

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

Minutes of the meeting held at 7pm on 9 June 2021  
Meeting held at Bromley Civic Centre

**Present:**

Councillor Will Harmer (Chairman)

Councillors Ian Dunn, Simon Fawthrop,  
Samaris Huntington-Thresher, Christopher Marlow,  
Keith Onslow, Melanie Stevens, Harry Stranger and  
Kieran Terry

**Also Present:**

Nick Brooks—Glendale Regional Director for South Thames Region

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

Apologies were received from Cllr Robert Mcilveen and Cllr Keith Onslow attended as alternate.

**104 DECLARATIONS OF INTEREST**

Cllr Fawthrop declared an interest with respect to item 10 which was the update on the Glendale Contract. This was not considered to be a prejudicial interest.

Councillors William Huntington Thresher and Ian Dunn declared an interest as they had been nominated to serve on the Countryside Consultative Panel.

Councillor Harry Stranger declared an interest in that he had been nominated to serve on the Leisure, Gardens and Allotments Panel.

**105 MINUTES OF THE MEETING HELD ON 11th MARCH 2021**

The minutes of the meeting held on 11<sup>th</sup> March 2021 were agreed as a correct record.

**106 QUESTIONS FROM COUNCILLORS AND THE PUBLIC**

Oral and written questions were received from members of the public, and they follow as appendices to the minutes.

**107 PORTFOLIO HOLDER UPDATE AND ECS PERFORMANCE OVERVIEW**

The Chairman commented that the document which presented the Portfolio Performance Overview was difficult to navigate. Officers were aware of this and it was anticipated that an easier to read version would be presented at the next meeting.

A Member referred to the figures with respect to the amount of waste that was collected in February (from the Waldo Road Dump) compared to the big increase in the amount of waste collected in March. He wondered what the explanation for this was, as it was not explained in the report. The Portfolio Holder responded and said that it basically depended on the actual date when the waste left Waldo Road. It may be the case that with respect to the February collection, that as it was a short month it meant that some of February's waste was removed from Waldo Road in March as opposed to February.

A Member referred to item 5L on the performance update report which was the update concerning schools engaged in an anti-idling campaign. He asked what could be done to maintain the legacy of these campaigns, as the campaigns seemed to be of a temporal nature and then moved on. The Director of Environment and Public Protection responded that the Council was working with the schools to try and ensure that the legacy was protected.

A comment was made that with respect to data on the performance overview spreadsheet, the data was spread over too many years and it was suggested that the focus should be made on more current data--possibly going no further back than the previous two years.

The observation was made that the street lighting target was 100%, which was possibly an unrealistic target that may need to be reviewed. Another observation was that targets were not being hit for the recycling of household waste and Members asked if they could assist in any way to enable these targets to be hit. The Director for Environment and Public Protection agreed that how officers presented data to Members would need to be reviewed.

A Member asked which street lights were failing, and it was noted that in the main it was the older style lights that were failing.

A Member highlighted the fact that highway maintenance performance had been down in the first quarter and inquired as to what was being done to investigate these issues. The Director updated the Committee concerning this and Members were informed that the Council was in discussions with the contractor with respect to their contract performance.

**RESOLVED that the update regarding the ECS Performance Overview be noted.**

**108 MATTERS ARISING AND WORK PROGRAMME**

**CSD 21065**

A Member stated that at the previous meeting of Full Council, he had asked the Portfolio Holder if permission could be granted for a report to be drafted concerning the post completion review of the Crofton Road Cycle Scheme. It was agreed that this would be added to the Work Programme for the November meeting.

A Member asked why the update on the Parks and Open Space Strategy had been deferred to September. He also enquired as to when the scheme regarding 'moving traffic violations' would be implemented. The Portfolio Holder explained that the response to the consultation on the Parks and Open Space Strategy had been delayed as time had to be allowed to consider the responses to the consultation. It was still hoped that the follow up report regarding the responses to the consultation would be available for the September meeting.

With respect to the implementation of the 'moving traffic violation' scheme, the Director informed the Committee that this had been presented to the Executive for approval and the Executive had approved the procurement of the relevant cameras--the scheme was on track for implementation at the correct time.

A Member suggested that as the September agenda was looking full, it may be prudent to move some of the items to the November meeting. The Director stated that two of the reports currently scheduled for the September meeting would not be ready in time and would need to be deferred to the November meeting. These were reports with respect to Broomwood Road—Sevenoaks Way Junction Review and the report regarding Manor Road—Wickham Road Junction Pedestrian Safety.

Regarding the TfL report concerning the electrification of the 358 bus route from Orpington to Crystal Palace, the Chairman requested that the Director check to see if an update on this could be presented to the Committee soon.

The Chairman informed Members that Biggin Hill Airport had asked if they could present to the Committee with respect to their carbon neutral policy. The Chairman requested that this be added to the work programme and fitted in.

A Member further suggested that time be allocated for Biggin Hill Airport to present a report on their monitoring systems. The Director expressed the view that this matter would sit under the remit of another committee, possibly Renewal, Recreation and Housing. He said that he would look into this and confirm which committee the matter should be presented to.

A Member asked when Riney would be presenting to the Committee, and also when the Committee would receive an updated report with respect to the Shortlands Friendly Village. The Director explained that with respect to the Shortlands Friendly Village update, the Council was waiting for funding from TfL before this could proceed.

**RESOLVED that**

- 1) A report regarding the post completion review of the Crofton Road Cycle Lane scheme be presented to the November meeting.**
- 2) Consideration be given to re-structuring the Work Plan as deemed appropriate.**
- 3) The report regarding Broomwood Road—Sevenoaks Way Junction Review and the report regarding Manor Road—Wickham Road Junction Pedestrian Safety are moved to the November meeting.**
- 4) The Director make enquiries to find out when TfL could make a presentation concerning the electrification of the 358 bus route from Orpington to Crystal Palace.**
- 5) Biggin Hill Airport be allocated a meeting where they could make a presentation regarding their carbon neutral policy.**
- 6) The Director would confirm which Committee was best placed to receive an update from Biggin Hill Airport regarding their monitoring systems.**
- 7) Confirmation be provided on when Riney would next present to the Committee**
- 8) The status of matters arising from the previous meeting be noted.**

- 109        PRE-DECISION    SCRUTINY    OF    REPORTS    TO    THE  
                 ENVIRONMENT    AND    COMMUNITY    SERVICES    PORTFOLIO  
                 HOLDER**
- a        APPOINTMENTS    TO    THE    COUNTRYSIDE    CONSULTATIVE  
                 PANEL    AND    THE    LEISURE    GARDENS    AND    ALLOTMENTS  
                 PANEL    2021/2022**

**CSD 21064**

Members noted the proposed appointments to the Countryside Consultative Panel and to the Leisure, Gardens and Allotments Panel.

**RESOLVED that the Portfolio Holder confirms the 2021/2022 membership of the Countryside Consultative Panel and the Leisure Gardens and Allotments Panel.**

**110 POLICY DEVELOPMENT AND OTHER ITEMS**

**111 WOODLANDS IMPROVEMENT PROGRAMME--POST COMPLETION REVIEW REPORT**

**ES20090**

Members noted that this report was in respect of woodland improvement works that had taken place during 2014 to 2016. Funding had been provided from the Forestry Commission. The report was on the agenda as it was a requirement that post capital completion reports were presented to the PDS Committee.

A Member referenced the report where it mentioned that woodland had been undermanaged for 30 years. He asked for assurances that this would not happen again. The Director responded that he had more confidence that this would be the case going forward as improvements had been made to the Tree Management Team.

**RESOLVED that the post completion review report for the Woodlands Improvement Programme be noted.**

**112 GLENDALE CONTRACT--ANNUAL PERFORMANCE REPORT**

**ES20096**

The Assistant Director for Environment along with Mr Nick Brooks from Glendale, attended to update the Committee regarding the Glendale contract. Mr. Brooks was the Regional Director for the South Thames region. The Committee was briefed on the performance of the contract and it was noted that the performance of the contractor was monitored monthly. The Assistant Director expressed the view that generally speaking, work was completed on time. He explained that volatile seasonal variations could affect performance but overall the performance of the contract was good. The report also addressed the issue of how the matter of planting new trees would be managed going forward.

Mr Brooks stated that the contract had been running for roughly 2.5-3 years and was based on a Performance Management Framework with clear KPIs.

A Member asked for an explanation as to what was meant by target KS01. The Member noted that for a period of five months this had been below target. He asked with respect to this target whether this had to be hit over a particular

*9 June 2021*

period, or whether it was an annual target. He referred also to targets for tree planting and noted that for 2021, no figures were provided and he wondered if the 2021 tree planting target was being achieved.

The Assistant Director clarified that KS01 referred to the completion of works on time and this was an annual target. It was the case that 75% of work had been completed on time and this was included in the Portfolio Plan. The Member wondered if this target was wrong and needed to be re-assessed; the Assistant Director stated that the target was being reviewed.

A discussion took place concerning the matter of planting trees and looking after them after they had been planted. It was noted that when new trees were planted their location was now being mapped out. They would be planted with a water bag and would be pruned as required and monitored for two years. Additional administrative resource was also likely to be required to help administer the new tree planting and maintenance programme.

A Member asked if tree survival rates were monitored. It was noted that the survival rates of trees had improved by using supporting stakes and water bags. The Member recommended that tree mortality rates should be monitored and recorded going forward--to ensure VFM and the correct allocation of resources. The Portfolio Holder stated that his understanding was that a warranty existed within the terms of the contract with respect to tree mortality. He asked if this could be looked into and reported back to the Committee under Matters Arising.

A discussion took place regarding the introduction of a tree planting sponsorship initiative involving the public; the details around this would need to be confirmed with the Portfolio Holder.

A Member expressed the view that the tree service had improved and that issues were being dealt with quickly and effectively. He asked if there was a better way of dealing with tree roots other than spreading tarmac over them. He further enquired if the Council had been receiving insurance claims with respect to damage caused to property by tree roots.

The Assistant Director responded that the problem relating to roots was primarily an historical one. The Council would now need to plant the correct species of tree in the correct locations. One of the issues when planting trees was to ensure that there was no infrastructure in situ that would be problematic. A Member suggested that the concept of 'trees for streets' should be published more widely on social media. The Assistant Director confirmed that the Communications Executive would be involved in this matter. The matter was also raised concerning the damage being caused to trees on unidentified land. The Member wondered what could be done to prevent this from happening. The Assistant Director responded that he would go away and consider this and bring back an answer to Members.

It was noted that trees such as crab apple trees would not be planted near highways, as the falling fruit could be a potential hazard. A discussion took place regarding the measurement of 'net gain' with respect to tree planting and how this could be measured and the Assistant Director suggested that this may be a matter for a future meeting.

The Chairman commented that in his view the service had improved dramatically, due in part to the team now being at full strength, and the lines of communication improving. The Chairman referred to the matter of tree felling and the distress that this caused to some residents. He requested that better communication be made to residents when tree felling was required, to explain the reason why it was necessary to fell a tree in that particular circumstance.

The Chairman asked Mr. Brooks what was Glendale's plan for a greener future and when were they looking to become carbon neutral. LBB's ambition was to become carbon neutral by 2029. Mr. Brooks responded the Glendale's aim was to become carbon neutral by 2026. In order to achieve this a number of actions were taking place, this included the use of replacement vehicles and using electric cars and vans. Glendale was now using battery operated kits and machines and also synthetic oils. Their ambition to become greener and more carbon neutral was being formulated into the new contract arrangements with local authorities.

The Chairman referred enthusiastically to the 'Glendale Live' website. This was something that communicated to the public what Glendale was doing. The Chairman was keen to learn if LBB should have access to this platform. Mr. Brooks explained that the platform was being used to give local residents an insight of scheme ideas and the rough period of time when this work would be carried out. The Assistant Director and his team had access to Glendale Live as part of the contract arrangements. Full integration was planned to make the website more accessible to the wider public.

The Chairman asked Mr. Brooks if Glendale had access to heavy machinery and equipment and qualified people, so that no delays to work would be experienced. Mr. Brooks explained that it was not very often that heavy machinery was required and because of this there was no capital expenditure outlined in the contract with LBB. To avoid unnecessary capital expenditure, machinery and kit could be hired as required to save money.

A discussion also took place as to how the Client Team was communicating with the Planning Team with respect to replanting and other issues.

A Member referenced the sourcing of trees and he asked if local people were involved in growing trees. He wondered if schools would want to 'adopt a tree' or at least start growing a tree from a sapling. Would 'Street Friends' like to be involved? He expressed the view that the community would be ready and willing to help in growing trees. The Chairman referred to a project called 'pimp my pit', where people planted flowers around the foot of trees and he

said that this was very attractive and he hoped that Glendale would not interfere with these when undertaking their tree maintenance work.

The Assistant Director said that it may be possible to use grant money for a tree nursery for the local authority. Also it may be possible to explore the idea with farmers for growing trees. He added that setting up a nursery was more involved than may seem at first and was expensive. He stated that if LBB could grow its own trees then the Council could save money as well as reducing carbon emissions.

**RESOLVED that:**

**1) The Glendale Contract Annual Performance report and the update provided at the meeting be noted.**

**2) The Assistant Director would check to see if a warranty existed with respect to tree mortality and that this be reported back to the Committee at the next meeting.**

**3) The Assistant Director would investigate what could be done to prevent harm to trees on unidentified land, and report back to the Committee.**

**4) Better communication (with respect to tree felling) should be made with residents to explain the reasons why a tree may need to be felled.**

*Post Meeting Note:*

It was subsequently confirmed that the 'warranty' with respect to tree mortality was that the tree would be guaranteed to come into leaf during the second spring after planting (i.e. having been in leaf for the whole of the first season).

**113 ECS CONTRACTS REGISTER**

**ES20087**

The Committee noted the ECS Contracts Register report.

**RESOLVED that the ECS Contracts Register report be noted.**

**114 ECS RISK REGISTER**

**ES20086**

Members noted and reviewed the ECS Risk Register report.



A Member commented that in his view the noise service had completely collapsed and he asked if anything could be done to reinstate it. He additionally referred to the proposed works in respect of the Waldo Road Waste Transfer Station. He expressed concern over the anticipated disruption that this would cause and asked if measures would be put in place to mitigate this.

The Chairman pointed out that the issue of noise nuisance was not a matter for the Environment Committee--it was a matter for the Public Protection and Enforcement Committee. The Director disagreed with the view that the noise service had collapsed, but rather stated that it was still working and indeed was working effectively.

Another Member also referred to the proposed disruption that was anticipated with respect to the works involving the Waldo Road Waste Transfer Station; she said that in her view it was unacceptable that this should be a red risk. This seemed to infer that either mitigation had not been planned, or if it had been planned, it was deemed as being ineffective. This being the case, there was a need for urgent work to be undertaken so that effective measures to reduce disruption could be put in place.

The Assistant Director responded that this was a major repair work and that this was why it had been allocated a high risk value. Consultants had been employed and a project board established to oversee the project. However it was clear that the site would not be able to be used when these major works were being undertaken. The full extent of the works required were not yet fully defined. Once the full extent of the required works was established, then the appropriate mitigation measures could be confirmed. It was clear that taking waste elsewhere would have a significant disruptive impact. It was agreed that this was a matter that the Committee would be updated upon at the September meeting.

**RESOLVED that the Risk Register update be noted and that an update would be provided to the Committee at the September meeting regarding the Waldo Road major works project, and the planned mitigation measures to reduce disruption.**

The meeting ended at 9.00 pm

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## ECS PDS Committee on 9<sup>th</sup> June 2021

### Oral Questions with Answers

#### Question from Alison Martin:

Over 4,500 pupils travel to and from the schools along South Eden Park Road every day and traffic alternates between dangerously congested around junctions and dangerously fast. Crossing points around the schools (and pavements around Langley/Unicorn) are woefully inadequate for this many children. What can be done to improve safety for pedestrians here?

#### Answer to Question One from Alison Martin:

Reducing the number of casualties on Bromley's streets has long been a priority for this Council, with resources being targeted at vulnerable road users and at locations where data tells us that there is a greatest risk of road casualties. Data would not at present suggest that a crossing is required on South Eden Park Road.

The Council's School Travel Planners will continue to engage with the schools adjacent to South Eden Park Road to ensure that safe travel to school is supported. This may include discussions about safe crossing places for pupils.

#### Supplementary Question from Alison Martin:

You said that the data does not primarily suggest the need for a crossing. What type of indicators would suggest the need for a crossing?

#### Answer to the Supplementary Question from Alison Martin:

The number of people crossing and the volume and speed of traffic all the indicators that a mainly considered we would consider measures to promote active travel to school. We would expect the school to either possess will be working towards a gold or silver active travel plan .

#### Second Question from Alison Martin:

The Council mightn't enforce speeding, but they are responsible for safety. There are 6 schools and a pre-school (c4,600 pupils) in 1.5miles between the Chinese roundabout and West Wickham station. Please explain why this area (where speeding is a problem) doesn't qualify for 20 mph zone or permanent signage.

#### Answer to the Second Question from Alison Martin:

The experience the Council has from the various parts of the Borough where area-wide 20mph limits have been installed in the past is that we receive very many complaints about speeding, despite the lower limit. 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.

In light of the lack of evidence that introducing widespread 20mph limits is effective, Bromley has no plans 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.

Supplementary Question from Alison Martin:

I hope that this will be looked into as part of the review promised by the Traffic Team on this road. If you do not introduce the 20 mph speed limits and don't improve the infrastructure, how are you going to encourage people to walk more and particularly the active school journeys, if they're scared to walk on the roads?

Answer to the Supplementary Question from Alison Martin:

The Council looks at walking and walking schemes in conjunction with the schools. This includes walking to the train station. Observing these schemes will help the Council to consider where it should focus resources on to encourage active travel.

Question from Sarah Smith:

Parents have lobbied the council for years regarding the lack of any proper safety measures for crossing South Eden Park Road, yet the council continues to ignore the situation and prioritise the car over the pedestrian. Will it take a fatality to make the Council act?

Answer to Question from Sarah Smith

Reducing the number of casualties on Bromley's streets has long been a priority for this Council, with resources being targeted at vulnerable road users and at locations where data tells us that there is a greatest risk of road casualties. Data would not at present suggest that a crossing is required on South Eden Park Road.

The Council's School Travel Planners will continue to engage with the schools adjacent to South Eden Park Road to ensure that safe travel to school is supported. This may include discussions about safe crossing places for pupils.

Supplementary Question from Sarah Smith:

As a parent of children who attend Langley School and Unicorn school, I regularly use that road each day walking my children to school. I see countless incidents where people have narrow escapes. I know personally of one young boy from Langley School who was knocked down using one of the supposedly safe island refuges. I have been talking to various Councillors and people in this Committee since 2018; my neighbour also talked to the Council in 2016 and proposed a path

to allow people to access the refuge at the Unicorn crossing. She was told then that funding would be made available, but then the funding was pulled for some reason. The reason for this was not explained. So it seems to me that the Council has been willing on previous occasions to look into this, and then has re-allocated the funding. I would like to invite the Portfolio Holder to walk to school with me so that he can see first hand the kind of things that we as parents are having to put up with every single day.

[Answer to the Supplementary Question from Sarah Smith:](#)

I am happy to walk to school with you one morning.

Question from Lorraine Anim Addo

I live on Beckenham Road, West Wickham. It is a very long road, joining South Eden park and Station Road. Beyond the lights at the junction of station Road and Beckenham Road, there are no proper crossings. There are however a number of schools yet the road seems to be becoming increasingly perilous. The speeding on the road is now getting out of control. Is there anything that can be done to limit the speeding and supporting safer crossings for parents and children?

[Answer to the Question from Lorraine Anim Addo](#)

The Council regularly reviews the Borough's streets to identify any collision hotspots and then seeks to identify whether improvements can be made to the design of the highway, with priority given to where the most injuries might be prevented per pound spent. The Council will also seek to do what it can within its powers to reduce speeding in places where it is identified; however, speed enforcement remains a matter for the Police.

I will ask Council Officers to investigate the matter that you have raised. The Council's School Travel Planners will continue to engage with the schools in this vicinity to ensure that safe travel to school is supported. This may include discussions about safe crossing places for pupils.

Supplementary Question from Lorraine Anim Addo:

Are we waiting for an accident to happen before something is actually done?

[Answer to Supplementary Question from Lorraine Anim Addo:](#)

Too many accidents already occur in our borough, some involving death, others involving life changing injuries. The priority of the council will be to tackle those locations as we have a limited budget. That is not to say we will not address other locations.

### Question from Jasper Bell

There have been 15 accidents since 2016 involving vehicles colliding with individuals on South Eden Park Road yet still, there are no real traffic calming measures in place. What is the Council's position on installing a crossing on this road?

### Answer to Question from Jasper Bell:

There have been 15 personal injury collisions recorded on this section of South Eden Park Road over the last five years. However, only two involved pedestrians and initial investigation suggests that the presence of a pedestrian crossing would not have helped avoid these two collisions.

Reducing the number of casualties on Bromley's streets has long been a priority for this Council, with resources being targeted at vulnerable road users and at locations where data tells us that there is a greatest risk of road casualties. Data would not at present suggest that a crossing is required on South Eden Park Road.

The Council's School Travel Planners will continue to engage with the schools adjacent to South Eden Park Road to ensure that safe travel to school is supported.

### Supplementary Question from Jasper Bell:

We've talked about the potential for 600 care homes or individual homes, I'm also seeing at least five zebra crossings around other schools in Bromley. There is a rising precedent where you are granting permissions for other crossings which can be seen in the data. So what will it take, are you telling us that you need to see the KSIs go up to a fatal accident--what will it actually take?

### Answer to the Supplementary Question from Jasper Bell:

We are currently tackling areas where people are receiving life changing injuries and dying on our roads. It will continue to be our priority to tackle those areas where these things are actually occurring; we are seeking to target those roads where the most serious accidents occur due to the fault of the road and not caused by irresponsible driving which can occur on any road. However, we will look at pedestrian movements and where the pedestrian movements meet the agreed criteria for introducing additional crossings (and we have the available budget), then there will be the possibility for new crossings to be introduced. We have introduced them in other parts of the borough where these criteria have been met.

### Question from Alisa Igoe

Could you kindly confirm on which dates since 14 October 2019 Council has met with stakeholders to discuss the ongoing issue of the junction at Chislehurst War Memorial, were any of the following present; the Chislehurst Society, Trustees of

Chislehurst Commons, our local MP, Chislehurst councillors and what was the meeting outcome?

**Answer to Question 12:**

There have been no formal meetings with local stakeholders in respect to the Chislehurst War Memorial since 2019. Officers continue to investigate options for improving crossing facilities over the A222 near to the War Memorial but, as you will be aware, any changes need to avoid creating congestion on the A222 and subsequent diversion of traffic along adjacent residential streets.

**Supplementary Question from Alisa Igoe:**

There were no formal meetings, can you confirm if there were any informal meetings?

**Answer to Supplementary Question from Alisa Igoe:**

I personally am not aware of any informal meeting, but I would have only been aware if I was involved in it.

**Second Question from Alisa Igoe**

Could you kindly confirm the Council will conduct a consultation with residents living on the roads affected by any proposed changes to the road system across Chislehurst Common, at Chislehurst War Memorial junction, across the Loop Road roundabout, including any temporary or permanent road closures, before proceeding with any past or future plans?

**Answer to second question from Alisa Igoe:**

Yes, the Council will consult affected residents if and when any proposals come forward for highway improvements in this area or any other part of the Borough.

**Second Supplementary Question from Alisa Igoe:**

Based on supplementary questions for councillor Terry that were proposed in June 2019, this was in respect of previous funding allocated by TfL which may have been frozen by COVID, but I believe became available in December 2020. I am wondering why there for that improvements have not been made in Chislehurst as it is a long stand in accident spot.

**Answer to the Second Supplementary Question from Alisa Igoe:**

Last year some TfL funding was restored but this was allocated to particular projects. Other TfL funding that was made available was for staff training and other matters. Unfortunately, TfL did not refund monies for normal LIP projects. We are currently looking at the wider area of the crossings around the War Memorial, to consider if

there are any other wider changes that could be effective with respect to the movement of traffic at that junction.



## ECS PDS Committee—9<sup>th</sup> June 2021

### Questions for written response:

#### 1) Question from Terence W Ide:

I believe the nursery at Chislehurst Sports Club Ground has submitted an application to double the number of children they accept. Elmstead Lane traffic is heavy, fast and it is difficult for pedestrians to cross, with only refuges. Will the Council be adding a priority pedestrian crossing to protect the young nursery children?

#### Answer to Question 1:

Reducing the number of casualties on Bromley's streets has long been a priority for this Council, with resources being targeted at vulnerable road users and at locations where data tells us that there is a greatest risk of road casualties. Once we have successfully tackled the locations where, unfortunately, serious incidents are currently occurring, other high risk locations can be addressed. Data would not at present suggest that a crossing is required on Elmstead Lane.

This Borough has amongst the highest number of effective, Gold and Silver accredited, school travel plans across London. The Council looks at road safety around schools and nurseries on a case by case basis and will of course be happy to work with this nursery to ensure that their travel plan submitted as part of the planning process is maintained and kept up to date and to address any issues that arise and, if appropriate, make improvements to the highway infrastructure.

#### 2) Question from Terence W Ide:

A new zebra crossing has recently been installed on Bromley Road A222 beside Bishop Challoner nursery, primary and secondary school. Will the Council agree there are still many roads close or alongside Chislehurst's nursery, primary and secondary schools that lack adequate safe pedestrian crossings for children walking to school?

#### Answer to Question 2:

Each location is investigated and "treated" on a site by site basis. Officers continue to investigate options for improving crossing facilities over the A222 near to the War Memorial but any changes need to avoid creating congestion on the A222 and subsequent diversion of traffic along adjacent residential streets.

The Council has regular liaison with the local schools to support road safety and cycle training, and to discuss viable options to improve the nearby highway infrastructure

3) Question from Steven Wells:

In the Local Improvement Plan, Bromley Council has set the goal for 2% of daily trip originating in the borough to be made by bicycle, could the council please confirm if this target has been met, how it is measured and what changes were implemented to achieve this?

Answer to Question 3:

The data is measured and supplied by TfL. Bromley has yet to receive the data for 2019/20 or 2020/21. When this information is received it will be reported to this committee. The last data we have is for 2018/19 shows that 0.8% of daily trips originating in the borough were made by bicycle.

Over recent years the Council has invested significant resources to support cycling, with the installation of new cycle routes, some permanent and some “experimental”, alongside targeted cycle training. Even during the past year, Officers have continued to deliver one-to-one escorted cycle rides to help residents feel safe to cycle to places of work. New cycling infrastructure includes permanent routes in Orpington and Penge, plus other routes such as in Beckenham and Crystal Palace.

4) Question from Steven Wells:

The Council also has a target of achieving 50% of school journeys by active or public transport by 2021/22. How is the Council monitoring this (entire journey 'door to desk'), and is the Council on track to meet its target? Does the Council acknowledge that safety is paramount when encourage people to walk, and therefor pedestrian crossings and properly protected cycle lanes are paramount to encourage people to make the switch and for it to meet its own target?

Answer to Question 4:

Many switchable journeys are in respect to the school run, therefore the Council has invested resources in making sure that this Borough has amongst the highest number of effective, Gold and Silver accredited, school travel plans across London. The Council supports schools to facilitate travel by foot and by bus for their pupils who wish to travel this way.

School travel plans can lead to improvements to the walking infrastructure near to schools, such as the installation of a new zebra crossing in Homesdale Road, or to improvements at bus stops. Road safety education is also key to helping pupils make the choice to walk, cycle or take the bus to school.

Active travel to schools is monitored through annual surveys at the many participating schools across the Borough, although unfortunately last summer the data was not gathered anywhere in London as schools were closed to the majority of pupils.

The experimental measures introduced post Covid continue to be monitored to establish how effective they were, which were most effective, whether they represented value for money and how they compare with the schemes approved pre-Covid. Until that analysis is complete we cannot comment on the ranking of interventions.

5) Question from Nadine House:

What measures (leaving aside existing signage and reliance on police enforcement) will the Council do to redesign the road(s) to disenable motorists' propensity to speed on Holbrook and Magpie Hall Lane? I have been hit by a driver here and witness dangerous driving every day walking my children to school.

Answer to Question 5:

A number of measures have been introduced in Holbrook Way and Magpie Hall Lane over the years to improve safety on this route, including vehicle activated signs, static warning signs and horizontal deflection / chicanes. The casualty rate on this route is now very low.

Unfortunately there will be some people that continue to drive in an inappropriate manner, in this road and on all other streets. The Police have the power to address this issue, but as with all organisations they will need to prioritise their finite resources.

6) Question from Ben Harvey:

Rookery Lane offers a safe route to school for children travelling to Hayes Primary from Bromley Common, but often becomes unusable due to extensive mud and water cover. Will the Committee please confirm that improvements will be made to this route and by when, to enable active, safe and traffic reducing travel to school all year round?

Answer to Question 6:

The matter of this lane becoming a Safer Route to School in the future will be examined by Road Safety Officers and any subsequent proposal will be subject to available funding and priorities. In the interim the lane will be maintained commensurate with its use.

7) Question from Richard Gibbons:

Since 2016, per year (a) how has the £250k funding been allocated and spent; (b) what has been the number of incidents, tonnage and additional net disposal costs of fly-tipping per year; and (c) how many fly-tipping fines have been issued and amount of revenue generated.

*Reference/source: It was agreed at Council on 22 February 2016 to approve £250k to be set aside as a one-off initiative to combat environmental crime, with special*

reference and focus to fly tipping

- <https://cde.bromley.gov.uk/documents/s50063622/ECS%20101018%20Fly-Tipping%20Action%20Initiative.pdf>

### **Answer to Question 7:**

A) There is presently a balance of £230k. Where possible the costs of preventative schemes were funded through existing revenue budgets, thus maximising revenue spend and protecting the earmarked reserve for future use. Examples of such schemes include various anti-fly-tipping educational and campaign publications and advertisements in trade journals, print magazines/directories and newspapers; the installation of perimeter target hardening measures through metal Posts/railings/earth bunding at locations such as Leaves Green, Green St Green, Mottingham Rec, and Okemore Gardens; and restriction of access to Star Lane.

| <b>Year</b>                          | <b>2016-17</b> | <b>2017-18</b> | <b>2018-19</b> | <b>2019-20</b> | <b>2020-21</b> |
|--------------------------------------|----------------|----------------|----------------|----------------|----------------|
| <b>Amount of flytipping (tonnes)</b> | 554.74         | 517.28         | 702.04         | 763.14         | 1054.22        |
| <b>Number of incidents</b>           | 3178           | 3067           | 3172           | 3123           | 3575           |

B) The total net disposal costs of fly-tipping during this period were around £400k. These costs do not take into account any costs associated with the collection of fly-tipping or the management of the waste transfer station that fly-tipping is taken to.

C) Number of fines:

2016 – 1  
2017 – 3  
2018 – 5  
2019 – 2  
2020 – 0

Monies received:

2016 - £400  
2017 - £800  
2018 - £800  
2019 - £0  
2020 - £0

8) Question from Richard Gibbons:

Please confirm (a) how LBB's 50% 'recycling' rate is calculated - is it an 'input' based on collection, or an 'output' based on materials truly recycled; and (b) what percentage of the so-called recycling rate is incinerated?

**Answer to Question 8:**

A. Bromley Council's annual recycling rate is calculated by the Department of the Environment, Food and Rural Affairs based on the quantity of recyclable materials that are sent to reprocessors. More details of the exact calculation can be found on the Waste Data Flow website.

B. 0% of the 50% recycling rate is sent for energy recovery or incineration. Any materials that are sent for energy recovery following the sorting process at the Material Recycling Facility are recorded as energy recovery and excluded from the final recycling rate. The use of energy recovery has effectively avoided any of Bromley Council's collection going to landfill.

9) **Question from James Rowe:**

The DfE's "[\*Home to school travel and transport guidance\*](#)" requires local authorities to promote sustainable travel to schools. Specifically it states councils must "*publish their Sustainable Modes of Travel Strategy on their website by 31 August each year*". Was this done in 2020, and will it in 2021?

**Answer to Question 9:**

Bromley publishes a three-year Transport Plan (LIP) and the annual Portfolio Plan, alongside regular updates to this Committee on the targets set in these two documents.

10) **Question from James Rowe:**

In the Local Improvement Plan, Bromley Council has set the goal for 2% of daily trips originating in the borough to be made by bicycle, could the council please confirm if this target has been met, how it is measured and what changes were implemented to achieve this?

**Answer to Question 10:**

The data is measured and supplied by TfL. Bromley has yet to receive the data for 2019/20 or 2020/21. When this information is received it will be reported to this committee. The last data we have is for 2018/19 shows that 0.8% of daily trips originating in the borough were made by bicycle.

Over recent years the Council has invested significant resources to support cycling, with the installation of new cycle routes, some permanent and some "experimental", alongside targeted cycle training. Even during the past year, Officers have continued to deliver one-to-one escorted cycle rides to help residents feel safe to cycle to places of work. New cycling infrastructure includes permanent routes in Orpington and Penge, plus other routes such as in Beckenham and Crystal Palace.

11) Question from Sian Stickings:

Bromley residents actively clean, sort and store their waste for recycling; but there have been worrying news reports of recyclable waste being sent offshore. How can Bromley residents check how Veolia is disposing of their recyclable waste, how it is being processed & where it is going

**Answer to Question 11:**

Bromley Council aims to be transparent about recycling and waste management. Information about what happens to the waste and recycling collected from residents and how both Veolia and the Council ensure that your recycling is recycled is available on the Council's [website](#).

You can be confident that the loose plastic material that is seen on media reports of UK material being dumped in countries like Turkey and Malaysia, is not from Bromley. This is not only because of the audit process undertaken but also because at the Material Recycling Facility Bromley plastics are baled into cubes of a single plastic type. Sadly, there are a small number of unscrupulous or illegal operators exporting mixed plastics that may not have been properly sorted and therefore not all be recyclable.

Bromley Council places a high importance on recycling and managing waste sustainably.

12) Question from Sian Stickings:

Bromley Council's Local Improvement Plan has set the goal of 30% of daily trips originating in the borough being made by foot: could the Council please confirm whether this target has been met, how it is measured, and what changes were made to implement and enable progress towards it?

**Answer to Question 12:**

The data is measured and supplied by TfL. Bromley has yet to receive the data for 2019/20 or 2020/21. When this information is received it will be reported to this committee. The last data we have is for 2018/19 which shows that 25.4% of daily trips originating in the borough were made by foot.

As many switchable journeys are in respect to the school journey, the Council has invested resources in making sure that this Borough has amongst the highest number of effective, Gold and Silver accredited, school travel plans across London. The Council supports schools to facilitate travel by foot for their pupils who wish to walk.

The Council also installs various improvements to the highway infrastructure to support walking, such as five new zebra crossings on high pedestrian routes in 2020.

13) Question from Patricia Morgan:

In October 2020 Bromley exported 60% of waste plastic bottles. 63% PET bottles to the Netherlands, Romania and Spain and 65% PP bottles to the Netherlands. Could you please explain how they are recycled in those countries, which percentage are ever incinerated, put into landfill or moved to other countries?

**Answer to Question 13:**

Absolutely no recyclable plastic bottles that have been collected from residents for recycling are disposed of either by energy from waste or landfill.

Plastic bottles collected from residents are sorted according to polymer type and baled before being transferred to a reprocessing facility in the UK or overseas. At the reprocessing facility whether that is in the UK, the Netherlands, Romania or Spain, the following steps are undertaken to recycle the plastics:

1. Washing – to remove any labels, adhesives, food and dirt
2. Shredding – into smaller pieces
3. Extruding and compounding – melted and crushed together to form pellets, the pellets are valuable feedstock that is used to make new plastic products.

Bromley's plastic bottles are made into a range of new products included new plastic bottles, fibres for clothing and sleeping bags.

14) Question from Patricia Morgan:

A new housing/care home development is opening off South Eden Park Road adding 280 new homes and 100 units for elderly which will dramatically increase traffic. The council has approved this development. When will the Council install a pedestrian crossing on this road?

**Answer to Question 14:**

Each location on our streets is investigated to see if any infrastructure changes are needed, such as pedestrian crossings. With resources being finite, they must be prioritised where they are most needed. Volumes of pedestrians crossing at a particular point is a key consideration as we want crossings to be well used. South Eden Park Road already has a number of crossing points comprising central reservations and associated visible signage, principally on school routes.

Reducing the number of casualties on Bromley's streets has long been a priority for this Council, with resources being targeted at vulnerable road users and at locations where data tells us that there is a greatest risk of road casualties. Once we have successfully tackled the locations where, unfortunately, serious incidents are currently occurring, other high risk locations can be addressed. Data would not at present suggest that additional or improved crossings are required on South Eden Park Road.

However, pedestrian movements will be monitored over the coming years and, as I say, resources will be prioritised accordingly..

15) Question from Mandy James:

In the Local Improvement Plan, Bromley Council has set the goal of 30% of daily trips originating in the borough made by foot, could the council please confirm if this target has been met, how it is measured and what changes were implemented to achieve this?

**Answer to Question 15:**

The data is measured and supplied by TfL. Bromley has yet to receive the data for 2019/20 or 2020/21. When this information is received it will be reported to this committee. The last data we have is for 2018/19 which shows that 25.4% of daily trips originating in the borough were made by foot.

As many switchable journeys are in respect to the school journey, the Council has invested resources in making sure that this Borough has amongst the highest number of effective, Gold and Silver accredited, school travel plans across London. The Council supports schools to facilitate travel by foot for their pupils who wish to walk.

The Council also installs various improvements to the highway infrastructure to support walking, such as five new zebra crossings on high pedestrian routes in 2020.

16) Question from Mandy James:

In the Local Improvement Plan, Bromley Council has set the goal of reducing all collisions by 10%, could the council please confirm if this target has been met, how it is measured and what changes were implemented to achieve this?

**Answer to Question 16:**

The Council is aiming to achieve at least a 10% reduction in all road casualties by 2022 from the 2015-2019 baseline. Although data for 2020 is still provisional, it would seem that we have achieved much more than a 10% reduction last year. However, for much of that time the country was in lockdown, which is bound to have played its part, so there will be absolutely no complacency. The primary focus will continue to be on reducing the number of road user casualties killed or seriously injured (often life changing injuries). Experience has shown that individual years can represent 'blips' in the data and it is the trend that is important.

Bromley's LIP details the range of interventions and road safety education approaches which form the basis of our actions to tackle road safety issues.



17) Question from Julie Ireland:

The recycling rate has now dropped to 47% for the year 2020-21. When was the last time the annual recycling rate was lower than 47% and what are the main issues that caused this drop in the recycling rate?

**Answer to Question 17:**

Recycling performance is complex, 47% under the context of a global pandemic is a good achievement. The main reason for lower recycling rates in 2020/21 is the increase in non-recyclable refuse. This increase is likely to be associated with more people being at home and working from home; home and business premise clearances and a return to single use items, particularly Covid related PPE. Many local authorities are experiencing these changes to their waste tonnages.

The suspension of some of our recycling services in 2020 and some of our wet paper and card being sent to energy recovery instead of recycling has also had an impact on Bromley's recycling rate.

The last time our official and audited recycling rate was 47% was in 2016/17.

It is worth noting that the recycling rate reporting in the Environment Portfolio Plan is the Council's real time unaudited recycling rate. Central government review and finalise Bromley's waste and recycling data to generate Bromley's official recycling rate. The trend from past years is that following the review process, Bromley official recycling rate is a couple of percentages higher than the unaudited recycling rate published in the Environment Portfolio Plan.

18) Question from Julie Ireland:

How much was the drop in the recycling rate attributed to wet paper and card having to be incinerated? What percentage of paper and card recycling could not be recycled in Jan, Feb and Mar 2021 when the rate dropped to 34%, 34% and 50% respectively?

**Answer to Question 18:**

January and February 2021 had particularly high numbers of days with precipitation, and as a result a higher proportion of paper and card collected for recycling had a higher moisture content than is acceptable for recycling at the paper sorting facility. The table below shows the proportion of paper and card recycling that was sent to create energy rather than being recycled:

|   | 2021 | January | February | March |
|---|------|---------|----------|-------|
| % paper that was sent for energy recovery |      | 87%     | 73%      | 5%    |

This had an impact of 6% on the household recycling rate during the period January to March 2021. Across 2020/21, the household recycling rate was 2% lower than it would have been had 100% of paper and card collected been recycled.

19) Question from Brendan Donegan

It's great that the Portfolio Holder has shared an overview and update document for agenda item 6, but it's a huge table and very difficult to navigate as a PDF. In future, please could this document (and others like it) be shared as a spreadsheet (e.g. Microsoft Excel) so that it is easier for residents to read it?

**Answer to Question 19:**

Our performance management framework is detailed and complex and this naturally means that the update document is also detailed, which can make navigation through the document challenging at points, be this with a paper version or the pdf version on the website. Excel spreadsheets may be preferred by some but they will not be accessible for everybody either. We will carefully consider how to better display this information to allow interested readers to navigate through the information

20) Question from Brendan Donegan:

Given that we are in a climate emergency, please can the Portfolio Holder explain how Bromley Council decided that the 2021/22 target for children travelling to school by foot, cycle or scooting should be 50%?

**Answer to Question 20:**

The Council has worked closely with schools for many years to support them such that those pupils who can and who wish to travel to school by active means can do so. Targets are set to be realistic and to provide a measure against which to monitor progress.

21) Question from Stephen Wells:

The recycling rate has now dropped to 47% for the year 2020-21. When was the last time the annual recycling rate was lower than 47% and what are the main issues that caused this drop in the recycling rate?

**Answer to Question 21:**

Recycling performance is complex, 47% under the context of a global pandemic is a good achievement. The main reason for lower recycling rates in 2020/21 is the increase in non-recyclable refuse. This increase is likely to be associated with more people being at home, home and business premise clearances and a return to single use items. Many local authorities are experiencing these changes to their waste tonnages.

The suspension of some of our recycling services in 2020 and some of our wet paper and card being sent to energy recovery instead of recycling has also had an impact on Bromley's recycling rate.

The last time our official and audited recycling rate was 47% was in 2016/17.

It is worth noting that the recycling rate reporting in the Environment Portfolio Plan is the Council's real time unaudited recycling rate. Raw unaudited waste and recycling data provided to central government, reviewed and finalised to produce Bromley's official recycling rate. The trend from past years is that the audited recycling rate is a couple of percentages higher than the unaudited recycling rate.

22) Question from Stephen Wells:

How much was the drop in the recycling rate attributed to wet paper and card having to be incinerated? What percentage of paper and card recycling could not be recycled in Jan, Feb, and Mar 2021 when the rate dropped to 34%, 34% and 50% respectively?

**Answer to Question 22:**

January and February 2021 had particularly high numbers of days with precipitation, and as a result a higher proportion of paper and card collected for recycling had a higher moisture content than is acceptable for recycling at the paper sorting facility. The table below shows the proportion of paper and card recycling that was sent to create energy rather than being recycled:

|  | 2021 | January | February | March |
|--|------|---------|----------|-------|
| <b>% paper that was sent for energy recovery</b> |      | 87%     | 73%      | 5%    |

This had an impact of 6% on the household recycling rate during the period January to March 2021. Across 2020/21, the household recycling rate was 2% lower than it would have been had 100% of paper and card collected been recycled.

23) Question from Emily Aidoo:

Over 4,500 pupils travel to and from the schools along South Eden Park Road every day and traffic alternates between dangerously congested and dangerously fast. Crossing points around the schools (and pavements around Langley/Unicorn) are woefully inadequate for this many children. What can be done to improve safety for pedestrians?

**Answer to Question 23:**

Reducing the number of casualties on Bromley's streets has long been a priority for this Council, with resources being targeted at vulnerable road users and at locations where data tells us that there is a greatest risk of road casualties. Once we have successfully tackled the locations where, unfortunately, serious incidents are currently occurring, other high risk locations can be addressed. Data would not at

present suggest that additional or improved crossings are required on South Eden Park Road.

Central reservations and associated highly visible road infrastructure, which also act as traffic calming, currently provide suitable crossing locations on South Eden Park Road

The Council's School Travel Planners will continue to engage with the schools adjacent to South Eden Park Road to ensure that safe travel to school is supported. This may include discussions about safe crossing places for pupils. However, pedestrian movements will be monitored over the coming years and, as I say, resources will be prioritised accordingly.

24) Question from Emily Aidoo:

The Council mightn't enforce speeding, but they are responsible for safety. There are 6 schools and a pre-school (c4,600 pupils) in 1.5miles between the Chinese roundabout and West Wickham station. Please explain why this area (where speeding is a problem) doesn't qualify for 20 mph zone or permanent signage. The speed of cars on Beckenham road BR4 is also of concern.

**Answer to Question 24:**

The experience the Council has from the various parts of the Borough where area-wide 20mph limits have been installed in the past is that we receive very many complaints about speeding, despite the lower limit. 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.

In light of the lack of evidence that introducing widespread 20mph limits is the most effective approach, Bromley has no plans 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.

25) Question from Carolyn Heitmeyer:

Agenda item 6 includes a document which shows the Council wants to increase the proportion of children travelling to school on foot, bicycle or scooter. My understanding is that Bromley Council secured funding for 17 School Streets but has only created six. Can the portfolio holder explain this?

**Answer to Question 25:**

The Council has worked closely with schools for many years to support them such that those pupils who can and who wish to travel to school by active means can do so. As many switchable journeys are in respect to the school journey, the Council

has invested resources in making sure that this Borough has amongst the highest number of effective, Gold and Silver accredited school travel plans across London. The Council supports schools to facilitate travel by active means for their pupils.

The Council also installs various improvements to the highway infrastructure to support active travel, such as five new zebra crossings on high pedestrian routes in 2020. One measure considered last year as an emergency response to the Covid pandemic was the use of temporary School Streets. These temporary School Streets were widely offered to schools, but after due consideration only six schools in the borough chose to take on this approach to managing traffic around their premises. Some schools preferred to have social distancing measures installed, such as widened footways.

26) Question from Sam Webber:

The report in Portfolio Holder Update and ECS Performance Review states that no data is available for the percentage of children travelling to school by foot, cycle or scooting for 2020-2021. When will this be available, and what is the council's target for 2021-2022 , 2022-23 and 2023-24. What steps have been put in place to achieve these targets?

**Answer to Question 26:**

Schools were closed last summer when the data would normally be gathered about percentage of children travelling to school by foot, cycle or scooting. We are hoping to have data for this year's travel modes in time for the September ECS PDS committee meeting. Targets for future years are yet to be set.

As many switchable journeys are in respect to the school journey, the Council has invested resources in making sure that this Borough has amongst the highest number of effective, Gold and Silver accredited school travel plans across London. The Council supports schools to facilitate travel by active means for their pupils. The Council also installs various improvements to the highway infrastructure to support active travel, such as five new zebra crossings on high pedestrian routes in 2020.

27) Question from Sam Webber:

The report from the in portfolio holder update states that no data is available for school travel plans for any period since 2014. Why is this, is this a new metric and when can we expect this data?

**Answer to Question 27:**

This is a new target and data should be available at the next PDS committee meeting in September.

28 Question from Laura Vogel:

The residents of Palace Estates warmly welcome the Bromley Town Councillors work to set up a speed check on Murray Ave. Can the Portfolio Holder address longer-term solutions to dangerous speeding witnessed throughout the borough, as Councillors themselves have repeatedly proclaimed, drivers in Bromley completely disregard speed limits?

Answer to Question 28:

Bromley Council has and will continue to target finite resources at the locations where data tells us that there is a greatest risk of road casualties.

Some drivers will drive at inappropriate speeds whatever measures are taken by the Council. Murray Avenue has had vertical traffic calming measures in place for many years, yet some drivers will still drive at inappropriate speeds here, even when children are on their way to school. Thankfully, there is not a collision issue recorded for Murray Avenue.

We have an award winning education programme aimed at new (teenage) drivers to educate them of the dangers of speeding. This has resulted in reduced serious accidents in this age group.

29 Question from Laura Vogel:

In the LIP3, the council has rightly set objectives to increase active travel, cycling and reduce KSIs; could the council agree that 20mph speed limits on residential roads would help meet these important targets as a sensible person going 20mph will prevent the driver behind from speeding?

Answer to Question 29:

Reducing the number of casualties on Bromley's streets has long been a priority for this Council, with resources being targeted at vulnerable road users and at locations where data tells us that there is a greatest risk of road casualties. Once we have successfully tackled the locations where, unfortunately, serious incidents are currently occurring, other high risk locations can be addressed.

In light of the lack of evidence that introducing widespread 20mph limits is the most effective approach, Bromley has no plans 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.

The experience the Council has from the various parts of the Borough where area-wide 20mph limits have been installed in the past is that we receive very many complaints about speeding, despite the lower limit. 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.

30) Question from Rajeev Thacker:

Your website lists three types of temporary road closures for which application can be made, along with their fees (£190, £564 and £1,680). Please provide broad categories or examples of the events which would be covered by each type of closure.

**Answer to Question 30:**

The £190 fee is in fact for parking suspensions rather than a closure of the whole road width, which are sometimes required for events to happen successfully. The £564 fee is for planned road closures to facilitate events such as a street party on the highway where a formal closure will be needed. The £1,680 fee is for closures required to facilitate works on or adjacent to the highway, where such closure will be required for safe operation by, most often, a public utility company.

These are the formal costs of a closure, other costs pertaining to the event such as barriers, stewarding etc. are the organisers responsibilities.

31) Question from Rajeev Thacker:

In respect of each type of road closure, please provide a breakdown of how the cost is calculated, e.g., advertising, officer time etc.

**Answer to Question 31:**

I cannot provide a breakdown of costs, but the fees are benchmarked against other local authorities and are competitive in that respect. The fees charged ensure that all Council costs are recovered, which includes staffing, legal, advertising and street notice costs.

32) Question from Irene Bell:

There is currently no safe way for children attending the Langley or Unicorn Schools to cross South Eden Park Road and a new petition for a crossing has gathered nearly 500 signatures.

What is the Council's position on installing a crossing on this road?"

**Answer to Question 32:**

Reducing the number of casualties on Bromley's streets has long been a priority for this Council, with resources being targeted at vulnerable road users and at locations where data tells us that there is a greatest risk of road casualties. Once we have successfully tackled the locations where, unfortunately, serious incidents are currently occurring, other high risk locations can be addressed. Data would not at

present suggest that additional or improved crossings are required on South Eden Park Road.

Central reservations and associated highly visible road infrastructure, which also act as traffic calming, currently provide suitable crossing locations on South Eden Park Road

The Council's School Travel Planners will continue to engage with the schools adjacent to South Eden Park Road to ensure that safe travel to school is supported. This may include discussions about safe crossing places for pupils. However, pedestrian movements will be monitored over the coming years and, as I say, resources will be prioritised accordingly.

**33) Question from Irene Bell:**

Mayoral data demonstrates that most pupils at the Langley and Unicorn Schools must cross South Eden Park Road to get to school however no crossing is available beyond the traffic refuges.

What is the Council's position on installing a crossing on this road.

**Answer to Question 33:**

**Same as for question 32.**

**34) Question from Sarah Gill Schmitz**

What are they doing to help encourage safe walking and cycling in Chislehurst - War Memorial junction - being one example which is used daily by parents/young children at St Nicholas CE Primary school and Coopers secondary school but lacking a safe crossing?

**Answer to Question 34:**

Many switchable journeys are in respect to the school run, therefore the Council has invested resources in making sure that this Borough has amongst the highest number of effective, Gold and Silver accredited, school travel plans across London. The Council supports schools to facilitate travel by foot and by bus for their pupils who wish to travel this way.

School travel plans can lead to improvements to the walking infrastructure near to schools, such as the installation of a new zebra crossing in Homesdale Road, or to improvements at bus stops. Road safety education is also key to helping pupils make the choice to walk, cycle or take the bus to school.

Across the borough one way we have been successful in encouraging cycling and walking has been to identify and signpost quieter routes for pedestrians and cyclists to use. We therefore will avoid changes that risk diverting traffic from main roads onto quieter roads and might discourage the existing pedestrians and cyclists who are using those roads.



35) Question from Parisa Wright:

Given the Bromley Biodiversity Plan and Council's promise (at February CCP) to address the decline of native flora & invertebrates by starting trials of the long discussed biodiversity friendly verges in 2-3 areas of the borough by Autumn 2021, please confirm all investigations & meetings will be concluded this summer to ensure trials begin September 2021?

Answer to Question 35:

It is anticipated that such a trial will commence in autumn 2021 with the launch of information materials, communications and consultations with the cutting regime changing on subsequently selected sites taking place in 2022. In 2021 idverde will continue to deliver their contractual requirements in regard to verge management. The autumn sees cuts to areas of green spaces currently managed for biodiversity, so a start in the spring is appropriate.

36) Question from Parisa Wright:

While it is important that they are connected to green spaces (e.g. parks, golf courses, greens), given some home owners have paved drives and gardens unsuitable for wildflowers, please confirm that trials of pollinator friendly verges will not rely upon neighbouring gardens changing their planting to complement such verges.

Answer to Question 36:

As you highlight verges in isolation are not sufficient to address biodiversity. The approach to such verges is subject to a number of considerations both bio-diversity and most importantly consultation with local residents. The support and most likely involvement of local residents will be key going forward as will be education. We will have to consider education/explanation without increasing street clutter. At this point we cannot comment on front gardens or whether there may be any correlation between how residents manage their front gardens and their views on pollinator friendly verges.

37) Question from Jonathan Coulter:

The Government plans to reduce greenhouse emissions by 78% by 2035 vis-à-vis 1990. This is a very bold target, and Government needs the help of Councils to achieve it. Would you agree that Bromley Council's strongest lever is its control over transport infrastructure? And shouldn't Bromley therefore be going out of its way to implement the Government's 'Gear Change' strategy that encourages people to make less use of their motor cars and engage in more active travel?

Answer to Question 37:

Last year the Council installed a number of new zebra crossings and cycle lanes. Bromley will continue to invest in appropriate infrastructure changes to support

cycling and walking, to give road users options as to how they travel through the Borough.

**38) Question from Alison Miller:**

Re: problem of speeding on South Eden Park Road.

Children from all the Langley Schools (secondary and junior); Unicorn school; St David's school, and parents and children needing to cross en route to Oak Lodge school all have to cross this very busy road. In addition, many dog walkers cross this road to take their dogs to Blake's Rec and High Broom woods. There are no traffic calming measures, and no zebra or light-controlled crossing to help them cross safely. What is the council going to do to help children and parents cross this road safely?

**Answer to Question 38:**

Reducing the number of casualties on Bromley's streets has long been a priority for this Council, with resources being targeted at vulnerable road users and at locations where data tells us that there is a greatest risk of road casualties. Data would not at present suggest that a crossing is required on South Eden Park Road.

The Council's School Travel Planners will continue to engage with the schools adjacent to South Eden Park Road to ensure that safe travel to school is supported. This may include discussions about safe crossing places for pupils.

**39) Question from Alison Miller:**

Re: problem of speeding on South Eden Park Road.

There is a big problem with speeding on this road. There are no traffic calming measures (such as the ones you find in many areas where speeding is a problem where the driver's speed flashes up with a message to slow down). Will the Council install some traffic calming measures to tackle this problem, and to safeguard the very many children and adults who have to cross this road?

**Answer to Question 39:**

Through engagement between the Council and the local schools, alongside traffic surveys, the Council will seek to determine whether there are suitable measures that might improve the behaviour of some drivers on this route and therefore improve journeys for pedestrians. Vehicle activated signs will be amongst measured given consideration.