



BROMLEY CIVIC CENTRE, STOCKWELL CLOSE, BROMLEY BRI 3UH

TELEPHONE: 020 8464 3333

CONTACT: Graham Walton  
[graham.walton@bromley.gov.uk](mailto:graham.walton@bromley.gov.uk)

DIRECT LINE: 020 8461 7743

FAX: 020 8290 0608

DATE: 24 April 2023

## COUNCIL

**Monday 24 April 2023**

### **4 QUESTIONS (Pages 3 - 8)**

The responses to questions submitted for this meeting are summarised below.

- (a) Questions from members of the public for oral reply (summary to follow).
- (b) Questions from members of the public for written reply.
- (c) Questions from members of the Council for oral reply (summary to follow).
- (d) Questions from members of the Council for written reply.

***Copies of the documents referred to above can be obtained from***  
<http://cds.bromley.gov.uk/>

This page is left intentionally blank

## 4(B)

### Council

24 April 2023

#### Questions from Members of the Public for Written Reply

##### **1. From Dermot Mckibbin to the Portfolio Holder for Renewal, Recreation and Housing**

How many homeless households did the Council in 2022/23 provide with temporary accommodation and at what expense, how many council houses were built in 2022/23 and what savings towards the cost of temporary accommodation does each council house represent?

##### **Reply:**

897 new tenancies commenced between 01 April 2022 and 31 March 2023. This number includes those entering temporary accommodation for the first time as well as those requiring move on between placements. The average annual cost per household was £7,110.

The Council completed building 60 properties in 22/23, and commenced works on a further 49, which will be finished in 23/24. The average annual temporary accommodation saving is £7,110 per household.

##### **2. From Dermot Mckibbin to the Portfolio Holder for Renewal, Recreation and Housing**

How many council houses did the Council build in 2022/3, how many will be built this year and on what sites, has the Council identified sufficient land and money to meet its target of 1000 properties by 2026?

##### **Reply:**

The Council completed building 60 properties in 22/23, and commenced works on a further 49, which will be finished in 23/24. Further sites have been identified previously, and were reported to Members in September 2020 [Agenda for Renewal, Recreation and Housing Policy Development and Scrutiny Committee on Wednesday 2 September 2020, 6.30 pm \(bromley.gov.uk\)](#), and again in 2021 [https://cds.bromley.gov.uk/documents/s50089615/Building\\_Council\\_Housing\\_Programme\\_June\\_2021\\_P1\\_MM.pdf](https://cds.bromley.gov.uk/documents/s50089615/Building_Council_Housing_Programme_June_2021_P1_MM.pdf). Since these reports 5 of the agreed sites have been developed or are under development, and further sites are subject to planning applications.

The 1000 homes target does not relate solely to building council homes, but also includes acquisition of homes. Across the building and acquisition programmes, the Council has already delivered nearly 400 properties, and is therefore on a good trajectory to deliver the target number of 1000 properties despite a very challenging climate. This target is reported and monitored by the Renewal, Recreation and Housing Policy Development and Scrutiny Committee.

### **3. From Susan Sulis to the Portfolio Holder for Sustainability, Green Services and Open Spaces**

Surface water flooding is an increasingly serious threat to the Greater London area. It threatens the homes, infrastructure, livelihoods, businesses and well-being of Bromley residents living in vulnerable areas.

When will the Council publish its Surface Water Management Plan (2011), and an updated version? Don't Bromley citizens have a right to know?

#### **Reply:**

The SWMP was the first of the LLFA flood risk documents published. There is no intention to update that plan as it has been superseded by the PFRA (Preliminary Flood Risk Assessment) and the Local Flood Risk Strategy.

### **4. From Susan Sulis to the Portfolio Holder for Green Services, Sustainability and Open Spaces**

Why are there no Key Performance Indicators for Flood Management included in the Environment and Community Services Portfolio Plans, and how can Members and the public judge how progress is measured?

#### **Reply:**

KPI's are used to monitor our contractor's performance and other measurable statistics. I'm not sure how one would meaningfully measure reductions to flood risk.

The EA arrange modelling exercises to assess the value of major schemes based on how many properties have had their flood risk rating reduced by a scheme.

**Council**

**24 April 2023**

**Questions from Members of the Council for Written Reply**

**1. From Cllr Alison Stammers to the Portfolio Holder for Transport, Highways and Road Safety**

Our Borough roads are beset with numerous deep potholes. Traffic going over them causes stone and chippings to be repeatedly thrown up on to the road surface and adjacent pavements causing a slip/trip/injury hazard to pedestrians and potential damage to vehicle paintwork and windscreens. In Albany Road, I understand such debris recently contributed to a resident breaking an ankle some two weeks after the debris being reported. The debris is not routinely removed from the road or pavements during the lifetime of the pothole, nor when it is filled in. It seems to be missed under the street cleaning regime. Can the Portfolio Holder assure us that more will be done routinely to clear our roads and pavements of this debris as well as to expedite the filling in of the countless potholes?

**Reply:**

I apologise for the state of our roads, as a motorist it is not a situation which I wish to see. The combination of rain, frost and snow weather this year has created severe problems on the country's roads and indeed on many on the Continent and unfortunately, Bromley, like every council in the country, is suffering from multiple potholes.

As London's largest borough we have 537 miles of road, equal to Bromley to Zurich.

The condition of the highway network is carefully monitored through regular safety inspections and specialist condition surveys to identify reactive and planned maintenance respectively. When defects are identified which meet the Council's investigatory levels reactive works are arranged to maintain the highway in a safe condition, based on either a 2 hour, 10 day or 35 day completion time depending on priorities. Unfortunately, the severe weather during the winter resulted in a high number of defects, and our contractor, Riney, does have a backlog of works which is due to be completed by the end of May. We have 13 teams dedicated to repairing potholes and some 70 or more are being dealt with every day and these are being tackled on in a systematic way with the most serious potholes being dealt with first. I have agreed that the teams should continue throughout the summer months.

You will appreciate that potholes and other defects continue to deteriorate, especially in wet and cold weather, which increases the risk to road users until repairs have

been completed. In order to minimise the risk caused by older defects our contractor has been asked to focus all resources on clearing the backlog of overdue works, with 10 day jobs being a priority. This should allow all current overdue jobs, in addition to emergencies, to be completed by the end of April, although as orders will continue to be raised by our Highway Inspectors the overall backlog is unlikely to be cleared before the end of May. Riney are responsible for managing and planning all reactive repairs to make the most efficient use of their resources, and while I recognise that you have concerns for Albany Road, I hope you understand that we're unable to provide precise timeframes for individual jobs, but please rest assured that Riney have been asked to work across the borough and have no reason to avoid any particular areas.

The Government announced in the Budget that there would be an additional £200M for potholes, however this fund is not available to London councils as the government negotiated a separate grant for Transport for London (TfL). Many of the roads in the borough are either Transport for London roads – A20, A21 and A232 or are designated principal roads where the funding is from TfL. In the past few years we have only received £280,000 for planned maintenance and this has been for two specific roads. Despite this, we continue inspect these roads and have repaired them where necessary.

Our Officers are not able to give precise timeframes to individual jobs at this moment but have asked for the oldest reports to be completed as a priority.

Any debris in the immediate vicinity of potholes will be cleared as part of the repair, but any other loose material will be cleared as part of the regular street cleaning regime.

The Council has an annual programme of footway and carriageway resurfacing, details of which are included in the regular committee reports. The initial 2023/24 programme was approved by me in January and can be found here - <https://cde.bromley.gov.uk/documents/s50102541/Planned%20Highway%20Maintenance.pdf> . These schemes are due to be completed during the spring and summer. A further condition survey is due to be completed during the next two months, which will allow the remaining carriageway resurfacing projects to target those of our busiest roads that have been damaged by winter weather.

## **2. From Councillor Mark Smith to the Chairman of Development Control Committee**

Could you please confirm how often the four respective Plans Sub-Committees have met in this municipal year?"

**Reply:**

2022/23 Municipal Year:

	Meetings held	Meetings cancelled
Plans 1	4	2
Plans 2	5	1
Plans 3	2	4
Plans 4	5	1
Total	16	8

**3. From Councillor Mark Smith to the Portfolio Holder for Transport, Highways and Road Safety**

Recent press reports have confirmed that the Levelling Up Secretary (Michael Gove) has written to all local authorities in England expressing concern about elderly and vulnerable people being excluded if pay-and-display parking machines are scrapped.

In the light of this, could he confirm what steps are being taken to ensure that, in the Cabinet Minister's own words, "there are alternative provisions for parking payments available so that no part of society is digitally excluded" and that high street parking is not "solely available for those who have access to a mobile phone"?

**Reply:**

A full equality impact assessment was independently verified. Motorists wishing to park in paid for bays can use an app on a smart phone, call on a non-smart phone or ring from a home landline.

Before the changeover 75% of motorists were already using RingGo and the report to the Environment and Community Services PDS Committee last November outlined why expenditure on new machines at a cost of nearly £1 million could not be justified.

**4. From Councillor Simon Fawthrop to the Portfolio Holder for Transport, Highways and Road Safety**

In the light of the motion on the agenda, will he publish a list of all roads which have -

1. A permanent 20 MPH
2. Part-time 20 MPH

**Reply:**

I have asked Council Officers to compile a list of full and part time 20 mph limits for circulation to all members to include those which are advisory and well as those which are mandatory.

This page is left intentionally blank