

ENVIRONMENT AND COMMUNITY SERVICES POLICY DEVELOPMENT AND SCRUTINY COMMITTEE

Minutes of the meeting held at 6.30 pm on 17 November 2020

Present:

Councillor Will Harmer (Chairman)
Councillor Kieran Terry (Vice-Chairman)
Councillors Mark Brock, Ian Dunn, Colin Hitchins,
Samaris Huntington-Thresher, Melanie Stevens,
Harry Stranger and Michael Tickner

66 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

There were no apologies for absence.

67 DECLARATIONS OF INTEREST

There were no declarations of interest.

68 QUESTIONS FROM COUNCILLORS AND MEMBERS OF THE PUBLIC TO THE CHAIRMAN OR COMMITTEE

No questions were received for the Chairman or the Committee.

69 MINUTES OF THE MEETING HELD ON 9TH SEPTEMBER 2020 (EXCLUDING EXEMPT INFORMATION)

The minutes of the meeting held on 9th September 2020 were agreed as a correct record.

70 QUESTIONS TO THE PORTFOLIO HOLDER FROM MEMBERS OF THE PUBLIC AND COUNCILLORS

There were eighteen questions received from the public for written response.

There were two oral questions received from Councillor Ian Dunn.

The questions and answers are attached as appendices to the published minutes.

71 UPDATE FROM THE PORTFOLIO HOLDER

The Portfolio Holder provided a verbal update at the request of the Chairman.

17 November 2020

The Portfolio Holder informed the Committee that subsequent to the summer break, it appeared that the Council's contractors were delivering services well. Covid-19 had naturally had an impact, but service delivery was nevertheless being maintained. Contingency plans had been agreed with contractors.

- The Highways resurfacing programme was scheduled to be completed in January 2021.
- Bromley's partnership working with utility companies was running normally and to usual levels.
- The Street Lighting and LED conversion programme on the traffic routes was underway and progressing well.
- With respect to Christmas decorations, the Council was working well with local traders.
- Adequate salt stock levels were in place to deal with any adverse weather conditions, so winter services were ready to be delivered. There had only been one night so far where salt had been laid down due to the possibility of bad weather.
- The Council was working to progress its green agenda and was sending zero waste to landfill.
- As a result of changes brought about by Covid 19 and working from home, waste collection levels had increased and waste tonnages were high.
- There had been an increased take up in the recycling of waste. The Council's recycling centres at Waldo Rd and Churchfields were currently open and operating normally.
- The rescheduling of green garden waste collection had just started and was going well and with no complaints.
- Also recently commenced was the programme to collect leaves, and a high number of leaves were being collected.
- The Parks and Green Space preparation for the winter was progressing.
- Grass cutting would be resumed in the Spring.
- Covid 19 signage was being displayed in parks and green spaces to remind people about social distancing.

- Cemetery services continued to be provided in line with government guidelines.
- Matters relating to fly tipping were still being progressed—barriers had been erected in various places to limit fly tipping.
- Tree maintenance was being continued; there was some backlog in this area that had been identified.
- A pedestrian refuge had been installed in Southend Road and a temporary zebra crossing would be installed at Holmesdale Road.
- At Albemarle Road and Bromley Road, cycle lanes had been introduced.
- An update was provided with respect to school streets.
- Social distancing had been implemented in the main town centre and shopping areas.
- With respect to parking, occupancy levels had decreased because of the pandemic but had started to increase and head back to normal levels, but now seemed to be subdued once more.
- LIP funding had been received for the remaining five months of the year.

RESOLVED that the update from the Portfolio Holder be noted.

72 BUDGET MONITORING 2020/21

The Head of Finance (ECS & Corporate Services) attended the meeting to brief the Committee and explained that the report looked at the regular budget for 'business as usual' spending. The impact of Covid 19 was being dealt with separately by the Executive. This included the impact on costs, and loss of income across the board including general grant income. This meant that although the budget report was showing an underspend of £482k, (because the financial implications of Covid 19 had not been factored in), the overall financial position was not as good as it first seemed.

The Vice Chairman referred to the reasons for variations in waste services costs that were outlined in Appendix 1B--he asked what the £255k costs related to, and why they were being carried forward. As this was a matter that related to an invoicing dispute, it was agreed that the details concerning this would be emailed to the Vice Chairman and Committee members post meeting.

17 November 2020

The Vice Chairman was glad to see that savings had been accrued during the period of the pandemic with respect to credit cards. He was surprised to note the amount of money that was usually spent via credit cards, and hoped that savings could be continued going forward, with the savings directed to other services. He wondered where the costs were originating from and why the costs were so high. He asked if it would be possible to use credit cards that took less commission. The Head of Finance agreed to look into the matter further and to provide more detail to the Vice Chairman post meeting. It was noted that when members of the public paid for parking costs using a credit card, the Council had to pay a fee for the credit card transaction. Resultantly, as less people were coming out and parking, these costs had diminished.

Members noted that the costs with respect to waste collection had increased, as at the moment more waste was being collected and disposed of. Increased costs were not related to increased collections directly but were related to increased disposal costs.

A Member enquired about the budget for Arboricultural Services, and the increased costs that had been accrued in recovering from a backlog of work. He wondered when the backlog would be resolved and the Director of Environment and Public Protection stated that this was being looked at, and that it was hoped to resolve any issues with the service in the current financial year.

A Member enquired why the length of time needed to retain the services of the 'Fix My Street' officer had been extended at the cost of £35k and asked why this was necessary. The Director of Environment and Public Protection responded that 'Fix My Street' was one of the main reporting tools for the Council in respect of reporting faults and logging complaints. It had been continually developed and was ongoingly still being developed to extend the number of categories that could be incorporated into the system. It was hoped that the website could be improved in such a way that it would become the single point of contact for the public and Members for the reporting of a variety of issues. This would include the current issues that could already be reported, in addition to other matters such as missed bin collections, and issues relating to the arboricultural service. The Director felt that investment in this service now, would pay dividends in the long term, and it would provide a clearer route into the Council and provide more data to be interrogated; this would mean that the Council would be better informed with respect to a variety of issues.

A Member commented that the 'Fix My Street' service was very good, but the name was not appropriate and should be changed to something more welcoming and less aggressive. The Director explained that the Council had bought into a national service, and so they were likely to have to continue with the name for some time to come.

RESOLVED that the Portfolio Holder for Environment and Community Services endorse the latest 2020/21 revenue budget monitoring for the Environment & Community Services Portfolio.

73 EXPENDITURE ON CONSULTANTS 2019/20 AND 2020/21

The Chairman stated that there was nothing in this report that was of relevance to the Environment and Community Services Portfolio.

RESOLVED that the report be noted.

74 NET ZERO CARBON ACTION PLAN

LBB's Carbon Programme Manager attended the meeting to present the report and answer questions.

Members heard that the Executive had established a Carbon Management Programme (CMP) in 2008, to take action to reduce energy consumption, revenue costs and carbon emissions. It was the aim of the Council to be net carbon zero by 2029, and the report outlined the proposed way forward in achieving the target.

A Member referred to section 3.13 of the report which referred to 'LBB's forthcoming annual CMP3 report'. He asked when this report would be published. The Carbon Programme Manager responded that the report was due in about 2/3 months' time.

The Vice Chairman stated that the net zero carbon action plan report was a very interesting and good report that was very clear and logical. He was encouraged by the progress that had been made and by the fact that external funding was available to assist the Council with the implementation of whatever measures were necessary to implement the net zero carbon action plan. He encouraged officers to seek external funding from whatever sources were possible. He commented that in his interaction with the public, it seemed to be the case that residents were unaware of the Council's commitment to the net zero carbon action plan. He wondered how this could be rectified.

The Carbon Program Manager responded that the department was looking at ways to improve communications. This included improving communications via the Council's website, using digital display boards and social media.

A discussion took place about the decrease in emissions related to waste, paper, and the Council's vehicle fleet. It was noted that fleet emissions had decreased because the Council had outsourced its fleet of vehicle gritters. The Chairman asked why it was taking so long to finish the plan with respect to changing the remaining street lights that had not yet been changed; not only would this improve the environment but would also yield savings. He wanted to see this move rapidly forward to completion. The Carbon Programme Manager answered that so far (with respect to street lighting) the

17 November 2020

Council had chosen 'big winners' in terms of benefit to the environment and to cost savings. The remaining 10,000 street lights may not yield such big savings; this was something that would need to be costed out.

A discussion took place concerning the matter of whether or not home workers were responsible for their own emissions. A Member suggested that when calculating the emissions of the Council, the emissions of home workers should be included.

A Member suggested that a more direct correlation be drawn between costs and the reduction in carbon emissions. She also felt that clear 'goalposts' had not been identified in the report and so it was difficult to ascertain exactly what progress was being made, and where exactly carbon emissions were being reduced. She asked for a more direct correlation in future reports to outline, progress, costs and timescales. She requested that in future reports, it would be helpful if annual targets be outlined, and that actual numbers needed to be provided as targets. The Head of Carbon Management responded that the CMP report would provide more detailed information relating to the measuring of performance and would provide a clear picture of where emissions were being reduced. The Chairman agreed that there was a need for more detail. It was agreed that the CMP report would be brought to the Committee in March.

A Member enquired if solar farms could be located on green belt land. The Head of Carbon Management answered that this was not ideal but it may need to be done in some cases, and other councils had been granted permission to do so.

RESOLVED that the report be noted and that the Carbon Management Action Plan report be added to the Committee's Work Programme and be presented to the Committee in March 2021.

75 ENVIRONMENT AND COMMUNITY SERVICES RISK REGISTER

Members noted the ECS Risk Register.

RESOLVED that the ECS Risk Register be noted.

76 REVIEW OF PUBLIC SPACE PROTECTION ORDERS CONCERNING ALCOHOL CONTROL ZONES 2020

Members noted the report regarding the review of Public Space Protection Orders concerning alcohol control zones.

Members were informed that this report had been scrutinised by the GP&L Committee and that it came to the ECS PDS Committee for noting.

RESOLVED that the report regarding the review of Public Space Protection Orders Concerning Alcohol Control Zones be noted.

77 ECS PERFORMANCE OVERVIEW

The Senior Performance Officer (Performance Management & Business Support) attended the meeting to present the ECS Performance Overview report. The performance overview update was for six months data, and any updates provided would be on an 'exception' basis; i.e. commentary would be limited to areas that had been rag rated red or amber.

Members were updated regarding ECS1 which was 'Public Satisfaction with Cleanliness'. The first areas (local streets and neighbourhoods) had improved and were above target. 'Town Centres' was slightly under target. This was because an on-street survey had been undertaken, and due to Covid 19 there was a lower response rate this year. There was no indication of poor performance.

The Senior Performance Officer explained that the target with respect to the number of attendees at the Beeche Educational Centre was not achievable due to the government restrictions that had been imposed because of the pandemic. This target would need to be changed if the current restrictions were not lifted.

The Senior Performance Officer provided an update regarding ECS21 and ECS 22 which were both amber rated. The former related to routine street lighting maintenance, and the latter related to highway maintenance tasks. The contractor had been asked to provide an improvement plan for the future delivery of these services.

Members were briefed regarding ECS 24: 'Children travelling to school by foot, cycle or scooting'. Data for this had not been collected at schools this year as schools had been closed in the summer term when the count was usually made.

Members were updated regarding ECS 32: 'Customers using online self-serve transactions to challenge PCNs'. This was projected to be marginally below target—work was ongoing to encourage the public to use the online portal.

A Member drew attention to ECS 29, which was related to injuries or deaths caused because of road traffic accidents. He remarked that this was something that had appeared to be ongoing for the last three years. He inquired what the Council could do to reduce the number of KSIs (killed and seriously injured) to zero in line with the aims of the 'Vision Zero' policy. The Assistant Director for Traffic and Parking responded that KSIs were assessed over a five-year period, and that LBB had been very successful (generally speaking) in reducing the number of people injured in road traffic accidents. He hoped that the current plateau was a 'non-statistically significant variation'. The Council would be continuing with policies to reduce the number of casualties from road traffic accidents.

17 November 2020

The Chairman enquired if the department had a clear view of where money and resources should be directed, and what was the process followed to make the most impact in this area. The Assistant Director responded that LBB analysed data roughly every 12 to 18 months, to try and identify where KSI incidences were occurring. Data from the previous three years would be used as a start point for the analysis. Sometimes, key sites would be identified; in other cases, perhaps where there was a high volume of traffic, it could be the case that not much could be done. Historic accidents would quite often be a good predictor for the future. The Council, after analysing the data would look for low cost and effective solutions. Attention would also be paid as to how to best support vulnerable road user groups.

The Vice Chairman commented that he was glad to see so much 'green' in the report, and this was a credit to staff. He also asked if there were currently any issues with staff sickness affecting Veolia, in the light of the second wave of the pandemic. The Portfolio Holder responded that currently only a few people were self-isolating, and sickness was within manageable limits. Veolia employed staff who were responsible for street cleaning, and they could be redeployed if required. Veolia would be expected to allow for, and manage normal winter sickness levels, and a phased reduction in service would only be justified if staff levels became seriously affected as they did in the first wave of the pandemic.

The Assistant Director of Environment stated that LBB had agreed business continuity plans with service providers and had learned lessons from the first wave of the pandemic. Business continuity plans would be initiated if the relevant trigger points were activated. Sickness levels and possible impacts on service were monitored on a daily basis, and at the moment there was very little impact on frontline services.

The Vice-Chairman referred to the Council's recycling plant centres and requested that in future agenda packs, an update should be provided to see how much recycling was taking place at both sites. The Assistant Director for Environment responded that currently, both the recycling centres at Waldo Rd and Churchfields were being used to full capacity. Information relating to the tonnage recycled could be supplied if required.

A discussion took place with respect to ECS 10 which were the targets relating to grass and verge cutting; it was suggested that as targets had been 100% achieved for three months consecutively, that the target levels should be reviewed. It was noted that variations in the performance achieved for ECS 10 correlated to seasonal weather variations which affected how much grass actually grew.

A Member referred to the proposed Riney improvement plan and asked that this be shared with Members. The Assistant Director for Highways responded that talks would be taking place between officers and Riney to discuss these matters. Riney would be attending the PDS meeting that was scheduled for

January 2021, and Members would be able to ask Riney questions then if performance had not improved.

RESOLVED that the ECS Performance Overview report be noted.

78 WORK PROGRAMME AND MATTERS OUTSTANDING

Members noted the Work Programme report.

RESOLVED that:

- 1) The CMP report be presented to the Committee in March and that the Work Programme be updated accordingly.**
- 2) The Work Programme be updated to show the Draft Budget report for the January 2021 meeting.**

Attached as appendices to the minutes:

**WRITTEN QUESTIONS FROM MEMBERS OF THE PUBLIC
WRITTEN QUESTIONS FROM COUNCILLORS
ORAL QUESTIONS FROM COUNCILLORS**

The meeting ended at 8.11 pm

This page is left intentionally blank

ECS PDS-17th November 2020—Written Questions from Members of the Public:

1-Question from Mandy James:

The School Street for Hayes Primary unfortunately did not go ahead. To reduce traffic, improve safety in George Lane and promote active travel in line with Government and TfL guidelines will the council commit to maintenance and improvement of Rookery Lane so that it's a usable route all year round?

Answer to Question 1:

Officers are looking into the feasibility of improving this foot path and have arranged to meet with Ms James to progress this matter.

2-Question from Mandy James:

After School Street application was made for George Lane the process for introducing a School Street changed, with public consultation no longer being required. As the process has changed, will the Council agree to a temporary trial of School Street for George Lane?

Answer to Question 2:

I am pleased to report that as TfL LIP funding has been reinstated, the promised consultation will be programmed for the coming months.

3-Question from Susy Bramer:

George Lane was earmarked as a School Street, subject to a public consultation which did not happen before TfL withdrew its funding due to COVID-19.

If funding becomes available again for active travel via TfL, is Bromley Council in the position to pick up the public consultation and more forward with this much needed proposal?

Answer to Question 3:

I am pleased to report that as TfL LIP funding has been reinstated, the promised consultation will be programmed for the coming months.

4-Question from Alisa Igoe:

Reference: Department of Transport letter to TfL 30 October 2020, Page 5

13. For the H2 Funding Period, TfL or the Mayor (as appropriate regarding their respective statutory obligations):

g. Commits to set aside at least £75m within the H2 Funding Period to continue the delivery of healthy streets and active travel programmes including funding for the London Boroughs under the local implementation plan process.

Question:

In light of the success of five Bromley borough School Streets and commitment to set aside £75m for active travel would the Committee look again at the possibility of securing Chislehurst Schools Streets, particularly at Mead Road Primary School, in a cul de sac, as are three current School Streets.

Answer to Question 4:

As TfL LIP funding has been reinstated, the promised consultation regarding a school street for Hayes School will be programmed for the coming months. Bromley will monitor the ongoing value of the six temporary school streets, plus feedback from the Hayes consultation, before charting a course for any future school streets.

5-Question from Brendan Donegan:

HM Government's Code of Practice on Consultation, July 2008, states "consultations should normally last for at least 12 weeks". Will the Open Space Strategy 2021-2031 consultation last for at least 12 weeks (unlike the recent Air Quality Action Plan consultation)? If not, why?

Answer to Question 5:

It will not. The Council will always consult for as long as is needed, with the length very much depending on the complexities and brevity of the subject of consultation. I was pleased with the level of responses for the air quality action plan, which any council would have been pleased by and if we receive a similar level for this parks strategy, I will equally be delighted, with our initial length of 8 weeks of formal public consultation most probably being adequate but there is always an option to extend if this is deemed as needed. Consultation has been underway for a little

while now and arguably our informal consultation will last longer than 12 weeks.

6-Question from Brendan Donegan:

During the heavy rains of the past month, several pavements and roads have been flooded, so that it is difficult for pedestrians and cyclists to get past. What procedure should residents follow in order to request the council to take action at these locations?

Answer to Question 6

Specific issues of flooding can be reported using the Council's website where officers will inspect the matter to determine whether work needs to be undertaken to clear a blockage in the Council's underground drainage system.

Pooling water can also be a result of natural gradients and road camber and may not be due to blockages within the drainage system itself. Where such issues exist, consideration may be given to including the location on our forward drainage works plan.

7-Question from James Rowe:

The DfT's Gear Change clearly states the government's goal for more active travel. Further it empowers local authorities to take bold decisions to enable this.

In light of this, what road changes has the council made that enabled children to more safely cycle to school this term?

Answer to Question 7:

Active travel is much more than cycling, you will have seen a number of changes implemented by Bromley Council to support social distancing whilst walking and cycling post June 2020.

Bromley Council has for many years encouraged children to try cycling and become more confident and skilled cyclists. Through much of the summer lockdown, Borough's cycling instructors were conducting escorted rides, helping new riders know how to safely cycle to school and to work, often over some fair distances. Dr Bike sessions have been

very well attended, as people returned to bikes not used for years, and cycle training recommenced for children as soon as it possibly could.

Work started back in the summer to introduce some temporary, segregated cycle routes in Shortlands and in Crystal Palace.

Work also continues to introduce improved cycling routes in the vicinity of schools in Orpington and in Penge.

8-Question from James Rowe:

The 2020 UN Stockholm declaration agreed 20mph (30kph) as a standard for roads where vulnerable road users mix with motor vehicles (also supported by OECD and NICE). Towns, cities, and countries around the world are using this to enable safer active travel. What plans does LBB have to adopt 20mph?

Answer to Question 8:

Bromley's Priorities remain to reduce the incidence of injuries on our roads and provide facilities so residents can make a choice to adopt active travel with the benefits that brings. In light of the lack of evidence that introducing widespread 20mph limits, Bromley has no plans to divert road safety funding etc., to introduce such area-wide 20mph zones. However, in light of evidence that drivers respond better to warnings or regulations where they can see the reason for them, part time advisory 20 limits are being introduced around schools in the Borough, on a case by case basis.

9-Question from Carrie Heitmeyer:

In response to a previous question, you wrote "advisory 20mph limit signs are seen as being more effective at alerting drivers to the presence of children in the vicinity of schools at the appropriate times of day". What evidence has the Council based this assessment on?

Answer to Question 9:

Research commissioned by the DfT showed that following the introduction of signed-only 20mph limits the median speed fell by just under 1mph and found no significant change in collisions and casualties.

However, other research has found that drivers will respond to signs that warn them of a specific hazard such as a sharp bend or a school when children will be about. Part time advisory 20mph flashing signs near schools appear to have an impact on driver speeds and awareness of danger. These flashing 20 signs are in great demand by schools where poor behaviour by passing drivers is of concern.

10-Question from Carrie Heitmeyer:

On the first day of Autumn term, a 13-year-old was hospitalized after he was hit by a car on Upper Elmers End Road. Is the council considering measures to make it safer for school students and residents to cross Upper Elmers End Road?

Answer to Question 10:

Yes, a study is underway to identify popularity of travel routes and safety issues in the area, using historical data and traffic counts as well. This study will inform us which routes are the most frequently used and which are the main crossing points and if there are particular issues at any of those crossing points. We can then consider possible measures, subject to the usual review and prioritisation processes and Road Safety Audits.

As the home to school journey is just one of the journeys that children will make unsupervised as they progress towards adulthood, it is as important that we skill children to be able to make any journey safely. School Road Safety Officers have therefore held virtual lessons with Eden Park High school pupils to educate them on how to safely cross the road using identified crossing points.

11-Question from Richard Gibbons:

Would the Portfolio Holder provide details of numbers of each type of free and discounted travel cards issued by LB Bromley and/or Transport for London to Bromley borough residents, and usage amounts for each type of card charged back to LB Bromley for 2016-17, 2017-18, 2018-19 and 2019-2020

Answer to Question 11:

This is actually a matter for the Resources portfolio and I do not have this information. I have requested the information that Bromley might

hold and will be able to forward this to you in due course. You may need to contact TfL directly to request information they hold.

12-Question from Richard Gibbons:

Would the Portfolio Holder kindly provide a detailed update on implementation and completion dates per scheme funded via DfT/TfL Streetspace/EATF Tranche 1, MHCLG RHSSF, and ongoing/ring-fenced LIP3 ; and details of progress per scheme submitted for DfT/TfL Tranche 2 Streetspace funding?

Answer to Question 12

Traffic Engineering LSP Civils Schemes:

- Crystal Palace Park Road semi segregated cycle lane – implemented October 2020
- Thicket Road pedestrian improvements – under construction
- Southend Road Refuge – implemented October 2020
- Homesdale Road Temporary Zebra – construction in November 2020
- Bromley Road/Albemarle Road semi-segregated cycle route – under construction
- Bromley Road Parallel zebra crossing – under construction
- Kent House Road temporary zebra crossing – implemented October 2020
- Beckenham Lane (Valley Primary) temporary zebra crossing – construction in November 2020

School Streets

- Malcolm Road – implemented September 2020
- Dyke Drive – implemented September 2020
- Park road, St Mary Cray – implemented September 2020
- Tillingbourne Green – implemented September 2020
- Hookwood Road – implemented September 2020
- Overbury Avenue – implemented November 2020

School Social Distancing Schemes

- Hawksbrook Lane – implemented September 2020

- Towncourt Lane – implemented September 2020
- Gates Green Road – implemented October 2020
- Social distancing signage around 114 schools – implemented August 2020

Advisory 20mph Around Schools – being installed at present

- Chislehurst CE Primary
- Churchfields Primary School
- Worsley Bridge Primary
- Valley Primary
- Parish Primary

School Social Distancing Schemes– being installed at present

- Farnborough Hill
- Shirley Crescent
- Perry Hall Rd

Town Centre Social Distancing Schemes – installed in July, modified as and when necessary

- Bromley
- Beckenham
- Penge
- Orpington
- Social distancing signage around 33 district centres and shopping parades – implemented June 2020
- No Tranche 2 funding has been awarded to London boroughs yet.

13-Question from Laura Vogel:

The ECS Performance Overview notes that the numbers of people killed or seriously injured is not declining. What affect does the council anticipate that reducing the staff in Traffic and Road Safety will have on the numbers of KSI in Bromley

Answer to Question 13:

There are no plans to reduce the number of staff in the Traffic and Road Safety Service and Bromley will continue to work hard to drive down the number of people seriously injured or killed on our streets.

14-Question from Laura Vogel:

Ensuring road safety is a statutory obligation, how does the council plan to replace the missing parking revenue and TfL funding used to fund Traffic and Road Safety team?"

Answer to Question 14:

TfL funding for road safety has been reinstated.

15-Question from Peter Holyoake:

The minutes of the 29 January 2020 meeting noted that Bromley was one of the few Councils committed to measuring procurement omissions. The Portfolio Holder kindly informed attendees at the 29 January meeting that LB Bromley local authority Scope 1 emissions were just 1% of Borough emissions (with a further 1.5% Scope 2 and Scope 3 emissions). Typically some 50% of emissions in urban areas are produced by buildings (LBB buildings produce 58% of LBB emissions- agenda item 3.29) Residential building stock is usually the main contributor. Bearing in mind the legal 2050 zero net emissions target for the UK (and by implication for each LA) what initiatives (such as retrofit to improve energy efficiency – a huge work load, aided by the Green Homes Grant) can LBB introduce now to start working towards 2050 compliance? Examples of initiatives for all LA emissions are evidenced in the Carbon Neutral Nottingham 2028 programme – see: <https://www.nottinghamcity.gov.uk/cn2028>

Answer to Question 15

Retrofitting the Country's building stock is a massive undertaking, the National Government has set the ambitious target to achieve the 2050 target. A joined-up approach will be the most efficient way to achieve this target since the target implies nationwide changes and emissions do

not stop at borough boundaries; therefore, the most cost-effective changes should be implemented first to have the most significant impact. It is appropriate therefore that the Government sets the context, defines the programmes and Bromley works as a delivery partner. As such, this issue is being addressed at a pan-London level by organisations such as the GLA and London Councils where working groups are currently being set up to develop retrofitting action plans in close collaboration with boroughs, including Bromley. London Councils' green recovery proposals, Climate Change Programme, and the Green New Deal mission will be the key frameworks/initiatives to guide and support boroughs in the delivery of deep retrofit works.

The Council has for decades highlighted the action of individual households in the borough to proactively address their emissions. In the past we were able to award Environment Awards to exemplary projects. It will not be possible to achieve the 2050 target without residents taking personal responsibility and making changes. Therefore:

The Council's website signposts the Simple Energy Advice website that provides advice on ways to save energy in your home. This Government endorsed site advises what action property owners and tenants can take to improve energy efficiency and save money, including information on home energy grants.

Recently we have also commissioned a report that has modelled the number of households by EPC bands across the borough. We intend to contact the worst performing households (366 G rated homes) with targeted communications, awareness raising and sign posting to the relevant schemes.

The Council is a member of the South London Energy Efficiency Partnership (SLEEP) where our partners operate in the borough providing free energy saving advice to Bromley's residents to help them saving money whilst staying warm. Services include referrals to national and regional grant funding schemes, debt relief, 1-2-1 sessions, community group sessions, home visits, energy audits, community training in energy assessment programmes and more.

16-Question from Alisa Igoe:

As the word "accident" can be extremely upsetting to those bereaved or seriously injured by reckless drivers, would the Portfolio Holder agree

Bromley should now follow the Met and Road Peace's lead and use the word "collision" instead of "accident" when reporting those killed or seriously injured in road traffic incidents?"

Answer to Question 16:

Given the variety of incidents that can occur on our network, no single term would seem to encompass them all. Typically, the terms of incident and collision are more regularly used as factual descriptions. I am, reluctant to mandate any particular terminology given the range of incidents that occur on our network; however, I would hope that we are considerate of all involved in such incidents.

ECS PDS Committee on 17th November 2020

Written Questions from Councillors:

Question from Councillor Ian Dunn

Can the Portfolio Holder provide a brief status report on each of the schemes discussed at the Special PDS meeting on 8 June which obtained funding from TfL?

Answer:

The following schemes were funded by either TfL or National government, subsequent to bids in June:

Traffic Engineering LSP Civils Schemes

- Crystal Palace Park Road semi segregated cycle lane – implemented October 2020
- Thicket Road pedestrian improvements – under construction
- Southend Road Refuge – implemented October 2020
- Homesdale Road Temporary Zebra – construction in November 2020
- Bromley Road/Albemarle Road semi-segregated cycle route – under construction
- Bromley Road Parallel zebra crossing – under construction
- Kent House Road temporary zebra crossing – implemented October 2020
- Beckenham Lane (Valley Primary) temporary zebra crossing – construction in November 2020

School Streets

- Malcolm Road – implemented September 2020
- Dyke Drive – implemented September 2020
- Park road, St Mary Cray – implemented September 2020
- Tillingbourne Green – implemented September 2020
- Hookwood Road – implemented September 2020
- Overbury Avenue – implemented October 2020

School Social Distancing Schemes

- Hawksbrook Lane – implemented September 2020
- Towncourt Lane – implemented September 2020
- Gates Green Road – implemented October 2020
- Social distancing signage around 114 schools – implemented August 2020

Advisory 20mph Around Schools – being installed at present

- Chislehurst CE Primary
- Churchfields Primary School
- Worsley Bridge Primary
- Valley Primary
- Parish Primary

Town Centre Social Distancing Schemes – installed in July, modified as and when necessary

- Bromley
- Beckenham
- Penge
- Orpington
- Social distancing signage around 33 district centres and shopping parades – implemented June 2020

Questions from Members for Oral Response--ECS PDS—17th November 2020

Question 1 from Councillor Ian Dunn.

Given the recent settlement between TfL and the Government, can the Portfolio Holder provide an update on the future of the Traffic and Road Safety Team.

Answer to Question 1:

I am pleased to say that TfL has confirmed funding for Bromley to continue delivery of its Local Implementation Plan (LIP3) in this financial year. There will be no change to the structure of the Traffic and Road Safety team who are picking up this ongoing work after delivering an array of emergency response projects.

Supplementary Question from Councillor Dunn:

Staff have been subject to a great deal of uncertainty in the last four months or so. Your answer still leaves uncertainty for 2021 and beyond. Why can't you give staff the certainty that Bromley will be able to fund their salaries if it becomes impossible for TfL to do so, which will enable them to continue to work on road safety schemes for our residents.

Answer to Supplementary Question:

You are aware of our budget position. You are asking me to give budget commitments for the next financial year; that will be something that comes later--this will be part of the next budget round. Normally, we would have a reasonable certainty, and it will be highly likely that LIP funding will continue, but at this stage we cannot be sure.

Question 2 from Councillor Dunn:

Please provide an update on the status of the road schemes covered included in our Tranche 2 bids. If no decision on these schemes has been made, please provide an indication of when we expect to get the results.

Answer to Question 2:

The DfT has yet to release information about Tranche 2 bids. On Friday 13th November, the DfT published a press release--implying a decision will be reported back soon. However, the press release also implied that there may be extra conditions linked to the schemes.

Supplementary Question:

About Tranche 2, could you say what we can do differently from what we did in Tranche 1 to try and ensure that we get a larger proportion of the funding pot for schemes in Bromley.

Answer to Supplementary Question:

The answer I think is no. The same set of schemes were submitted as in Tranche 1 and these were pre filtered by TfL; (TfL had applied a filter back in August), and so these schemes were put forward. It may well be that other boroughs will have second thoughts, and think that they may not be able to deliver certain schemes--and then we may be able to put further projects forward. At the moment the DfT is the body deciding which schemes are going to be funded. We are putting forward Bromley priority schemes in the sense of schemes that we want to do in our borough. We are not going to put forward schemes that we do not want just in order to win more money.