

**ENVIRONMENT AND COMMUNITY SERVICES POLICY DEVELOPMENT
AND SCRUTINY COMMITTEE**

Minutes of the meeting held at 7.00 pm on 9 April 2019

Present

Councillor Will Harmer (Chairman)

Councillors Mark Brock, Ian Dunn, Colin Hitchins,
Samaris Huntington-Thresher, Will Rowlands,
Melanie Stevens and Kieran Terry

Also Present

Councillor William Huntington-Thresher

**61 APOLOGIES FOR ABSENCE AND NOTIFICATION OF
SUBSTITUTE MEMBERS**

Apologies were received from Cllr David Jefferys.

Apologies were also received from Cllr Kira Gabbert as Portfolio Executive Assistant.

62 DECLARATIONS OF INTEREST

There were no declarations.

**63 QUESTIONS FROM COUNCILLORS AND MEMBERS OF THE
PUBLIC ATTENDING THE MEETING**

Notice of one question to the Chairman had been received. Details of the question and the Chairman's reply is at **Appendix A**.

**64 MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING
HELD ON 5TH FEBRUARY 2019**

The minutes were agreed.

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

A number of questions were received. Details of the questions and replies are at **Appendix B**.

66 ENVIRONMENT PORTFOLIO PLAN: PERFORMANCE OVERVIEW

Members received the latest performance monitoring overview including performance indicators, targets, and a performance RAG status against each indicator. Where appropriate, quarterly performance data was also provided along with a year-end projection and a high/low assessment of good performance. Commentary against indicators provided further information as did previous performance against indicator targets.

On improving the street scene, attention was drawn to Indicators ES12 (*streets meeting acceptable cleanliness*) and ES13 (*defect correction notices issued to the contractor*). Noting actual 2017/18 performance for ES12 at 99%, and actual 2017/18 performance for ES13 at 2.35%, a Member compared this to a lower projected 2018/19 performance for ES12 at 94.73% and the issue of fewer defect correct notices to the contractor. The Member sought to understand why fewer defect notices should be issued against a lower projected cleanliness performance.

In response, the Assistant Director of Environment indicated that the 2018/19 fall in performance is insufficient to reflect a C grade of cleanliness but is not good enough for a B grade. The Council's own cleanliness standards are being reviewed (with the new contract) and neighbourhood officers are now more stringent in applying those standards. Rather than solely use national Code of Practice grades of cleanliness, L B Bromley will have its own standards – the national guidelines informing those standards. Standards have risen and training will be given to operatives, providing confidence that when a grading is made, it will be stringent. For the new contract from 1st April, the Member explained that defects no longer apply and he suggested the revised L B Bromley standards should not fall below a B grade.

Concerning Indicator ES31 (*Pay and Display machine maintenance – percentage of machine non-operational time during full period*), an amber RAG performance status was showing with APCOA not projected to meet its target on pay and display machine non-operational time. An understanding was sought on the responsibility for a machine when it becomes too old and why APCOA continues to repair machines regularly falling into disrepair. Reference was also made to a study commissioned on the state of machines and feedback was requested on the outcomes. A KPI requiring a non-working machine to be repaired within a specific time frame can inadvertently cause problems and a contract change control notice might be needed to change the KPI. More reliable machines are needed across the borough. Non-working machines also incur additional costs against the parking budget e.g. non-receipt of income and officer time costs to look at the issues. APCOA performance last year needed improvement and although the contractor had recruited a new manager to help resolve issues, it was felt that charges should be escalated against the company for their performance on non-operational machines. APCOA have responsibility for continued machine operation and the Council could not be open to continuing such service for the

duration of the contract. The Chairman felt the Committee needed to review APCOA's performance within the next year.

In response, it was highlighted that a new portfolio plan will shortly be drafted and opportunity can be taken to review whether the current machine maintenance indicator is fit for purpose. Pay and Display machines need to be in consistent working order. But it is unclear that reduced parking income can be attributed solely to APCOA as fewer people are now parking in Bromley town centre. However, should a machine be repaired in the required time, APCOA currently meets its KPI target and APCOA seem to be regularly repairing machines rather than investing in new equipment.

67 PRE-DECISION SCRUTINY OF REPORTS TO THE ENVIRONMENT PORTFOLIO HOLDER

a BUDGET MONITORING 2018/19

Report FSD19037

Based on expenditure and activity levels to 31 December 2018, the latest 2018/19 budget monitoring position for the portfolio shows an under-spend of £675k with the controllable budget projected to underspend by £689k at year-end.

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

Concerning the Parking Service, a net deficit of £174k is projected for on and off street parking income due to continued reduced parking use. A potential £415k income shortfall in parking enforcement is also due to a reduced level of parking contraventions - an outcome of reduced visitor numbers to town centres. Officers are looking to establish whether the Parking Services contract is performing as well as possible.

The contract has scope to increase the level of Civil Enforcement Officers (CEOs) and a Member felt this acceptable provided PCN income funds the increase; should it be necessary to pay for an increase (outside of PCN income), increased use of cars and motorcycles by CEOs might be more appropriate.

March 2019 was APCOA's best month for issuing PCN's since contract start and APCOA's new contract manager looked to be performing well. Officers intend to report progress at the June Committee meeting and APCOA will attend the Committee's meeting on 5th September 2019. By the June meeting, it is also hoped that measures on CEO staff retention will have had an impact. Part-year vacancies in the client team continued as the new contract settles down and fewer issues arise; the vacancies were retained should action be necessary on minimal performance progress by APCOA. However, within the

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next month, the shared parking team will be re-structured (given APCOA's improved performance).

It was confirmed that APCOA's performance for L B Bexley can be compared to their performance for L B Bromley. Performance for L B Bromley often mirrors performance for L B Bexley but there are differences in how the service is run in each borough; both boroughs were issuing defaults to APCOA.

Concerning over-running street works, these are closely monitored and fixed penalty notices and fines can be issued against utilities taking excessive time to complete works. The type of repair by utility companies to rectify a problem is often determined according to a points system. As such, it might be more cost effective for a utility company to continue carrying out repairs rather than invest in new pipework. On concerns from Cllr Stevens (Biggin Hill) about the condition of infrastructure at Biggin Hill, officers can challenge utility companies about making continual repairs rather than invest in replacing assets.

An under-spend of £120k will be carried forward for work on a direct debit payment service for users of the green garden waste scheme. Work will not start until April 2019 and had been delayed due to mobilisation of the environmental contracts. The Assistant Director of Environment provided general background on what is involved to enable the direct debit service and it will be necessary to liaise with IT officers on when a system can be implemented.

Concerning a staffing under-spend within Street Scene and Green Space, vacancies had been held open upon further clarity of staffing requirements following mobilisation of the environmental contracts. The offer is now known, in particular what the enforcement service should look like, and approval will be sought for a package of recruitments.

RESOLVED that the Portfolio Holder be recommended to endorse the latest 2018/19 budget projection for the Environment & Community Services Portfolio.

b CAPITAL PROGRAMME MONITORING - 3RD QUARTER 2018/19 & CAPITAL STRATEGY 2019 TO 2023

Report FSD19043

Following Executive agreement on 13th February 2019 to a revised capital programme from 2018/19 to 2022/23, changes were outlined for the Environment and Community Portfolio and a revised programme for the Portfolio presented.

The third quarter monitoring position included actual spend to 11th March 2019 and a revised estimate for projects as at February 2019. Comments on progress for a number of individual schemes/projects were also provided.

Primarily due to schemes being designed and developed before delivery in 2019/20, £3,125k is also re-phased between 2018/19 and 2019/20, reflecting revised estimates of when expenditure is likely to be incurred. Report FSD19043 provided details of the re-phased schemes.

RESOLVED that the Portfolio Holder be recommended to note and confirm the changes agreed by the Executive on 13th February 2019.

c DOCKLESS E-BIKES

Report ES19031

In co-operation with L B Bromley, Lime Technology Limited looked to initiate a trial in the borough of their hire scheme for dockless electrically assisted bicycles. Authority was also sought for a Memorandum of Understanding to be signed for the trial.

A similar scheme is operated by Lime Technology in a number of towns and cities worldwide including Milton Keynes, L B Brent, and L B Ealing in the UK. An initial trial scheme would run independently of the Council and require no capital or ongoing financial assistance from L B Bromley.

A Lime smartphone app is used to unlock a bike and lock the bike at the end of a journey. Users are charged through GPS tracking on each bike and the app locates the nearest available bike to use (if one is not immediately available). Bikes can be used and left beyond the borough boundary.

Between 200 and 500 bikes are proposed for the trial (the exact number set according to demand), initially distributed to key hub locations agreed with the Council e.g. railway stations and town centres. The bikes can be parked at a user's discretion at the end of a journey but sensitive areas, where the Council does not wish bikes to be parked, can be excluded via geo-fencing.

As bike batteries typically need swapping every few days, regular monitoring, collection and redistribution of bikes to hub sites (by Lime operatives) is expected. Each bike has a 24 hour telephone helpline number and email address to immediately report issues. Through instructions on each bike and when using the app, Lime encourages users to park bikes responsibly and to use bike parking facilities where available. Bikes causing an obstruction will be removed within two hours of reporting (between 0700 and 2100 hours).

The initial trial period will comprise 12 months with a 30-day cancellation notice for both parties. Town Centre BIDS favour the proposal and will provide a liaison with businesses that might be affected. A Memorandum of Understanding with Lime, encompassing day to day operations and

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expectations, will also need to be signed, a current draft being appended to Report ES19031. Should the service be successful and recommended for a further period of time, a gateway report would outline a recommended procurement route.

Lime has the same pricing structure in Brent and Ealing as proposed for L B Bromley. Lime is also looking to introduce a loyalty scheme. Both Brent and Ealing are happy with the extent of usage in their boroughs which tends (on average) to be between six and ten minutes per ride. Following approval of the trial, opportunity would be provided for consultation; comment could, for example, be provided on where provision of bikes might be of particular interest in a ward. Consultation would also include Bromley Cyclists.

The Chairman understood that officers would be able to log into the Lime website and extract relevant data e.g. around usage of the bikes. Information could then be presented via heat maps on demand for cycling journeys. The Chairman also saw opportunities for active travel to schools and asked whether it would be possible to introduce concessions for those on lower incomes. However, it was first necessary to ensure the scheme can operate from all the appropriate places.

In a worst case scenario where a bike causing an obstruction is not removed by Lime, it can be removed by the Council. The bikes also have a kickstand to enable them to be parked in an upright position.

A similar scheme with Lime would be launched shortly in L B Islington. The Portfolio Holder preferred to see the L B Bromley scheme launch as soon as possible and to refine it with Members if necessary as it goes forward; the Portfolio Holder hoped the scheme would be able to take advantage of good summer weather.

Lime's proposed loyalty scheme should help the trial be successful and use of the bikes elsewhere appeared particularly popular during peak hours. After a few weeks of the trial officers could obtain a significant amount of data; the bikes will typically need to be seen every few days (to swap their batteries) and monitoring, collection and redistribution to hub sites is expected regularly - Lime moving the bikes to financially attractive locations.

Lime had indicated that vandalism to bikes is limited; should it occur, any damaged bike could be reused for parts, particularly the batteries.

The Chairman offered his thanks to Lime Technology Limited and Members supported the recommendations in Report ES19031.

RESOLVED that the Portfolio Holder be recommended to agree to initiate the trial E-Bike hire scheme and to authorise that the Memorandum of Understanding with Lime Technology Limited is signed.

**68 HIGHWAYS CONTRACTOR PERFORMANCE REVIEW –
JB RINEY**

Report ES19026

Members considered the performance of JB Riney from the start of their Highway Maintenance contracts with the Council on 1st July 2018. Highway Engineering Consultancy Services were included in the contract from November 2018. The Contract includes a Performance Management Framework (PMF) with related Key Performance Indicators (KPI) and associated Low Service Damages (LSD). The Contract allowed for a three month mobilisation period where LSDs would not be chargeable.

With approval in December 2016 of £11.8m capital funding for investment in planned highway maintenance, five phases of projects were approved with many completed by the previous contractor, FM Conway; however, as the new contract includes an improved five year warranty for all carriageway resurfacing schemes, a number were delayed for the new contract.

The Council also received a £1.117m Department for Transport grant in October 2018 for highway resurfacing works. As the grant needed to be spent by 31st March 2019, this budget funded previously approved carriageway schemes with remaining capital funding rolled forward to 2019/20.

JB Riney has continued to make good progress on these improvement projects. Although carriageway works were suspended for two months by poor winter weather, remaining projects from phase five of the programme are due to be completed this summer. Footway schemes have also progressed, with a mixture of major and minor planned works.

On completion of the five phases, agreement will be sought for any additional schemes that can be funded from the remaining capital budget. JB Riney has also completed a number of traffic schemes as part of the annual LIP programme.

On highway reactive maintenance tasks and emergency highway repairs, JB Riney is required to complete 90% of all jobs within specified timescales. Performance against required job durations was reported as:

KPI - 90% of works completed within 10 & 35 days

Oct	Nov	Dec	Jan
80%	90%	84%	66%

As the required KPI's had not been achieved, LSDs of £4,800 would be chargeable.

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For Street Lighting Maintenance, KPIs require 95% of tasks to be completed within 4 working days and 100% within 8 working days. Performance against required job durations was reported as:

KPI - 95% of works completed within 4 days

Oct	Nov	Dec	Jan	Feb
77%	52%	62%	80%	96%

KPI - 100% of works completed within 8 days

Oct	Nov	Dec	Jan	Feb
88%	72%	69%	87%	99%

As the required KPI's had not been achieved in this area, LSDs of £30,150 would be chargeable.

For Winter Service, all precautionary gritting is required to be completed with 2.5 hours, which had been achieved in all cases. For Highway Engineering Consultancy Services, the arrangement is working well from early indications, with a number of traffic schemes being commissioned on a 'design and build' basis. Highway Drainage Cleaning is also included in the contract from 1st April 2019 and performance would be reported to a future meeting.

JB Riney representatives attended for the item. Concerning arisings from JB Riney's highway maintenance in the borough, almost 100% of waste is recycled.

Dangerous pot holes are identified through highway safety inspections and jobs can also be raised from Fix My Street (FMS) enquiries and other reports from Councillors or Members of the Public. Jobs have to be completed based on the defect and risk of causing an accident, usually 2 hours for an emergency, 10 working days for urgent repairs and 35 days for non-urgent works. All works are guaranteed for 2 years. Utility damage (e.g. from utility vehicles) presents a challenge and JB Riney report any concern on this to the highways client team.

For highway reactive maintenance tasks and emergency repairs, it was noted that between October 2018 and January 2019, there was only one month (November 2018) where JB Riney achieved their KPI target of completing 90% of all jobs within specified timescales. There was also concern that progress had declined for both reactive maintenance tasks/emergency highway repairs and street lighting maintenance, although performance times for the latter had started to improve. It was felt JB Riney should exceed and not just meet their target and it was hoped operations will be sufficiently robust in bad winter weather (not experienced during the previous winter).

The months of poor completion times for street lighting maintenance were also highlighted e.g. November 2018 at 52% for works completed in 4 days.

JB Riney acknowledged that performance had not been to the required standard. However, significant investment had been made in a software platform not previously in place for highways. A satellite depot has also been established for a quicker response and new incentivisations provided for workforce teams. The trend is now upwards and JB Riney hoped to perform to target when Members next consider their performance.

JB Riney also indicated that holidays and poor weather contributed to January's performance on reactive and emergency highway repairs (66% of works completed within 10 and 35 days). The Christmas shut down and transitioning to bring in improved resource also contributed. Additionally, JB Riney had not taken the best approach to deliver minor and major highway works as one under the contract. However, a level of commitment was being demonstrated and for street light maintenance, a lack of resources and slowness to react contributed to previous poor completion times.

This was also the first year of the contract and L B Bromley's highway asset was new to JB Riney. Moreover, the company had no previous experience of FMS and poor performance times can be attributed more to that part of working rather than executing works. JB Riney was confident though going forward and is also looking to develop apprenticeships.

For future reporting, it was suggested that completion times on reactive and emergency highway repairs are categorised by emergency repairs, urgent repairs, and non-urgent works. Where the contractor performs outside of required completion times and a private vehicle is damaged as a result, the contractor rather than the Council is liable in the event of a claim.

The Chairman suggested that JB Riney's performance is considered again in a further six months with JB Riney representatives in attendance. This was agreed.

RESOLVED that:

- (1) the content of Report ES19026 be noted, particularly the on-going work to ensure compliance with the Contract; and**
- (2) the performance of JB Riney be considered in a further six months with JB Riney representatives invited back to the Committee at that point.**

69 UPDATE ON STREET LIGHTING COMPUTER MANAGEMENT SYSTEM

Concerning the street lighting invest to save initiative (started in 2013), Members were advised that software for the lighting Central Management

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System (CMS) was provided by an engineering company that has since entered liquidation. Although the Council was reluctant to pay administrators for the licence to use the software, an arrangement was made and street lights continued to operate until a point when the system software was switched off affecting energy efficient lights (about half the borough's street lights). As a result, affected light columns remained switched on during the day. The former engineering company was taken over by a new company but there is no recourse to the former company. Nevertheless, an agreement was made with the administrator and the energy efficient lights again operated as normal in the hours of darkness.

However, there continue to be isolated problems with individual street lamps and it was reported that the units of about 60 lamp columns in the borough are affected (at a rate of about one unit per day) and these units and therefore the lamp columns will remain non-operational until a new part can be supplied and fitted to each affected unit.

Unfortunately, the new company will not start to re-manufacture relevant parts for the units until June 2019. As such, the spare parts are currently awaited. In the meantime, the faulty units will remain switched-off until the new part can be supplied and fitted to each affected unit. Officers are currently liaising with Ward Councillors. The CMS system will be maintained for the moment.

An enquiry was made on what action officers took on discovering the problem to publicise the matter and convey a message to the borough; also, whether it might be possible to hasten the process for any subsequent problem. Members were advised that as soon as officers became aware of the issue a public notice was provided along with the publication of a notice on Fix My Street on the Council's website.

70 FLY-TIPPING ACTION PLAN

Members received an updated Fly-Tipping Action Plan. The Plan highlights specific actions to reduce fly-tipping incidents in the borough, including details of the actions, a RAG status for the actions, and, where possible, an estimated cost of each action. The Plan also includes key legislation related to specific actions.

In presenting the item, the Enforcement Manager highlighted a number of the actions listed, providing brief commentary on them. He also referred to a High Court ban on travellers intruding on to L B Bromley land and Council owned car parks; an extension of the High Court injunction was expected on 15th May 2019.

Noting that legislation now provided for Local Authorities to serve a new Fixed Penalty Notice (FPN) with fines of between £150 and £400 for fly-tipping offences committed under Section 33 of the Environmental Protection Act 1990 (allowing local authorities to deal with small-scale fly-tipping quickly and efficiently without the need to take offenders to court), a Member was

surprised the legislation did not enable higher fine levels to be imposed. However, it was explained that for cases of extensive fly-tipping, an offender can be taken to court and a higher penalty obtained.

71 EXPENDITURE ON CONSULTANTS 2017/18 & 2018/19

Report CSD19040

At its meeting on 7th February 2019, the Executive, Resources and Contracts PDS Committee referred a report on expenditure for consultants across Council departments (covering revenue and capital budgets) to PDS Committees for further consideration.

The report and its appendices was appended to Report CSD19040 including details for the Environment and Community Services Portfolio.

Revenue expenditure on consultants for the portfolio focussed on (i) one-off specialist advice, no-one with specialist skills and (ii) insufficient in-house skills/resources. Expenditure amounted to £305,568 in 2017/18 and £86,857 in 2018/19 to date.

Capital expenditure on consultants for the portfolio 2017/18 amounted to £150,697 and for 2018/19 expenditure amounted to £62,928 in the period to October 2018.

RESOLVED that the information on expenditure for consultants related to the Environment and Community Services Portfolio be noted.

72 CONTRACT REGISTER

Report ES19005

Members received a portfolio extract from the March 2019 Contracts Register (£50k plus) based on data at 20th March 2019 and presented to the Contracts Sub-Committee for their meeting on 2nd April 2019. A further copy provided under Part 2 proceedings included commentary on each contract.

The following contracts had been flagged for attention due to tight tender timescales (rather than any performance issues delivering the contract):

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Contract ID	Contract Name	Total Contract Value (£)	Contract End Date
3789	Openview Security Solutions	317,971	31/05/2019
1375	Depots Security	284,927	31/03/2019
13	Vehicle and Plant Maintenance, Repairs and Associated Transport Services	1,245,040	05/04/2019

RESOLVED that the Contracts Register for the Portfolio, as at 20th March 2019, be noted.

73 FORWARD WORK PROGRAMME AND MATTERS ARISING

Report ES19029

Members considered the Committee's future work programme and progress on previous Member requests.

For the Committee's meeting on 18th June 2019 it is intended to bring a report on replacing the Parking Management System for the Civic Centre Car Park. The report will not include proposals for the Hill Car Park as there are currently structural issues and negotiations concerning related development. Officers are not yet able to recommend a suitable replacement Management System for the Civic Centre Car Park but are looking to identify a good quality system e.g. an Automatic Number Plate Recognition (ANPR) system.

A report was suggested on the Council's Transformation Programme and its impact for the Portfolio. Initial proposals from the Programme would be considered in the summer and the Committee's 5th September meeting would probably be a suitable date for a report. As it would cover all work of the Environment and Community Services Department, one report would be provided to all three PDS Committees supported by the Department.

The highways maintenance performance of JB Riney would also be considered in a further six months along with APCOA's parking services performance at an earlier meeting. Additionally, the Chairman suggested a written update to Committee Members on outcomes from the trial of dockless e-bikes in the borough (including numbers using the bikes).

On previous Member requests, Parking Services were awaiting full data from the trial use of a vehicle with ANPR camera technology in permit zones (the technology facilitating detection of a vehicle without a valid permit). However, data so far shows that desired benefits are not being provided from the technology; unless more productive data is received, officers would not advise investment in the technology.

Concerning a Member visit to a progressive waste and recycling facility, Surrey County Council's Earlswood Depot had been identified as a good option. The depot has seen improvements to enhance its functionality and operates as a Waste Transfer Station and Household Waste and Recycling Centre. Its size is similar to L B Bromley's Central Depot and Surrey County Council is open to Members visiting the site. The Chairman encouraged all Members of the Committee to attend a visit to the Earlswood Depot.

Following the Committee's previous meeting, Members agreed to trial a paperless approach for the current meeting. As such, no printed agenda packs were provided to the Committee's Membership (apart from A3 extracts of Parts 1 and 2 of the ECS Contract Register and the Part 2 Fly-tipping Action Plan); instead, Members relied solely on viewing material for the meeting online both in advance of the meeting and during the meeting itself. Reports and other material at the meeting were also projected to screen in the meeting room. A limited of printed agenda packs continued to be provided for Members of the Public attending the meeting.

On conclusion of the meeting, Members expressed their continued support for a "paperless" approach to future meetings of the Committee. It was agreed that future material normally provided on A3 sheets should continue to be printed for Members and provided prior to the meeting. However, all remaining material would be viewed by Members online.

The Chairman also highlighted that the Assistant Director of Environment would shortly be moving to a new position. The Chairman thanked the Assistant Director for all his work at L B Bromley and for his key role in ensuring that the new Environmental contracts were successfully procured.

As this was the Committee's final meeting of the Council year, a Member also thanked the Chairman for chairing the Committee.

RESOLVED that:

(1) the latest Forward Work Programme (appended to Report ES19029) be agreed subject to –

- **a report being provided on the Council's Transformation Programme and its impact for the Portfolio (probably to the Committee's 5th September 2019 meeting)**
- **the highways maintenance performance of JB Riney being considered in a further six months**
- **the parking services performance of APCOA being considered at an earlier meeting**

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- a written update being provided to Committee Members on outcomes from the trial of dockless e-bikes in the borough (including numbers using the bikes);

(2) Members of the Committee attend a visit to Surrey County Council's Earlswood Depot, Redhill (visit to be arranged);

(3) progress concerning other Committee requests (appended to Report ES19029) be noted; and

(4) future meetings of the Committee continue to be “paperless” as far as possible (with future material normally provided on A3 sheets continuing to be printed for Members).

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

75 FLY-TIPPING ACTION PLAN

Members had no comment on a Part 2 version of the updated Fly-Tipping Action Plan provided under exempt proceedings.

76 CONTRACT REGISTER

Members received a Part 2 £50k+Contracts Register extract for the Environment and Community Services Portfolio.

The Part 2 extract provided additional commentary under exempt proceedings for contracts marked with a red flag i.e. *Openview Security Solutions, Depots Security, and Vehicle and Plant Maintenance, Repairs and Associated Transport Services.*

The Meeting ended at 9.50 pm

Chairman

QUESTION TO THE ECS PDS CHAIRMAN FOR ORAL REPLY

From Sam Gee, St Olave's Grammar School

In this Committee's Policy Development & Scrutiny annual report, there was no mention of climate change. As the greatest environmental, social and economic challenge of the century, what were this committee's reasons behind its omission?

Reply

The Chairman acknowledged that the PDS Annual Report made no specific reference to challenges posed by climate change and that there should be.

However, he also suggested that the role of the annual PDS report was to provide a short write-up of the work of the Committee and that the larger Environment Portfolio Plan provided greater coverage of the full work of the Committee.

This includes (but is not limited to), our Flood Risk Management Strategy, our Biodiversity plan, our Cycling Strategy, Local Implementation Plan, Arboricultural Strategy and our Carbon Management Programme all of which are playing a role.

The meeting was also being conducted without paper with Members viewing documents electronically and reports projected to screen.

Supplementary Question

In his supplementary question Mr Gee referred to carbon management reports, asking how the Council can act on these. Mr Gee also asked how it would be possible to get hold of the reports.

Reply

The Chairman indicated that some documents and strategies have been seen by the Committee; however, not all documents prepared within the Environment and Community Services Department are covered by the Environment and Community Services (ECS) Portfolio. The Chairman offered to try and provide links to reports which are publically available for the ECS portfolio. It was also intended to consider the latest draft ECS Portfolio Plan at the Committee's next meeting (on 18th June 2019). The email to Mr Gee with links to relevant reports would also include a link to the current ECS Portfolio Plan.

(Democratic Services Note: Carbon Management information can be found in the following location on the Council website

<https://www.bromley.gov.uk/info/200105/sustainability>)

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QUESTIONS TO THE ENVIRONMENT PORTFOLIO HOLDER FOR ORAL REPLY

From Alisa Igoe, on behalf of the Ashfield Lane Road Safety Group, a residents' group of 74 households, campaigning for traffic calming measures on Ashfield Lane, Chislehurst.

Ashfield experiences continuous illegal speeding, up to 50mph in a 30mph zone, despite warning signs and two VAS. Pedestrians cannot cross and drivers cannot exit side roads. Residents held a demonstration to highlight the dangers and calm the traffic. It worked. Could we please have more physical traffic calming measures?

Reply

Where speeding does occur on a regular basis, it is a matter for the Police to undertake enforcement. Funds for road safety schemes are prioritised on the basis of whether and the extent that the funds will maximise the reduction of injury accidents, particularly serious and fatal accidents. After successful interventions the number of serious accidents at any one location has decreased over recent years. Thankfully, Ashfield Lane does not feature as having a high priority accident record, which is why it does not feature for treatment at this time. The Council is currently looking into low cost options which may be justified, such as some additional road markings, e.g. "crocodile teeth", at the junction of Ashfield Lane with Kemnal Road, to help further reduce the traffic speeds along Ashfield Lane.

Supplementary Question

Ms Igoe understood that the collision data being used does not cover 2018; should the data not be up to date, Ms Igoe felt that it is difficult to use. Ms Igoe also felt that Councillors need to engage more with residents in Chislehurst.

Reply

The Portfolio Holder outlined that Ward Councillors have been engaged and Ward Councillors supported the borough's third Local Implementation Plan (LIP3). The Portfolio Holder indicated that online reports that ranked the A222 as a dangerous road considered accidents along the whole of the A222 not just those that may have taken place at a particular location such as Chislehurst. The Council wants to bring down the number of fatal accidents on roads in the borough and concentrates on those sections of road where such accidents (including accidents involving serious injury) have occurred. (*Democratic Services Note: the current method of selecting sites involves finding clusters of similar accidents of any severity - sites with five or more accidents within a circle of 50m diameter, over 36 months - ranking these clusters by severity, and then choosing potentially treatable sites*).

Councillor Terry (Chislehurst) indicated that he had received a lot of representations about Ashfield Lane and has regularly consulted officers. Councillor Terry also referred to the planting of a tree and the Portfolio Holder apologised for this not having yet been planted indicating that work will be taken forward with residents for the planting of a tree this year or a sweet chestnut tree next year. The Portfolio Holder understood that a suitable sweet chestnut tree was probably not available to

plant this year although Cllr Terry further understood (as the latest position) that officers are in the process of tracking down a new tree.

From Chris Wells, Co-Founder, Chislehurst Safer Streets, Environment Trustee, Chislehurst Society, Chislehurst Commons Conservator

Given the Council's 'good cause' policy, could he explain why Chislehurst's section of the A222 is not yet a 20mph zone? It runs by 6 schools, 5 retirement homes and, following a quadrupling of KSIs in the past 5 years, was recently named as Britain's 24th most dangerous road.

Reply

The ranking of a whole road length spanning a number of boroughs and in some cases counties as a dangerous road is not a useful indicator of the danger of any one section. It does reinforce our successful policy of targeting road safety interventions at locations where treatable patterns of injury collisions have been identified with priority being given to where spend will prevent most such collisions. Where parts of the A222 are prioritised in that assessment, viable schemes will follow at those locations – not the whole length. Introducing 20mph is not without cost and has to be evaluated in the same way as I mentioned earlier, a number of schemes have featured and been implemented. It is not considered that the A222, through Chislehurst, is a location where a 20mph limit would represent best value for money and reduce the highest number of injuries & deaths for our limited road safety budget.

As Mr Wells is aware, the Council is examining the junction of the A222 with Royal Parade and has been seeking for a number of years to install a pedestrian facility here. However, within the limitations of the highway width, it has not been possible to add a crossing without creating potentially much worse problems in terms of congestion, increased pollution, and "rat running" along roads which may then suffer from higher casualty numbers. A solution to a problem in one location should not simply shift a problem elsewhere. We wish to keep as many cars as possible on main roads.

The Portfolio Holder further highlighted that he would be happy to revisit the A222/ Royal Parade junction to see whether anything has changed e.g. whether the Board of Trustees of Chislehurst Commons are now agreeable to release land to improve facilities at the junction.

Supplementary Question

Mr Wells asked whether the Portfolio Holder would consider making the A222 between the A20 and Bickley a 20mph zone if thought appropriate. Mr Wells enquired about criteria that is used.

Reply

The Portfolio Holder indicated that the principle criteria is how the Council can prioritise locations based on the best outcome per pound spent for a limited budget.

From Kate Lees

Please provide an update on replacement of Betts Park gates, removed 2 years ago originally planned for replacement within 3 months. Why has it taken so long to resolve, despite repeated requests to officers and councillors; will you agree this delay is unacceptable - this must now be treated urgently and ensure work is commenced immediately?

Reply

The access point to Betts Park via Croydon Road has gates to both prevent vehicles entering the site and to enable pedestrian access. Whilst the current gates may not be a direct replacement for the previous gates that were installed 70 years ago, they do provide the same level of protection for the park.

The Parks Management team have received several quotations for the refurbishment and installation of the previous gates but they were considered not to represent value for money, especially when considering that there is an operationally sufficient alternative in place.

The service provider is currently reviewing options for retaining the entrance gate pillars as a welcome point to this entrance to the park and at the same point where the current gates are, installing a modern a-frame vehicle access gate. This will both retain an element of the heritage gate and provide the operational functionality that is required.

Supplementary Question

Ms Lees asked what the process will be and how long it is going to take. Ms Lees also asked whether the pillars will be the original pillars or new pillars. Additionally, Ms Lees sought to clarify whether the current gates are to be regarded as temporary. Cllr Dunn (Clock House) also enquired when he and relevant Councillors will see a design of the proposed new gate as part of consultation. Cllr Dunn added that Betts Park is loved by Anerley residents and he questioned whether the proposed new gate design would be acceptable at the entrance to Kelsey Park.

Reply

The Portfolio Holder confirmed that it is proposed to retain the original pillars at the entrance gate. In leaving the pillars in situ as a welcome to the park, the Assistant Director of Environment indicated that they will also be refurbished.

Gates will continue to be permanently sited at the access point to Betts Park (via Croydon Road) and the Assistant Director of Environment confirmed that the

proposed a-frame vehicle access gate will replace the current gates, considered temporary.

In referring favourably to the Friends of Kelsey Park and their work in raising funds for the benefit of the park - providing value for money - the Portfolio Holder said that whilst the current efforts of the Friends of Betts Park were appreciated they could establish similar arrangements to Kelsey Park to raise funds for projects such as a preferred style of gates; in the meantime, the Portfolio Holder would ask officers to share plans for the proposed a-frame gate.

From Sam Gee, St Olave's Grammar School

What will be the Portfolio Holder's priorities over the coming year?

Reply

My priorities are for the Council to do its best in a declining budget context to improve the Environment our residents experience in their everyday lives and deliver the most cost effective environmental services to our residents. The priorities are outlined in the Environment Portfolio Plan, which is regularly updated and reviewed and I can discuss this with you at a later date, if this would be of interest to you.

As I mentioned last night at Council we are just one part of the borough and we encourage all residents, visitors and businesses to help improve the environment for everyone, with each person doing what they can. One part of that is active lifestyles; our LIP highlights that we will encourage residents to replace short car journeys with walking and cycling. We particularly note that it will be easiest to help those moving to the borough and those reaching driving age to choose more active lifestyles. In that context I would encourage you to help your school set up a school travel plan or otherwise encourage students to arrive at school by active means; and I can put you in contact with the Schools Travels Plan Scheme if this would be helpful.

Supplementary Question

Mr Gee indicated that there are environmental/transport concerns around schools for which students can do some things. But Mr Gee asked how the Council is supporting schools in their action?

Reply

The Portfolio Holder indicated that a lot of vehicle emissions come from people travelling into the borough from outside. What the Council can achieve, given its level of emissions, is small in the context of what can be achieved nationally and by the population as a whole, since a very significant proportion of emissions arises from heating of homes.

On transport, the Portfolio Holder referred to cycle training and driver training (this includes Road Safety Officers giving 'pre-driver' training sessions in sixth forms at schools and colleges across the borough).

From Jude Charman Jones, Newstead Wood School

1. As a borough with poorer public transport links, a larger area and higher car ownership than the London average, what is the Portfolio Holder doing to reduce air pollution in Bromley, so that people with asthma like me can enjoy sports, and so that more people do not develop asthma?

Reply

In 2007 the Council declared an Air Quality Management Area covering the North and North West of the borough, on the basis that NO₂ pollutants were predicted to exceed national objectives. Since then the Council has worked on a number of measures, including introducing an Air Quality Action Plan, aimed at achieving compliance. Most recently this work has included: Outcome 4 of Bromley's LIP 3 setting out our proposals to reduce emissions from the transport network. Central to these proposals is delivering mode shift to walking, cycling and public transport. We also have proposals for anti-idling education, ambitious targets to green our fleet and roll out EV charge infrastructure to provide the facilities to allow for more EVs including supporting the adoption of ZEC Taxis and reducing emissions of the car club fleet. We also plan to introduce green infrastructure as part of transport projects to absorb pollutants. This is also mentioned in Bromley's Local Plan. For further details I would recommend reading Outcome 4 in detail.

The Portfolio Holder also highlighted that Newstead Wood School does not have a School Travel Plan.

Supplementary Question

Miss Charman Jones enquired of the extent to which air is monitored in the Crystal Palace area.

Reply

Although details were not to hand, the Portfolio Holder offered to direct Miss Charman Jones to relevant information.

2. On 22nd September this year, the Mayor of London and TfL will be bringing Car-Free Day to London, with plans due to be publicly released very soon. What are the Portfolio Holder's plans regarding this important step in transitioning the capital to zero carbon travel, with the obvious public health benefits?

Reply

Car-Free Day is a continuation of the previous international In Town Without My Car Day, which the Council has previously supported. However, more recently Bromley has chosen to support The Big Lunch and related road closure events in June, by making these free of charge, to help communities come together in car-free streets.

The Borough has a programme to help give road users a choice to travel by less polluting means, through school travel plans, introducing new cycling and walking

infrastructure such as the Crofton Road scheme, training for cyclists, the installation of electric vehicle charging points, and large programmes such as the multi-million pound Shortlands, Ravensbourne and Bromley Better Villages scheme (the Liveable Neighbourhood). I also refer you to the Dockless E bikes item on this agenda, where we would expect to see E bikes at Orpington Station so visitors can arrive by train and travel onwards by bike rather than feeling they need to drive the whole way.

The particular challenge I feel is for residents and visitors to make the change to active lifestyles, the cycle training we offer is one element of that. I would hope that cycle clubs consider offering confidence building trips on that day, which I feel would be more successful than individual road closures.

From Richard Gibbons, Co-Chair, Friends of Orpington Priory & Gardens Committee Member, Bromley Cyclists

Re: Agenda Item 6 - Environmental Portfolio Plan: Performance Overview

1. In view of growing evidence globally of microplastics in water supplies and food chains, and following complaints locally from residents and fellow councillors, would the Portfolio Holder confirm who is responsible for clearing discarded litter from the Priory Ponds in Orpington, a Site of Importance for Nature Conservation?

Reply

The clearance of litter from the ponds at Priory Gardens is undertaken by the Council's service provider, idVerde.

Supplementary Question

Mr Gibbons understood from idVerde that ponds are not included in the contract they have with the Council and that it is not the responsibility of idVerde to clear blockages in the River Cray.

Reply

On the Portfolio Holder's behalf, the Assistant Director of the Environment confirmed that this role is included in the Council's current contract with idVerde.

Re: Agenda Item 7c Dockless E-Bikes

2. Has the Council undertaken risk assessment in respect of riders of mixed abilities, given growing number of residents and campaign groups expressing concerns about road danger (e.g. speeding drivers) and, despite road safety claims, research that indicates that Bromley has higher levels of risk for people on bikes than most London boroughs?

Reply

Bromley's LIP3 Transport Strategy acknowledges that all 2 wheel transport modes have a higher accident rate than we would like it to be for the number of cycling journeys made in the Borough. The document also sets out the Council's approach to improving cycling facilities across the Borough in coming years. A challenge to all outer London boroughs is achieving a sufficient mode change in numbers cycling and walking that drivers expect to see them and react accordingly. I see E-bikes as helping mode change.

As Mr Gibbons will be aware, Bromley is investing in substantial cycling infrastructure improvements and in cyclist training programmes. Each location and each training site is risk assessed. Both infrastructure and training take consideration of cyclists of all abilities, experience and confidence levels.

Supplementary Question

Expressing disappointment that Bromley Cyclists had not been consulted on the proposal to trial dockless e-bikes, Mr Gibbons asked who amongst the Committee, apart from the Chairman, or remaining Members of the Council had ridden or will ride a dockless e-bike.

Reply

The Portfolio Holder highlighted that dockless e-bikes were mentioned in the LIP upon which Bromley Cyclists had commented. The current proposal is a trial and he hoped that any Councillor or Member of the Public would be prepared to ride a dockless e-bike. For Councillors, much would depend on how they move around the borough; the Portfolio Holder was not available to ride a dockless e-bike when Lime visited the Council recently. (Post meeting note: as part of the press releases associated with the scheme going live, the Portfolio Holder had now ridden a Lime dockless e-bike.)

Re: Agenda Item 7c Dockless E-Bikes

3. How will Portfolio Holder reassure residents, particularly the less able and sight impaired that, to avoid risk of injury, dockless e-bike riders will park responsibly, given everyday examples of inconsiderate parking by vehicle drivers across the borough?

Reply

Can I start by saying that I see dockless E-bikes as a positive change to the borough generally in terms of choice to residents but also in reducing barriers to adopting active lifestyles. Speaking to PH colleagues in other boroughs, Lime is performing above their expectations. As the agenda item details, we will have a Memorandum of Understanding with Lime. There is no legal requirement for Lime to engage with the Council, the fact they have chosen to do so should give all residents confidence that they are a responsible organisation.

I will highlight a number of points: users of the bike hire scheme are reminded at multiple points through the process to park each bike considerately and where possible use cycle parking facilities. This is done through both the mobile phone app and a printed message on each bike. Lime have also agreed for bikes causing an obstruction to be removed within two hours of reporting (between 0700 and 2100 hours). Issues can be reported by phone or email, details of which are provided on each individual bike.

It should also be noted that as the bikes are electric assisted and require regular battery replacement, they will be tended to by Lime operatives on average every three days, in contrast to traditional dockless pedal cycles, that can be left unattended for far longer periods. From a business perspective it also is in the operator's interest to relocate bikes to sites where they will be more frequently used.

Supplementary Question

Mr Gibbons asked the Portfolio Holder how he would mitigate adverse publicity from less enthusiastic colleagues.

Reply

The Portfolio Holder replied that all Councillors respond to what residents wish to see.

From Nicole Kilama

Following Blue Planet II, there has been a huge push to tackle ocean plastic pollution. What is this Portfolio Holder's plan for enabling Bromley to play its part in tackling this global issue?

Reply

Can I start by saying we are only responsible for the disposal end of the plastics journey and then only when the plastic is provided to us for disposal. The first step to tackle is the choice to purchase plastics and have non-plastic alternatives. Within the Council we are working within the Dep Rep's Staff Forum to reduce plastic use within the Council. I also know through the Economic Partnership (although falling under a different PH) that businesses are doing their part by offering alternatives. In particular, Business Improvement Districts are helping businesses find alternatives to plastics. A couple of weeks ago I had the pleasure of attending the Orpington Business Awards and hearing the efforts of the entrants to the hotly contested Environment Award to reduce plastic use in particular and help the environment more generally.

Turning to our waste collection and disposal, Bromley continues to be one of London's leading boroughs for recycling, with 50% being recycled in 2017/18. This is a direct result of a comprehensive recycling collection service for residents which includes plastic bottles and, plastic food packaging pots, tubs and trays for recycling. In addition, we provide a network of On Street Recycling banks for excess plastics, with our contractor required to make sure that the collected plastics are recycled. In addition to our collection services, we regularly encourage residents to recycle as

much as possible, including their plastic materials and to think of ways to minimise the waste they throw away, encouraging re-use too. By removing plastic litter from streets as part of our street cleaning service, we prevent it from further harming the environment, including the potential to enter streams etc. Our new waste contract will soon mean that virtually zero waste will be sent to landfill, ensuring that we will no longer bury plastics of any sort in the ground, with refuse instead being converted to electricity.

Supplementary Question

Miss Kilama's supplementary question concerned schools and limiting plastics.

Reply

Although most schools are now independent of the Council and can make choices related to recycling, the Portfolio Holder encouraged students to work with schools to encourage recycling. The Portfolio Holder also encouraged Miss Kilama and students to promote increased recycling through the Bromley Youth Council. Those aged 18 to 24 are often less interested in recycling and the Portfolio Holder encouraged students to think of the environment whilst at school.

From Cllr Ian Dunn

Can the Portfolio Holder please provide an update on progress with the replacement of the Betts Park gates, including an estimate of when work on the installation of the new gates is planned to commence?

Reply

Can I refer you to the answer given to Ms Lees. With regard to the timescales, officers will be in contact with you shortly.

From Cllr Simon Jeal

1. Following the consultation of Kings Hall Road residents, which closed in December, could you please confirm when updated plans and diagrams for the parking bays scheme will be available to residents?

Reply

The original scheme went out for consultation with stakeholders in November and in respect to the responses received the proposed design of bays has changed very little. However, the zebra crossing that is being designed to go near to the station does have an influence on the precise location of some bays, so until the design of the zebra is complete, the final parking scheme design cannot be published. I expect the final parking scheme design to be ready to share with residents in late May or early June.

2. With regard to the implementation of the Quiet way scheme and 20mph speed limits on Kings Hall Road, many residents and local schools have expressed clear views in favour of the entire road being subject to the lower speed limit- could you please explain how these views have been reflected in the revised plans?

Reply

Careful consideration has been given to the precise extent of the proposed 20mph limit. Experience has shown that the signage has most effect on behaviour where it is closely associated with the hazard – in this case children crossing. In addition experience also shows that adherence to signage diminishes with distance from the sign. There are a combination of factors to consider here, the section of Kings Hall Road that is on the bend “feels” less like a 20 limit, the bend and the parking, however, should naturally limit vehicles’ speed. However, there is often a tendency for vehicles to speed-up on exiting a bend on to a straight section and having signage at this point should counter this tendency; if we are to see a change in driving behaviour officers believe that having the entrances to the 20 limit at obvious entrance points will help the limit to be adhered to and thus be effective.

In response to concerns expressed by the nursery in Kings Hall Road during the consultation, the start point of the 20 limit was moved significantly further east.

Supplementary Question

Cllr Jeal indicated that the original plan(s) had slipped some way and Cllr Jeal sought reassurance that when the (final) plans are published, work would then proceed as quickly as possible. Cllr Jeal also asked when the plans are expected to be published.

Reply

The Portfolio Holder understood that completion of the plans is linked to the Quietway scheme; the Portfolio Holder would ask officers to respond directly to Cllr Jeal. This would include an update concerning parking bays.

3. Would you agree that the transformation programme provides an important opportunity for Bromley council to consider ways it can operate in a greener, more environmentally conscious manner across all council services/departments?

Reply

The transformation programme affects the whole Council and we have to consider the Environmental, Social, Economic and Public Health future of all Bromley residents. I reject the inference in the question that we are not operating in an environmentally conscious manner. We were one of the first Councils to introduce LED lights to reduce our energy bills and environment footprint. We have been in the top 2 or 3 of the 32 London Boroughs for recycling rates for many years. I can go on and on highlighting our record. We do not rest on our laurels and continually look to improve, the PDS over the years has played its part in developing policy to deliver improvements and I am confident will continue to do so in the coming months. I

provided a fuller response to Mr Gee at Full Council regarding our current work programme so I will refer you to that answer.

Supplementary Question

Cllr Jeal confirmed that the inference was not intended but felt there is always more to be doing. Cllr Jeal was impressed that the PDS is trialling a paperless approach for its meetings and asked the Portfolio Holder whether he agreed that all Committees should adopt a similar approach.

Reply

The Portfolio Holder indicated that outcomes from the paperless trial would be recommended to other Committees. It reflected the Council's approach to protect front line services and achieve savings from measures such as good energy management. In this context, the Portfolio Holder also referred to the food for thought campaign to relaunch food waste recycling in the borough.

QUESTIONS TO THE ENVIRONMENT PORTFOLIO HOLDER FOR WRITTEN REPLY

From Clive Lees, Chairman, Ravensbourne Valley Preservation Society

1. With reference to the meeting on 20 November 2018 at which, in response to our third written question, the Environment Portfolio holder confirmed certain signage in the Crab Hill area would shortly be removed, we note that 3 months later it is still in situ. When will they be removed please?

Reply

With regards to signage on Foxgrove Road and Ravensbourne Road, the "unsuitable for HGV" signs will be removed. An investigation carried out previously shows that HGVs can comfortably turn at the Crab Hill/Ravensbourne Avenue junction with some parking restrictions applied. The design to enhance this is currently in progress. See the attached screenshots of the turning movements at Annex 1 and Annex 2.

In addition to this, another scheme is currently underway to improve traffic movement at the junction on Foxgrove Road and Downs Hill.

The request to remove these "unsuitable for HGV" signs has been placed and they will be removed in the next couple of months.

2. In any event, the real issue is to ensure large vehicles never approach the Crab Hill area anyway and in this regard, we would be pleased to receive an update regarding plans to improve signage. For example, signage should send large vehicles to Downham (Peter Pan Pond junction) to avoid Shortlands.

Reply

Having reviewed the existing HGV directional signs in the area, it appears that there are sufficient signs to direct HGVs away from the low bridge on Beckenham Lane, so we do not intend to add more signs at this stage. Increasing the number of signs in this area would only add more to the street clutter and drivers who are already familiar with the route will do nothing but continue through the route they know best. As an alternative to more signage, the junctions around Crab Hill are being improved for better traffic movement as explained above.

In the meantime, we will investigate the number of HGVs going through Crab Hill so as to have a better idea of the volume of traffic we are dealing with here.

Please note that Tweedy Road is part of the TfL road network, not on Bromley network, so you might want to approach them on this.

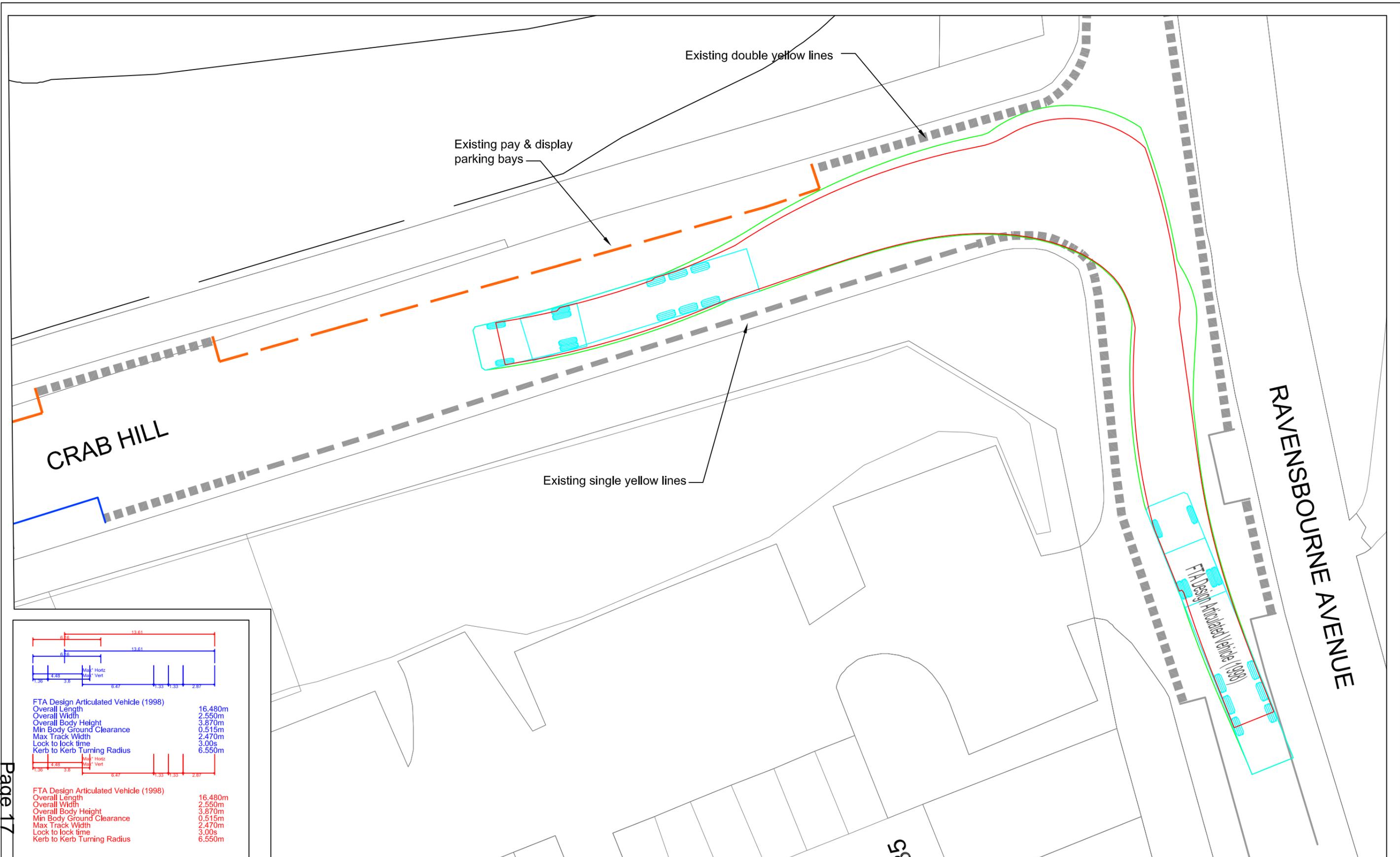
From David Viles, Chair, Kemnal Residents Association

Speeding on Ashfield Lane conflicts dangerously with pedestrians and joining/crossing traffic at the Kemnal Road junction. There have been several serious collisions. Signs and road markings have not significantly reduced speeding. What real physical measures will the Council introduce at this junction to slow Ashfield Lane traffic down?

Reply

I refer you to my answer to Ms Igoe. Over the past three years for which collision data is available there have been four injury collisions along Ashfield Lane. Although every injury is regrettable, the Council must prioritise resources to where the finite resources available will potentially prevent the most injuries. As I have stated in my reply to Ms Igoe low cost measures may be justified on this basis, crocodile teeth are currently being looked into for Ashfield Lane. If you have other low cost suggestions we would welcome your views.

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Job Title: RAVENSBOURNE AVENUE JCT WITH CRAB HILL BECKENHAM	Drawing Title: SWEPT PATH FOR A 16.4m ATRICULATED VEHICLE	 Environmental Services Civic Centre, Stockwell Close, Bromley, BR1 3UH Tel: 020 8464 - 3333 Fax: 020 8313 - 4555 Email: www.bromley.gov.uk	Scale @ A3: 1:200	Rev	Date	Description	By
			Date: 04/11/18	Drawn by: J.J.	Drawing Number 12905-02		Revision
		Nigel Davies Executive Director of Environment & Community Services	Chkd/Appd by: J.J.				

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