiday, Food and Fun Programme (HAF) encourages at least 60 minutes of physical activity and provides a healthy balanced meal for every child across the school holidays. Good Food in Greenwich addresses the challenge of obesity by promoting sustainable and healthy food and tackling food poverty.

I can reassure you that the council will continue to prioritise these areas in our approach to improving the health and wellbeing of local people.

COUNCIL

25 October 2023

PUBLIC QUESTIONS

23 Question from Neil Robertson, Greenwich Cyclists, SE10, to Councillor Averil Lekau, Cabinet Member for Climate Change, Environment and Transport

The proposals to reduce out of borough through traffic in the Greenwich area supports the Vision Zero targets by London's Mayor. How quickly can the council stop through traffic creating road danger and pollution through the rest of the residential streets in our borough?

Reply –

I thank Neil Robertson for their question.

The Royal Borough is committed to Vision Zero: for all deaths and serious injuries from road collisions to be eliminated from our streets. Our ambitious Transport Strategy offers a step-change in activity to increase safety and reduce emissions.

The Royal Borough is working to develop the evidence base to prioritise measures to reduce through traffic within residential areas and School Streets – as set out in its Transport Strategy.

This work is anticipated to be completed in early 2024 and will inform our programming of work in this area. I look forward to sharing our plans at that point.