

## **COUNCIL**

**29 JANUARY 2020**

### **PUBLIC QUESTIONS**

**I Question from Karin Tearle, SE10, to Councillor Danny Thorpe, Leader of the Council**

With reference to the letter sent by Councillor Danny Thorpe on the 18th October 2019 to Sadiq Khan was there a response to the valid points made therein? And why, only a few weeks later, was planning for the Silvertown Tunnel approved?

**Reply -**

I thank Karin Tearle for her question.

As you suggest, I wrote to the Mayor of London, asking him to pause work on the Silvertown Tunnel, whilst a full review of alternative options to reduce congestion and pollution around the Blackwall Tunnel was undertaken.

The Mayor wrote back on 21<sup>st</sup> November, explaining the range of road-user charging, public transport and other options appraised to identify the best solution for issues around Blackwall Tunnel. He reiterated his view that the Silvertown tunnel is the best option to address significant existing disruption, congestion and associated environmental impacts in the area. His response also highlighted the range of modelling, monitoring and mitigation requirements placed on Transport for London in the Development Consent Order that allows it to develop the Tunnel.

Unfortunately, as you say, Transport for London did complete its contract with the Riverlinx consortium, to build the Silvertown Tunnel.

No legal avenue exists to oppose the Tunnel at this stage. Nevertheless, the Royal Borough will continue to be a leading voice in calling for Transport for London to minimise any potential negative impacts of the Silvertown Tunnel.

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## PUBLIC QUESTIONS

**2 Question from Karin Tearle, SE10, to Councillor Danny Thorpe, Leader of the Council**

Sadiq Khan has declared a climate emergency, as has Greenwich Council. I therefore ask why both parties cannot work together to overturn the flawed Silvertown Tunnel decision and find alternative solutions?

**Reply -**

I thank Karin Tearle for her question.

Building on my answer to your previous question: I am disappointed that the Mayor of London did not agree to my request to pause work on the Silvertown Tunnel – particularly in the light of our respective Climate Emergency declarations.

As I have said, the Royal Borough will continue to be a leading voice in calling on Transport for London to minimise any potential negative impacts of the Silvertown Tunnel.

Furthermore, we are working closely with the Mayor of London on a range of projects that will help address the Climate Emergency -

- Woolwich to Greenwich Walking and Cycleway Improvements – earlier this month (January 2020) TfL launched a public consultation on the first phase of their proposals to transform streets in south-east London between Greenwich and Woolwich. The public consultation runs until 16<sup>th</sup> February 2020. More information on the proposals, details of public drop-in events and the consultation questionnaire can be found here - <https://consultations.tfl.gov.uk/cycling/greenwich-to-woolwich/>
- An extension of the DLR and a bus rapid transit service to support the growth of Thamesmead – Thamesmead is currently served by a small number of bus routes and it is essential that we work towards improving the public transport connectivity of this part of the borough to unlock its future potential for residents. The Council is currently in discussion with colleagues from TfL about how an extension of the

DLR and/or a rapid bus transit service could make vital steps towards achieving this.

- Expansion of the Ultra Low Emission Zone – in April 2019 the Mayor of London launched the world’s first Ultra Low Emission Zone and six months on data has indicated that the scheme is having a significant impact. There has been a large reduction in the number of older, more polluting, non-compliant vehicles detected in the zone: a reduction of 40,200 vehicles on average per day, equating to a 65% reduction. From 25<sup>th</sup> October 2021 the ULEZ boundary will be extended to create a single larger zone bounded by the North and South Circular Roads and we look forward to the huge impact that this will have on cleaning up the air in our borough, and encouraging residents to walk, cycle and use public transport as they move around the borough.

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### PUBLIC QUESTIONS

**3 Question from Debbie Boardman, SE10, to Councillor Denise Scott-McDonald, Cabinet Member for Air Quality, Sustainability and Transport**

Could the Council address traffic problems in Burney Street by introducing a road closure there?

Like Park Vista which has just been closed, the traffic from a Burney Streets closure could be easily diverted onto the High Road and would have no impact on the volume of traffic using the 'Hyde's and vales', if anything it might reduce this traffic as it makes the 'rat run' slightly less appealing.

Unlike the Hyde's and Vales which have consistently had a high volume of traffic which has increased with the popularity of Greenwich and for other reasons, Burney Street in contrast has seen a huge increase in the volume of its traffic as a result of the Council's decision to close Gloucester Circus, and by not resolving the compound effect of that traffic that is now on Burney Street. This is extremely unfair. The Council should reopen the roads it has closed if it now wants to address the problem as a wider scheme, or close Burney Street and then deal with the vertical roads after.

Like Park Vista which has just been closed Burney Street is extremely dangerous as it is a wide street and the cars are generally driving in the same direction, and at rush hour they simply speed down the road. A van almost knocked over my 12 year old son who was helping me to unload my shopping a few weeks ago, and I have video footage of the speed at which they drive. There are many young children living on Burney Street and the traffic races down it as if it was a motorway. It is highly polluting and the drivers are extremely rude and have verbally abused residents on numerous occasions.

It is understood that the Council's suggestions for the Hyde's and Vales are upsetting a lot of residents. If residents are not able to have easy access out of Greenwich, then it creates a genuine dilemma which could take a while to consider and resolve. We, on Burney Street cannot wait any longer. The closure of the roads above us by the Council has made our road intolerable and very dangerous. If Park Vista can be closed for these reasons then we

feel that we should also be able to, and as it is no longer going to impact the wider traffic problem and could be done immediately on a trial basis can you please do this.

### **Reply -**

I thank Debbie Boardman for her question.

The Council recognises the issues created by high volumes of through traffic using the residential roads in West Greenwich, including Burney Street. It is also evident that tackling such an issue on a single road, such as Gloucester Circus, merely displaces the issue onto adjacent roads. Consequently in November and December 2019 the Council undertook a public engagement exercise regarding options for an experimental area-wide traffic management scheme in West Greenwich, including Burney Street. The feedback to this engagement will now be analysed before any decision on how to proceed is taken. The Council does not intend to deliver measures on individual streets in the area at this time, as this could undermine the recent engagement exercise and implementation of an area-wide scheme.

The Council had received complaints that vehicles turning into Park Vista from Maze Hill - contravening the no entry restriction - had become more frequent.

The Metropolitan Police attended the location to conduct some enforcement on vehicles not complying with the no entry and advised that a more long term solution should be considered.

The measures taken on Park Vista are in response to vehicles frequently driving the wrong way down the one-way / no entry section of the road, rather than concerns relating to traffic volumes or speeds. Additionally in this instance there are no adjacent residential roads for this traffic to displace to.

The introduction of an individual one-way movement in Burney Street does not align with the Councils aspirations of providing a holistic solution.

Dependent on analysis of the extensive feedback to engagement the Council intends to implement a trial traffic management scheme in the West Greenwich area by summer.

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### PUBLIC QUESTIONS

**4 Question from Simon Pirani, SE18, to Councillor Denise Scott-McDonald, Cabinet Member for Air Quality, Sustainability and Transport**

In June 2019 the Council pledged to bring its Carbon Neutral Plan to full Council for approval by January 2020 at the latest. I understand from Councillor Danny Thorpe (his email to me, 11 December) that only “the first stage” of the plan, the Evidence Base, will be presented to Cabinet in January. When is the revised date for the complete Plan to go to the full Council? Is this delay not at odds with both the letter, and the spirit, of the climate emergency declaration?

**Reply –**

I thank Simon Pirani for his question.

The ‘*Development of the Carbon Neutral Plan: The Evidence Base*’ Report is now available on the Council’s [website](#). It details the analysis and modelling that has been undertaken to:

- Assess RBG’s current policies against best practice;
- Identify the main emissions sources in Royal Greenwich;
- Develop a ‘maximum ambition’ pathway towards carbon neutrality in 2030; and
- Appraise the options and recommend ways forward.

The level of detail we now understand the borough’s current and future emissions is unprecedented. The Council will build on this understanding in preparing the Greenwich Carbon Neutral Plan.

We aim to bring back the plan to the Full Council in Autumn 2020, after a period of discussion with our partners, businesses and communities across the Royal Borough. We cannot do this alone: we will require greater powers and more funding to deliver on our climate neutral ambition.

This is the only way a robust plan, fit to deliver our unparalleled 2030 carbon neutral ambition will be delivered.

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### **PUBLIC QUESTIONS**

**5 Question from Simon Pirani, SE18, to Councillor Denise Scott-McDonald, Cabinet Member for Air Quality, Sustainability and Transport**

In the Council's resolution on the climate emergency (June 2019), a pledge was made to use the Council's lobbying power to campaign at local, London-wide and national level to draw attention to climate change and bring about change at all levels of government. How is the Council using this lobbying power in connection with the Silvertown Tunnel, a development that is clearly incompatible with a climate emergency declaration?

**Reply –**

I thank Simon Pirani for his question.

As I described in my previous responses, the Labour Group wrote directly to the Mayor of London, asking him to pause work on the Silvertown Tunnel. We lobbied him to undertake a full review of the alternative options to reduce congestion and pollution around the Blackwall Tunnel and approach roads.

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### PUBLIC QUESTIONS

**6 Question from Amorel Kennedy, SE18, to Councillor Denise Scott-McDonald, Cabinet Member for Air Quality, Sustainability and Transport**

In June 2019 the Council pledged to produce a Greenwich Climate Emergency Annual Report every January between now and 2030 detailing its progress against the Greenwich Carbon Neutral Plan to enable members, residents and other local stakeholders to hold the Council to account for delivery of this pledge. Is the January 2020 report available? If not, why not?

**Reply –**

I thank Amorel Kennedy for her question.

The ‘*Development of the Carbon Neutral Plan: The Evidence Base*’ Report is now available on the Council’s [website](#). It details the analysis and modelling that has been undertaken to inform the Carbon Neutral Plan’s development.

The next stage is to develop a full Greenwich Carbon Neutral Plan. We will report progress against the Plan annually following its adoption later in 2020.



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### **PUBLIC QUESTIONS**

**7 Question from Amorel Kennedy, SE18, to Councillor Denise Scott-McDonald, Cabinet Member for Air Quality, Sustainability and Transport**

In June 2019 the Council pledged to update the Action Plan of the Greener Greenwich Strategy by December 2019 and to publish an Annual Report outlining progress made against the relevant actions. When will the Council be making this annual report available to the public?

**Reply –**

I thank Amorel Kennedy for her question.

As I explained in answer to your previous question, the Evidence Base report detailing the analysis and modelling to inform the Carbon Neutral Plan's development has now been published.

This provides a very clear picture of the Royal Borough's progress on the climate change issues covered by the Greener Greenwich Strategy

The next stage is to develop a forward-thinking Greenwich Carbon Neutral Plan. The Carbon Neutral Plan will change our approach to many of the issues covered by the Greener Greenwich Strategy.

Once the strategy is updated and expanded to reflect those changes, we will report annually on the Greener Greenwich Action Plan, as set out in the motion referred to.

## **COUNCIL**

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### **PUBLIC QUESTIONS**

**8 Question from Charalampos Nikitakis, SE8, to Councillor Denise Scott-McDonald, Cabinet Member for Air Quality, Sustainability and Transport**

I would like to bring to the Council's attention the insufficient train services connecting Greenwich and Central London (e.g. Cannon Street).

In my daily commute to the City, I find it very hard to board the morning trains and when I do, the carriages are extremely packed and crowded making the commute very unpleasant. I've noticed that the services are very infrequent particularly during rush hour. For instance, there are no trains to Cannon street between 08:05 and around 08:30 and this big gap results in overcrowded trains and many commuters being unable to board. The situation has been getting worse due to the increased house building activity in the area and the resulting massive growth (43%) in passenger numbers. It is important that this increase in local population is urgently matched by increased public transport infrastructure spending.

Can the Council influence the train company to urgently add more trains especially during rush hour?

**Reply -**

I thank Charalampos Nikitakis for his question.

The Royal Borough continually lobbies transport operators for improved reliability and the additional capacity required to match growth in the borough.

One example of how we do this is the new 335 bus route. It improves access for residents to the Jubilee Line at North Greenwich and mainline services at Kidbrooke.

Unfortunately, much of the growth experienced in the borough is reliant on the opening of the Elizabeth Line to provide much needed capacity and improved connectivity to Central London. Once the Elizabeth Line is

operational, it will help to relieve existing mainline services. Nevertheless, we will continue to lobby operators as required.

Transport providers will be attending the Regeneration, Transport and Culture Scrutiny Panel on 18 March. You are very welcome to attend this meeting.

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### PUBLIC QUESTIONS

**9 Question from Stella Bye, SE10, to Councillor Denise Scott-McDonald, Cabinet Member for Air Quality, Sustainability and Transport**

The Council helpfully responded to the Public Questions (no. 31 and 32 on [26 June 2019](#)) and the Supplemental Questions (12th August 2019) raised by the residents of the West Greenwich Liveable Neighbourhood Scheme Area by stating your commitment to addressing safety and health concerns caused by through traffic on our streets and implementing a traffic management scheme for the West Greenwich area.

Since then, the Council held engagement events seeking views on the trial implementation of one of two options to tame rat racing through our streets. At these events, consultees were informed that option 1 could be implemented as early as January 2020 or, if option 2 were determined to be more suitable, by March 2020. Consultees were also told that one of the two schemes would be implemented as a do nothing option was not a feasible outcome for the Council due to safety concerns, particularly on Crooms Hill. We were therefore dismayed to learn recently that the Council's plans to implement a trial traffic management scheme will be delayed until Summer 2020.

Please can the Council reaffirm the commitments you previously made to West Greenwich Residents, specifically:

- The Council remains committed to addressing the concerns caused by rat racing traffic in the West Greenwich Liveable Neighbourhood Area and therefore a do nothing option is ruled out;
- The Council remains committed to implementing a trial of either option 1 or 2 as consulted upon during the first half of 2020 due to the ongoing safety concerns in West Greenwich, particularly on Crooms Hill which has multiple pedestrian access points for Greenwich Park, a busy church and a large girls school,
- In analysing consultation responses, the Council will still take into account the benefit and impact of the scheme relative to the respondent's street of residence, i.e. those less affected will have less influence on a final decision.

## **Reply –**

I thank Stella Bye for her question.

The Council remains committed to delivering a holistic area wide traffic reduction scheme within the West Greenwich area and this has already been prioritised and incorporated into the Council's works programme due to its linkage to the Greenwich Town Centre Liveable Neighbourhood project

The feedback to the Council's engagement in November/December is now being analysed before any decision on how to proceed is taken. Due to the number, depth and breadth of responses this analysis is an extensive process, hence causing some extension of the originally intended timeframe.

Subject to a decision to proceed with a trial scheme the current estimate is for implementation in summer. Nevertheless, we recognise the issues that many residents are experiencing and will endeavour to deliver as soon as reasonably possible, bearing in mind the competing priorities the Council faces.

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### PUBLIC QUESTIONS

**10 Question from Stella Bye, SE10, to Councillor Denise Scott-McDonald, Cabinet Member for Air Quality, Sustainability and Transport**

In its response of 12th August 2019 to Supplementary Question 1 to Public Questions 31 and 32 ([June 2019 Council Meeting](#)), the Council clarified that "the convention in traffic management issues is that proposals need to take account of other measures that precede their implementation."

There are many events and investments planned in the Greenwich Council area now and in the coming years. These include:

- the current temporary traffic alterations in Greenwich Town Centre (replacement of pedestrian crossings and signalling);
- the anticipated Town Centre Liveable Neighbourhood;
- the upcoming temporary disruptions of Euro 2020 Fan Zone;
- the possibility of permanent closure of Greenwich Park to traffic (page 9 of Royal Parks consultation document);
- the start of construction of Silvertown Tunnel this year;
- the additional tourist and residents growth anticipated as a result of the newly announced £10.5m investment in Greenwich Park and the number of developments throughout the Greenwich Council area (17% increase in population by 2026).

All of the above will have an impact on traffic movements throughout the Council area. Given that the convention for traffic management decisions is essentially a first-come-first-served rule, there is an urgency for the West Greenwich Liveable Neighbourhood trial of options 1 or 2 to be implemented without delay.

The news of a delay to early Summer 2020 from the first quarter of the year suggests other initiatives such as the Euro 2020 Fan Zone may have been given priority to the detriment of the health and safety of West Greenwich residents, jeopardising the improvements which will be gained by the implementation of the West Greenwich traffic management trial.

What is the Council's plans for implementing the West Greenwich Liveable Neighbourhood Traffic Trial, how will it ensure this scheme is incorporated and prioritised into the Council's vast repertoire of programmed works to ensure the trial will be implemented in early Summer 2020 if not sooner, and how will the Council meet its obligations to manage safety and pollution risks to West Greenwich residents, school children and users of Greenwich Park due to continued exposure to the high volume of traffic on residential streets such as Crooms Hill in the interim?

**Reply -**

I thank Stella Bye for her question.

Please see response to Question 9.

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## PUBLIC QUESTIONS

### 11 Question from Maria Blanca Fernandez Todea, SE7, to Councillor Christine Grice, Cabinet Member for Finance and Resources

At a meeting in [June 2019](#) the Council resolved to join other local authorities and declare a 'Climate Emergency'. As a Borough resident I was delighted by this declaration. I felt encouraged by the pledges made on the day, which to me signalled the commitment of the Council to bringing about changes that will contribute to the reduction of Global Warming.

I was particularly interested in the pledge to ensure that sustainability is a central part of the Council's Procurement Strategy. What has the Council done to ensure that sustainability is central to its Procurement strategy, as it decided in June 2019?

There is a section of the Council's website dedicated to Climate Emergency (<https://www.royalgreenwich.gov.uk/climateemergency> ) but disappointingly none of the links work and I could not find the information I was looking for.

#### Reply -

I thank Maria Blanca Fernandez Todea for her question.

The new Procurement Strategy agreed by Cabinet in October 2019 outlines the Council's awareness and desire to use its purchasing power to engage in sustainable and ethical procurement. Furthermore, the core principles and outcomes of sustainable procurement (e.g. environmental, social and economic concerns) are also covered in the social value policy which was approved at the same time.

As part of our approach to deliver on both the procurement strategy and social value policy, we have identified environmental, social and economic benefits which are aligned to the corporate themes and are to be targeted in a procurement exercise. This will include stating sustainability factors as a core requirement in the specification and applying relevant weightings.



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### **PUBLIC QUESTIONS**

**12 Question from Maria Freeman, SE18, to Councillor Sizwe James, Cabinet Member for Regeneration and Growth**

[Last September](#) the Community Led Regeneration Report was presented to the Regeneration, Transport and Culture Scrutiny Panel. While it is understood that the elections may have interrupted progress at the end of last year, due to purdah etc, can the Council confirm when there will be a response published to this Review, with an action plan?

**Reply -**

I thank Maria Freeman for her question.

I can confirm that a report is currently being prepared with the intention of proceeding to a future Cabinet.

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## PUBLIC QUESTIONS

### **13 Question from Maria Freeman, SE18, to Councillor Miranda Williams, Cabinet Member for Culture, Leisure and Third Sector**

In [October 2019](#), in a response to a Public Question, there was a reference to the fact that the Council had "revised our trees policy". Can the Council highlight where this revised policy is published online, and clarify what the consultation procedures are in relation to tree preservation.

#### **Reply -**

I thank Maria Freeman for her question.

The Council's Street Tree Policy, which sets out the Council's broad approach to how it manages the Royal Borough's street trees, has remained in place for a number of years. The policy has been included and discussed in reports to recent Highways Committee meetings where matters related to street trees have been agenda items.

We are amending the policy to ensure a consistent approach to the Royal Borough's trees, with street trees, trees in parks and open spaces and on Council estates all subject to the same approval process for removals.

The new process requires the lead Cabinet Member to approve the most high profile works, along with greater public engagement, specifically where the essential removal of large mature trees are required. Where possible, local residents in the immediate area will be advised in advance following the Cabinet Member's approval unless, for reasons such as safety, the works required are urgent.

This includes signage on trees at risk of removal, enabling residents to understand why a tree has been identified for removal, as well as the Council's plans to replace the tree. The signage will include QR codes connecting to the Council's website, a feature which will be available from next week.

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### **PUBLIC QUESTIONS**

**14 Question from Angela Fletcher, SE18, to Councillor Sizwe James, Cabinet Member for Regeneration and Growth**

Which Councillors visited the Portrait of Plumstead / Positive Plans for Plumstead exhibition which ran at Plumstead temporary library until 14th January 2020?

**Reply -**

I thank Angela Fletcher for her question.

All local Councillors and stakeholders were invited to the Festive Showcase on 17th December 2019 at Plumstead Library and the showcase was exhibited until 14th January 2020. The exhibition was also promoted locally, via traders and extensively online by RBG.

The exhibition was displayed in an open forum and as such the Council did not request attendees names or contact details.

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## PUBLIC QUESTIONS

**15 Question from Angela Fletcher, SE18, to Councillor Sizwe James, Cabinet Member for Regeneration and Growth**

What feedback and challenges have Councillors provided to the Make:Good team, with ideas for further improvements to Plumstead High Street?

**Reply -**

I thank Angela Fletcher for her question.

Make:Good are currently evaluating feedback from both Councillors and attendees of the showcase which ended on 14<sup>th</sup> January. Make:Good will provide a report in due course summarising attendees feedback and suggestions.

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### PUBLIC QUESTIONS

**16 Question from Sadie Lawes-Wickwar, SE18, to Councillor Sizwe James, Cabinet Member for Regeneration and Growth**

How can the Council justify its continued low spend on our parks and green spaces when there remains millions of pounds of unspent CIL and S106 income?

**Reply -**

I thank Sadie Lawes-Wickwar for her question.

The Royal Borough considers priorities in order to take a balanced view how best to use the planning obligations it receives. It would not be prudent to simply spend all funds as and when they are received. CIL/S106 will only contribute a small element of the overall infrastructure requirements and costs.

Service areas keep the amounts held in the Section 106 account under review, and prioritise spend in accordance with their plans. Parks and Open Spaces are developing proposals for how best to use the available money, and will draw funds down as necessary to deliver these plans.

Any unspent CIL funds are committed to the Infrastructure Delivery Plan, which sets the local priorities and will guide spending decisions. The IDP is currently being updated, which will be part of the evidence base for the new Local Plan. Unspent CIL is currently being held by the Royal Borough to underwrite the outstanding financial commitment to fit out the Woolwich Crossrail Station - a critical piece of infrastructure for the borough which bring with it a host of benefits. The funding agreement requires that 50% of all residential CIL receipts contribute to the fit out, up to a value of £15m. It is expected that this amount will be achieved by 2022/23. However, if the pace of development is such that insufficient funds have been collected by this time, it may be necessary to cover whatever remains from the Strategic CIL pot. It is prudent therefore to retain the CIL collected at this time.

## COUNCIL

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### PUBLIC QUESTIONS

**17 Question from Jeremy Phipps, SE10, to Councillor Denise Scott-McDonald, Cabinet Member for Air Quality, Sustainability and Transport**

At the recent West Greenwich Liveable Neighbourhood Engagement events, we were advised that the Council would be introducing one of the Traffic Reduction Options proposed by RBG. The Council Officers advised that the current situation cannot be allowed to continue as they have no choice but to implement one of the options to meet their Statutory Duty of Care; we were advised that one of traffic reduction options would be trialled in the first few months of 2020.

Currently there are extensive road works in Greenwich, and taking Greenwich as a whole, with all the changes and closures, such as Ashburnham, Norman Rd and piecemeal changes within West Greenwich, the Hills and Vale is the last remaining pocket that has had no effective road measures to date; as a result we are experiencing even more traffic and this continues to increase. We are also the only residential roads that have gone through a full area wide consultation over what the Council has confirmed are critical health, safety and pollution issues.

It has also been widely publicised in the press this week that Greenwich will have a rise in population of 17% in the forthcoming years given all the new developments in Greenwich; there will inevitably be a corresponding increase in the use of the Park, local traffic such as deliveries etc. It is therefore critical that RBG get ahead of this and ensure that access to the Park and surrounding residential streets are made safe and no longer used as rat runs.

Please could you advise exactly when one of these traffic reduction options is going to be introduced for the trial period?

**Reply –**

I thank Jeremy Phipps for his question.

Please see response to Question 9.

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### **PUBLIC QUESTIONS**

**18 Question from Jeremy Phipps, SE10, to Councillor Denise Scott-McDonald, Cabinet Member for Air Quality, Sustainability and Transport**

How is the Council working with TfL to improve vehicle access and pedestrian crossing on/off the A2 at the junction of Blackheath Hill and Greenwich High Street as this would ensure better traffic flow for all local road users and complement and help the success of the West Greenwich Liveable Neighbourhood traffic scheme, which will in turn help the council to achieve its aim of improving safety in residential areas? And what are the plans and indicative timescales if known?

**Reply –**

I thank Jeremy Phipps for his question.

It is assumed that this question relates to the junction of Blackheath Hill and Greenwich South Street, rather than with Greenwich High Road, as this is the junction that TfL consulted on and relates most closely to the West Greenwich traffic reduction area.

The Council is working with both TfL and Lewisham Council to try to improve pedestrian provision and safety at this junction. TfL consulted on proposed improvements in mid-2018 but has decided not to proceed with the scheme as consulted on, as it was felt they were insufficiently beneficial for pedestrians.

Based on recent discussions between the boroughs and TfL, TfL is currently developing a revised design for the junction which would incorporate further improvements for pedestrians.

The Council is lobbying TfL to accelerate the development, approval and implementation of a scheme at this junction, in agreement with both boroughs.

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### **PUBLIC QUESTIONS**

**19 Question from Allan Watkins, SE10, to Councillor Denise Scott-McDonald, Cabinet Member for Air Quality, Sustainability and Transport**

Notwithstanding future plans to control rat-running in the area of Greenwich known as “Hills and Vales”, will the Council assure local residents that motor vehicles will be prevented from using the most seriously affected roads as through routes during the entire period of the proposed "Fanzone" event this summer in Greenwich Park?

**Reply -**

I thank Allan Watkins for his question.

The Council is working with the organisers of the Euro 2020 “Fanzone” to develop an appropriate event management plan that mitigates impact on residents and businesses.

In particular the organisers are using ticketing and other measures to ensure that ticket holders utilise public transport, which will be enhanced where necessary.

The Council are currently commenting on the associated planning application, including a Transport Assessment, prior to its submission to Planning Committee and will continue to work with the organisers to avoid or mitigate impacts on the local area.



## **COUNCIL**

**29 JANUARY 2020**

### **PUBLIC QUESTIONS**

**20 Question from Jessica Currie, SE18, to Councillor Denise Scott-McDonald, Cabinet Member for Air Quality, Sustainability and Transport**

When will the Council include Heverham Road SE18 in the 30mins free parking to help struggling businesses at that end of Plumstead High Street?

**Reply -**

I thank Jessica Currie for her question.

There are already bays on Plumstead High Street near Heverham Road which provide 30 minutes free parking, although this is the maximum period and do not allow people to park for longer than 30 minutes. The other parking bays around Plumstead High Street were introduced as part of the Plumstead Central CPZ following consultation and the Pay & Display (P&D) bays, which allow a stay of up to four hours, were shown in that consultation. There are currently no plans to extend P&D beyond those existing roads. The changes to those existing P&D bays to introduce 30 minutes free bays are scheduled to be made this week.

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### PUBLIC QUESTIONS

**21 Question from Jessica Currie, SE18, to Councillor David Gardner, Cabinet Member for Public Realm**

Wheelie bins left all week on streets are becoming a major issue for people with mobility issues. When will the Council issue a reminder to those properties to keep their bins inside the curtilage of their home? This was done a few years back on Plumstead High Street, was immediately effective and lasted for months.

**Reply -**

I thank Jessica Currie for her question.

I agree that wheelie bins left out on pavements all week is a real nuisance and a particular hazard for those with limited vision or mobility. All residents should return their bins within the curtilage of their properties.

Our small team of waste advisors help to address areas where bins being left on the pavement after collections are an issue. Once we are made aware of the area by either our frontline staff or residents, we will write to the addresses asking them to ensure that their bins are returned to within their property after collections are made. This is usually an effective way to address this issue, but we can also offer door to door engagement in problematic areas. Please let us know the specific area that is causing concern by emailing [waste.advisors@royalgreenwich.gov.uk](mailto:waste.advisors@royalgreenwich.gov.uk) so that we can assist with sending out letters.

## **COUNCIL**

**29 JANUARY 2020**

### **PUBLIC QUESTIONS**

**22 Question from Shaun Slator, SE18, to Councillor Chris Kirby,  
Cabinet Member for Housing**

What new Council housing for the over 55s are being built to replace those proposed to be demolished as part of the new Woolwich leisure centre?

**Reply -**

I thank Shaun Slator for his question.

At the time of publication a decision is yet to be made.

## COUNCIL

29 JANUARY 2020

### PUBLIC QUESTIONS

**23 Question from Shaun Slator, SE18, to Councillor Sizwe James, Cabinet Member for Regeneration and Growth**

As the long awaited Plumstead Centre is due to open on the 17th of February, what space will be available for hire for community groups to hold meetings?

**Reply -**

I thank Shaun Slator for his question.

There are a number of rooms that will be available for hire by community groups.

The Centre includes 3 small meeting rooms which can each accommodate table discussions for groups of between 4-10 people. There are also other larger spaces such as the large vault area and the badminton-size hall.

Please feel free to contact the centre direct or go to the website to register your interest -

<https://www.better.org.uk/leisure-centre/london/greenwich/the-plumstead-centre/register-your-interest>

## **COUNCIL**

**29 JANUARY 2020**

### **PUBLIC QUESTIONS**

**24 Question from Paul Billington, SE18, to Councillor Sizwe James, Cabinet Member for Regeneration and Growth**

Just after the New Year, it became apparent that at least one willow tree adjacent to the Thames Path along the Greenwich Riverside was cut down, before a planning application decision was made on that site (Application I9/3298/F refers).

This is a much loved and appreciated section of the Thames Path; the willows are unique on the section between Woolwich and Tower Bridge and an important fabric of this particular shoreline. Could a tree preservation order be made to protect the remaining willows on this site, as well as finding out why one was cut down in such a manner?

**Reply -**

I thank Paul Billington for his question.

The planning application included the need to remove two trees, both of which were overhanging the footpath. One of the trees had failed and therefore needed to be removed, the other was recommended for removal on the basis that it posed a health and safety risk to anyone passing beneath it.

The agents for the developers have confirmed that there will be no further tree removals on the site.

## **COUNCIL**

**29 JANUARY 2020**

### **PUBLIC QUESTIONS**

**25 Question from Paul Billington, SE18, to Councillor Jackie Smith, Cabinet Member for Children's Services and Community Safety**

It was hoped that the CCTV enforcement of parking would take place from the end of December 2019 but it has now been pushed back to "by April 2020". Can the Council confirm that such enforcement measures will commence before the end of April - areas such as the Plumstead Station bus lane desperately need it - and that it will not be pushed back further?

**Reply -**

I thank Paul Billington for his question.

The introduction of CCTV enforcement has always been dependent on the retendering and implementation of a new back-office system for Parking Services as the provision of the cameras and associated software system to analyse images are an integral part of that tender. The tender process is nearing completion and formal award is expected before the end of January. We still anticipate commencement of CCTV enforcement by April but will finalise the implementation programme with the supplier as soon as the contract is formally awarded.

However, with regard to Plumstead Road bus lane, waiting restrictions are being introduced which will allow enforcement by our officers on the ground in the meantime. The associated notices for these have been advertised and the restrictions are due to go-live imminently.

## COUNCIL

29 JANUARY 2020

### PUBLIC QUESTIONS

**26 Question from Elizabeth Barron, SE18, to Councillor David Gardner, Cabinet Member for Public Realm**

Why is there no accessible litter bin near the 51 bus stop at the Slade Ravine ? (Opposite the Five Rivers, direction Welling) There is a bin - a solid metal affair , on Plumstead Common, about three yards from the bus stop - but in order to access it , it is necessary to climb over the metal railing behind the bus stop, deposit one's detritus, then climb back. Such gymnastic feats are beyond the capability of many pedestrians and bus passengers.

The area around the bus stop is consequently afflicted by litter; much of this blows around the road and the Common. Please consider placing a litter bin AT the bus stop as soon as possible.

In addition, the stretch of pavement at the top of Lakedale Road is afflicted by unsightly litter, yet there is no bin in the vicinity. Many van drivers park their vans, eat their 'meal', then throw the wrappings, chicken bones, etc. on to the pavement or over the railings on to the Common. Many pedestrians walking home from the Slade shops, finish eating their boxed meal around there and discard the remains on Lakedale Road.

Please consider very seriously placing a solid litter bin near the top of Lakedale Road. I know that fly tipping is a problem in this area, but a tidier environment might just discourage some of the perpetrators.

**Reply -**

I thank Elizabeth Barron for her question.

We value feedback from our residents and visitors to help us tackle environmental issues such as litter. We aim to ensure sufficient litter bins are provided borough wide to actively encourage responsible behaviour and to help reduce the amount of litter we have to pick up. We are happy to support your request and will have a bin placed at the bus stop (opposite Ravine Grove and Five Rivers Restaurant. This bin will be monitored and emptied daily.

We will also site a bin at the top of Lakedale Road and this will also be monitored and emptied daily.



## COUNCIL

29 JANUARY 2020

### PUBLIC QUESTIONS

**27 Question from Dorota Paluch, SE18, to Councillor Sizwe James, Cabinet Member for Regeneration and Growth**

The [Cabinet report of 29th January](#) on the demolition of Troy Court, a council estate for older residents, does not make clear how consultation has been carried out with the affected residents. Can the Council explain why Appendix 5 ( Troy Court consultation) to this report has not been published on the grounds of being 'confidential' and will the Council now publish this?

**Reply -**

I thank Dorota Paluch for her question.

The residents of Troy Court were contacted in January 2019 prior to Cabinet being asked to consider the inclusion of Troy Court in the feasibility work for the new leisure centre. Further engagement was carried out in September 2019. Further contact has been made in advance of this Cabinet paper.

The Appendix has been deemed to be confidential as it sets out some details in respect of programme and next steps that need to be discussed with residents (if Cabinet approve at the meeting earlier this evening) before being made public.

## **COUNCIL**

**29 JANUARY 2020**

### **PUBLIC QUESTIONS**

**28 Question from Dorota Paluch, SE18, to Councillor Sizwe James, Cabinet Member for Regeneration and Growth**

Troy Court is a tight-knit community of council homes for the over 55s in Woolwich, many with health problems. It is located on valuable green space, of which there is a serious lack in Woolwich. Why is the Council proposing to demolish this site and replace it with larger-scale housing development which will no doubt see mostly more unaffordable homes of one and 2 bed flats built which Woolwich doesn't need and the loss of valuable green space?

**Reply -**

I thank Dorota Paluch for her question.

The Council is proposing to build a new leisure centre and refurbished Tramshed community theatre as part of its efforts to secure the long-term regeneration of Woolwich and provide excellent leisure facilities for local residents in Woolwich. The Council has been working on this scheme for the last 5 years, following agreement at Cabinet in March 2014. Part of being able to do this is by developing some enabling housing. There will be green spaces and new residential units with a mix of market sale properties and Council homes. The new development will provide at least double the number of Council properties and we know that there is a need for a range of different sizes of homes with a genuine need for some one and two bed homes which I am sure you will appreciate can for example facilitate freeing up larger homes.

## **COUNCIL**

**29 JANUARY 2020**

### **PUBLIC QUESTIONS**

**29 Question from John Edwards, SE18, to Councillor Sizwe James, Cabinet Member for Regeneration and Growth**

Greenwich Labour's 2018 Manifesto states that in the redevelopment of council estates the Council will support the balloting of residents to seek their agreement. The Council is proposing to demolish Troy Court in Woolwich, a council estate of 24 homes for more elderly residents. Will the Council honour its manifesto commitment and commit to balloting the affected residents before it makes any decision to proceed?

**Reply -**

I thank John Edwards for his question.

The Council will undertake consultation with the residents and undertake housing needs assessments with individuals living in Troy Court. Troy Court is not a housing estate of a scale that warrants a ballot as set out in the Mayor's Guidance on Estate Renewal. The Manifesto refers to such estates.

Of course, it is essential that the consultation is handled sensitively and the Council has good experience of this, as has been the case for residents at Sam Manners House. The project design is at an early stage of what is known as the RIBA stage of development and it is too soon to consult with residents on what the final make up of the scheme will be.

## **COUNCIL**

**29 JANUARY 2020**

### **PUBLIC QUESTIONS**

**30 Question from John Edwards, SE18, to Councillor Sizwe James, Cabinet Member for Regeneration and Growth**

The Council is proposing to demolish Troy Court in Woolwich, a council estate for the over 55s. A Cabinet report was published on 21st January with a Cabinet decision to be made on 29th January for the demolition of these homes, no further lettings with immediate effect and steps being taken to rehouse the elderly residents, many with health problems, to allow vacant possession of the site. Can the Council be specific as to what consultation it has undertaken with the affected residents, and explain how this has met the requirement of being fair and meaningful?

**Reply –**

I thank John Edwards for his question.

In respect of ‘being fair and meaningful’ I am satisfied that the Council is absolutely doing this. Residents were informed ahead of the decision to include Troy Court in feasibility work on the leisure centre in January 2019. Further engagement took place in September 2019 and they will again be contacted before Cabinet. It is absolutely right the Council liaises with tenants however it has to do so in a way that doesn’t scaremonger or disrespect their personal circumstances. When and if Cabinet endorse this recommendation, there is a programme of further consultation and individual assessments with residents and their families. It is disappointing that individuals and their circumstances are being used as ‘political football’ and in doing so not only pre-empting what residents may want but also assuming the Council is not sympathetic in its approach to this.

As I have said the project design is at an early stage of what is known as the RIBA stage of development and it is too soon to consult with residents on what the final make up of the scheme will be.