

## **ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY COMMITTEE**

Minutes of the meeting held at 7.30 pm on 24 November 2015

### **Present**

Councillor William Huntington-Thresher (Chairman)  
Councillor Sarah Phillips (Vice-Chairman)  
Councillors Kevin Brooks, Samaris Huntington-Thresher,  
Terence Nathan, Angela Page, Chris Pierce,  
Catherine Rideout and Melanie Stevens

### **Also Present**

Councillor Colin Smith and Councillor Lydia Buttinger

#### **80 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS**

Apologies were received from Councillor David Jefferys.

#### **81 DECLARATIONS OF INTEREST**

Councillor Sarah Phillips declared an interest at item 7b of the agenda in view of her position as treasurer of the Friends of Croydon Road Recreation Ground.

#### **82 QUESTIONS FROM COUNCILLORS AND MEMBERS OF THE PUBLIC ATTENDING THE MEETING**

Two questions to the Committee had been received. Details of the questions and replies are at **Appendix A**.

#### **83 MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON 30th SEPTEMBER 2015**

The minutes were agreed.

#### **84 QUESTIONS TO THE PORTFOLIO HOLDER FROM MEMBERS OF THE PUBLIC AND COUNCILLORS ATTENDING THE MEETING**

A number of questions were received for Portfolio Holder reply. Details of the questions and replies are at **Appendix A**.

#### **85 PRE-DECISION SCRUTINY OF REPORTS TO THE ENVIRONMENT PORTFOLIO HOLDER**

## **A) BUDGET MONITORING 2015/16**

### **FSD15065**

Based on expenditure and activity levels to 31st October 2015, the latest budget monitoring position for the Environment Portfolio 2015/16 showed an underspend of £162k, with the controllable budget projected to be underspent by £146k at year-end.

Details were provided of the projected outturn with a forecast of projected spend against each relevant service area compared to the latest approved budget. Background to variations was also outlined.

In discussion, the Chairman explained that if there was evidence of any Council car park being underutilised due to current parking fees this would be looked at.

An explanation was also provided for an earlier loss of income from recycled paper, the position on paper recycling having since returned to normal from mid-September.

**RESOLVED that the Environment Portfolio Holder be recommended to endorse the latest 2015/16 budget projection for the Environment Portfolio.**

## **B) PARKS, GREENSPACE, COUNTRYSIDE, EVENTS AND ACTIVITIES STRATEGIES**

### **Report ES15084**

In commissioning the parks and greenspace service to The Landscape Group, (TLG), TLG were required to authorise and develop a number of strategic plans for PDS scrutiny, ultimately creating policies for the Council's portfolio. Member views were sought on Strategies related to (i) Parks, Greenspace and Countryside and (ii) Events and Activities. Both draft documents were appended to Report ES15084. Further strategic plans encompassing Countryside and Woodlands, Play, Sports and Grant Funding would be presented to the Committee in early 2016. The draft plans were also currently under consultation with the Friends Forum and other groups.

TLG were keen to promote events and activities in the borough's parks, countryside, recreation grounds and other suitable sites and a Business Development Manager had been appointed. The Chairman preferred to see a programme of events rather than have all activities take place in a few days in adjacent parks. It was also desirable for promoters of activities to be aware of the events of others.

Events and activities would be publicised online. TLG were also looking to expand programmes and have events during winter as well as summer. Should local residents and users be unduly inconvenienced by certain

activities, TLG would review complaints for the future. If there were sustained complaints about particular activity/activities, TLG staff would liaise with Board Members. It was highlighted that activities by Friends Groups would be free of charge and a reduced hire fee would apply to activities by charities.

The TLG representative agreed that it was necessary to streamline paperwork for a park event and to have more online provision to make application; it was necessary to reduce paper and simplify the procedure. The representative also explained that TLG were working with public health.

Members supported the recommendations to the Portfolio Holder.

**RESOLVED that the Environment Portfolio Holder be recommended to:**

**(1) authorise the Parks, Greenspace and Countryside Strategy document for publication as a policy; and**

**(2) authorise the Events and Activities Strategy document for publication as a policy.**

### **C) BROMLEY CYCLING STRATEGY CONSULTATION REPORT**

#### **Report ES15079**

Consultation on Bromley's draft Cycling Strategy took place between 1st May 2015 and 31st July 2015, Report ES15079 presenting outcomes from the consultation.

Projects outlined in the strategy would be funded externally from TfL programmes. Many projects remain unfunded and the strategy would be used to lobby and secure further funding from the Mayor of London and TfL.

The Chairman suggested that for car free developments there should be an expectation that Community Infrastructure Levy (CIL)/ Section 106 payments should support cycling infrastructure.

Concerning development of a BMX track, officer contact had already been made with TLG on sourcing funding for such a track. Officers were also working with TLG (as well as TfL) in considering an extension of the Quietway from Elephant and Castle to Crystal Palace station.

Reference was made to Robin Hood junction, perceived as a difficult junction for cyclists. It was explained that a more simplified junction was now being considered rather than a larger scheme proposed earlier. If necessary, excess funding from the larger scheme could be recommended for another difficult junction for cyclists e.g. the junction of Green Lane and Penge High Street. Councillor Brookes suggested that another cycling route be considered to take cyclists away from the end of Croydon Road.

In addressing the issue of park by-laws and building cycle confidence the Chairman hoped it would be possible to have more cycling without additional tarmac in parkland. The Chairman also enquired whether it would be possible for TfL to include Quietways in their journey planning information. It was explained that the Council provides information so that this could happen.

It was confirmed that cycle proficiency training (and testing) for children was now covered under the bikeability scheme. Reference was made to work with Bromley Cyclists and an annual event to promote cycling training. Members were encouraged to support the next event on 14th May 2016.

A Member suggested a focus on children cycling to school in view of fitness benefits and reduced traffic congestion around schools. Cycling officers visited schools to encourage cycling as well as provide training. Officers were looking at ways for cycling to become the mode of travel to secondary school. Cycle training was being increased for students in higher years and it was an aspiration to see more young people continue cycling as adults.

In regard to practicalities of transporting luggage, cargo bikes were suggested as a possible solution. The cafe and cycle hub at Norman Park would have a couple of cargo bikes available for trial. Officers were also looking to encourage better parking facilities for cycles at schools.

**RESOLVED that the Portfolio Holder be recommended to:**

**(1) note the comments of the Committee; and**

**(2) endorse the suggested changes to the final Cycle Strategy, based on consultation responses, as set out at Section 5 of Enclosure 1 to Report ES15079.**

**D) GREEN GARDEN WASTE SATELLITE SITES - FURTHER REVISIONS TO SERVICE**

**Report ES15085**

Members considered options to continue operation of the Green Garden Waste (GGW) Satellite service in a more strategic manner.

With the new GGW Wheelie Bin collection service now having 17,500 customers, the original objective of the Satellite Sites – to address congestion issues near the Household Waste Recycling Centres (HWRCs) – had become less crucial. The HWRCs had seen a substantial fall in tonnage collected, albeit a lower diversion from Churchfields, and the Satellite Sites had also seen less tonnage, their reduced opening times also being a factor.

Alternatives to the current service would enable savings and two options were presented for consideration, both including provision to operate the Satellite Sites for one weekend in January for Christmas tree recycling.

Option 1 entailed operating all five sites during four weekends in April only. Garden waste arisings were at their highest in Spring and Option 1 would help reduce congestion during this time at the HWRCs. The option would cost £20,400.

Option 2 involved the operation of all five sites during April and maintaining one site (Shire Lane) in operation thereafter to October on every Saturday. The cost of Option 2 amounted to £48,800.

Members supported Option 2.

**RESOLVED that the Environment Portfolio Holder be recommended to:**

**(1) agree Option 2 for the future operation of the Green Garden Waste Satellite service as outlined in Report ES15085, with the changes to be effective from April 2016; and**

**(2) agree that Shire Lane be confirmed as the site to remain in operation from May to October.**

## **86 PRE-DECISION SCRUTINY OF REPORTS TO THE EXECUTIVE**

### **A) STREET ADVERTISING SITE CONTRACT GATE REPORT**

#### **Report ES15081**

With the contract for advertising at bus stops expiring in July 2016, Transport for London (TfL) had given notice that it would not involve the Council in future contractual arrangements, TfL referring to legal advice indicating that the Council's consent is not required as Highway Authority and they can exercise similar powers regarding bus shelters through their Transport Authority status. The Council was seeking legal advice on this as it could no longer receive income from the activity. In the meantime TfL had let an advertising contract, including advertising on bus shelters, to JC Decaux.

The contract with Clear Channel on free-standing poster sites would also expire in July 2016 and approval was sought to tender as a concession contract for this activity, the anticipated contract value being approximately £1.3m (if let for another 15 year term - an initial 10 year agreement with an option to extend for 5 years).

It was also proposed that officers separately tender a concession contract to identify and develop new advertising opportunities. This would comprise a five year agreement with an option to extend for five years to identify and implement new sites not covered by the free-standing contract. This could involve an individual, advertising agency, or company identifying new opportunities and bringing them to fruition.

In response to a question from the Chairman with regard to developing new advertising opportunities it was suggested that there might be scope in

considering opportunities presented by proximity sensors and text messaging. The Chairman commented that if new or innovative methods were proposed, there may be a need for the Council to develop new policies.

In regard to TfL's notice of not involving the Council in contractual arrangements for advertising at bus stops, it was not possible yet to provide any update on legal advice that was being sought.

**RESOLVED that the Executive be recommended to:**

**(1) agree the proposed tender activity in respect of the existing (free-standing) advertising sites, so that the new arrangements can commence on expiry of the current contract;**

**(2) agree that officers separately tender a contract to identify and develop additional new income generating advertising options/sites; and**

**(3) note TfL's position regarding expiry of the bus shelter advertising contract and support officers in seeking Counsel's opinion in challenging TfL's position.**

**B) CROYDON ROAD RECREATION GROUND BANDSTAND RESTORATION**

**Report ES15075**

Significant repair works were needed to the Croydon Road Recreation Ground bandstand at Beckenham to prevent further decline. Report ES15075 outlined funding proposals for the bandstand's restoration, comprising a two-stage Heritage Lottery Fund (HLF) grant and a small amount of match funding.

Decisions were required in advance of the Stage 1 grant outcome being notified in order that the Development Grant can be acknowledged and accepted within HLF timescales. A Stage 1 application was submitted to HLF's Heritage Programme on 14th September 2015 for a Development Grant of £27.3k. Notification of the Stage 1 outcome was expected later in December 2015 with Development Stage expenditure expected between December 2015 and June 2016.

Submission of a second-stage application was anticipated by June 2016. The outcome would be reported and approval sought to tender the works. Delivery phase costs of £308.8k would be split between capital and revenue over an 18 month period. Application for HLF grant was expected to comprise £274.8k, the £34k balance being funded by £16.1k donations secured by Croydon Road Recreation Ground Friends Group and £14.9k cash match funding from L B Bromley.

Completion of capital works was anticipated by summer 2017. To facilitate on-going use and maintenance of the bandstand, an earmarked reserve was

proposed for income raised through fund raising, the reserve supporting future repairs and on-going community events and activities.

Report ES15075 also requested that the scheme be added to the capital programme with an estimated cost of £156k, subject to a successful stage two HLF bid.

Councillor Sarah Phillips highlighted her support for the recommendations and referred to the financial contribution raised in the local community to support the bandstand and park. Proposals related to the Bandstand were a good news story and the current position could not have been reached without the support of The Landscape Group to whom Cllr Phillips conveyed her thanks.

**RESOLVED that the Executive be recommended to:**

**(1) accept the £27.3k Development Grant (subject to HLF approval) along with relevant terms and conditions from the Heritage Lottery Fund to assist with development of a Stage 2 application;**

**(2) approve in principle the submission of a HLF Stage 2 application and acceptance of associated terms and conditions for restoration costs and related community events and activities programme, including the condition to maintain the structure over the next 20 years;**

**(3) agree in principle addition of the scheme to the Capital Programme with an estimated cost of £156k, subject to a further report on the outcome of the Stage 2 application;**

**(4) set up of an earmarked reserve to hold monies raised by donations and fundraising; and**

**(5) agree that the earmarked reserve be used to contribute towards the future maintenance of the bandstand and for delivery of an events and activities programme through small annual grants.**

**87 ENVIRONMENT PORTFOLIO PLAN 2015/16: SIX MONTH  
PROGRESS REPORT**

**Report ES15074**

Members considered a six-month progress report against commitments made in the 2015/18 Environment Portfolio Plan.

In discussion attention was given to the problem of fly-tipping. Incidents had increased over the past three years and at times lorry loads of material was now fly-tipped on to carriageways. The cost of legitimate waste disposal contributed to fly-tipping. For some large fly-tips it would be necessary to mark off the tip or close the road. On occasions specialist vehicles would need to clean a site. There had been success with Kent police identifying individuals leading to prosecution. It was necessary to achieve more convictions. To

report a fly-tipping incident outside normal hours the Council's emergency duty officer should be contacted.

To help deter material being passed for fly-tipping it was suggested that a reminder might be helpful particularly in regard to consequences and the availability of legitimate waste disposers. In this regard the Portfolio Holder's column in the winter edition of Environment Matters was highlighted. The Portfolio Holder's column included advice against passing waste to non-legitimate disposers which could itself incur a criminal record (an article was also included with advice on how to ensure that waste is passed to a legitimate waste disposer; the article also seeking the co-operation of residents in providing information which could lead to a successful prosecution for fly-tipping).

In regard to street cleansing it was highlighted that 69% of residents are satisfied with the cleanliness of the borough's streets with 87% satisfied with the cleanliness of town centres. It was agreed with Cllr Brooks that a check would be made to establish whether it was possible to provide a ward breakdown of these percentages.

In considering whether to call the Council's street cleansing contractor or another contractor to appear before the Committee in March 2016, Cllr Phillips highlighted that some of the complaints from residents in her ward concerned "fall-out" of material along streets from waste collection rounds. As this was a concern she offered her preference to hear how the contractor might improve performance on this aspect of service. Members agreed that the Committee's meeting on 15<sup>th</sup> March 2016 would include attendance by Veolia as the Council's contractor for waste collection.

**RESOLVED that:**

**(1) progress against aims set out in the 2015/18 Environment Portfolio Plan be noted; and**

**(2) Veolia be invited to attend the Committee's meeting on 15<sup>th</sup> March 2015 as the Council's contractor for waste collection.**

**88 FORWARD WOK PROGRAMME, MATTERS ARISING, AND CONTRACTS REGISTER**

**Report ES15073**

Concerning the Committee's next meeting on 2<sup>nd</sup> February 2016 reference was made to an invest to save report concerned with street lighting and to an initial report outlining service proposals and a procurement strategy for environmental services i.e. the current waste and related contracts.

It was agreed that a working group of the Committee be established to consider design of the new environmental services contract with recommendations feeding into a gateway one report. The Chairman referred

to a meeting of the group in January 2016 and it was agreed that the Group's membership would comprise the Chairman, Cllr Chris Pierce, Cllr Catherine Rideout and Cllr Sarah Phillips.

**RESOLVED that:**

- (1) the Committee's work programme be agreed;**
- (2) progress related to previous Committee requests be noted;**
- (3) a summary of contracts related to the Environment Portfolio be noted; and**
- (4) a working group comprised of Cllr William Huntington-Thresher, Cllr Chris Pierce, Cllr Catherine Rideout and Cllr Sarah Phillips be established to consider design of the environmental services contract.**

**89 LOCAL GOVERNMENT ACT 1972 AS AMENDED BY THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) (VARIATION) ORDER 2006, AND THE FREEDOM OF INFORMATION ACT 2000**

**90 EXEMPT MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON 30TH SEPTEMBER 2015**

The exempt minutes were agreed.

**91 HIGHWAY DRAINAGE CLEANSING CONTRACT EXTENSION 2017-19**

**Report ES15078**

Members recommended that the Executive approve a recommendation to extend the highway drainage cleansing contract until March 2019.

The Meeting ended at 9.03 pm

Chairman

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### QUESTIONS TO THE ENVIRONMENT PORTFOLIO HOLDER FOR ORAL REPLY

#### 1. Questions from Mr Richard Gibbons

a) Improving public health is a key element of the Council's work, states EPP 2015/18. How has the Portfolio Holder used recognised triggers such as health (e.g. rising levels of diabetes and obesity), congestion, and poor air quality in the past six months to achieve behaviour change to active and sustainable travel advocated by the BMA, PHE, TfL, and DfT?

#### Reply

Over the last year alone, the Council has initiated a number of projects including:

- Releasing our Cycling Strategy for consultation
- Use of Norman Park Lodge as a cycle hub and café,
- Submitted plans for cycling to TfL as part of wider Beckenham Town Centre regeneration plans
- a feasibility study for a new pedestrian and cycle bridge at Petts Wood,
- a corridor study for the A21 including substantial improvements for cycling,
- over 240 new cycle parking spaces
- studies of locations for introducing contra-flow cycle lanes on one-way streets.

Alongside this, we continue to run our highly successful cycle training programme which sees Bromley ranked 7<sup>th</sup> out of all London boroughs for number of children trained.

As a result, Bromley has seen the mode share of cycling increase from 0.8% in 2013/14 to 1.3% in 2014/15, higher than neighbouring boroughs Croydon and Bexley, which each have a 0.8% cycling mode share. In Bromley schools, this is higher at just under 2% of trips made by cycling. The average for outer London boroughs is 1.7%.

You may be aware that Bromley enjoys the best air quality in London.

#### Supplementary Question

Mr Gibbons requested details of the numbers of cyclists on the ground rather than as a percentage.

## **Reply**

The Portfolio Holder advised that he would ask officers to arrange for any such information to be made available, were same held.

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b) PS Paul Law states most frequent complaint by residents is about poor driving and parking during school run. From (a) 90 school travel plans submitted to TfL and, (b) 779 children and 367 adults trained, how many children/adults have switched mode to cycle to school/shops/stations in past six months.

## **Reply**

The most frequent complaint by residents concerns missed bin collections. It is a police function to deal with poor driving at any time of day. Parking is an acknowledged problem during the school run, a situation just made worse due to recent legislative changes in the Deregulation Bill which have rendered the Council's Mobile CCTV fleet economically unviable. The data you request is not measured on a six monthly basis.

The Portfolio Holder advised Mr Gibbons that he could however have whatever statistics might become available as and when they became so.

## **Supplementary Question**

Mr Gibbons felt that the training of children and adults is not the same as having cyclists on the road; he indicated that training information was therefore superfluous. Mr Gibbons also suggested that in Chelsfield and Pratts Bottom ward there was concern for local residents and a contradiction in who deals with traffic around schools.

## **Reply**

The Portfolio Holder explained that the police deal with poor driving and that the Council deal with parking problems associated with cars being driven to schools. There was no such problem outside of term time when the roads were clearer of parked traffic.

Concerning the comment from Mr Gibbons about superfluous information, the Portfolio Holder suggested that a clearer explanation as to precisely what was sought would be helpful. Mr Gibbons acknowledged that he had used a poor choice of word, conveying that training was only half the story.

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c) Bromley's parks and greenspaces contain significant heritage and archaeological assets. How has the Portfolio Holder ensured and monitored that all workers employed by TLG are aware of and trained in the

management and care of these assets prior to working on any site in the borough since being commissioned in June?

**Reply**

The Landscape Group (TLG) have spent the time since the June 2015 transfer in largely reorganising and recruiting an entirely new establishment and since November integrating that with the manual workforce. In addition there has been a commitment to produce a Parks, greenspace and countryside strategy. This document, which has received wide consultation including heritage interest groups, makes reference to the value of such assets and their protection. The Strategy also refers to training requirements to both its own workforce and also stakeholder groups. Whilst the transfer is only relatively recent TLG has liaised with L B Bromley's Heritage and Urban Design team to facilitate appropriate training opportunities in the near future. Similarly the Orpington and District Archaeological Society had offered to mentor key staff in principal aspects. Finally, several staff that had transferred to TLG from LBB, are organising mentoring sessions with other employees to ensure a universal base understanding amongst all partners.

LBB will monitor the delivery of all of the above through the regular contract monitoring meetings with TLG and via any reports received from interested parties or members of the public. The Portfolio Holder added that there had been a first meeting the previous week of the Parks, Greenspace, and Countryside Stakeholder Panel and referred to the future offering promise. Finally, that there remained a strong willingness on all sides to make the new arrangements work.

**Supplementary Question**

Mr Gibbons felt that the draft strategy wording was weak and implied that there should be more reference to training.

Mr Gibbons enquired whether the Portfolio Holder would consider whether volunteers etc fit into the training programme for heritage objects.

**Reply**

The Portfolio Holder referred to his belief in achieving results.

He advised that the changeover had been fine and if the Parks, Greenspace, and Countryside Stakeholder Panel considered that additional training was important, that was also fine – at the end of the day outcomes were the most important thing.

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## **2. Question from Mr Spencer Harradine**

Given the possible further shortfall of £50m highlighted by the Council, does the Portfolio Holder regret not bidding for £30m mini-Holland funding which given the DFT formula would have given a significant return through improved health, wellbeing and a much needed reduction in obesity and congestion.

### **Reply**

No I don't. Not for a moment.

All available public funding should be spent on proven priorities for society as a whole, especially at times of pressing economic need and 'mini Hollands' do not fulfil that vital criteria in my opinion.

As we have touched upon previously, there are far easier and cheaper ways for individuals and society alike to improve health and wellbeing, likewise reduce obesity, rather than spending untold millions of pounds on cycling infrastructure which could potentially only be used by a small minority of the general public thereafter.

The Council already focuses closely on reducing congestion at hot spots across the Borough and also remains committed to working with Bromley Cyclists along routes such as the A21 (which sits under TfL's control as you know and which could clearly host dedicated cycle paths), developing a state of the art BMX facility at Norman Park, and strenuously investigating 'Quietways' to facilitate better quality journeys for both cyclists as well as other road users.

### **Supplementary Question**

Does the Portfolio Holder agree that cycling provides part of the answer to obesity, health and the financial problem?

### **Reply**

The Portfolio Holder indicated that cycling played an important part as a mode of transport and it was important to promote cycling for those who wish to do so.

Unfortunately, the Mayor for London's cycling tsar had not stepped up with funding or further assistance for a BMX track/park. The Portfolio Holder would nevertheless be pressing emphatically for cycling facilities along the A21 and had also been frustrated with progress.

There was a problem with by-laws around parks and the Portfolio Holder referred to people being able to cycle off-road with cycling in parks and country parks for recreation an area worthy of further investigation too.

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## **QUESTIONS TO THE ENVIRONMENT PDS COMMITTEE CHAIRMAN FROM MR SPENCER HARRADINE FOR ORAL REPLY**

a) How much does the Committee think the proposed strategy will save the Borough using the benefit to cost ratio formula set out by the Department for Transport? Given that across a town of 150,000 people, if everyone walked an extra 10 minutes a day the HEAT model estimates: 31 lives saved, current value of £30m per year that's the budget deficit solved. Bromley pop approx 300k.

Source: Increasing walking and cycling briefing for Local Authority Elected Members [http://www.noo.org.uk/slide\\_sets/activity](http://www.noo.org.uk/slide_sets/activity)

### **Reply**

The cycling strategy is just one element of increasing physical activity within the borough. Whilst I don't doubt the figures you quote, the ability for the Council to realise the cost savings in its activities is limited. Trying to calculate a figure for the saving of this strategy in isolation is fraught with difficulty, not least because I would expect that the return on investment is skewed in favour of the most sedentary residents. Our strategies are aimed at all residents. Your example highlights that in terms of increased life expectancy there are benefits to the residents who live longer as well as the reduced need to call on Council Services. In terms of a return on investment, I would particularly like to highlight our over 10,000 Friends of Parks, Street friends, Snow Friends and Tree Friends. These residents combine increased physical activity with more easily measureable outputs in terms of improvements in our green environment, plus providing a further beneficial return of a more pleasant green environment which more residents can enjoy thus increasing their physical activity.

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b) Bromley has the 3rd highest level of obesity in London. Could the Committee tell me why there is little reference to the Health and Wellbeing Board and joint projects in the strategy given the suggestion by PHE in: 'Making the case for tackling obesity - why invest?'

Link to presentation: [https://www.noo.org.uk/slide\\_sets](https://www.noo.org.uk/slide_sets)

### **Reply**

The Health and Wellbeing Board is tackling obesity according to its priorities and Councillor Page (on this Committee) is leading that Task & Finish Group. In particular they have focused on diet. Looking at the website you reference, the figures seem different to yours. It suggests that for obesity 4-5 year old children are 11<sup>th</sup> lowest in London, 10-11 year old children are 3<sup>rd</sup> lowest in London and adults are 6<sup>th</sup> highest in London and below the England average in all these groups. Obviously we can't be complacent. In my experience there

is rarely a magic solution to any issue and for physical exercise there are a myriad of solutions. Our percentage of residents classed as inactive at 24% is the 6<sup>th</sup> lowest in London. This would suggest that we are doing fairly well with our many strategies, from road and pavement condition for our cyclists and pedestrians including dog walkers, to our green environment strategy including our exemplary Friends movement aimed at increasing the use of our parks and green spaces. Whilst each area of Local and National Government should be cognisant of the other issues relevant to residents, a clarity of focus on individual strategies should aid their delivery.

### **Supplementary Question**

Mr Harradine indicated that he was looking to see an acceptance that cycling and walking could save a lot of money and have health benefits and that working with the Health and Wellbeing Board would help people become more active.

### **Reply**

The Chairman agreed that more people becoming active was good. The Chairman indicated that he would like to see physical activity and cycling reduce congestion and cycling was part of a wider transport strategy.

He suggested that there might be an element of tension between what new and committed cyclists might like; it was important that the strategy balanced the competing desires to gain the desired benefits.

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### **QUESTIONS TO THE ENVIRONMENT PORTFOLIO HOLDER FROM MR JOHN WOOD FOR WRITTEN REPLY**

a) Given the known health, environmental and financial benefits of cycling, would the Portfolio Holder agree that part of his role is leadership and thereby to encourage his constituents to accept less attractive lifestyle changes (e.g. reduced domestic waste collections) which they might otherwise reject.

### **Reply**

Not particularly in the context that you set; whilst I will obviously continue to encourage people who might wish to do so to cycle, it is certainly not for me or anybody else come to that, to instruct people that they should be doing so.

I have to say that I am rather surprised to see you allude to cycling being a “less attractive lifestyle” to other forms of transport as well. I certainly don’t see it as such, rather more so a different option, matter of opinion and choice.

With regards to the example of waste which you highlight, I would say that whilst the Council has clear statutory duties to collect waste and wherever

possible recycle it, it certainly doesn't however instruct residents what products to purchase, nor when to use them.

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b) Having regard to his previous answer would the Portfolio Holder now say what in this document encourages constituents to shift from car to bicycle?

**Reply**

The Cycle Strategy includes a wide range of initiatives which aim to encourage uptake of cycling. These include cycle parking at stations, on-street and in residential areas; a highly successful cycle training programme for school children and adults; and studies for the A21 and A233 corridors to improve facilities for cycling. Bromley will also receive two Quietway routes as part of the Mayor of London's Cycling Vision. This year has also seen work begin on the cycle hubs at Norman Park Lodge and Bromley South Station. We will also be looking at cost-effectively widening the cycle network via contra-flow in one-way streets.

Bromley has seen the mode share of cycling increase from 0.8% in 2013/14 to 1.3% in 2014/15.

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