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ECS PDS—Written Questions from the Public.
June 21st 2022

1) Question from Susan Sulis (Secretary, Community Care Protection Group)

FLOOD RISK ASSESSMENT OF 100 ACRE GREENBELT SITE (DERRY DOWNS, BR5) ADJOINING ST. MARY CRAY RECREATION GROUND.

This agricultural site, which slopes towards the River Cray, has a history of Surface Water Flooding. It flooded significantly in October'21, including internally in adjoining properties in Hodson Crescent, Hodsol Court, and the Rookery Estate, necessitating evacuation of vulnerable, including elderly, residents.

Why has the Council, as LLFA, not investigated

Response to Question 1:

LBB conducted a basic investigation of the flood event as the clean-up works progressed. The source of the flooding is known as it modelled by the UFMfSW (updated Flood Map for Surface Water). On 20th October 2021 the Environment Agency Orpington rain gauge showed that 26mm of rain fell in a 90 minute period and that 74 mm fell between 1930hrs and 0100hrs. Under these circumstances surface water will flow overland often as predicted by the Updated Flood Map for Surface Water. The flood event was caused by an extreme storm event which resulted in exceedance flows from a wide catchment running overland to towards the river Cray.

2) Question from Susan Sulis (Secretary, Community Care Protection Group)

FLOOD RISK ASSESSMENT OF 100 ACRE GREENBELT SITE (DERRY DOWNS, BR5) ADJOINING ST. MARY CRAY RECREATION GROUND.

The Flood Path, is defined on Planning Flood Maps, and the site, as 'high risk of Surface Water Flooding', containing 'specifically contaminated land'.

Will Bromley now carry out an Environmental and Flood Risk Site Assessment with agencies, owners and the community, producing an Action Plan to mitigate future flooding impacts?

Response to Question 2:

LBB does not propose to undertake site specific FR assessment or action plan. (Initial investigation revealed that the field is 'owned' by a developer currently seeking permission to build 800 to 1000 properties <https://www.lih.co.uk/projects/st-mary-cray/>

if the development moves forward LBB planners will apply FRM conditions).

3) Question from Jane Dutton:

In the last Environment meeting, the Council responded to a written question about its School Streets by noting the Council is investigating their impact. Other boroughs use ANPR instead of relying on volunteer marshals; please could Bromley investigate results in other boroughs to inform its decision making here?

.Response to Question 3:

I refer you to the answer I gave to Dr Donegan.

4) Question from Jane Dutton:

According to the report "[Air Quality Information for Public Health Professionals – London Borough of Bromley](#)" published by GLA in February 2022, 57 schools in Bromley exceed the interim WHO guideline of 10µg/m³ for PM_{2.5}, and all schools exceed the WHO guideline of 10µg/m³ for NO₂. What action is being taken?

Response to Question 4:

The National Air Quality Objectives and Air Quality Standards Regulations set the limit and target values with which the UK must comply. The report states that all schools meet these levels.

Number of Schools	Number exceeding PM _{2.5} legal (25µg/m ³)	Number exceeding PM _{2.5} WHO interim (10µg/m ³)	Number exceeding PM _{2.5} WHO final (5µg/m ³)
122		56	122

Number of Schools	Number exceeding NO ₂ legal (40µg/m ³)	Number exceeding NO ₂ WHO interim (30µg/m ³)	Number exceeding NO ₂ WHO final (10µg/m ³)
122			122

In October 2021 the WHO updated its recommended guidelines for air pollutants. For NO₂ guidelines, annual levels were reduced to 10µgm⁻³. For PM_{2.5}. It tightened the recommended annual average guideline to 5µgm⁻³, while retaining 10µgm⁻³ as an interim guideline which the Mayor of London has committed to meet by 2030 (the legal annual average limit is 20µgm⁻³).

WHO levels are considered as the gold standard. The recommendations were made in late 2021 and this report published in early 2022; whether such levels are practical or even achievable is still to be considered.

The London Borough has several strategic documents that relate to issues that affect air quality. The main document is the Borough's [Air Quality Action Plan 2020-25](#). This details action points that cover how the London Borough of Bromley will address air pollution. The Borough's monitoring results for air quality are available via Annual Status Reports (ASR) [here](#). We have recently completed the ASR for the year 2021, this will be made available to the public later this year.

5) Question from Brayley Small:

As global temperatures rise the prospect of food shortages looms ever larger. In Canada the 2021 heat dome decimated the wheat harvest and created pasta shortages in the UK. What provision has been made in Bromley's Community Risk Register for food shortages due to the consequences of global heating?

<https://www.weforum.org/agenda/2015/08/4-ways-climate-change-could-cause-food-shortages/>

Response to Question 5:

The ECS Risk Register is reviewed for each ECS PDS Committee meeting, and activities are scrutinised in a regular and systematic manner. The Council will continue to maintain a close watch on developing climate-related issues/impacts and amend the risk register accordingly..

6) Question from Brayley Small:

Research by Imperial College London shows that annual average pollution levels for PM2.5, PM10 and NO2 at the Widmore Road/Kentish Way junction are in the 99th percentile nationally, making it among the most polluted locations in the country. NO2 levels are six times the WHO limit. What actions will the Council take to make the air safe to breathe at this location?

<https://addresspollution.org/results/ce7e48e9-6674-45e2-9d4f-e73bc8d0fe74>

Response to Question 6:

The data provided on this site is modelled. Addresspollution.org states:

At this address, the annual average of the pollutant PM2.5 is 12.92mcg/m3. The World Health Organization limit is 5mcg/m3.

The reading for PM10 at this address is 22.38mcg/m3. The limit is 15mcg/m3.

The reading for NO2 at this address is 60.78mcg/m3. The limit is 10mcg/m3.

The national Air Quality Objectives and Air Quality Standards Regulations set the limit and target values with which the UK must comply. These limits are:

PM2.5 limit of 20 µg/m3

PM10 limit of 40 µg/m3 as an annual mean.

NO2 limit of 40 µg/m3 as an annual mean and 200 µg/m3 not to be exceeded more than 18 times a year as an hourly mean.

The London Borough of Bromley has a diffusion tube placed at the other side of the Widmore Road/Kentish Way junction to monitor NO2, the results are as follows for this site as an annual mean (µg/m3):

2015	2016	2017	2018	2019	2020
50.5	50.9	43.4	39.1	38.4	30.9

Since 2018 this monitoring site has been meeting the National Air Quality Objective for NO2.

The London Borough has several strategic documents that relate to issues that affect air quality. The main document is the Borough's [Air Quality Action Plan 2020-25](#). This details action points that cover how the London Borough of Bromley will address air pollution.

The Borough's monitoring results for air quality are available via Annual Status Reports (ASR) [here](#). We have recently completed the ASR for the year 2021, this will be made available to the public later this year.

7) Question from Jen McArthur:

Now that much of the separated cycle lane on Albemarle Road cycle lane has been

removed, what plans does Bromley Council have to improve cycle safety and provide a route connecting Beckenham and Bromley?.

Response to Question 7:

Although the segregation on part of the route along Albemarle Road has been removed, the cycle route is still present. The Council is investigating possible routes to link Shortlands with the soon-to-be-completed Cycleway that links Kent House station to Lower Sydenham.

8) Question from Jen McArthur:

The responses to the Public Questions for the April 11 Council meeting mentioned that 'Bromley officers are currently designing a scheme to make improvements at [the Chinese roundabout]... Funding for this improvement has been applied for via TfL'. What are the planned improvements, and when will the result of the TfL funding application be known?

Response to Question 8:

TfL have now agreed to fund the surveys, counts and designs for a casualty reduction scheme at Chinese Roundabout. Discussions with the ward councillors will take place shortly and I will then publish the proposed changes for public observations.

9) Question from Tia Fisher

There is evidence that shows that the main issues motivating people to change their travel behaviour are health, reducing air pollution and mitigating greenhouse gas emissions.. What strategies have the council used to encourage residents to change to active travel on each of these three fronts

Response to Question 9:

The Council promotes active travel through its School Travel Plan programme, via healthy lifestyle campaigns, through cycle training and by investing in walking and cycling infrastructure. The various benefits are promoted as part of the education programmes.

10) Question from: Tia Fisher

Some reduction in vehicle emissions could be achieved by requiring all deliveries to the council to be by electric vehicles or bikes. Have the council considered this initiative and if so what were their conclusions?

Response to Question 10:

The Council is working with its contractors to support them in developing carbon reduction policy, but we have no powers to regulate the multiple operators that deliver to our sites.

11) Question from Georgina Dayanc:

Evidence from studies have shown that cars are, on average, stationary 95% of the time and have occupancy rates of about just 25%. Can the council consider implementing electric cycle and scooter hire schemes? Thus creating credible alternatives to motorised transport locally.

Response to Question 11:

There are no plans to do so.

The Council has previously operated a trial non-electric dockless cycle hire scheme with Lime but it proved to be uneconomic for the provider. Should another company wish to provide such a scheme it will be considered. With regard to e-scooters the Council notes the trial hire scheme taking part in some London boroughs, but also notes the serious safety concerns for riders and other road users.

The Council's Transport Implementation Plan sets out our strategy to reduce car use and congestion, improve air quality and public health and assist economic prosperity and access to employment but it must be remembered that whilst in the more urban parts of the borough there is a comprehensive network of bus routes and railway lines but in the more rural parts of the borough many residents are dependent on their cars and even in the better connected parts of the borough many residents find a car essential for their needs..

12) Question from Georgina Dayanc:

Has a target date been set and plans been made for the council to send *zero* waste to landfill and incineration?

Response to Question 12:

Our target is to send less than 2% to landfill. This is a target that is reviewed annually, and the reason it remains 2% is that there continue to be types of waste that cannot currently be recycled or treated in any other way using the technology that is currently available. In 2021/22, just 0.2% of local authority collected waste in Bromley was sent to landfill.

Even if everything that could be recycled or composted through UK infrastructure was, around 30% of the waste produced by residents would need to be disposed of in some way. Therefore, it is simply unrealistic to have a target to send zero waste to energy recovery facilities now. Instead, Bromley Council aims to recycle 65% of local authority collected waste by 2030.

13) Question from Katrina Dayanc:

In response to a question to the Environment Committee on 21 March meeting you discount signed-only 20mph limits on the basis of minimal speed reduction. However, Govt research shows that with traffic calming measures speeds decreased by 9% and accidents by 60% in 20mph zones. Will council consider setting up 20mph zones with traffic calming measures?

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/918429/ltn-1-07_Traffic-calming-guidance.pdf (P34)

Response to Question 13:

In addition to my predecessor's answer I would add the following. The Council is determined to do what it can to make the streets of Bromley safer by reducing the risk to road users of being killed or seriously injured. Our

policy is to identify where such collisions are regularly occurring and, where there is a solution, make alterations to improve safety. We also target those road users most often involved in serious collisions with a programme of road safety education.

When the 30 MPH limit was introduced in 1934, although there was one-tenth the number of cars on the road as there is today, the death toll was four-fold. Over that period the design and safety of motor vehicles, including their braking ability has improved immeasurably. Most serious accidents take place on main roads and often in shopping centres. The Council has introduced a 20 MPH zone on Bromley High Street and is supporting one by TfL on West Wickham High Street later this year, in addition 20 MPH zones, indicated by flashing lights, are in place at the start and finish of the school day outside a number of schools.

14) Question from Katrina Dayanc:

The International Energy Agency has recently come up with a 10 point plan to reduce the demand for oil. This includes introducing car-free Sundays, an initiative that supports walking and cycling, reduces noise and air pollution, reduces the urban "heat-island" effect and improves road safety. Has the council given this any consideration and what was the result of their assessment?

<https://www.iea.org/reports/a-10-point-plan-to-cut-oil-use>

Response to Question 14:

The imposition of a car free day would be a major infringement of individual rights and cannot be entertained. Freedom of movement is a basic right and to restrict a citizen's right to use their car would prevent many people from attending church, visiting families and for shift and night workers getting to work. Even if there were not these fundamental objections it would be impossible to enforce and police.

15) Question from Jamie Devine:

To begin to comprehend the seriousness and scale of the ecological and climate crises some scientific understanding is required. Please state the qualifications held, and training courses attended, by each member of this committee and the Executive, giving the year each qualification was attained and training completed.

Response to Question 15:

Thank you for your question.

The sort of information you have requested on members is not for me to provide. Please feel free to email and discuss with individual members after this meeting should you wish.

16) Question from Jamie Devine

Please indicate whether each member of this committee and the Executive has read the executive summary for policymakers 'Special Report: Global Warming of 1.5°C' produced by the United Nations' Intergovernmental Panel on Climate Change, stating the names of each member that has.

The report can be found via the following link: <https://www.ipcc.ch/sr15/chapter/spm/>

Response to Question 16:

Thank you for your question and the link to the report. I'm glad to report I wasted no time at all in reading it.

If you would like to know if any members of this committee have read it then please feel free to contact them directly to discuss at the end of tonight's meeting.

17) Question from Saskia Sabelus

In Bromley's draft budget, you stated that addressing borough-wide carbon emissions is a major financial risk. A UCL report published in October 2020 indicates mean damage costs attributable to climate change of US\$31.2 trillion per year by 2200, under their business as usual scenario. Will the council commit to making investments proportionate to the financial risks?

Response to Question 17:

Work to identify the exact amount required to achieve borough wide net zero emissions is still ongoing, but the investment required is estimated to be several billion pounds per London borough. The Carbon Management Team works continuously to source funding opportunities that will support the council with borough-wide initiatives.

18) Question from Saskia Sabelus

Vehicle emissions are a significant source of GHG emissions in Bromley. The Council has the power to reduce these emissions through Controlled Parking Zones, reallocation of road space, prices of parking permits and electric vehicle charging deployment. What progress has the council made on each of these options?

Response to Question 18:

Bromley continually reviews CPZs across the Borough and makes changes where appropriate to support local residents with their parking and to discourage rail-heading. Bromley also reviews the need to introduce new walking and cycling infrastructure, and is in the midst of developing a residential EV charging strategy, as presented to this Committee last year.

19) Question from Theresa Leon:

In the March 2022 Environment committee meeting, the Council responded to a question from the public about whether Bromley Council has money for the Shortlands Friendly Village Scheme by suggesting the scheme will only go ahead if TfL funding becomes available. Will the Council consider spending its own money here?

Response to Question 19:

The Council will continue to press TfL for funding for this scheme as it is not included in our revenue budget as it is a TfL responsibility

20) Question from Theresa Leon:

In the March 2022 Environment committee meeting, the Council responded to a question from the public about involving citizens in partnerships and collaboration for net zero by referring to "signposting...to various grants, services and other initiatives". Will the Council consider ways of involving citizens beyond signposting?

Response to Question 20:

Signposting is just one element of supporting residents, businesses, and community groups to take action.

At a borough level, the Council continues to develop its approach to tackling emissions and is working with a wide range of borough stakeholders to deploy more and more carbon/energy reduction initiatives. The Carbon Management Team works continuously to source funding opportunities that will support the council with further borough-wide initiatives, and they regularly engage with several environmental/resident groups that helps develop their ideas and thinking around local action. Local Councillors are also well placed to take forward the views of their Ward residents.

21) Question from Dr Brendan Donegan:

In the last Environment meeting, the Council's answer to a written question about halving petrol and diesel journeys noted "significant lobbying would be required to acquire the necessary funding". Bromley has the necessary funding in its reserves, and claims to acknowledge "the seriousness and impact of climate change". Please comment.

Response to Question 21:

Bromley is rolling out its residential EV charging strategy pilot at present and the results of this will help determine future investment by the local authority, be it from its own budgets or through grant funding. I have approved a request by Tesla for EV charging points in the Civic Centre multi-storey car park and the Council is looking at the possibility of pavement trunking for residents who wish to charge at home but have no forecourt. Ultimately, as the sale of electric cars, the market will be supplied by free enterprise.

22) Question from Carrie Heitmeyer:

In the March 2022 Environment committee meeting, the Council responded to a written question about Bromley's investment in Middle Eastern banks and relative lack of investment in action to reduce borough-wide emissions by stating the Middle Eastern investments were selected in line with "strict criteria": what are these criteria?

Response to Question 22:

The Council uses Link Asset Services as professional advisors to determine suitable counterparties for investment. In practice this means that the Council will only invest with banks which are UK based or are non-UK and domiciled in a country with a minimum long-term sovereign rating of A- or equivalent.

Additionally, the bank would have, as a minimum, at least one of the following Fitch, Moody's and Standard and Poors credit ratings (where rated):

- Short term – Fitch F3; Moody's P-3; S&P A-3
- Long term – Fitch BBB+; Moody's Baa3; S&P BBB+

23) Question from Carrie Heitmeyer

In the March 2022 Environment committee meeting, the Council responded to a written question about Bromley's relative lack of investment in action to reduce

borough-wide emissions by mentioning “a number of walking and cycling schemes over recent years”: please provide an estimate of the value of these?

Response to Question 23

The amount spent over the previous 3 years for walking/cycling schemes are as below -

2018/2019 - £389,000

2019/2020 - £1,522,800

2020/2021 - £421,900

This includes the installation of a cycling and walking scheme in Crofton Road and the ongoing works to complete the Kent House to Lower Sydenham cycle route.

24) Question from Adrian Appley

Will the council be increasing the Council Tax in order to have enough money to remove all the autumn leaves that block road drains etc. and cause unnecessary flooding plus to empty street litter bins before they overflow and cause litter to be blown all over the place? Bromley is an untidy mess.

Response to Question 24:

Council officers (to whom this question is directed) do not have discretion to increase Council Tax for the purpose of increasing revenue budgets.

As part of our leafing response carried out by our street environment service provider Veolia, an existing contractual leaf clearance process sees additional dedicated resource being deployed every year above baseline delivery to assist with the challenge of successfully clearing leaf drop across the full 56 sq.m. borough. Resources are prioritised and targeted by utilising a plethora of data including customer enquiries, tonnage information, hot spot mapping, client team monitoring and referrals, and tree canopy coverage.

Last year LBB removed over 2,000 tonnes of leafing material.

We continuously review litter bin placement and emptying schedules to ensure optimum efficiency. If there is a demonstrable need for additional on street litter bin capacity, then the service will arrange this.

Customers and residents can report a concern on either matter through our established reporting channels.

25) Question from Susan Klink:

What data does Bromley Council have on barriers to people making short local journeys by bicycle, and what plans does the Council have to create a safe network of cycle paths/routes that separate cyclists from vehicles where possible?

Response to Question 25:

Bromley will continue to look for opportunities to introduce improvements to the road network to make cycling easier and safer, but with limited road space and the risk of simply displacing traffic to other streets, the Council will be cautious about making any drastic changes. Many cycle routes introduced across London in recent years have had to be removed, wasting public money. Bromley will continue to support cycle training, including escorted rides, and to provide cycle parking where this is needed.

26) Question from Susan Klink

What progress has Bromley Council made in terms of transitioning to electric vehicles for the council's fleet of vehicles and insisting that companies on contract to Bromley use electric vehicles where feasible?

Response to Question 26:

As fleet vehicles become due for replacement, electric vehicles are the first consideration as a suitable alternative to conventional fuels. Such cars and light commercial vehicles are mainly leased for 3/4 years and as more types become available and the motor industry supply issues ease, the numbers in service will increase. Charging infrastructure at depots and vehicle bases is now under discussion to ensure support for the transition to electric traction. Contractors providing services using commercial vehicles are required to set out their plans for minimising the environmental impact of their fleet operations as part of the tendering process. Some electric and hybrid vehicles have been operating in such contracts since 2019..

27) Question from Louise Clark:

In answer to a question to the Environment Committee in November the Council said that to achieve the 'climate target' it will require every person to make changes and choices for their household to reduce their impact on the environment. How will the Council include in this process the ideas and suggestions that residents and community organisations will have on ways to bring about these changes

Response to Question 27:

At a borough level, the Council continues to develop its approach to tackling emissions and is already working with a wide range of borough stakeholders to deploy more and more carbon/energy reduction initiatives. In particular, the Carbon Management Team regularly engages with several environmental/resident groups that helps them to develop their ideas and thinking around local action. Local Councillors are also well placed to take forward the views of their Ward residents.

28) Question from Louise Clark:

Has the council applied for any funds under the Govt's Local Authority Treescapes Fund? If so, would they be willing to devote part of that money to creating Miyawaki tiny forests in the borough. London's first tiny forest was planted in Thamesmead in Feb 2022.

<https://www.thamesmeadnow.org.uk/news/thamesmead-residents-plant-south-london-s-first-tiny-forest/>

Response to Question 28:

As part of a wider review of available grant funding the Council is pursuing the Government's woodland creation and maintenance grant. This will include a community tree planting project which mirrors the principles of the Miyawaki principles such as use of natural tree species being considered and the engagement with

Friends Groups to create a diverse, multi-layered forest community. Special attention will be made in the selection of native species given current threats to Ash and Oak trees

29) Question from James Brown

In the March 2022 Environment committee meeting, the Council responded to 2 written questions about targets for borough-wide net-zero emissions (which Bromley doesn't have) by noting "transport currently has the highest emissions in borough" and mentioning the Council's EV strategy. Will the Council consider developing an Active Travel strategy?

Response to Question 29:

The Council has what amounts to an active travel strategy already, entitled "Bromley's transport for the future". See [Local Implementation Plan – London Borough of Bromley](#).

30) Question from James Brown:

In response to a written question from the public to the March 2022 Environment committee meeting, the Council stated that "one example of a measurable success" on emissions reduction "is the increased use of the public EV charge points" the Council has installed. Please can you share data on this?

Response to Question 30:

The usage data for the Borough's public EV charging points are produced and managed by the operators Source/Total, BP Pulse and ESB. As this is commercially sensitive it is not readily available to the public. However it is shared with Borough Officers and there is generally growth in demand and usage, hence the Council's EV Residential Charging Pilot Scheme.

31) Question from E Minkner:

What concrete and impactful action is Bromley Council taking to reduce car usage and related pollution by making it easier and safer for people to cover short distances on foot or by bicycle? Do the Committee agree that the Council needs a strategy to achieve meaningful improvements in this area which can be measured year on year, and will they work on such a strategy

Response to Question 31:

The Council's strategy is called "Bromley's transport for the future" and is published on our website: [Local Implementation Plan – London Borough of Bromley](#)

32) Question from Tom Goodenough:

Plaistow Lane is used daily by many schoolchildren but it is increasingly unpleasant to walk along given the speeding cars, narrow pavements and several accidents that have occurred. Can some consideration be given to measures to make the road more pedestrian friendly and less of a 'rat run' for drivers?

Response to Question 32:

Over the years a number of improvements to support pedestrians on this road

have been installed, mostly in the vicinity of St Joseph's RC Primary school. This is a major road which carries traffic which does not need to go through Bromley Town Centre, and is a bus route. Any measure to reduce traffic would have a very serious impact on surrounding roads, including, in the interest of transparency, the road on which I live, and onto Widmore Road.

33) Question from Richard Gibbons

LEGACY - How have you improved LB Bromley's Environment and Community Services during your time as Portfolio Holder, and what achievements would you most like to be remembered for?

Response to Question 33:

This question is disallowed on the basis it was asked at the March meeting and therefore cannot be asked again for six months..

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