

# Council Assembly

Wednesday 25 November 2020

7.00 pm

Online. This meeting will be livestreamed on Southwark Council's YouTube channel here: <https://www.youtube.com/user/southwarkcouncil>

## Written responses to questions

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**COUNCIL ASSEMBLY**  
**(ORDINARY MEETING)**  
**25 NOVEMBER 2020**  
**DEPUTATION RESPONSES**

**1. QUESTION FROM SACHIN SHAH TO THE CABINET MEMBER FOR LEISURE, ENVIRONMENT AND ROADS**

Does the council member agree that it would be sensible to put low traffic neighbourhoods in place to deal with traffic displaced from The Cut, ie in the roads behind The Cut where the displaced traffic goes, rather than leaving narrow, quiet residential streets that go through legally protected heritage areas as the only remaining available routes between Blackfriars Road and Waterloo Road? The background is around the unprecedented levels of rat running, which have arisen due to the changes to The Cut that have taken place and now are affecting residents in these roads.

**RESPONSE**

The part closure of The Cut to motor traffic is a scheme located on the border between Lambeth and Southwark. This is a TfL experimental scheme being taken forward by Lambeth, and Southwark councils.

The aim of closing part of The Cut is to reduce traffic on this busy high street, which has a significant volume of pedestrians, customers, businesses, public transport passengers, and cyclists as the route forms part of Quietway 14.

This council recently introduced certain experimental measures on the other side of Blackfriars Road to encourage walking and cycling and reduce through driving.

The council has bid for further funding from TfL for additional experimental measures in the Union Street area to further increase walking and cycling and reduce traffic. The measures should be installed in March 2021 to help deter driving through local streets and encourage motor vehicles to stay on the main roads in the area. A dedicated web page will be set up for this scheme, to allow residents to provide feedback and comments, particularly to advise if it has provided positive or negative effects in regards to The Cut scheme. I hope to be able to visit the site in the new year at your convenience.

TfL and both councils are monitoring the closure of The Cut and, due to the experimental nature of the scheme, any simple changes deemed necessary can be made relatively quickly.

Mr Shah's additional comments have been noted and the council will work with TfL to determine any further refinements and improvements to this experimental measure.

If residents would wish to provide feedback or comments on Lambeth's/TfL's scheme on The Cut, these can be sent direct to [highways@southwark.gov.uk](mailto:highways@southwark.gov.uk) where they will be collated and passed on to our Lambeth/TfL colleagues at the regular liaison meetings between the highway authorities. Any urgent safety concerns will of course be passed on immediately.

## **2. QUESTION FROM CLIVE RATES TO THE CABINET MEMBER FOR LEISURE, ENVIRONMENT AND ROADS**

As Southwark are aware, the road closures and restrictions which have been implemented in Dulwich are fundamentally different to those which had been consulted on earlier this year, and don't in our view have the support of the local community. We and other residents groups have made sincere and constructive attempts to put forward workable amendments to the schemes. Please can Southwark confirm that there will be a meaningful and well publicised consultation of affected residents (ie Areas A, B & C as per the consultation earlier this year) on Phase 1 of the Dulwich scheme prior to 17 December this year, being the deadline for objections to the Experimental Traffic Order?

### **RESPONSE**

The council has put together a comprehensive package of monitoring and engagement with the community. This will contain a large amount of measured data and we will be asking anyone who feeds back to us to provide some information on where they live and how they use the streets. This will help us to really understand different people's views and move forward in an informed manner.

Information about the review process and engagement meetings will be set out early in the New Year. This exercise will be carried out over the coming months with an open report on what has been done expected to be presented in the spring. After this we will continue to look and listen as we go through the process of making decisions on the future of the schemes

The 17 December deadline specifically relates to the relevant highways legislation that provides for a statutory 6 month period to lodge formal objections to any experimental trial scheme. We will give equal weight and consideration to any objection and/or comment received after this date, as part of the proposed consultation mentioned above.

**3. QUESTION FROM CASSIE BUCHANAN TO THE DEPUTY LEADER AND CABINET MEMBER FOR CHILDREN, YOUNG PEOPLE AND SCHOOLS**

Does the Council have a comprehensive plan to address gaps in school improvement capacity between schools? And this could include Councillor Ali supporting the new assistant director's approach to working collaboratively with organisations such as the teaching schools and research schools that exist within the borough?

**RESPONSE**

Many thanks for your supplementary question Cassie.

The council has a very strong track record of working with schools to help them improve over the last 10 years with partners in and beyond the borough. I am proud to say that in this time, Southwark schools have moved from the bottom to top quartile of providing Good and Outstanding education, with some schools in the top 10% nationally.

We will continue to work with schools and partners and I'm pleased to say that our current plans are well underway to develop strategic school improvement partnerships further. We very much look forward to working with all our schools including yours to continue to narrow the attainment gap and raise standards and make sure that no one is left behind.

**4. QUESTION FROM DANIEL MERMELSTEIN TO THE LEADER OF THE COUNCIL**

Will the council leader be willing to meet with UBI Lab London representatives and others on a cross party basis to further discuss the benefits to the local community of UBI, how this could be further explored in Southwark, and would he commit to doing this within the next three months?

**RESPONSE**

I would be delighted to meet with UBI Lab to hear more about their proposals early in the new year and have asked my office to arrange a suitable time for a meeting.

**5. QUESTION FROM NICOLE GORDON TO THE LEADER OF THE COUNCIL**

The sustainable recovery in our high streets and places won't happen without intervention and imagination. Will the borough commit to taking a hyperlocal and flexible approach and working with us in order to create new opportunities and protect the distinct character of our neighbourhoods?

**RESPONSE**

Yes, the council is fully committed to work with the borough's Business Improvement Districts, local communities, businesses and many others to ensure the renewal and success of our highstreets, to create new opportunities and protect and enhance the distinct character of our neighbourhoods. We ensure that together we have a strong, shared vision for each town centre and neighbourhood, and clear plans for the things we will do to make them a success.

**COUNCIL ASSEMBLY****(ORDINARY MEETING)****25 NOVEMBER 2020****MEMBERS' QUESTIONS: SUPPLEMENTAL****13. QUESTION TO THE CABINET MEMBER FOR HOUSING FROM COUNCILLOR WILLIAM HOUNGBO**

Why does the cost of scaffolding exceed by 300% the cost of the intended works requiring it, without justification?

**RESPONSE**

Outside of any planned major works programme we operate a responsive and reactive maintenance service and only carry out repairs where issues have been reported and are essential. Due to the height of Devon Mansion buildings it is not possible to undertake roofing inspections and or repairs without the use of scaffolds. The cost of the scaffold is determined by the height, width and amount of boarded platforms required to reach the area of concern, however a pavement licence may also be required should the scaffold need to be erected on a public footway.

A section 20 notice is served based on the costs incurred and depending on the levels of works identified upon erection of the scaffolding an additional works pro forma is served to inform residents of the increase to the repairing cost. In many instances the cost of the scaffold required will be higher than the level of works required to resolve ongoing repair issues.

Section 20 notices have been served under the below works orders within the last 12 months at Devon mansions.

455-475 Devon Mansions – cost of scaffold £3652, cost of works £385  
387-405 Devon Mansions – cost of scaffold £5661, cost of works £2200  
455-475 Devon Mansions – cost of scaffold £5590, cost of works £357  
476-489 Devon Mansions – cost of scaffold £3379, works in progress  
15-28 Devon Mansions – cost of scaffold £2528, cost of works £935

There is now a major works contract currently on site. Additional fire safety works have been identified which will utilise the scaffolding and these are currently being priced.