

FEEDBACK ON PREVIOUS MEETING / MATTERS ARISING
WALTHAMSTOW WEST COMMUNITY COUNCIL 17 JANUARY 2005.

1) **K Lord** requested that the Age Discrimination consultation document be given to all day-care centres.

Response: Phil Williams, Scrutiny Officer, Chief Executive's Department

I wish to confirm that letters, consultation documents and pre-paid envelopes have been sent to the managers of all Waltham Forest Day Care centers.

2) **K Lord** raised concerns surrounding Item 3 of the feedback sheet regarding the recruitment of social workers. He challenged that answer and requested a fuller response with details regarding the strategic level Project Board, including details of those on the Board, what are the remit, aims and objectives of that board? He was worried that the possible privatisation of care homes, closure of day-care centres and reductions in care at home services would seriously impact upon vulnerable elderly people in the community. He requested more information on plans for centres and possible cuts to the service and details of other options considered.

Response: John Wiltshire Head of Older Person's Services, Social Services.

The Project Board about the future of in-house care homes is chaired by Mimi Konigsberg (Executive Director; Community Services) and involves senior, corporate representatives from the Council and also Sally Gorham (Chief Executive Waltham Forest Primary Care Trust). The report by external consultants on the future needs and broad options (not specific or detailed proposals) will be considered by the Board during June. At present the Cabinet forward plan notes this for September Cabinet, subject to review.

Cabinet on 17th May agreed the closure of the Walton House day service after a consultation period and an Extra-ordinary Council meeting.

The Council's Medium Term Financial Strategy (2005/08) involves significant reductions in the Older Peoples Service budget and reductions in purchasing budgets for care placements and for support at home (mostly home care) are part of this approach. This is part of the Council's determination to invest appropriately in service for children and families.

Wherever possible we will try to make older peoples services more efficient, especially through modernisation, as a way of achieving these efficiencies. At present there are demand pressures that we are monitoring closely to ensure that the effect of resource reductions does not disrupt older people in high need.

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3) Cllr Meiszner noted that Item 5 indicated that there was no law regarding the feeding of birds, however, we have signs indicating that it is an offence and that people in other boroughs have been fined for just such an offence.

D Spiro noted that this borough as yet might not have passed a by-law to this effect.

Response: Alison Cockerill, Acting Section Manager, Public Health

London Borough of Westminster did prosecute someone for feeding birds in a public place. My understanding is that they did it under the littering laws - treating the throwing down of bread as litter and prosecuting under s92 of the Environmental Protection Act 1990 with a fixed penalty notice. Litter notices are dealt with by Street Services under the Highways section if the littering is occurring in a public place. Wandsworth Council also prosecuted Railtrack for allowing pigeons to roost in their bridge causing mess on the footpath thereby causing a public nuisance.

Environmental Health (Community Protection) would be involved in situations such as the Wandsworth case but if it was more a problem caused by littering (i.e., feeding pigeons) then that would be Street Services responsibility.

With regard to prosecution by other Local Authorities, these would have been under 'litter dropped on public highway' legislation.

Response: Martina Gray, Group Manager Waste Management

In response to the enquiry regarding fixed penalty notices, I can confirm that these are issued by staff within Street Services for littering offences. The problem with food being left for pigeons would be identifying the culprits at the time of the offence and gathering sufficient evidence.

Fines are currently issued where we could prove in Court (beyond all reasonable doubt) that the offence had been committed. For this type of offence, we would need to catch the residents red-handed (before the food was actually eaten by the pigeons), obtain their name and address and preferably have some form of photographic evidence to support the case. If a resident is unwilling to provide their name and address, there is very little that we can do.

4) G Whittingham highlighted the situation in Coppermill Lane with poor lighting creating a hazard for pedestrians and cyclists. He requested that the WWCC put its full support behind the council in its endeavours to light the area better.

P Herlihy requested more information to come to the next meeting.

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Response: Gina Harkell, Senior Transport Officer, Environmental Services

We have been allocated £100,000 by Transport for London to provide electricity and lighting for Coppermill Lane. Works are currently being carried out; the electricity cables were laid in March, the columns in April and the project completed at the beginning of June 05.

After the ducting went in March, consultation took place with various interested parties on the issue of the lighting itself. The Lea Valley Park Authority did not express a view either way on the matter, the local London Cycling Campaign were in favour of the scheme, two residents of Waterside expressed support but no other comments were received from other residents. English Nature did not oppose the scheme, as the road does not go through a Site of Special Scientific Interest. Those in favour of the scheme wanted to improve security along the route and to be able to see where they were cycling and walking.

Opposition was expressed by the Walthamstow and Leabridge Marsh Users Forum at a meeting on 4th May. Opposition centred on the lighting of a rural route and its impact on the environment and the level of light pollution. A report was written by myself providing full details of the scheme and consultation process for Councillor David Blunt, Portfolio Holder for the Environment and the go-ahead for the installation of lighting columns was given by him on 17th May. The lighting columns use 42-watt bulbs and are as minimal as can be provided according to European Union regulations on the lighting of environmentally sensitive areas.

5) I Capes presented a petition on behalf of a 58 residents in this area. They are concerned about excessive speed and wrong-way driving in the area and the risks that this poses to local residents, particularly children and families. The petition requested that the council review the worsening traffic problems and implement adequate measures to reduce speed and prevent drivers from ignoring the one-way restriction. Mr Capes thanked Cllr S Wright for his assistance and also that of Mr J Greenhalgh.

The petition was accepted by the Community Chair on behalf of the WWCC to be forwarded to the London Borough of Waltham Forest. Philip Herlihy requested a response from council officers.

Response: Alan Campbell Senior Project Officer, Environmental Services

I have received a copy of the petition and accompanying letter and have written to the lead petitioner and Ian Capes. This is my response (dated February 05):

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The Council has a responsibility to reduce personal injury accidents. Transport for London, through funding, supports schemes aimed at accident reduction. These schemes usually take the form of either Local Safety Schemes or 20mph Zones.

Fortunately the Northcote Road area has not experienced a high level of personal injury accidents therefore it does not qualify for funding either for a Local Safety Scheme or 20mph Zone. However Transport for London have other initiatives that they support through funding. One of these initiatives is Safer Routes to School.

Mission Grove, Stoneydown and St. Patrick's Schools have all been earmarked for Safer Routes to School Initiatives in 2005/6. All these schools are close to Northcote Road and the fast moving rat-running traffic complained of in the letter heading the petition. In order for a Safer Route to School scheme to proceed the associated school has first to produce a Travel Plan. It then identifies problems in traveling to and from school and possible solutions.

These schools will have their own ideas on how to make it safer for their students to travel to the school but the most cost effective way of improving safety may be to pool the funding earmarked for all the schools and make road safety improvements in the whole area surrounding the schools. This is only an idea at present but we will be working closely with the schools in order to achieve the best result for the schools and the surrounding residential area.

In the meantime the speed and volume of traffic in the local roads will be monitored. The letter accompanying the petition also states that there are confusing road signs at the entrance to Maude Terrace. I have arranged for the site to be inspected and any anomalies corrected.

Mr Capes has been attending the meetings I have been having with the head teachers of the 3 schools involved in the safer routes to school scheme and is therefore well aware of the proposed road safety measures that are being progressed.

6) K Lord expressed major concerns over proposed changes to the Council's constitution. He drew attention to the green sheet in the agenda where he highlighted an oral submission to the governance committee relating to the apparent restriction of public-speaking rights at Full Council. His viewpoint was that residents have the right to make representations at all levels of democracy, including Cabinet. He contended that any person should be able to speak at Full Council and that the report did not concur with guidance from the Office of the Deputy Prime Minister.

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Response: Claire Witney, Interim Head of Community Councils, Chief Executive's Office.

There have been no requests made to change the Council's Constitution on public speaking rights at full council, in relation to Community Councils. The six-month review of Community Councils last year highlighted that Community Councils would benefit from a mechanism that would allow the meetings to report their decisions to Cabinet. Currently there are no speaking rights at Cabinet as such although the Chair as with other meetings has the discretion to allow this. Permission to speak is normally given where the representations were relevant to the matters being considered by the Cabinet. The current proposals only add to these rights.

7) A resident noted that the local Christian Life Mission created large problems in the area with traffic and parking, not only on Sundays, but also throughout the week. On New Years Eve traffic was parked up until 2 am. He asked what was to be done?

Cllr Belam noted that the church had been there for seven years and had planning permission to stay. Cars were meant to park on the industrial estate.

Response: Ian Ansell, Planning Officer, Environmental Services.

I have spoken to Mr. Miller since the meeting and been in contact with Councillor Bob Belam. The Christian Life Centre's temporary planning permission has expired and they are looking at options for the future, including relocation, in consultation with officers. Officers are aware of resident's complaints about vehicle parking on local roads which has increased since license agreements to use car parks in nearby industrial areas expired; the situation is being kept under review as part of our consideration of the main issues surrounding the use. I have had further discussions with all parties since the last meeting. Further complaints have been received from residents and these are being investigated.

Stoneydown Park area – traffic concerns and update.

8) A Resident in the Pretoria Rd area mentioned that they felt abandoned and were surprised that more serious accidents had not occurred in the area. Another **resident** highlighted the blind spot apparent at the intersection of Pretoria Avenue and Mission Grove and recommended double-yellow lines for the corner.

Response: Dawn Young, Accident Prevention Officer, Community Safety

As promised at the last meeting the zigzag markings have been repainted. New signs have been put up asking people not to park there. There are also new 'school warning' signs on bright yellow backgrounds.

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The area where the resident feels abandoned is about to have £190,000.00 spent on it. The schools have got underway with their travel plans, Stonydown has already written a first draft, as have Mission Grove, St Patrick's are almost there. This is all in the hands of the School travel plan advisor Safia Ishfaq (EduAction) They are all working closely with Alan Campbell (Traffic Engineer) and have regular meetings.

The scheme once fully designed, will go to public consultation, then out to contract and the money must be spent within in the financial year that starts on the 1st April 2006. As was mentioned at the last meeting: the area HAS been looked at before when the road closure happened, however it was taken out due to public pressure.

The concerns over the junction of Mission Grove and Pretoria Ave are being addressed within the scheme. In addition to this Alan will be looking at the site in view of improving safety. We are aware that there is a problem with the junction. It was highlighted last year and went into our BSP bid to Transport For London, however they did not allow us the funds.

9) Update on Blackhorse Lane regeneration plans

At the January meeting of the Community Council, Matthew Nimmo from Regenfirst presented initial plans from the Council for the regeneration of Blackhorse Lane and the surrounding area over the next five to ten years.

The initial proposals were published in a consultation booklet in December last year. We had an excellent response from local people to the consultation booklet. In total, over 400 individuals completed the postcard questionnaire or sent in their comments. We also talked face to face to over 700 people at a wide range of community events and activities (including the Community Council meeting).

In general, local people were very positive about the initial ideas in the consultation booklet. Some of the main points that lots of people made were:

- The proposal to create new homes, shops and cafes/bars around Blackhorse Road Station was very popular and people made a lot of helpful suggestions, for example for improvements to the crossings, for the types of shops they would like to see and for more greenery.
- There was very strong support for making it easier to walk or cycle to the Lee Valley Park, but people also wanted more things to do on the marshes or reservoirs. A lot of residents also told us that the existing

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parks and green spaces should be better managed and maintained and that the whole area could do with more greenery.

- A lot of comments were received suggesting more community venues and activities, particularly for teenagers.
- Transport and traffic issues are very important to local people, with concerns expressed about bus services, road safety and parking.

You can read more about the issues local people raised on the Blackhorse Lane web pages at www.lbwf.gov.uk/blackhorselane.

We are now working to develop detailed plans for the area taking into account all of the views expressed by local people including the comments made at the Community Council meeting. We expect the detailed plans to be ready by late spring/early summer at which point there will be an exhibition and a further opportunity for local people to make comments. We will be very pleased to present the more detailed plans at a future Community Council meeting.

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