

EALING COUNCIL

WRITTEN COUNCIL QUESTIONS: 11 JULY 2023

Deputy Leader and Lead Member for Climate Action

From	Question 1	Lead Officer												
Cllr Gary Busuttil	How many potholes were repaired and what was the cost of those repairs, for each of the years 2020/2021 to 2022/23?	Earl McKenzie / Eugene Minogue / Tony Singh												
<table border="1"><thead><tr><th>Financial year</th><th>Costs</th><th>Number of potholes</th></tr></thead><tbody><tr><td>2020/2021</td><td>£465,479.90</td><td>3,489</td></tr><tr><td>2021/2022</td><td>£388,694.98</td><td>3,739</td></tr><tr><td>2022/2023</td><td>£315,695.42</td><td>2,896</td></tr></tbody></table>			Financial year	Costs	Number of potholes	2020/2021	£465,479.90	3,489	2021/2022	£388,694.98	3,739	2022/2023	£315,695.42	2,896
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Repair of potholes is often just a temporary fix and in most cases it makes more sense to fully resurface our roads where we can. This is why we have committed to spending £25m of our own money on resurfacing roads and footpaths over the four year period of this administration, with almost £8 already spent in the last year. This is a huge investment which will address potholes across whole roads rather than in a piecemeal fashion, while also preventing potholes arising in the first place.

Central government funds pothole repairs for the rest of the country but unfortunately London has been exempted from this funding. Although London boroughs are responsible for 95% of the road network in the capital, we receive no funding for the upkeep of our road network, in contrast to boroughs in the rest of the country, including those in combined authorities. I have recently raised this issue, on behalf of London Councils, with the minister responsible for roads.

From	Question 2	Lead Officer
Cllr Andrew Steed	Please confirm what pesticides are used for the clearance of roadside/pavement vegetation?	Earl McKenzie

There are two ways of ensuring we clear roadside vegetation in a way that does the least damage to our environment whilst also addressing resident aspirations for tidy and well maintained roads and pavements. The first is to reduce the quantity of any product used and the second is to seek to ensure that product is not harmful to the environment. Ealing is doing both of these things. Spray systems create a drift and can often miss the weed, resulting in twice the amount of chemicals needing to be used. We therefore use a droplet delivery system instead, which targets the weed directly and reduces the amount of product needed by half. We also use Nomix Hillite instead of more harmful chemicals. Nomix Hillite is non-irritant and animal friendly and has a lower dosage of active ingredients per use compared to other conventional herbicides. Our approach has already resulted in a 40% reduction in our use of pesticides this year through changes to application frequency and targeting of appropriate herbicide spraying locations.

From	Question 3	Lead Officer
Cllr Andrew Steed	Are there targets for the clearance of green bags after road/pavement deep cleans? Too often residents rightly complain that bags are left, seemingly forgotten.	Earl McKenzie
<p>The contract standard is that green bags should be removed on the day of cleansing. Where this does not happen, officers work with Greener Ealing to ensure improvement. This does not apply to bag clearance during the leaf fall season, when additional time is allowed considering the high volume of sacks generated. Residents can let us know if green bags have been missed using the Lovecleanerstreets app. If Cllr Steed is aware of any hot spots he can also let me know directly.</p>		

From	Question 4	Lead Officer
Cllr Connie Hersch	Can the portfolio holder describe the detailed criteria for deciding which rat runs deserve transport schemes. This refers to the answer given to Cllr Ball's question from last month. Which rat runs are currently in the planning for transport schemes in 2023/24.	Eugene Minogue / Tony Singh
<p>After a significant period of consultation with local residents and stakeholders, we adopted the Travel in Ealing (TiE) Charter at Cabinet on 14 June. The TiE is all about working with local people to bring forward sustainable transport schemes based on good data and local engagement. We published our data strategy alongside the TiE so that we could be fully transparent about how schemes are prioritised.</p> <p>As a council, our aims are to reduce injuries on our roads, in alignment with the mayor's Vision Zero approach, and to encourage modal shift so that more residents are choosing active travel and public transport to get around the borough. Schemes that address</p>		

these aims are prioritised, and such schemes may also attract external funding from TfL or DfT, for example. so that they are deliverable.

The data strategy that sits alongside the TiE includes the following evidence of need for interventions:

- Resident complaints
- Traffic data (volumes, speeds etc) / Bus Routes
- Cycling Data (volumes, propensity to walk) / Climate Risk
- Walking volumes data / Collision data / proximity to schools
- Vulnerable population % / Income deprivation
- Healthy streets index / Air Quality

The TiE and the data strategy agreed at April cabinet can be found here - [Agenda for Cabinet on Wednesday, 14 June 2023, 5.00 pm \(moderngov.co.uk\)](https://www.moderngov.co.uk/Agenda-for-Cabinet-on-Wednesday-14-June-2023-5.00-pm)

From	Question 5	Lead Officer
Cllr Athena Zissimos	Will the Council consider speed reductions measures on Woodfield Road?	Eugene Minogue / Tony Singh
<p>There are already traffic calming measures on Woodfield Road, with speed cushions either side of a zebra crossing near St Gregory’s Catholic Primary School .</p> <p>The road traffic accident rate for Woodfield Road is very low, with 2 recorded accidents in the past 10 years, and no reported accidents in the past 5 years. I have asked officers to add Woodfield Road to the traffic speed survey list in order to determine the severity of the issue. Following that survey, it will be prioritised accordingly and in line with our approach across the borough.</p>		

From	Question 6	Lead Officer
Cllr Anthony Young	Would the Council arrange an on-site meeting between local residents and representatives from the Council housing, insurance and trees sections to progress the long-standing problem of the lime tree at 21 Waldeck Road? The tree is overgrown and has caused damage to the adjacent garden wall.	Dale Mortimer
<p>It is not possible to make a decision regarding the future of this tree until the wall has been dismantled, and the root system exposed.</p> <p>The large, mature, healthy Lime tree in the rear garden of 21 Waldeck Road, provides huge benefit locally and is very much appreciated by all of the tenants at number 21. During a recent site visit, those residents all expressed their concern that the tree might be removed.</p> <p>The council would allow the removal of this valuable tree only if there is no alternative engineering solution. The nature and cause of the damage to the wall is not necessarily clear: there is a historic lean and the wall is grossly distorted in part near the tree but most significantly some distance from the tree. Therefore, much of the distortion may be unrelated to this particular tree.</p> <p>The Tree Service Manager will continue to engage with residents and advise on the most suitable course of action.</p>		

Questions for the Lead Member for Inclusive Economy

From	Question 7	Lead Officer
Cllr Athena Zissimos	Why does the Council not have a specific form for those that receive attendance allowance and are seeking a council tax reduction that they are automatically entitled to and have to fill out a general form for a council tax reduction which is mostly not applicable and causes confusion and ultimately people not receiving a reduction they are entitled to, as the process is deemed too complicated.	Alison Reynolds
<p>The Council does not administer Attendance Allowance and therefore it does not have any influence over the process of making applications for this benefit. Attendance Allowance is administered by the Department of Work and Pensions and is paid to those who reached pensionable age and have a disability regardless of their levels of income.</p> <p>Unlike Council Tax Reduction (CTR) for working age people, Council Tax Reduction for pensioners is a national scheme which is means tested .The entitlement to Council Tax Reduction for pensioners is calculated according to a formula set by the Government, and the council’s role is simply an administrative one.</p> <p>Attendance Allowance does not automatically passport individuals for CTR, and it is possible that someone can be in receipt of Attendance Allowance but they will not be entitled to CTR because their income is too high to qualify.</p> <p>A wide range of support is available in borough for those who find it difficult to make applications. Residents can receive support with their applications:</p> <ul style="list-style-type: none"> • by telephoning Ealing Customer Service Centre • by attending one of the Community Hubs based in libraries in Ealing, Acton, Northolt or Southall • with help from voluntary sector, i.e. Ealing Advice Service • those who are receiving care can also contact Ealing’s Community Benefits team who can assist with all benefit applications • by contacting Local Welfare Assistance who can provide advice on benefits entitlement including discretionary funds. 		

From	Question 8	Lead Officer
Cllr Jon Ball	Which charities and local businesses have expressed an interest in taking space in PH and what is the forecasts on a quarterly basis going forward for the next 2 years when will all the space in PH be filled and what is the projected rental income going forward?	Amanda Askham

Following the decision in April that the council would not be progressing with the redevelopment of the Perceval House site, we have started several pieces of work to identify options for a retrofit of the building and surrounding public realm. Engagement work has started with staff to design workspace across the borough, including Perceval House, and a team is working on retrofit proposals with a focus on environmental sustainability and becoming a carbon neutral council by 2030.

We are also working with charities, local businesses, the voluntary sector and public sector partners to gather views on how we might use any floors of Perceval House which are not required for use by the council. Partners, such as Health services, have been keen to discuss the potential for multi-disciplinary collaboration space as well as dedicated space for their own teams, and we are working closely with the business community to consider space for small and medium enterprises across the borough. This work is in initial stages and formal expressions of interest have not been invited.

A range of engagement activities will be used over summer and autumn to gather ideas and interest. Depending on what comes out of these engagement activities, we hope that firm expressions of interest and spatial design will start towards the end of this calendar year or early in 2024. Phasing of the retrofit and occupancy, financial business case (including projected income) and proposed mix of use will be developed for approval by the end of 2023.