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DATE: 4 November 2021

## **ECS PDS—17<sup>th</sup> November 2021**

### Written Questions from the Public

#### 1) Question from Maria Evans:

Regarding the cycle lane on Crofton Road - can you let me know what action is going to be taken about the dangerous zebra crossing that has been located far too close to Allington Road junction before an accident happens?

#### Reply:

The whole scheme has been subject to a post completion Road Safety Audit which did not identify your concerns as a safety issue. It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process. When problems are raised the Client, in this case LBB, are obligated to respond as to how they propose to address the concerns raised.

#### 2) Question from Marc Inzani

Why have you so narrowed the road by Orpington station such that traffic can no longer so easily get past buses at the bus stop (often standing for a considerable period) on the side coming up the hill? It's made congestion much worse. It needs to be remedied.

#### Reply:

It is accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council have met with TfL and the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

#### 3) Question from Joe Lewis:

As a resident of Crofton Road, despite being a cyclist myself I cannot comprehend how this cycle path was approved. Can you at least look into the dangerous situation at the bus stop opposite Orpington station? I see near misses every day as buses stop and cars try to overtake.

Reply:

Firstly, it is important to point out that this scheme was recommended for approval by Council Committee on three occasions, in July 2017 the principle of the project was endorsed and in November 2018 and December 2018 the design of the scheme was endorsed and was subject to two public information events in September 2019 with letters sent to the residents of Crofton Road and the adjacent streets inviting them to attend. The results of the subsequent public consultation exercise showed that the vast majority were in favour.

It is accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council have met with TfL and the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

4) Question from Cathy Macpherson:

Why has the cycle path been constructed so that buses cannot pass at Orpington station as it is causing chaos?

Reply:

It is accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council have met with TfL and the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

5) Question from Catherine Crabtree

Thank you for the cycle lane which my family use regularly. Much of the traffic congestion around Orpington station is caused by buses either parking whilst waiting for a shift-change in drivers, or breaking down. Do you have suggestions to address this?

Reply:

It is accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council have met with TfL and the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

6) Question from Robert French

How do you justify the huge cost of redesigning Crofton Road in favour of a cycle path that is very rarely used with the resulting narrowing in road layout to the absolute minimum approaching Orpington station making this an extremely dangerous stretch of road for drivers and pedestrians alike?

Reply:

Firstly, it is important to point out that this scheme was recommended for approval by Council Committee on three occasions, in July 2017 the principle of the project was endorsed and in November 2018 and December 2018 the design of the scheme was endorsed and was subject to two public information events in September 2019 with letters sent to the residents of Crofton Road and the adjacent streets inviting them to attend. The results of the subsequent public consultation exercise showed that the vast majority were in favour.

This is a walking and pedestrian scheme. Orpington Station and local schools generate significant road traffic traveling very short distances that could potentially be replaced by walking and cycling if residents felt safe to use those modes of transport. Numbers of car journeys have increased across the borough in recent years leading to increased congestion. If some residents then decide to make those shorter journeys by foot or cycle, other residents should then see less congestion or at least a reduced rate in increase of congestion as the road capacity has not been reduced.

As the project has only recently been completed, including the carriageway resurfacing and remarking, it will take a bit of time for usage to grow and it also needs to be recognised that time of year will have a negative impact on the potential market as will the numbers of people still working from home and not commuting into London, for example.

It is accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council have met with TfL and the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

7) Question from David Keegan:

Why are buses at the two Crofton Road (A232) by Orpington Station bus stops allowed extended stopping times/change of driver procedures now the A232 has been narrowed for the new cycle path? What will you do to address the new traffic flow/safety issues that have resulted?

Reply:

It is accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council have met with TfL and the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

8) Question from Peter Burton:

Can the Council take the time to re-examine the safety of road changes in Crofton Road. In particular, the size of the cycle lane changes and the resultant impact on traffic and pedestrians which is dangerous, especially when one looks at the actual number of cyclists using the new routes.

Reply:

The whole scheme was subject to two Road Safety Audits during the design phase and has been subject to a post completion Road Safety Audit and has identified a number of issues, as would be expected for a scheme of this size but not in the way you have described. When problems are raised the Client, in this case LBB, are obligated to respond as to how they propose to address the concerns raised and these have all now been dealt with.

It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process.

A further Road Safety Audit will take place once 12 months of injury collision data is available to establish whether there have been any changes in the number of personal injury collisions since the project was completed.

As the project has only recently been completed, including the carriageway resurfacing and remarking it will take a bit of time for usage to grow and it also needs to be recognised that time of year will have a negative impact on the potential market as will the numbers of people still working from home and not commuting into London, for example.

9) Question from Peter Burton:

In Crofton Road the bus stop kerb edge and paving has been moved more to the carriageway centre by about 6-8 feet, to provide the cycle paths and thus narrowing the road width and causing jams when buses are stopped. Can this be changed?

Reply:

The only location where the carriageway was significantly narrowed is at the bus stop near to Orpington Station. Having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council have met with TfL and the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

10) Question from Rosemary Weight:

Why do the buses have to change drivers at Orpington Station as this causes many traffic problems especially when the bus stop opposite has one, two or even three buses there at the

same time. It is impossible to pass the buses in either direction without having a head on collision with traffic in either direction.

Reply:

The changing of drivers is an operational requirement and where and when that is done is a matter for TfL and the respective operators. It is, however, accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council have met with TfL and the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

11) Question from John Weight:

Is the situation created outside Orpington Station believed safe. The area is now a complete rush hour nightmare. Buses at the uphill stop cannot be passed causing tailbacks on a prime route for ambulances. Downhill stop is a bus driver change site preventing exiters from the station seeing oncoming traffic

Reply:

It is accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council have met with TfL and the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

The whole scheme has been subject to two Road Safety Audits during the design phase and a post completion Road Safety Audit which has identified a number of issues, as would be expected for a scheme of this size but not the bus stop issue as the Auditors have been made aware that the current situation is under review as described above.

It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process.

A further Road Safety Audit will take place once 12 months of injury collision data is available to establish whether there have been any changes in the number of personal injury collisions since the project was completed.

With regards to the exit from the Station, this situation existed prior to the recently completed scheme. This issue has been looked at previously by the Council and the provision of a bus lay-by was investigated but due to the high cost of having to divert BT fibreoptic cables, plus the need for land from the Station forecourt, it was not progressed.

12) Question from Jenny McCarthy:

Did the Council consider the dangerous positioning of the crossings at Newstead Avenue and opposite Allington Road - both over the brow of the hill and congestion caused by buses waiting, often in twos, at the station. Do you have the numbers of bikes parked at the station each day?

Reply:

The whole scheme has been subject to two Road Safety Audits during the design phase and a post completion Road Safety Audit which has identified a number of issues, as would be expected for a scheme of this size, but not the concerns you have raised. When problems are raised the Client, in this case LBB, are obligated to respond as to how they propose to address the concerns raised and these have all now been dealt with.

It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process.

A further Road Safety Audit will take place once 12 months of injury collision data is available to establish whether there have been any changes in the number of personal injury collisions since the project was completed.

It is acknowledged that the number of bikes parking at the Station is still significantly less than before the Pandemic and has remained low because of the numbers of people continuing to work from home and the time of year, which has also impacted upon usage of the cycle route. Also, because the new facility has only recently been completed it does take time for such things to bed in.

13) Question from Natasha Charles Lewis:

As a resident of Crofton Road, can you investigate why your contractor, when making "good" after the pavement changes, raised the lip of my drive so high with concrete that my car is scraped beneath every time I drive onto my property from the road.

Reply:

The contract includes a 2-year maintenance period during which time any defects will be rectified. Discussions are underway with our contractor to resolve the issue with your driveway.

14) Question from Martin Zissell:

Will funds stretch to providing Traffic Wardens to supervise traffic at peak times during the Winter?

It is anticipated that there will be accidents passing cycle racks in the Station Yard, where the tree line has reduced the road width, & slow traffic moving uphill attempts to pass one or two stationary buses, as pupils emerge & a stream of traffic hurtles downhill.

*N.B. Am referring to the section of Crofton Road running past the new tree line & bus stop, parallel to the cycle racks in the Station entrance, just before railway bridge, with Renault Motors & bus stop opposite.*

Reply:

Parking Attendants (Traffic Wardens) don't marshal or supervise traffic on the public highway and any obstructions within the Station forecourt (yard) which is the responsibility of Southeastern who deploy their own staff. That said our Parking Attendants have been made aware of the need to carry out increased patrols of this area of Crofton Road to ensure that any illegal parking does not interfere with the flow of traffic or create a safety issue.

15) Question from David Savage:

Why have pedestrian islands in some places been removed? Will they be reinstated.

Reply:

Due to width constraints and in order to accommodate the cycle lanes, refuges were removed although a number of these were sub-standard and have been replaced by a number of new zebra and parallel crossings which provide better and safer pedestrian facilities.

16) Question from Naima Wolf:

Should an investigation be undertaken to find out if anybody had a vested interest or personal agenda for implementing this scheme in spite of local objections especially as it has recently come to light (ref: Newshopper Oct 20th) that a TfL Director will shortly be leaving TfL after being compromised?

Reply:

Local Councillors declare their interests at meetings and there is a register of interests on the Council website. Depending on the level of any interest the Councillor can be excluded from the meeting making the decision. The decision making for this scheme followed the guidance of probity in decision making. There is a Council Standards Committee which can investigate any detailed allegations concerning standard in public office.

Firstly, it is important to point out that this scheme was recommended for approval by Council Committee on three occasions, in July 2017 the principle of the project was endorsed and in November 2018 and December 2018 the design of the scheme was endorsed and was subject to two public information events in September 2019 with letters sent to the residents of Crofton Road and the adjacent streets inviting them to attend. The results of the subsequent public consultation exercise showed that the vast majority were in favour. The implementation of this scheme therefore involved many different Cllrs and was endorsed by the public consultation.

The Council does not see any connection of this decision to the report you reference.

17) Question from Barrie Bishop:

Usual average speed 45mph at Allington crossing. Some at 70mph (measured). From the hill top, Newstead crossing is then 25m beyond least stopping distance (worse on hills). Allington crossing within it. Please provide average speed cameras York Rise to Crofton Lane. Or write stating why not and who says so.

Reply:

I would be very interested to know how this data was obtained and what sort of equipment was used, when it was carried out and over what period of time?

Two speed surveys were carried out in July 2019, prior to the commencement of the project, which resulted in 85th percentile speeds of 34.7mph (westbound) and 33.9mph (eastbound) and 34.3mph (westbound) and 35.3mph (eastbound), all within the accepted standard for a 30mph speed limit. Now that the scheme has been completed further speed surveys will take place and in July 2022 although it is expected that the narrowing of the carriageway as a result of the introduction of the cycle lanes, zebra crossings and parallel crossing will see a reduction in speeds.

TfL have criteria for the introduction of speed cameras this is not a Bromley decision.

#### 18) Question from Naima Wolf:

The Crofton Road Scheme. Why was the scheme carried out in spite of strong objections? Why was no thought given as to who it really benefited and who it inconvenienced? Why was money wasted on road markings only for this work to be redone again when they 'suddenly realised' the road needed resurfacing again?

#### Reply:

Firstly, it is important to point out that this scheme was recommended for approval by Council Committee on three occasions, in July 2017 the principle of the project was endorsed and in November 2018 and December 2018 the design of the scheme was endorsed and was subject to two public information events in September 2019 with letters sent to the residents of Crofton Road and the adjacent streets inviting them to attend. The results of the subsequent public consultation exercise showed that the vast majority were in favour.

A number of residents had contacted the Council with concerns over safety when the kerb lines were adjusted as the lane markings were not considered correct. Consequently road markings were painted as the scheme progressed although resurfacing of the road was always intended to follow the other changes. Due to TfL's funding difficulties we did not have a precise date at that time as to when the resurfacing would take place it was necessary to mark the lanes etc., this being a key part of the project. Whilst it is accepted that their life span turned out to be quite short, the financial outlay was only very small. This was not an oversight

#### 19) Question from Vincent Wolf:

No transparent consultation with local residents was effected. High expenditure on paving, drives and trees not given to adjacent roads which suffer from scheme. Lack of use by cyclists & duplicate expenditure . It appears the councils energy and financing has gone into the above and not the local area. Why?

#### Reply:

Firstly, it is important to point out that this scheme was recommended for approval by Council Committee on three occasions, in July 2017 the principle of the project was endorsed and in November 2018 and December 2018 the design of the scheme was endorsed and was subject to two public information events in September 2019 with letters sent to the residents of Crofton Road and the adjacent streets inviting them to attend. The results of the subsequent public consultation exercise showed that the vast majority were in favour.

Funding was allocated to this scheme by TfL. The funding requirements for other roads will be considered on the usual basis by the Council. Requests for tree planting can be made to the Council

[https://www.bromley.gov.uk/info/508/trees/1188/tree\\_planting](https://www.bromley.gov.uk/info/508/trees/1188/tree_planting)

20) Question from Stuart Mayer:

The Crofton cycle scheme has worsened congestion at Orpington Station as the carriageway width and poor sight lines no longer allow for stationary busses to be safely passed going up the hill, causing long tailbacks that make it impossible for lorries/busses to pass under the railway bridge. This is having an impact on response times for emergency vehicles - particularly those travelling to Princess Royal University Hospital. What plans do the committee have to alleviate this newly created problem?

Reply:

It is accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result and only came to light after the completion of this section. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council have met with TfL and the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

21) Question from Jennie Tan:

Why did LB Bromley ignore the observations of local residents (the steep hill; capped travelcards for commuters) when planning the scheme? It appears the planners & councillors had no idea of the geography of the area, experience in cycling (it is popular in flat areas not steep hills).

Reply:

Firstly, it is important to point out that this scheme was recommended for approval by Council Committee on three occasions, in July 2017 the principle of the project was endorsed and in November 2018 and December 2018 the design of the scheme was endorsed and was subject to two public information events in September 2019 with letters sent to the residents of Crofton Road and the adjacent streets inviting them to attend. The results of the subsequent public consultation exercise showed that the vast majority were in favour.

We are fully aware of the topography of the section of the route between the Station and just to the west of Newstead Avenue. Cyclists cycling uphill are more likely to feel unsafe, consequently that section of the cycle lane is most segregated from vehicles. Plus the advent and increasing popularity of electric bikes means that such issues will become less of a problem although there are already a number of cyclists using this with non-powered bikes as they did before when using the main carriageway.

22) Question from Jennie Tan:

Why does the cycle scheme finish in the middle of no-where (i.e. the mini roundabout) and not go between two destinations? The scheme is so short it is of no use the commuters residents it is meant to serve (most of whom either walk or take the bus).

Reply:

The cycle route was always expected to progress in several phases. Other phases may follow. Cycle routes like car routes do expect to see users join and leave at different locations depending on their destination. The side roads are quieter and individually see less users. The cycle route concentrates on providing facilities on the main road Crofton Road. The current finish points are Orpington Station at one end and Crofton Avenue at the other end, not the mini roundabout. Crofton Avenue provides access to Darrick Wood Schools and Petts Wood can be access from Crofton Lane.

Please note that the scheme has been introduced to improve travel by pedestrians and bus users as well as cyclists.

23) Question from Trevor Wood:

Why did LBB approve the planning permission required to double the size of Orpington station's car park only to then try to encourage commuters to cycle to the station by spending a large sum of money installing a cycle lane? This doesn't make sense. (Crofton Road)

Reply:

The Council is supportive of residents having the choice of driving, travelling by bus, walking or cycling to Orpington Station. The Council was pleased to see the Network rail application for the larger car park as it reduced the annoyance local residents experience from parking in the side roads close to the station.

24) Question from Trevor Wood:

Will an assessment be made in the future as to whether the scheme has been a success or failure (and if so when). The number of bicycles parked at the station never reaches double figures - this is exactly the same as before the scheme was installed (Crofton Road)

Reply:

Prior to the Pandemic the numbers of cycles parked in the main hub regularly exceeded 20 and was growing. Obviously the collapse in commuting had a huge impact so it is not a fair comparison. Yes, a review is proposed to take place in late Spring/early Summer as this would have given sufficient time for the route to have bedded in, seasonally more people are likely to be cycling for a number of different purposes and more workers are likely to have returned to the office.

Please note that the scheme has been introduced to improve travel by pedestrians and bus users as well as cyclists.

25) Question from VEH Wood:

Why has health and safety ignored? For example, zebra crossings were kept open whilst surrounded by yellow barriers making it extremely dangerous for pedestrians and the central island on the Pound court Drive zebra crossing been removed leading to vehicles overtaking along Crofton Road making is significantly more dangerous for pedestrians (Crofton Road)

Reply:

The yellow site barriers were installed to protect the public from excavations and works area. These are designed to be at such a height as to allow adult pedestrians to see clearly over the barriers. This allowed the 'zebra' crossings to remain open when no suitable alternative crossing points were available.

There is no evidence to associate the removal of the refuge at the zebra crossing at Pound Court Drive with overtaking manoeuvres. Controlled crossings without central refuges is a very common feature across the whole of the UK, including Bromley Borough, and they operate safely.

Prior to construction the scheme was subject to two road safety audits and another once the project had been completed which did not identify your concerns as a safety issue. It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process. When problems are raised the Client, in this case LBB, are obligated to respond as to how they propose to address the concerns raised.

26) Question from VEH Wood:

Why didn't LB Bromley repair the pavements (as promised at the consultation) when undertaking the cycle scheme? The state of the pavement is very bad in places. (Crofton Road)

Reply:

The Crofton Road project was funded by TfL and only included those works required to provide the required cycling and walking facilities. Maintenance of the remaining footway areas is the responsibility of the Council, and while the footways have been maintained in safe condition for all users, unfortunately funding is not currently available to complete any improvement works. The Council is currently conducting a condition survey of its roads and pavements prior to determine ranking and the list for future years road maintenance programme.

27) Question from Mrs J Wood:

Why was the build-out the scheme so delayed? Residents have been putting up with building works for well over a year and even now piles of rubble still remain. Will resident living along Crofton Road be given a council tax rebate for inconvenience suffered and if not, why not? (Crofton Road)

Reply:

The Crofton Road works were completed by the Council's contractor, who were also responsible for managing implementation of the project. The Council's role was to monitor the project against the agreed programme and specification.

Although the contractor had originally planned to use several construction gangs working simultaneously throughout the project, delays were encountered relating to Covid-19 issues. Social distancing guidance prevented larger gangs working together, and several operatives contracted Covid-19 or were instructed to self-isolate restricting the resources available on site. Similar issues affected the contractors supply chain with construction materials, particularly concrete products, being in short supply. The programme was also delayed due to low temperatures which prevented concrete being used on site for a couple of weeks during the winter. A recent inspection identified areas of remedial works and materials / equipment still on site, which has since been rectified by the contractor.

As Council tax is used to fund all Council services rebates are not usually provided due to the impact of essential highway works.

28) Question from Mrs J Wood:

Why did LB Bromley take out the set of steps by the mini-roundabout and move the pavement to the wrong side of the horse chestnut tree as part of the scheme? It would have been sensible if both had been retained (at no cost) thereby giving residents a choice. (Crofton Road)

Reply:

A ramp was necessary to enable cyclists to leave/join the cycle facilities between the two sections of Crofton Road a facility that also benefits pedestrians, particularly those who are mobility impaired; it was not considered necessary to have both facilities

29) Question from Philip Birch

Please confirm when Bromley Council will include Scope 3 carbon emissions within its 'net zero' goal. Further, please can you explain how the council will address its liability for carbon emissions from Biggin Hill airport? (These will fall under scope 3 accounting as the airport is a leased asset).

Reply:

Bromley Council already works very closely with its service providers throughout our supply chain to ensure that they are taking action to reduce their own emissions. The Carbon Management team are currently developing a tool to further aid our procurement decision-making to ensure we continue to adhere to the Social Value Act (which incorporates social, economic and environmental requirements), through responsible procurement of our goods and services. Our ambition is to be able to publish a Social Value 'score' on our Contracts Database and to report this in our Contracts Register reports to committee meetings in the future.

We are working with our service providers (starting with the largest contracts first) through monthly contract meetings to discuss environmental commitments and ensure that those of our providers align with own ambitions for Bromley.

In terms of Carbon emissions from Biggin Hill airport, whilst these are outside the scope of the Council's current Net Zero plan, the Council is pleased to report that, in line with our own ambitions, Biggin Hill have set out their own commitment to deliver Carbon Neutral accreditation for all of the elements of the airport under their control by 2029, including sourcing renewable energy. The airport has committed to publishing annual environmental goals which will be audited and the results published. Biggin Hill is also the first airport in London to introduce Sustainable Aviation Fuel - Air bp's low carbon renewable fuel, which is produced from waste and residue products and is a blend comprising just over one third SAF and two thirds traditional jet fuel. The SAF component provides a lifecycle carbon reduction of around 80% compared to traditional jet fuel it replaces.

30) Question from Geoff Evans:

Why were the central refuges removed when the new Zebra Crossings were installed on Crofton Road between Crofton Lane and Ormonde Avenue.

Reply:

Due to width constraints and in order to accommodate the cycle lanes, refuges were removed although a number of these were sub-standard and have been replaced by a number of new zebra and parallel crossings which provide better and safer pedestrian facilities. Zebra crossings are generally safer with no refuge in the middle.

31) Question from Steve Barnes:

Why is Bromley Council resisting the introduction of sensibly and strategically placed 20mph limits in roads in the borough? I don't seek to have these implemented everywhere - just where the risk to pedestrians or property (or even pollution reduction) would be sensible. I live in Downe village, where excess speeds endanger pedestrians, horse riders, cyclists and walkers - especially where there are no pavements.

Reply:

Bromley Council considers the installation of 20mph limits on a case-by-case basis, with a focus on the streets outside schools.

32) Question from Steve Barnes:

Can the Council undertake a review of 40MPH speed limits in country lanes, where pedestrians, horse riders, cyclists and walkers frequent.

Reply:

Speed limits are reviewed on a case-by-case basis. The Council will be happy to investigate a location where residents have a concern.

33) Question from Colin and Angela Dowling

What is the status of the proposal which would have seen the extension of the Bakerloo line tube network down from Elephant and Castle to Bromley and Hayes? With roads and bus routes so obviously crowded surely its day has come for serious consideration once more

Reply:

This was a TfL proposal which was subject to consultation. The extension to Hayes and Bromley was not universally popular. The delays and cost increases to Crossrail, plus TfL's own financial difficulties are likely to delay the year when TfL could predict financial headroom for such an expensive project and possible future reconsideration of the project. Bromley understands that this project is not in TfL's funding programme for at least the next five years. In the meantime the current Hayes rail line, which would be lost if the Bakerloo extension occurred, provides a good service into and across London. It is not obvious that a high cost programme such as the Bakerloo extension is either the only or the most cost effective project to reduce crowding on roads or buses.

34) Question from Diana Hurd

Mature trees sequester many times more carbon than newly planted trees and support a wide biodiversity. How will the Open Space Strategy (in connection with the revised Tree, and Carbon Strategies) protect all mature trees and woodland in the borough?

(TPOs are great but have to be applied for and are only placed on specific trees).'

Reply:

Other than those presented by nature there are no significant threats identified to mature trees in publicly owned woodland within the Borough.

All trees are managed in accordance with our existing Tree Management Strategy. Felling will only be considered as a last resort resulting from serious health and safety issues or in instances where trees have been demonstrated to be the material cause of severe damage to property and all other mitigation attempts have failed. This will not be substantially changed in future updates to the Tree Management Strategy.

Regarding privately owned woodland TPO's are the only mechanism of statutory protection available to the council. Out with the Council the Forestry Commission and The Police can exercise an element of control through the application and enforcement of felling licences and the work of Wildlife Crime Officers.

These measures are of course reliant on the vigilance of the public as it is not reasonable to expect the Council or either of the above public bodies to provide full time monitoring of activities and all private woodland.

35) Question from Diana Hurd:

How will the Council ensure that new trees planted in the borough thrive? How does the Council check trees are suitable for their planting location and are planted properly with adequate space. Will there be a monitored watering system in place during their first year (minimum) instead of a reliance on the voluntary good will of near-by residents?

Reply:

The Council are undertaking a procurement exercise to let a new contract specific to the delivery of tree planting and establishment. This along with substantial financial investment demonstrates the Council's focus and commitment to the establishment of the trees which are being planted.

When assessing the viability of potential tree planting locations our team of highly qualified and experienced Arboricultural Officers make a list of constraints which feed into our decision-making process regarding the species selection.

The council has recently undertaken a full review of our planting and young tree maintenance procedures which has seen meaningful change from historic practice. Funding has been secured for the next six years to afford all new trees planted over the next four years three years of programmed watering and aftercare. This programme of works will be further complemented by Tree Friends and residents through a supported programme of empowerment and ownership.

The mechanisms of monitoring the delivery of aftercare are in development and will be prepared in accordance with the procurement timeline.

36) Question from Allan Tweedle:

During 2021 I have noticed many more instances of trees and shrubs overhanging the pavements in Orpington. Please could you explain whether there has been a change in the way local maintenance has been managed during the year and also whether any plans are in place to improve the situation going forward?

Reply:

The owner of the tree and shrub is responsible for its maintenance. Ideally the owner will maintain the tree proactively but it can be required through enforcement action. Instances of overhanging vegetation should be reported with a precise location via the Bromley website

<https://www.bromley.gov.uk/report> or more specifically

[https://www.bromley.gov.uk/info/200083/roads\\_highways\\_and\\_pavements/221/overhanging\\_vegetation](https://www.bromley.gov.uk/info/200083/roads_highways_and_pavements/221/overhanging_vegetation).

Overhanging vegetation from private land is enforced by the Street Enforcement Officers at Bromley. There has been no change in the way the service is delivered but the team is currently carrying one vacancy, this has restricted the team's ability to deal with issues proactively. The team will look to increase our proactive work upon return to full complement.

The Council manages its tree stock on the public highway in accordance with its statutory obligations under the Highways Act 1980. Specific to this question the Council has a proactive basal growth removal and crown lifting programme which is run annually. This programme is updated each year based on results from the Council's cyclical tree surveying.

37) Question from Jim and Jean Rogers:

Will the council or TFL arrange to provide safer bus stands whereby the bus can pull in, so as not to fully obstruct the road to other motorists?

Reply:

Whilst bus lay-bys may be seen as beneficial to motorists, typically they often result in delaying buses as they try and re-enter the flow of traffic. Making buses less reliable is not going to result in encouraging usage, reducing car traffic, pollution and congestion. Discouraging use of buses could well lead to more cars on the road, congestion and more delays than the need to pass a stopped bus. Suffice to say that it is not Council policy and is not something that would be supported by TfL, anyway. The Council supports providing residents with a choice of travel mode and aims to protect green verges. That said a distinction needs to be made between bus stops and bus stands, the latter where buses can wait for longer periods, without causing delays to other traffic.

38) Question from Jim and Jean Rogers:

What will Bromley Council do to counteract the extra pollution for residents immediately affected by the traffic jams? (Crofton Road).

Reply:

The Council seeks to facilitate non-polluting travel options wherever possible and also to identify and if possible remove pinch-points that lead to traffic delay. Crofton Road will be closely monitored and any appropriate revisions will be carried out.

39) Question from Carolyn Lawson:

When are we getting newly laid crossovers like the majority of our fellow residents? The ones that have been left have been further damaged by the works

Reply:

The Crofton Road project was funded by TfL and only included those works required to provide the required cycling and walking facilities. Maintenance of the remaining footway areas is the responsibility of the Council, and while the footways and crossovers have been maintained in safe condition for all users, unfortunately funding is not currently available to complete any improvement works. The Council is currently conducting a condition survey of

its roads and pavements prior to determine ranking and the list for future years road maintenance programme

40) Question from Carolyn Lawson:

When is the unsightly pole outside no. 83 being removed? The signage erected in error was removed. The pole remains serving no purpose.

Reply:

The cycle route and pedestrian signing is currently being reviewed which may result in that pole still being required but we will consider whether an alternative location can be found

41) Question from Barbara Blackmore:

Following the review of the Cycle Path Scheme, what steps will this Committee recommend to ensure that similar schemes in future are thoroughly and professionally examined before implementation, thus avoiding any repeat of the chaotic nightmare for traffic near Orpington Station and embarrassments such as resurfacing over newly laid markings. (Crofton Road Cycle Path Scheme)

Reply:

As with all schemes that are introduced, of any type, lessons are learned so that improved designs and improved delivery can take place. I have no doubt that the issues associated with the installation of the Crofton Road cycle route will feature strongly in the recommendations made by Officers and decisions made by Councillors in coming years.

The timing of the resurfacing was necessarily such that some temporary lining had to be introduced in Crofton Road for a short period of time.

42) Question from Nicholas Ansdell-Evans:

The speeding traffic on Crab Hill is dangerous in the rush hour. Elderly residents cannot cross to access the Downs Hill bus stop; the traffic speeds past children and dogs getting out of cars by the park entrance. Why is the Council resistant to a 20mph limit in such circumstances?

Reply:

Bromley Council considers the installation of 20mph limits on a case-by-case basis, with a focus on the streets outside schools. Where inappropriate driving takes place the Council will look to implement suitable measures, with a focus on locations with a history of injury collisions. Thankfully there have been few injury collisions in Crab Hill - two injury accidents in the last few years - so this road does not feature in the list of cluster sites where there is a pattern of collisions. The borough's experience with 20 mph limits, has been that traffic that ignored the 30 mph limit continues to ignore the speed limit even if lowered and just lowering the speed limit has limited benefit. Where reduced speeds are advised close to a clear hazard or justification e.g. a school then drivers are much more likely to change their behaviour.

43) Question from John Morris:

Was consideration given to the passage of Emergency Vehicles as a result of the extension of the bus stand space into what was previously normal road space. This applies at the

Crofton Road/Crofton Lane stop and more so at Orpington station stops where the buses frequently stop for longer periods to change drivers.

Reply:

The emergency services were consulted and have not raised any concerns.

44) Question from Stuart Blackmore:

If, for the majority of the new "cycle path" in Crofton road, it was deemed acceptable to paint a white line in the road with pictograms of cyclists painted in white, why was it deemed necessary, once over the brow of the hill approaching Orpington Station, to spend hundreds of thousands of pounds creating a wide tarmac cycle path necessitating the narrowing of Crofton road outside the station resulting in the traffic chaos that we are now experiencing?

Reply:

The decision to take the cyclists along the north side of Crofton Road from just east of Newstead Avenue was to avoid potential conflict with bus users at the busy westbound Station bus stop.

It is accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result and only came to light after the completion of this section. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council and Councillors have met with TfL and/or the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

45) Question from John V Powell:

What was the total cost of constructing the Crofton Cycle lane scheme, including the resurfacing and marking of the highway, and where did this money come from?

Reply:

The total cost of the Crofton Road cycling and walking scheme is estimated to be £673k. The resurfacing of Crofton Road was an unrelated scheme, estimated at £370k, and was timed to take place after the cycling and walking scheme was finished. Both funding streams were made available by TfL.

46) Question from John V Powell:

What does the Council propose to do about the serious safety risk triggered by the Crofton Road cycle lane project opposite Orpington station, where traffic is now forced blindly into a head-on path with oncoming vehicles when overtaking stationary buses?

Reply:

It is accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result and only came to light after the

completion of this section. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become. A safety review of this location has taken place and no specific risks were identified, but it is acknowledged that there are unhelpful delays to traffic when buses are in this bus stop.

Representatives from the Council and Councillors have met with TfL and/or the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

47) Question from Jamie Devine:

The recent IPCC climate change report asserts that keeping the global temperature increase below 1.5C needs “immediate, rapid and large-scale reductions” in emissions. What steps are the council taking to make those immediate reductions (aside from its own emissions, which amount to less than 1% of the borough’s total)?

Reply:

We are working with our service providers (starting with the largest contracts first) through monthly contract meetings to discuss environmental commitments within the supply chain and ensure that those of our providers align with own ambitions for Bromley. We are supporting householders through our energy advice scheme to ensure that residents have the information available to make good choices in terms of the energy they buy and the efficiency measures they can adopt in their own homes.

The Council is funding a Library of Things which will form part of a proposed Sustainability Hub in the Glades shopping centre, to enable residents to hire everyday household items (such as tools) to reduce resource consumption associated with the purchase of new goods.

Through our Green Recovery Working Group we are using experts from all council departments to identify areas where the Council can support residents and businesses in the fight against climate change.

As members of the Renewable Power for London Steering Group, we are lobbying central government for the policy changes and finance mechanisms needed to support local authorities in delivering the change we need in terms of greener energy procurement for all and the investment required in greener technology.

We have developed a draft Electric Vehicle Charging strategy to support residents and businesses with the transition to zero emissions vehicles.

Following COP26 we will reviewing the information on our website to help residents and businesses access information to reduce emissions and then achieve net zero. But ultimately to achieve the climate target it is going to require every person to make changes and make choices for their household to reduce their impact on the Environment. The Council cannot do this for residents and businesses (including landlords).

48) Question from Jamie Devine:

Has the borough conducted analysis of the carbon emissions embedded in the goods and services it purchases and if so, will it publish the analysis, giving a quantitative breakdown of those emissions by supplier?

Reply:

Bromley Council already works very closely with its service providers throughout our supply chain to ensure that they are taking action to reduce their own emissions. The Carbon Management team are currently developing a tool to further aid our procurement decision-

making to ensure we continue to adhere to the Social Value Act (which incorporates social, economic and environmental requirements), through responsible procurement of our goods and services. Our ambition is to be able to publish a Social Value 'score' on our Contracts Database and to report this in our Contracts Register reports to future committee meetings.

We are working with our service providers (starting with the largest contracts first) through monthly Service Operations Board meetings to discuss environmental commitments and ensure that those of our providers align with own ambitions for Bromley.

49) Question from Michael Dawson & Pauline Hall:

Does the scheme in its current form give value for money and how is this being assessed and by who? (Crofton Road Transport).

Reply:

Schemes such as this are scrutinised by Council committee ahead of being approved, and investment is targeted at schemes and locations where long-term benefits might be realised. This location was selected for a cycle route after a London-wide analysis showed this to be a location where, given the right infrastructure, cycling and walking might become a viable option for those who were currently having to travel by car.

50) Question from Michael Dawson & Pauline Hall:

The scheme in its current form is creating safety problems and has created some serious accidents posing problems for emergency services. How will these issues be addressed? (Crofton Road Transport).

Reply:

The whole scheme has been subject to two Road Safety Audits during the design phase and a post completion Road Safety Audit which has identified a number of issues, as would be expected for a scheme of this size but not the bus stop issue as the Auditors have been made aware that the current situation is under review as described above.

It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process

A further Road Safety Audit will take place once 12 months of injury collision data is available to establish whether there have been any changes in the number of personal injury collisions since the project was completed.

It is accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result and only came to light after the completion of this section. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council and Councillors have met with TfL and/or the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

The Council has not been made aware of any serious accidents in Crofton Road since the scheme completed.

51) Question from James Rowe:

Does the Council acknowledge and declare we are facing a climate emergency?

Reply:

The Council does not consider it appropriate to declare a climate emergency given the duties of the Council as a whole. Bromley Council does have one of the most, if not the most ambitious net-zero targets for Council activities in London with a target of net zero by 2029. The Council believes in action not words.

52) Question from James Rowe:

Is the council comfortable that, by not providing any pedestrian crossing facilities at the Chislehurst War Memorial junction, they are knowingly putting perceived flow of traffic benefits ahead of child safety.

Reply:

The lack of a pedestrian crossing facility at the Chislehurst War Memorial is by no means an example of putting traffic flow ahead of safety, but quite the reverse. Research undertaken at this location has shown that the likely delays that would result from adding a green-man phase at the signals would lead to the increased use of local residential and school streets and a related increase in road collisions in these streets. A fuller response can be found on the Council's website here.

53) Question from Mike Titheridge:

Who in LBB signed off the draft Safety Review as presented by Waterman-Aspen?

Reply:

Signing off should not imply approval as no organisation can have any influence over the comments made by the Road Safety Auditors. LBB and Waterman went through all the issues raised and responded accordingly thereby completing the process.

54) Question from Mike Titheridge:

In light of the problems caused by the road narrowing outside Orpington Railway Station will the road be widened to permit, once again, vehicles to pass stationary buses safely.

Reply:

Representatives from the Council and Councillors have met with TfL and/or the local bus operators to try and overcome the problem of bus driver changeovers and are demanding a solution from TfL as to how this can be resolved. We are awaiting confirmation from TfL although the Council is not ruling out widening to overcome the issue once we have a final response from TfL.

55) Question from Tracey Harvey:

Is the committee able to confirm that this route is safe for pedestrians, cyclists and motorists particularly around the station (where buses park and cause blind spots for motorists), on the numerous zebra crossings (where they are too close to road junctions) and at the Crofton roundabout (causing traffic backlogs)?

Reply:

Prior to construction the scheme was subject to two road safety audits and another once the project had been completed which did not identify your concerns as a safety issue. It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have

not had any involvement whatsoever in the design process. When problems are raised the Client, in this case LBB, are obligated to respond as to how they propose to address the concerns raised

56) Question from Tracey Harvey:

My secondary question is to ask the committee to provide evidence that this scheme has proved value for money. (new cycle lane leading down to Orpington station).

Reply:

Schemes such as this are scrutinised by Council committee ahead of being approved, and investment is targeted at schemes and locations where long-term benefits might be realised. This location was selected for a cycle route after a London-wide analysis showed this to be a location where, given the right infrastructure, cycling and walking might become a viable option for those who were currently having to travel by car.

Monitoring of the project has commenced and will be on-going and, initially, based on observations and feedback from users and the public. Whilst the pre-scheme cycle and pedestrian counts took place in May/June 2019 it is intended to carry out post scheme counts in March 2022 and further counts in May/June 2022 for consistency of seasonal comparison. Similarly, speed and volume surveys were carried out in July 2019 and, for consistency, further speed and volume surveys will take place in July 2022. With regards to road safety, the Stage 4 Road Safety Audit will take place once 12 months of injury collision data is available although because of the lag in receiving that information of up to 6 months, this may not be able to take place until December 2022/January 2023.

57) Question from Amanda Hughes:

As a pedestrian, cyclist and car user the alleged improvements made for safety are anything but. The placement of the new zebra crossings are dangerous in the extreme. Will they be relocated?

Reply:

During the design stage observations and/or counts were conducted to observe when residents were crossing Crofton Road and adjustments made, including to the location of new Zebra crossings. Moving a Zebra crossing away from the desire line of pedestrians would not stop pedestrians crossing at that point. Prior to construction the scheme was subject to two road safety audits and another once the project had been completed which did not identify your concerns as a safety issue. It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process. When problems are raised the Client, in this case LBB, are obligated to respond as to how they propose to address the concerns raised.

58) Question from Amanda Hughes:

The steep two way cycle path going down the hill to the station is a danger to pedestrians, especially children, from fast riding cyclists. Why weren't the cycle path solid white lines continued on both sides of the road thus retaining a kerb?

Reply

Prior to construction the scheme was subject to two road safety audits and another once the project had been completed which did not identify your concerns as a safety issue. It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process. When problems are raised the Client, in this case LBB, are obligated to respond as to how they propose to address the concerns raised.

The decision to take the cyclists along the north side of Crofton Road in both directions from just east of Newstead Avenue was to avoid potential conflict with people boarding and alighting at the busy westbound Station bus stop.

59) Question from Terence W Ide:

Dear Sir, re 20/00310 RECON. On 9 June and 1 September you replied regarding my concern for the safety of extremely young pedestrians crossing Elmstead Lane to Pink Elephant Nursery. You said, "applying the same split to an additional 24 children would give 8 children being dropped off by car and 16 walking/using public transport". How can you estimate the travel preferences for families who are yet to attend?

Reply:

It is standard practice when looking at new developments to estimate the trip rates and travel preferences from similar developments, either nearby or in similar circumstances. In this case there is already a nursery on the site and the modes of travel for the existing staff and children have been used to estimate those for the additional staff and pupils.

60) Question from Terence W Ide:

Dear Sir, the Road Safety Assessment by RKS Associates, commissioned by Pink Elephant Nursery, Elmstead Lane, mentions eight reported collisions and yet says neither a Traffic Signal Controlled Crossing, Zebra Crossing, nor Controlled Crossing is suggested to be installed. It also states, "no pedestrians were observed crossing Elmstead Lane between the crossing facilities". How high does the KSI have to be before Council will consider changing the highway to improve crossing safety for the nursery children?

Reply:

The 8 collisions reported in the Assessment were all between vehicles, there were no pedestrians involved. Therefore, this does not give supporting evidence for the introduction of more crossing facilities

61) Question from Malcolm L Wood:

One claimed aim of the scheme was to reduce the average traffic speed. What was the target speed reduction and what reduction has been achieved (Crofton Road Cycle Scheme).

Reply:

Two speed surveys were carried out in July 2019, prior to the commencement of the project, which resulted in 85th percentile speeds of 34.7mph (westbound) and 33.9mph (eastbound) and 34.3mph (westbound) and 35.3mph (eastbound), all within the accepted standard for a 30mph speed limit. Whilst this shows that there isn't a speeding problem reducing the numbers of vehicles travelling above the speed limit can only be beneficial to all users, particularly vulnerable groups. Now that the scheme has been completed further speed

surveys will take place and in July 2022 although it is expected that the series of interventions introduced as part of the project will result in a reduction in numbers of vehicles travelling above the unchanged speed limit.

62) Question from Malcolm L Wood:

Existing Crofton Road crossing points had central reservations. Why was the decision made to remove them.

Reply:

Due to width constraints and in order to accommodate the cycle lanes, refuges were removed although a number of these were sub-standard and have been replaced by a number of new zebra and parallel crossings which provide better and safer pedestrian facilities.

63) Question from Suraj Gandecha:

The draft Open Space strategy provides minimal information about what consultation has taken place with groups representing disabled residents. Please provide details of this consultation and further supply information about what steps you intend to include in the strategy to ensure our open spaces are accessible to everyone, including provision of public toilets. Will you consider a further draft of the policy to allow for fuller consultation with such groups?

Reply:

The Open Space Strategy is intended to be a high-level strategy that will act as a framework for decision making in the Portfolio for the next 10 years. Once published and enacted with detailed delivery plans, the Council would look to consult with stakeholders relevant to any particular project.

The initial draft of the Open Space Strategy published in December 2020 was accompanied by an extensive consultation process, which received over 800 responses. Further in-depth commentary was provided by certain commentators including those that represented disabled residents. Those groups that reached out with more extensive commentary were then invited to a 2nd engagement session, where changes made as a result of the feedback from the first draft were made.

The Strategy has been careful to note that it wishes to ensure that sectors of the community who may find accessing Open Spaces difficult are included within the strategy so as to ensure social inclusion and equality of opportunity. To meet this objective, it makes provision in its early years for an audit of the Portfolio to identify deficiencies in infrastructure that impact upon its quality and accessibility including the availability of public toilets. It is also careful to note that the Council wishes for any investment into facilities such as play equipment and sporting facilities to be fully inclusive so that all members of the community can participate in using them.

64) Question from Suraj Gandecha

How is the proposed development on the green belt at St Mary Cray compatible with the statement by the portfolio holder that he is committed to "conserving and enhancing our parks and open spaces" What consultation has taken place between the council and the developers?

Reply:

This question is more appropriate for the Development Control Chairman than the Environment Portfolio holder. The Council as part of identifying future housing supply has opened a call for sites consultation. Any landowner is entitled to respond. Just because a landowner has responded does not imply its site will be accepted. As I am not the Chairman of Development Control, I cannot confirm the extent of contact between the Council and the landowner, but a certain degree of contact would be required to establish their response to the call.

Bromley's Local Plan details the protection offered to Green Belt locations and the call for sites will be considered with respect to the clear policies and protections on Green Belt development laid out in the local plan.

Other than via the Local Plan and the statutory planning process, the Council can largely only decide the future of land it owns. The Open Space Strategy therefore primarily applies to parks and open spaces owned or managed by the Council.

65) Question from Terry Hughes:

The majority of the cycle path is now easily navigable solid white lines along both sides of Crofton Road. Why the convoluted and costly raised sections coming up the hill from the station and west from Newstead Avenue including the accident waiting to happen blind bus stop at the station?

Reply:

Experience has found that new cyclists find it particularly intimidating to cycle uphill close to traffic due to the difference in speeds whilst needing to make the extra effort to cycle uphill. This actively discourages residents and presents a barrier to those who want the choice of cycling. Hence the most uphill section of the cycle lane is more segregated from traffic to afford cyclists on that section more protection and help them feel safer and that cycling is a choice they can make.

The whole scheme has been subject to two Road Safety Audits during the design phase and a post completion Road Safety Audit which has identified a number of issues, as would be expected for a scheme of this size but not the bus stop issue as the Auditors have been made aware that the current situation is under review as described above.

It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process.

A further Road Safety Audit will take place once 12 months of injury collision data is available to establish whether there have been any changes in the number of personal injury collisions since the project was completed.

It is accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result and only came to light after the completion of this section. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council and Councillors have met with TfL and/or the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

66) Question from Terry Hughes:

At the mini roundabout at the junction of Crofton Road and Crofton Lane why have the approaches been made so unnecessarily narrow making it especially difficult for the drivers of large vehicles and emergency services to navigate increasing congestion and risk of collisions?

Reply:

The whole scheme has been subject to two Road Safety Audits during the design phase and a post completion Road Safety Audit which has identified a number of issues, as would be expected for a scheme of this size but not issue you have described. The design was tested using the swept paths for a whole host of vehicles including buses, articulated lorries, ambulances and fire tenders. The reason for narrowing the junction was to reduce the entry speeds of vehicles as the previous wider junction arrangement, with sub-standard crossing facilities, made it difficult for pedestrians to cross, particularly vulnerable groups. It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process.

A further Road Safety Audit will take place once 12 months of injury collision data is available to establish whether there have been any changes in the number of personal injury collisions since the project was completed.

67) Question from Sam Webber:

Will the Portfolio Holder provide an update on when the Rafford Way entrance to Bromley Palace Park (within the Civic Centre grounds) will be reopened? Disabled and elderly residents living close by have said they are currently unable to use the park with this entrance locked up. Is the sale of part of the Civic Centre site for development including the 'Y Buildings' the reason why this gate has been locked? If so when is it likely to reopen or will it be permanently closed as a condition of the new development?

Reply:

The gates have been locked at present to limit ASB and we apologise for the inconvenience caused to any members of the public who are unable to access via this entrance. There is no restriction in the actual grounds altogether as the Rochester Ave entrance is still open. The organisation that currently oversees the works arranged for Y Block are shortly to introduce security to help assist with this matter. Unauthorised access has taken place with damage to the ice house, Y Block and also noise disruption to neighbours. We are still looking for potential access during daylight hours to manage the ASB issue. This is monitored on a daily basis and further information will be provided by Civic Centre Facilities Management at regular intervals.

68) Question from Sam Webber:

Can the memorial benches within Bromley Palace Park be restored to their original locations? This follows reports from users of the park that they have all been chained together for safety reasons to protect them from being removed.

Reply:

As soon as there is permanent security within the grounds, benches will be restored to their original locations to allow seating provision for the public, as currently we are still dealing with the ASB issue while awaiting for building works to commence. We apologise for any inconvenience caused.

69) Question from Edward Fenwick:

The zebra crossing positioned at the end of Ormonde Avenue and opposite the Bright Start Montessori school is in a very dangerous place.

Vehicles coming from Locksbottom towards Orpington frequently speed around the bend there; therefore traffic calming measure should be implemented immediately to save lives.

Reply:

The new zebra crossing which replaced a sub-standard refuge is approximately 40m east of the mid-point of the junction of Ormonde Avenue and significantly exceeds the minimum forward visibility standard of 43m for a road with a 30mph speed limit.

Prior to construction the scheme was subject to two road safety audits and another once the project had been completed which did not identify your concerns as a safety issue. It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process.

There is therefore no evidence to support your concerns.

70) Question from Julie Ireland:

Please supply full details of the Depot Improvement Programme works planned for 2022/23 for Waldo Road. Please supply details of what consultation has taken place with local residents. Will these plans include setting up monitors to provide data to residents about air quality both in terms of pollution and noxious gases generated from the waste?

Reply:

Report ES20109 on the 17 November ESC PDS Committee provides the details of the Depot Improvement Programme Works. The works are largely improvements to hardstanding, drainage and the Waste Transfer Station structure, which are essential to the safe and compliant operation of the site.

There are no plans to install air quality monitoring devices at Waldo Road as this is not a requirement of the Environmental Permit. There is no treatment of recycling or waste brought to Waldo Road; it is stored, bulked and then transported to appropriate treatment facilities.

To date, no consultation has taken place with residents. Consultation with residents will be part of any planning application required for the works.

71) Question from Julie Ireland

In a reply to a question to the meeting on 1 September it was stated that only 37 complaints had been received from members of the public about the smell coming from Waldo Road recycling centre. However a recent FOI request to the Environment Agency showed that they had logged 191 complaints from members of the public about the smell from Waldo Road in the first 9 months of 2021, a 6 fold increase on previous years. Could the portfolio holder recheck his records about complaints received as it seems odd that the EA should have received 5 times more complaints than Bromley Council.

Reply:

The Council's Complaints Team maintains records of all complaints sent to the Council. As such, the information presented at the meeting on 1 September on number of complaints received by members of the public from Waldo Road Reuse and Recycling Centre about odour is accurate. 37 complaints were logged in 2020/21 in relation to the Waldo Road Waste Transfer Station, these are related to a range of topics including odour.

The data received from the Environment Agency on complaints covers a different time period.

72) Question from Rick Das

The Bromley Air Quality Action Plan (AQAP 2020-2025 - Appendix A) states that 20 additional diffusion tube monitoring points would be installed from January 2021 onwards, and a new Air Quality Monitoring Station (AQMS) provisioned at Biggin Hill. Have these monitors been installed? If so, when did installation take place and when will data from these monitors begin to be released to the public?

Reply:

20 additional diffusion tubes were all installed in January and have been analysed monthly since. The data for this will be available through the Annual Status Report (ASR) which is published on our website.

The ASR for Year 2020 (and previous) has been published on the Council's website (NB. This is based on the previous action plan). ASRs for the current action plan will be produced from April 2022 and report on the previous year. Due to ratification of data requirements and sign off by the GLA this may not be published until the Summer.

In relation to Biggin Hill, the action point state's "seek funding for AQMS to measure PM10 and PM2.5 NO2 and O3 at Biggin Hill by local agreement". No suitable funding has been identified at present

73) Question from Rick Das:

Regarding the proposal by Lands Improvement Holdings Limited (LIH) to develop approximately 40 hectares of Green Belt land in St Mary Cray (<https://www.lih.co.uk/projects/st-mary-cray/>) for residential development, what consideration has been taken of the impact on local services, transport, education and specifically the loss of natural drainage?

Reply:

This question is more appropriate for the Development Control Chairman than the Environment Portfolio holder. The Council as part of identifying future housing supply has opened a call for sites consultation. Any landowner is entitled to respond. Just because a landowner has responded does not imply its site will be accepted.

Bromley's Local Plan details the protection offered to Green Belt locations and the call for sites will be considered with respect to the clear policies and protections on Green Belt development laid out in the local plan.

All the issues you've identified will be considered firstly when the site is assessed as part of the call for sites and secondly when or if a planning application is submitted.

74) Question from Chloe-Jane Ross:

The draft Open Space Strategy talks of setting up foundations with business partners to fund and develop Open Spaces in the Borough. Please give details of the governance of such bodies, who they will be accountable to, what democratic structures will be built into any such arrangement to protect our open spaces, what transparency there will be in regard to procurement and/or expenditure of public monies and whether these business partners will be not for profit organisations.

Reply:

The ideas contained within the strategy which seek to explore opportunities for both members of the public and organisations to contribute financially towards the management of an Open Space (including that of a foundation) are currently suggestions to further explore once it has been adopted. It is therefore not possible to give such level of detail, however any foundations that may be established would look to be inclusive of the wider strategy aims of ensuring that any funds generated directly benefit the local community and aids the Council in attracting the funding needed to meet its aspirations in sensitively enhancing and modernising the Portfolio.

75) Question from Chloe-Jane Ross:

The Open Space Strategy includes an increase of events in parks. How will the Council balance the inevitable push for increased revenue raising from large scale commercial events with needs of the community (especially if decision making for such is outsourced to a foundation / business partner) and how will the council ensure it retains control to protect the interests of local people?

Reply:

The Strategy is clear that whilst the Portfolio has the potential to be inclusive for a greater number of events to both bring traction to a site and provide a sustainable revenue stream to enable its conservation and enhancement, that this will be balanced by a series of checks to ensure that it does not over-ride the other benefits that people gain from that particular space. These checks include the potential for events to be inclusive of the wider community, that it can be controlled to ensure sites are quickly brought back to public use after the event and that it removes barriers to entry that prevent high quality activities being hosted

76) Question from Ben Harvey

Rookery Lane offers a safe route to school for children travelling to and from Hayes schools from Bromley Common, but has become unusable due to extensive mud and water cover. Will the Committee please confirm when improvements will be made to this route to enable active, safe and traffic reducing travel to school and from school?

Reply:

It is agreed that the route via Rookery Lane from Bromley Common to Hayes offers a useful walking route and that the type of surface available can be a deterrent to walking, especially in inclement weather. Maintaining an unmade public right of way can be difficult to achieve, and the Council will always consider the most appropriate means of maintenance to provide safe passage, within available budgets.

The Council is looking to improve routes to schools across the Borough, prioritising resources accordingly. This location will be considered and its feasibility for improvement will be investigated. At this time I cannot confirm when this assessment will be completed.

77) Question from Ben Harvey

As it is globally accepted that we are in a climate emergency, will the committee commit to providing a near term deadline of spending the majority of the £197million pound of council reserves to reducing car travel to help combat this emergency?

Reply:

Bromley Council does have one of the most, if not the most ambitious net-zero targets for Council activities in London with a target of net zero by 2029. The Council believes in action

not words. The Council has already committed funds toward tree planting and towards an invest to save to convert the remainder of our street lighted to low energy LEDs so reducing emissions. The Council has also recently improved a number of facilities to help residents who want to make the choice of active travel.

The Council's reserves are held for a number of reasons, a proportion are held within ear-marked reserves and there are many calls on the Council reserves. In particular you will have seen recent commitments of reserves to fund the building of homes to help provide for those residents in temporary accommodation. So I cannot make that commitment, but as you will have seen a number of commitments we are making to reduce our emissions.

78) Question from Dr Brendan Donegan:

The latest 'Open Space Strategy' draft suggests that while no parks will be sold for development, other council-owned land will be. We are already seeing Bromley woods being developed to expand Bromley schools, so what process will be followed to identify land "surplus to requirement" and therefore ready for development?

Reply:

The strategy does not state that Council-Owned land other than parks will be sold off for development.

79) Question from Dr Brendan Donegan:

Given that Department for Transport has stated its willingness to punish boroughs which remove active travel schemes prematurely or without proper evidence, can the Portfolio Holder confirm that the current consultation on Albemarle Road Cycle Scheme won't be the only evidence used to determine whether the scheme stays or goes?

Reply:

This Council decides what is appropriate for this borough. We will consider the evidence before making decisions. Given the length of the trial from inception of the trial schemes introduced in 2020 to making a decision in late 2021, I would not consider any decision to be premature.

80) Question from Christopher Bentley:

There are no details about the budget for making improvements to our green spaces in the draft Open Space strategy. Will the portfolio holder ensure that another draft is prepared that (1) provides details of the money needed to make the promised improvements and (2) where that funding is coming from?

Reply:

It is not possible to produce a detailed budget for the entire duration of the strategy, as the Council is not able to predict with certainty changes in strategic priorities arising from broader Government or Council policy, or changes to external funders. However, it does outline a suite of innovations that it wishes to use to attract money to the Portfolio, and to continue its proud track record in achieving success through multi-agency approaches.

81) Question from Steve Skinner:

Please can you advise why the steps down the bank from the higher part of Crofton Road to the new pathway been removed with just earth, everyone walks over the mud now making it a slip hazard, can they be reinstated? The current situation does look a mess and neither now steps nor a grass bank.

Reply:

Until the grass regrows it will, of course, look somewhat unsightly in the interim. A ramp was necessary to enable cyclists to leave/join the cycle facilities between the two sections of Crofton Road a facility that also benefits pedestrians, particularly those who are mobility impaired, and it was not considered necessary to have both facilities.

82) Question from Graeme Casey:

Recently residents of Widmore Road have raised concerns regarding flooding of their area and site their belief that the drains are blocked. They wish to know how often the drains themselves are cleared by the Council.

Reply:

We undertake a cyclic clean of all our highway drainage assets including roadside gullies. The majority are cleaned once every two years and soakaways cleaned once every five. We have been investigating the issue at Widmore Road incorporating Southview Court and the junction of South View, the junction of Homefield road and the gullies outside the Shampan restaurant, and these were attended most recently on 2nd November 2021. Follow-on investigations are being undertaken and referrals made to Thames Water to undertake a review of the main line sewer they connect to.

83) Question from Graeme Casey:

We have recently experienced a severe increase in flooding in the Orpington area. We all saw the reports of the Nugents shopping area, adjacent roads and private gardens awash with rain water and local drainage systems struggling to cope. Residents have also been complaining of flooding in Stanton Close behind the Grassmead recreation ground. Can the council let the public know what they are doing to tackle this issue?

Reply:

Bromley has encountered heavy rainfall during the last few months which in some cases has exceeded the capacity of the existing highway drainage system and Thames Water surface water sewers. While the highway drainage infrastructure is maintained on a regular basis it is unfortunately not feasible to cater for such exceedance events. Although each case will be investigated where several properties are at risk of internal flooding, it will at times be necessary for residents to consider installing property level protection

84) Question from Jen McArthur:

The Albemarle Road and Westgate Road experimental traffic management scheme's stated purpose was to improve cycling and walking links between Bromley and Beckenham. How is Bromley Council monitoring the scheme's effectiveness in meeting this goal? Have you asked pedestrians and cyclists who use this route whether the scheme improves links between Beckenham and Bromley?

Reply:

The Council is currently undertaking a widescale consultation to gather the views of residents who use Albemarle Road and Westgate Road, in order to assess the effectiveness. Counts are also being undertaken.

85) Question from Jen McArthur:

The recent DfT report 'Gear Change: One Year On' states that the government will reduce funding to councils that 'do not take active travel seriously', including those that remove schemes without proper evidence or never installed them in the first place. How will Bromley

Council prove to the government that they are taking active travel seriously, when the borough did not implement any Low Traffic Neighbourhoods nor 20mph speed limits between 2020-2021, and removed the dedicated westbound cycle lane on Albemarle Road within six months of introducing it?

Reply:

Bromley Council is keen to install suitable infrastructure to facilitate active travel, such that residents have a genuine choice to travel the way that best suits them. However, not all interventions suit all parts of London and Bromley will only seek to install measures that are appropriate for the local environment and will not have negative impacts on the community.

86) Question from Mr and Mrs Pieris:

Can we have discussions with Bromley Traffic Engineers to reduce dangers and improve our living, environment safe to all impacted users.(Cycle Path (CP) Scheme on Crofton Road, Orpington)

Reply:

A) It is accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that the westbound bus stop near the Station is a driver change over point and that delays could result and only came to light after the completion of this section. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council and Councillors have met with TfL and/or the local bus operators to try and overcome the problem of bus driver changeovers and are demanding a solution from TfL as to how this can be resolved. We are awaiting confirmation from TfL although the Council is not ruling out widening to overcome the issue once we have a final response from TfL..

B) This would be a decision primarily for TfL but is extremely unlikely as there are no alternative locations and certainly ones that would provide better Station interchange.

C) That is a wider issue and would be fraught with huge difficulties, particularly consultation with businesses and residents for deliveries. This is not considered to be within the remit of the Council Transport Service.

D) See (A)

E) No issues have been identified with the width of this junction and the car transporters have a dedicated bay to load and unload vehicles.

It is also important to point out that prior to construction the scheme was subject to two road safety audits and another once the project had been completed which did not identify your concerns as a safety issue. It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process. When problems are raised the Client, in this case LBB, are obligated to respond as to how they propose to address the concerns raised.

87) Question from Carole and David Hawkins:

Why was it necessary to spend nearly a million pounds on the Crofton Road Cycle lane when white lines which have been used along parts of the road could have been used for the entire length, also enabling the retention of the centre refuges for pedestrians?

Reply:

Due to width constraints and in order to accommodate the cycle lanes, refuges were removed although a number of these were sub-standard and have been replaced by a number of new zebra and parallel crossings which provide better and safer pedestrian facilities. The two-way cycle route east of Newstead Avenue to the Station was the only safe means of avoiding conflicts at the often very busy westbound bus stop and those boarding and alighting.

88) Question from Dr Robert Hadley:

Are the Zebra Crossings positioned safely as per recognised standards?

Reply:

Prior to construction the scheme was subject to two road safety audits and another once the project had been completed. LBB and our term Consultants, Waterman, would not have proffered a design that was knowingly unsafe and as the location of the crossings was not identified as an area of concern by the Safety Auditors this position has been endorsed. It is also important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process. When problems are raised the Client, in this case LBB, are obligated to respond as to how they propose to address the concerns raised. Waterman, the Council's design consultant, is a professional, experienced and well-respected British company which has an international reputation for the provision of high quality engineering services and advice.

89) Question from Dr Robert Hadley:

What was the official response to the scheme at the proposal stage?

Reply:

This scheme was given approval by Council Committee on two occasions, in November 2018 and December 2018

90) Question from Judith Ralphs:

I live in Woodbastwick Road just in the Borough of Bromley, a reasonably wide residential road, and we are plagued by inconsiderate drivers speeding dangerously along the road. This a danger to pedestrians other drivers and children walking to Alexandra Junior school which has an entrance off the Road. There have been some accidents over the years due to speeding. The situation is not helped by signs, as you enter the Borough from Lewisham, advertising that the speed limit is 30MPH after the 20 MPH in Lewisham so drivers speed up.

Reply:

Speed enforcement is a Police matter and I have along with colleagues from across London have been calling for the Police to devote more time to speed enforcement.

Bromley regularly investigates locations where road safety is identified as being an issue. Thankfully there have been no injury collisions recorded in Woodbastwick Road in recent years.

In regard to Alexandra Junior School, along with all schools in the Borough, the Council's School Travel Plans team liaises with the school to investigate road safety issues, so it would be helpful if you could contact the school with any specific suggestions you may have, so that the school can then liaise with the Council.

91) Question from Judith Ralphs:

I would like to know why the Council is resistant to a 20MPH limit at least in the more urban area of the Borough so it is in line with other parts of London to avoid confusion and, as evidence suggests, saves life.

Reply:

The experience the Council has from the various parts of the Borough where area wide 20mph limits have been installed in the past is that we receive very many complaints about speeding, despite the lower limit. Research commissioned by the DfT showed that following the introduction of signed-only 20mph limits the median speed fell by just under 1mph and found no significant change in collisions and casualties. In light of the lack of evidence that introducing widespread 20mph limits is effective, Bromley has no plans to introduce such area-wide 20mph zones. However, in light of evidence that drivers respond better to warnings or regulations where they can see the reason for them, part time advisory 20 limits are being introduced around schools in the Borough, on a case by case basis.

92) Question from Mitch Layng:

Does the project deliver value for money? (Crofton Road Cycle Lane Project)

Reply:

Schemes such as this are scrutinised by Council committee ahead of being approved, and investment is targeted at schemes and locations where long-term benefits might be realised. This location was selected for a cycle route after a London-wide analysis showed this to be a location where, given the right infrastructure, cycling and walking might become a viable option for those who were currently having to travel by car.

93) Question from Mitch Layng:

Can the Traffic and Parking Management Team provide a copy of the results of the audit undertaken in the summer on this project, in particular the post-completion Stage 3 Road Safety Audit?

Reply:

Yes, this document will be sent to you.

94) Question from Clive Lees:

Experience shows aftercare of trees can be poor. For example, almost all container grown trees in Bromley North quickly died some years ago through lack of watering. In the RVR area trees have apparently not been watered in accordance with the aftercare contract, nor have they had their ties loosened.

Reply:

Specific to the trees in planters near Bromley North lessons have been learned regarding cross departmental project planning, implementation, long-term maintenance requirements and associated budgetary pressures.

The Council has historically used it's primary Arboricultural service provider to deliver tree planting and maintenance. Significant issues have been identified regarding the efficacy of

historic procedures and specification. It has been the ambition of the service for the past three years to develop a separate contract for tree planting and establishment. This will now be realised in early 2022. Letting a new contract specific to this element of the service will allow the supplier to appoint staff dedicated to this role rather than seasonally seconding unskilled operatives from other sections within their organisation. Staffing is as ever the most important part of any service so significant focus will be given to this element of evaluation when considering contract award. All elements of modern young tree maintenance will be set out in detail within the contract specification with robust monitoring procedures and an incentive scheme built into the performance management framework to give the newly planted trees associated to this scheme the best possible chance of successful establishment. As this new contract is at present limited to the provision of the next four years tree planting with three years maintenance Officers will work with senior management within the council with the vision to develop budgetary support to extend these principles and practices into the future.

95) Question from Clive Lees:

With regard to the new tree planting programme, would the Chair make a statement about why he is reassured that the planned aftercare programme will be satisfactory, focussing on the adequacy of the programme, the fulfilment of it and whether contractor performance will be adequately monitored?"

Reply:

The Council are undertaking a procurement exercise to let a new contract specific to the delivery of tree planting and establishment. This along with substantial financial investment demonstrates the Councils focus and commitment to the establishment of the trees which are being planted.

When assessing the viability of potential tree planting locations our team of highly qualified and experienced Arboricultural Officers make a list of constraints which feed into our decision-making process regarding the species selection.

The Council has recently undertaken a full review of its planting and young tree maintenance procedures which has seen meaningful change from historic practice. Funding has been secured for the next six years to afford all new trees planted over the next four years three years of programmed watering and aftercare. This programme of works will be further complemented by Tree Friends and residents through a supported programme of empowerment and ownership.

The mechanisms of monitoring the delivery of aftercare are in development and will be prepared in accordance with the procurement timeline.

96) Question from Robert Clark:

I would like to know how Friends of the Earth Bromley might be included in the list of 'Community Organisations, Special Interest Groups and Charities' mentioned on page 26 of the Open Spaces Strategy. Our group would very much like to participate and have a great deal to offer.

Reply:

The Friends of Earth Bromley would indeed be a beneficial stakeholder for the Council to include within the Open Space Strategy, and we can ensure that they are added to the final fully designed version once this is available, and they are thus included in any future thinking.

97) Question from Mandy James:

Meeting minutes of Environment and Community Services Policy Development and Scrutiny Committee, Wednesday 29 January 2020 7.00 pm (Item 47b) - HAYES VILLAGE LOCAL NEIGHBOURHOOD IMPROVEMENTS

"The School Street would be enforced using traffic orders with Automatic Number Plate Recognition (ANPR) being used to enable residents living in the street access to their properties."

Why have Bromley Council not provided ANPR as was promised to Hayes Primary School to monitor the School Street?

Reply:

The Hayes School Street is a trial and it was not deemed appropriate to spend a large sum on the purchase and running of a CCTV camera system for a trial which can be safely operated with manual barriers, which are used in many school streets across London

98) Question from Mandy James:

Given that Bromley Council had planned for ANPR to be installed at the Hayes Primary School Street, why did Bromley Council not anticipate the need for ANPR cameras to be used at the other 5 schools?

Reply:

The timescale available for the implementation of all London Streetspace Plan measures in the summer of 2020 was far too short to procure and install ANPR cameras. Only measures to support social distancing and support the return of pupils to our schools that could be implemented in a matter of weeks could be supported.

99) Question from Richard Gibbons:

Re. Agenda Item 9. ECS Performance Overview - Travel to School 5H and 5J

Would the Portfolio Holder please provide specific data on home to/from school mode of travel (walking, scooting, cycling, public transport, private car or other, noting end-to-end, mixed-mode, shared journey) along with copies of current school travel plans?

Reply:

Each school travel plan remains the property of the individual school and should be requested from the school.

We can provide Mr Gibbons with a summary of the school surveys on travel mode in due course.

100) Question from Richard Gibbons

Re. Agenda Item 10b, Open Space Strategy 2021 to 2031

OSS notable for its omissions, e.g. (a) a plan to end anti-social littering, fly-tipping and vandalism that attracts most enquiries (i); (b) meaningful volunteer workforce engagement with Friends Groups and others who contribute 1,000s of hours annually improving our open spaces. Will Portfolio Holder withdraw OSS pending review?

Reply:

The Open Space Strategy is intended to be a high-level strategy to inform decision making within the Portfolio for the next 10 years and detailed delivery plans will result from this. With regards to the points in questions:

a) The Open Space Strategy mentions Open Space Security and Safety under Strategic Objective 1 which will include the aspects mentioned as the strategy is developed.

b) The Open Space Strategy under both Strategic Objective 1 and in Section 5.1. reference to the significant contribution that the Friends Groups makes to the Open Space Portfolio. In recognition of their dedication and hard work the strategy makes provision to review and develop the governance arrangements with the contribution of these stakeholders. There will also be scope for stakeholders to be involved in the community based projects that the strategy emphasises, as these can draw on their expertise in both their creation

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