

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

Minutes of the meeting held at 7.00 pm on 6 September 2022

### **Present:**

Councillor Will Rowlands (Chairman)  
Councillor Simon Fawthrop (Vice-Chairman)  
Councillors Kathy Bance MBE, Kim Botting FRSA,  
Mike Botting, Adam Jude Grant, Alisa Igoe, Julie Ireland,  
Alison Stammers and Harry Stranger

### **Also Present:**

Councillor Nicholas Bennett MA J.P., Councillor Sam  
Webber, Councillor Aisha Cuthbert and Councillor Thomas  
Turrell

Ben Velmans: Veolia ES UK (Regional Manager:  
Municipal South East).

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

No apologies for absence were received.

### **203 DECLARATIONS OF INTEREST**

There were no declarations of interest.

### **204 MINUTES OF THE MEETING HELD ON 21st JUNE 2022 and 15th JULY 2022**

The minutes of the meeting held on the 21st of June 2022 were agreed and signed as a correct record.

The minutes of the meeting that was held on 15<sup>th</sup> July to discuss the call in of the School Street Decision were also agreed.

### **205 QUESTIONS FROM COUNCILLORS OR MEMBERS OF THE PUBLIC TO THE CHAIRMAN**

No questions were received for the attention of the Chairman.

### **206 QUESTIONS TO THE PORTFOLIO HOLDER FOR TRANSPORT, HIGHWAYS AND ROAD SAFETY**

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Questions for a response from the Portfolio Holder for Transport, Highways and Road Safety are attached as an appendix to the minutes.

**207 QUESTIONS TO THE PORTFOLIO HOLDER FOR SUSTAINABILITY, GREEN SERVICES AND OPEN SPACES**

Questions for a response from the Portfolio Holder for Sustainability, Green Services and Open Spaces were received. The questions and responses are attached as an appendix to the minutes.

**208 MATTERS ARISING AND WORK PROGRAMME**

**CSD21145**

It was noted that an update from Councillor Thomas Turrell (Executive Assistant to the Portfolio Holder for Sustainability, Green Services and Open Spaces) be added to the Work Programme for the November meeting.

It was noted that the following reports would be brought to the November meeting:

- Kelsey Park Bridges
- Policy Paper on Parking Fees and Charges
- TFL Funding Position
- Review of the first year of the Parks and Open Spaces Strategy.
- Grass Verges

The report regarding Goddington Park would be withdrawn.

A Member asked when Riney would be reporting to the Committee. It was likely that this would take place in January 2023.

**RESOLVED that the Work Programme be noted and that the updates mentioned above be implemented.**

**209 SCRUTINY OF PORTFOLIO HOLDER FOR TRANSPORT, HIGHWAYS AND ROAD SAFETY**

The Portfolio Holder for Transport, Highways and Road Safety provided a written update for Members.

A Member referred to the last sentence in the Portfolio Holder's briefing: '*In the meantime, unfortunately much needed improvements to assist road safety remain on hold*'. (This was in relation to the fact that LBB were waiting to see what grant funding would be made available by TFL). The Member asked if this meant that road safety improvements had currently ground to a halt. The Portfolio Holder responded and said that current funding had been allocated to various areas of research. He referred to a document that he had tabled from London Councils regarding this. He mentioned that he was aware of a

recent meeting with Technical Officers who may be able to assist with a revised update.

A Member referenced the high number of road casualties which continued in the Penge and Cator Ward. This problem had persisted for the last four years despite the use of LIP money to reconfigure problematic junctions in the High Street. She wondered if it would be possible to look a bit deeper at the reasons why these accidents were still occurring. The Member invited the Portfolio Holder to come on a walkabout of the Penge and Cator Ward and the invitation was accepted. The Portfolio Holder suggested that the Assistant Director for Traffic and Parking disseminate to the Member a collision map for that area. It was noted that in some cases accidents were simply the result of driver error.

**RESOLVED that:**

- 1) The update from the Portfolio Holder be noted.**
- 2) The Member for Penge and Cator be provided with a ‘collision map’ for the ward.**
- 3) The Portfolio Holder would undertake a walkabout of the Penge and Cator Ward.**

**210 SCRUTINY OF THE PORTFOLIO HOLDER FOR SUSTAINABILITY, GREEN SERVICES AND OPEN SPACES**

Members noted the statement that had been tabled by the Portfolio Holder for Sustainability, Green Services and Open Spaces.

A Member asked if issues surrounding the planting of flower beds would be able to be discussed by the Committee at a later date. The Portfolio Holder responded and said that she had asked officers to look into this and it may be possible to address these issues in the Grass Verges Report.

**RESOLVED that the Portfolio Holder update be noted.**

**211 ECS PERFORMANCE OVERVIEW**

A discussion took place concerning item 3H which was the performance of the arboricultural contract managed by Glendale. It was noted that discussions were being held weekly with Glendale using the Council’s performance management framework tool in an attempt to incentivise commitment by the contractor to hitting the relevant targets.

A Member expressed disappointment that road casualty data had begun to rise and she expressed the view that the Council was not making sufficient progress with reducing road casualties. She felt that the Council should have

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a stronger commitment to reducing road casualties and should make a public statement to that effect.

The Assistant Director for Traffic and Parking was disappointed that the road casualty data had increased and he hoped that it was just a temporary blip. He explained that the Council did target areas where more serious injuries were occurring. The Council was aware of the data which indicated that vulnerable road users were most at risk and developed interventions to try and help this demographic as much as possible.

The Council also implemented a Casualty Reduction Scheme. Everything of course was limited by budgetary constraints. He said that the overall trend over the last ten years was downward and that the Council would continue to take action as required to reduce KSIs. A Member asked if it would be prudent to change the schemes that the Council was using. The Assistant Director responded and said it was unlikely that a better way could be found. The Council looked through accident cluster sites and tried its best to engineer out problems if possible. There were currently about 80/90 junction sites that matched the criteria for investigations and so the Council would not be in a position to intervene in every case. The Council would try and balance out how to prevent the most accidents with its finite financial resources.

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

**212 VEOLIA ANNUAL CONTRACT PERFORMANCE REPORT 2021/22**

The Veolia Annual Contract Performance Report update was provided by the LBB Head of Environmental Strategy, Technical Support and Commissioning. Attending representing Veolia was Ben Velman (Regional Manager: Municipal South East). Members were asked to review the report and comment on Veolia's performance.

The LBB Head of Environmental Strategy, Technical Support and Commissioning stated that the report was focused on three main areas which were:

- Waste Disposal
- Waste Collection
- Street Environment

She was pleased to report that despite difficulties, performance had remained on track. A number of projects had been delivered throughout the year and these were summarised in the report.

The Chairman was impressed by the report and by Veolia's performance. Mr Velmans clarified that two reports had been presented by Veolia, one was specific to Bromley and the other was a generic corporate sustainability report, which was available on Veolia's website. Mr Velmans mentioned that

Veolia had experienced difficulties because of problems in the labour market caused by Covid 19 and the national shortage of HGV drivers.

A Member pointed out that the table in the report regarding residents' satisfaction had been conducted at recycling depots and it was only to be expected that surveys of this nature would result in high levels of reported satisfaction. The Member stated that she received hundreds of complaints from households concerning refuse and debris that had been strewn along people's pathways and roads after collections. She expressed the view that if surveys were conducted directly with households, then the results of the surveys would be far less positive.

Mr Velmans responded and said there were two separate surveys mentioned in the report. One survey reported on visitors' experience of waste services at recycling sites and the other survey reported on customer satisfaction across all street environment areas which had improved by approximately 1%. He stated that the overall trend was improving and that the street environment surveys were conducted by independent survey companies. The Member responded and said that in her Ward, officers and the Neighbourhood Environmental Team were left to clean up after the mess left by Veolia operatives and so she expressed the view that a household waste service survey was required. The LBB Head of Environmental Strategy, Technical Support and Commissioning said that surveys always had limitations, and that the Council also monitors enquiries and feedback from residents daily, and last month was the first time that more compliments than complaints for the waste service had been received.

A Member raised the issue of a road in her ward that extended into Lewisham. She said that issues had been reported with the refuse collection failing to extend to the end of the road. She also supported a residential survey and requested that she be able to speak to someone privately about this matter post meeting. The LBB Head of Environmental Strategy, Technical Support and Commissioning said that colleagues in Neighbourhood Management would make contact about specific service queries.

A discussion took place concerning the respective recycling rates of Bromley Council and other boroughs. The LBB Head of Environmental Strategy, Technical Support and Commissioning expressed the view that it was difficult to draw comparisons with other boroughs because there were different demographics that applied to inner city and outer city areas

It was noted that no issues had been raised with respect to wet paper this financial year. This was attributed to two reasons, one was that Veolia had found a different outlet for paper and card recycling and the other reason was because structural repairs had been undertaken at the waste transfer station.

A Member noted the increased recycling undertaken by residents and expressed the view that they should be applauded because they were now recycling more than ever. A Member asked if there were any plans to charge

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for the collection of cardboard and the Portfolio Holder responded saying that she was not aware of any proposals for this. The LBB Head of Environmental Strategy, Technical Support and Commissioning clarified that if there had been mention before of possible charging for large cardboard items that were not broken up, it would be dealt with as bulky item collections for which there would be a charge. There was no intention to charge for the collection and recycling of cardboard per se. The Committee was pleased to note that less than 1% of waste was being taken to landfill.

**RESOLVED that the Veolia Annual Contract Performance Report be noted.**

**213 PRE-DECISION SCRUTINY OF REPORTS TO THE ENVIRONMENT AND COMMUNITY SERVICES PORTFOLIO HOLDER**

**a BROMLEY WOODLANDS ESTABLISHMENT**

**ES20200**

A Member stated that it would be critical to involve local residents. They were excited, wanted to be involved and possessed a very detailed knowledge of the area. She made the request that any areas of woodland that were established should be open, accessible and not fenced off.

**RESOLVED that the Portfolio Holder for Sustainability, Green Services and Open Spaces approve the proceeding to stage 2 of the Woodlands Creation Planning Grant and endorse a Woodland Establishment Appraisal for the following sites:**

- **Edgebury Grazing Lands, Slades Drive, Chislehurst, BR7 6JY**
- **Kemnal Road, Imperial Way, Chislehurst, BR7 6JR**
- **World's End Lane, BR6 6AW**

**b BUDGET MONITORING 2022/23**

**FSD22062**

A Member asked if the budget would still be balanced in view of the anticipated increases in energy costs. The Director for Environment and Public Protection responded that it was not possible to guarantee the costs of energy contracts going forward. Councillor Fawthrop declared an interest and said that in his ward the residents were keen to have the street lights turned off to reduce light pollution. He asked if any trials of this were being considered as it may result in savings to the Council. The Portfolio Holder responded and said this was something that the Germans were looking at, but it was difficult politically and socially. It was noted that the Assistant Director for Highways had previously commented that dimming the LED street lights did not actually result in any significant savings.

Councillor Fawthrop stated that he was not referring to the dimming of lights but to actually having lights switched off, saying that a report had previously been published indicating that crime fell when lights were turned off. A Member responded that as the mother of a young daughter she would not be keen on lights being switched off.

A Member asked if there were still any problems with the electrical supply to market stalls and she referred to a section of the report concerning traffic and road safety where there was a reference to TfL funding and a mention of 'full service redesign'. She enquired as to what 'full service redesign' actually meant.

The Director for Environment and Public Protection informed the Committee that up until the day before the meeting the issue of TfL funding was problematic and that some posts that were normally funded by TfL had been covered by the Council's budget. However, news had subsequently been received which seemed to shed a more promising light on the provision of future TfL funding. The situation was now looking more promising and indeed the Council would likely be in a position to recoup money that it had already spent to cover the funding of staff that was normally paid for by TfL.

With respect to market stalls, it had previously been the case that the Council generated a reasonable amount of income from the sale of market stall licences. However, in an effort to stimulate the economy post Covid, the Government had introduced new legislation which meant that the Council could now only levy a flat charge of £100 per licence, which had reduced the level of income that the Council could generate from the sale of market stall licences.

The power boxes that supplied electrical power to the market stalls had to be maintained and fixed on a regular basis. Sometimes this was because they were not used correctly by the market stall holders; sometimes there was general wear and tear on the units and sometimes they were vandalised. However the Director was not aware of any particular problems outside of the ordinary.

Members noted that there had been less contravention by drivers in bus lanes and that the income from parking fees had declined. The drop in income from parking fees was significant.

**RESOLVED that the Portfolio Holder for Transport, Highways and Road Safety, and the Portfolio Holder for Sustainability, Green Services and Open Spaces, endorse the 2022/23 revenue budget monitoring position for the Environment and Community Services Portfolio.**

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**c CAPITAL MONITORING REPORT**

**FSD21049**

A discussion took place about the Council's Gritters and its ability to properly grit during the winter period. The Director for Environment and Public Protection assured that the Council would be ready to grit and that the gritters were regularly serviced and maintained.

A Member referenced the Betts Park Canal Bank Stabilisation Project and the estimated figure in the budget of £8k. She asked if these works were being undertaken this year. The Director for Environment and Public Protection responded that his understanding was that engineering work had been undertaken to stabilise the banks of the canal and that this work had been completed. He therefore suspected that the £8k was probably the underspend left over from the project, but this was something that he would need to check on.

**RESOLVED that the Portfolio Holder for Transport, Highways and Road Safety and the Portfolio Holder for Sustainability, Green Services and Open Spaces note and acknowledge the changes to the Capital Programme that would be presented to the Executive on the 21st of September 2022.**

**d PROVISION OF NEW EV CHARGE POINTS IN CIVIC CENTRE CAR PARK**

**ES20207**

Councillor Fawthrop declared an interest as an electric car driver but stated that his car was not a Tesla. It was explained that Tesla had approached the Council via the Council's Parking Contractor Apcoa. Tesla had offered to pay for the costs for infrastructure work for the installation of electric vehicle charging points in the Civic Centre Car Park. The cost of the installation was £220k and this seemed an offer that was too good to refuse. Within the first six months the EV charging points would be used by Tesla vehicles only, but after that the charging points would be opened up to all other electric vehicles. A Member wondered if Tesla were looking for an exclusivity deal but the Committee was assured that this was not the case.

**RESOLVED that:**

**1) The Portfolio Holder for Transport, Highways and Road Safety agree to enter into a 10 year lease agreement with Tesla to install electrical vehicle charging bays in the civic offices car park.**

**2) The Portfolio Holder for Transport, Highways and Road Safety agree to delegate authority to the Director of Environment and Public Protection, in consultation with the Transport, Highways and Road**



**Safety Portfolio Holder, to agree and settle the commercial terms of the disposal at 2.1 and to enter into all relevant legal agreements and any other ancillary legal documentation related thereto.**

**3) The Portfolio Holder for Transport, Highways and Road Safety should authorise the Assistant Director for Legal Services, to sign and execute the new EV Charge leases and all relevant legal agreements and any other ancillary legal document documentation relating thereto.**

## **214 CARBON MANAGEMENT PROGRAMME UPDATE**

### **ES20201**

This was a report that had been presented to the Committee in order for Members to review and report back to the Executive if required. No questions were received from Members.

**RESOLVED that the recommendations to the Executive be agreed.**

## **215 POLICY DEVELOPMENT AND OTHER ITEMS**

The Chairman mentioned that he was planning to form a working group to define the Council's policy with respect to grass verges. The recommendations of the working group would later be presented to the ECS PDS Committee for consideration. There would be seven members of the working group, four would be from the current Conservative Administration and three would be from the opposition parties.

## **216 TREMENDOUS: PROGRAMME OF TREE ESTABLISHMENT UPDATE**

### **ES20209**

A discussion took place regarding the costs of the Tree Establishment Programme. A Member commented that the failure to use QR codes with respect to each tree was a missed opportunity. She further commented that some of the planters in the High Street had not been deep enough for plants to thrive and so had died. The Director responded that these trees had been planted previously as part of a regeneration scheme and not all of the trees had succumbed, which was good especially considering the harsh summer that the country had just experienced. It was the case that a replanting programme had now been agreed with colleagues in the Regeneration Department.

A discussion took place regarding the QR codes. It was noted that contractors had been using QR codes to source information concerning the trees, such as when they were last watered. It was anticipated that going forward, (technology permitting) the ability to scan trees with QR codes would be extended to members of the public.

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A discussion took place with respect to interactive tree maps. The Portfolio Holder thanked the Tree Team and also local residents who were very keen to support the tree planting programme and water trees when required

A Member drew attention to the fact that eight new trees had been planted in pots in Penge High Street without Councillors being made aware. She commented that six had been stolen in the first week and that squirrels had dug out the earth from the pots and had made a mess. She felt that this was such a waste of resources. It was clarified that the areas concerned were Empire Square and Hartley Square in Penge High Street. It was presumed that people had stolen the trees in order to sell them. The Portfolio Holder said that this particular scheme was not part of the tree planting scheme, but was more likely to be a project that had been initiated by the Regeneration Team.

A further discussion took place regarding the allocation of contractors for tree servicing and maintenance going forward. The Committee heard that the main time for planting trees was November to March but there was some flexibility regarding this. A Member raised the issue of the problem with utility infrastructure which made tree planting difficult. He wondered if there was any possible solution to this issue. The Arboricultural Services Manager responded and said this was indeed a very challenging issue and that it was not possible to relocate utility infrastructure. The Tree Team had to be creative and plant trees where they could.

**RESOLVED that the Committee note the progress made in the first year of the Tremendous Tree Establishment Programme.**

## **217 KELSEY PARK REPLACEMENT BRIDGES**

### **ES20208**

A discussion took place as to whether or not cycling was permitted in Bromley Parks. It was explained that the current cost estimates that had been received for Kelsey Park replacement bridges was too high and so the Council was exploring the possibility of using different providers to reduce costs; there would be an update provided to the Committee in November.

**RESOLVED that:**

**1) The Committee note the progress made on sourcing replacement structures to the Kelsey Park Bridges.**

**2) Officers should continue to explore the market for a value for money solution with a further report to follow at the ECS PDS Committee meeting on November 22<sup>nd</sup> 2022.**

**218 ANNUAL STATUS REPORT FOR YEAR 2021 - REPORTING ON  
THE AIR QUALITY ACTION PLAN 2020-2025**

**ES20188**

Members were pleased to note that nitrogen dioxide levels in the borough were decreasing in line with national guidelines and that four new active monitors had been installed. A Member expressed a desire to extend the amount of nitrogen dioxide reporting alongside an extension of the reporting of pollution from particulate matter. She felt that what was also required was to note particular days and times when pollution levels were high and requested more information going forward about Action Areas. The Environmental Protection and Housing Regulation Manager responded by saying that PM 2.5 was now monitored at five locations which was an increase from zero. She said that currently a full annual range of particulate matter data was not available to report on.

It was explained that there were currently two air quality focus areas which were monitored primarily for historical reasons as previously the pollutant levels in those areas had exceeded a certain threshold. It was noted that those levels were now below the ASR recommendations. The Head of Service for Community Safety, Licencing, Environmental and Domestic regulation explained that what was important was average pollutant readings over a significant period of time.

The Portfolio Holder for Sustainability, Green Services and Open Spaces said that air quality data from the Borough would be provided to the GLA and to Central Government. Where the data indicated, there would be an extension of Air Quality Action Areas. If there were breaches of pollutant levels in a particular area, then an Air Quality Action Plan would be required to deal with this. It was the case that Air Quality Action Plans and Air Quality Monitoring Areas were not fixed and static, but were fluid and changeable as required.

The Portfolio Holder for Transport, Highways and Road Safety gave a brief update with respect to car idling and informed the Committee that currently there was no official draft sign from the Department of Transport that the Council could use and post on lampposts. There was also some concern that the fine for idling was only £20 and this probably needed to be increased.

The Vice Chairman stated that Bromley's air quality was good. He referenced new targets were released from the World Health Organisation. Now there were four transitional targets before the main target. He stated that Bromley's PM10 target was 0.4 above the final World Health Organisation target which was astounding. He also stated that with respect to PM 2.5, the Council had exceeded the interim targets 1, 2 and 3 and had almost exceeded target 4. He said that the Council was also beating the NO2 WHO target. It was asked if the Council took any measurements with respect to Ozone levels. The Environmental Protection and Housing Regulation Manager said that ozone had been measured historically, but that because now it was not regarded as

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a pollution concern it was not being measured. It was agreed that the Environmental Protection and Housing Regulation Manager would write to the Vice Chairman concerning this.

A Member asked for data concerning the running of the Harwood Monitoring Centre and asked if it had ever broken down or if there were times when it was not working. The Environmental Protection and Housing Regulation Manager answered and said that there may have been short periods of downtime but she was not aware of any significant disruption. She agreed to check and provide an update.

A Member said that it would be useful for Councillors to be provided with the details of the locations of the monitors.

**RESOLVED that the Annual Status Report for 2021 be noted.**

## **219 ECS RISK REGISTER**

### **ES20202**

Members discussed potential risks posed by the disruption to waste services as part of the Waldo Road Depot Improvement Plan. It was noted that this risk would remain in place until the Plan was finalised. The report had been delayed because the Council was still working through various options with Veolia and matters had been further complicated by price increases, inflation and supply chain issues. It was hoped that the report would be able to be presented to the Committee in November. This report would outline the scope of works and proposed mitigation. It was agreed that the report should be added to the November Work Programme.

**RESOLVED that the ECS Risk Register report be noted and that the report concerning the Waldo Road Depot Improvement Plan be added to the Work Programme for November.**

### **WRITTEN QUESTIONS FROM COUNCILLORS**

### **ORAL QUESTIONS FROM THE PUBLIC**

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The meeting ended at 9.15 pm

Chairman

## Written Questions from Members—ECS PDS 6<sup>th</sup> September

### 1) Question from Councillor Kathy Bance

Bromley have introduced 10 new crossing in the last couple of years. How many are being considered this year?

#### Response to Cllr Bance:

Improved crossing facilities are being considered for 10 locations at present, but funding is not available to implement any of these at present.

### 2) Question from Cllr Alisa Igoe:

As of 20/08/22 the Council website notes the Air Quality Action Plan has been published, yet it says "this document is not currently available in accessible form, to request a copy of the AQAP please contact us". Q: If it has been published, why is it still not uploaded to the website in an accessible form for residents?

#### Response to Cllr Igoe:

Due to recent accessibility laws, documents need to be added in an accessible format. Due to the nature of some complex documents, which have extensive charts and tables, is a technical challenge for Local Authorities, who are required to meet the Accessibility Regulations. This is currently being undertaken including training staff for this new service function hence the delay in publishing it directly at this moment in time.

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## ECS PDS 6<sup>th</sup> September 2022: Oral Questions from the Public

### 1) Question from Richard Gibbons:

Whose idea was it to invest £1.35m planting 5,000 street trees; who was consulted on timescale and deliverability; and please provide an update on delivery of each of 26 activities listed in Tree Planting Programme (Year One) Communications Plan scrutinised by E&CS PDS Committee on 17/11/2021

### Response to question from Richard Gibbons:

Thank you for your question. The tree establishment programme was approved by the Executive in July 2021 under report reference CSD21085, making use of the Healthy Bromley Earmarked Reserve to achieve a range of policy objectives but primarily for the improvement of the health of residents. The programme was established by the council's Arboricultural Manager who has significant expertise and experience in this area, with proposals scrutinised by the Environment & Community Services PDS. Progress on the delivery of the tree establishment programme is reported on this agenda.

On the specific query relating to the Year 1 Communications Plan, please be advised that the plan has been delivered with one exception (the celebrity tree planting), and it was considered sensible to undertake a pilot with the QR code activities, with full role out expected in 2022/23. In addition to the actions identified in the communications plan we have deployed banners on refuse collection vehicles to raise awareness of the tree planting programme and a social media campaign, demonstrating how to properly water the trees.

### 2) Question from Brendan Donegan:

According to DfT statistics, the number of vehicle miles travelled in Bromley Borough by motor vehicles increased from 767.9 million in 2009 to 966.2 million in 2019, an increase of 26%. Will the Portfolio Holders for Transport and Environment commit to developing a plan to slow or reverse this increase.

### Response to Question from Brendan Donegan:

The Council's current plan "[Bromley's transport for the future](#)" was published in 2019 and will be revised in due course, as necessary. This plan and the actions flowing from it very much address the concerns that you raise..

### 3) Question from Brendan Donegan:

During the June 2022 Environment meeting, an officer made the claim that the increase in walking and cycling seen in Bromley Borough between 2020 and 2021 was

influenced by LBB's Road Safety Education programme, School Travel Planning Initiatives and Cycle training. Please could you provide evidence to support this claim?

Response to Question from Brendan Donegan:

Children travelling to school by foot or cycle has increased, as evidenced by the schools' annual surveys following the introduction or development of their travel plans. Although there may be other factors affecting travel choices, I am sure that the hard work of the Council's officers and that of the schools they work with has made a major contribution towards helping people feel safe and able to travel by these means. The Borough's cycle training provision in schools is also very helpful in facilitating those who wish to ride to school or elsewhere.

Supplementary Question from Brendan Donegan:

Whilst I do not dispute the hard work of Council officers in the schemes that you have just described, what you have said in answer to my question does not constitute evidence of a causal relationship between the London Borough of Bromley's Road Safety Education Programme, school travel planning, cycle training initiatives and more children walking and cycling to school. I think it would be more useful to understand whether there has been an evaluation of the effectiveness of these schemes in order to understand whether they should continue to be the priority of the Council and where the Council puts its efforts to make it easier for children to walk and cycle to school.

Response to the Supplementary Question:

It's very important that the current programmes we have (particularly cycle training) should continue; they do have an enormous impact in helping children to learn to ride and to use their bikes to go to school. The evidence we have of a causal relationship is based on the fact that the school surveys pupils to see how they go to school.

4) Question from Helen Brookfield:

Can Bromley Council reassure residents that it is still committed to repairing or replacing the bridges in Kelsey Park as highlighted in the Conservative election material in April which stated, "A timetable for the repairs will be published shortly."?

Response to the Question from Helen Brookfield:

Thank you for your question. Yes - a report outlining the progress made on the project to repair or replace the Kelsey Park Bridges is on the agenda for this committee meeting; this includes summarising the work that has been completed to date and setting out next steps for taking the project forward.



Supplementary Question from Helen Brookfield:

Is there going to be a concrete proposal or action plan coming to the November meeting?

Response to the Supplementary Question:

It does state in the report that the contractors came back with summaries of tender costings, however we do need to achieve value for money. We will go back out and try and find more contractors that could potentially do the work and that whatever they are charging us would be good value for money, and that the structural integrity is still sound. Then another report will come to the November PDS meeting and the timeline will be laid out.

5) Question from Chris Ford:

It has been reported that LBB is one of the London Boroughs that suffers the highest number of air quality related deaths (Imperial College report) and the consequences of climate change are widely recognised. The use of Business Jets is a significant contributor (2- 4 tonnes/hour). Your AQAP (P16) gives a flat line prediction contributed by Aviation of 3 Tonnes per year (2020 to 2025).

Question. Given the recognised impact of Business Jets and onward operation and that BHAL has a rapid growth strategy, why is BHA not included in the AQAP and what measures do LBB intend to take to investigate and record the impact of BHAL's activities, both on the ground and over the borough?

Response to Question from Chris Ford:

Thank you for your question. Bromley has amongst the lowest levels of air pollution across all London boroughs. The study states clearly states that "Bromley [has] the lowest pollution levels but is high on the mortality burden list, particularly on a per 10,000 population basis. This is because they have higher baseline mortality rates, in turn due to higher proportions of the population in older age groups and lower proportions in younger age groups." The report is all based on modelling and the air quality-related deaths are attributed to anyone in Bromley who died of: respiratory issues, lung cancer and cardiovascular deaths. There are a wide range of reasons people die of these diseases – age is certainly a factor and Bromley has a large elderly population with the highest number of care homes in the Capital.

It is also important to note that Asthma UK came out with a report that said Bromley was the best place to live if you have Asthma.

Where an Air Quality Management Area (AQMA) exists, a Local Authority is required to have an Air Quality Action Plan (AQAP) to detail measures to address air pollution. Biggin Hill Airport is not within the Borough's management area, which has been declared for Nitrogen Dioxide, so is not explicitly included in the plan. However, though

Biggin Hill Airport sits outside of the management area, the plan does include an action point to seek funding opportunities for air quality monitoring at the airport, which the Public Health team are currently exploring.

Supplementary Question from Chris Ford

Mr Ford responded by making statements re-enforcing his original question, but did not in fact ask a supplementary question.

## ECS PDS—September 2022: Oral Questions from Councillors:

### 1) Question from Cllr Alisa Igoe:

Brindley Way car park, Plaistow, has been without its 11 recycling banks since the Zed Pod housing build over ran by nearly a year. I have just been told the banks will not be replaced. Could the Portfolio Holder please explain why, in a ward blighted by fly-tipping, where we're due to house an additional 25 families at Brindley and 78 households next door at Pike Close, the ward's number of recycling banks has been reduced by more than half.

### Response to Councillor Igoe:

Thank you for your question. I regret that unfortunately, the recycling banks had to be removed to make space for the housing development, which delivered needed new homes for Bromley residents. All of these new properties have been provided with more than enough waste and recycling containers for their needs.

The recycling materials (plastics, cans, glass, paper, card, textiles, small electricals) that are accepted at recycling sites across Bromley can also be recycled directly from residents' homes, which is a far more convenient way of recycling. The banks are only provided for those times where residents have excess recycling e.g. Christmas/ spring clean. They are not there for materials like bulky items like white goods and rubble that are typically items that may be fly-tipped.

The recycling banks themselves have been redistributed across the borough so there is no overall reduction in the number of banks provided for Bromley residents recycling. Officers are also continuing to look for alternative locations to site the banks in the Plaistow area and are happy to receive suggestions from Ward Councillors.

### Supplementary Question from Councillor Igoe:

That was eleven banks in that car park and I was told by officers that the reason that we could not have them put back in was because we had to have an electrical sign put in and because that had not been thought of before we started to build the site. You say that there is recycling all over the borough, which is excellent, but I am particularly worried that as we are going to have an additional 25 families move into Brindley, (to those houses on the stilts) and we are going to have a big development next store of 117 households we are going to need a large recycling centre there. I would really like officers to look closely with me, perhaps come out with me, to find other locations--or could some be put back in that car park?

### Response to Cllr Igoe:

I would need to speak to our Property and Regeneration Teams who built the social housing to find out exactly why they could not be added. I have been told by officers that they have looked at the site and they have said it's not suitable. I am happy for officers to go out with you to try and find other suitable locations.

2) Question from Cllr Kathy Bance.

Since the withdrawal of the recycling pilot for flats above shops in High Street Penge are there any viable alternative solutions to allow these flats to recycle and reduce the fly tipping on our streets?

Response to Cllr Bance.

Thank you for your question. Currently, residents in flats above shops in Penge High Street can continue to use the On Street Recycling banks to recycling.

In one section of Petts Wood recycling pilot area, communal containers were provided in June 2022 and so far, have proven to be successful. It is unlikely that this solution can be applied to Penge High Street due to space availability, but officers will continue to consider alternative solutions.

The Council continues to build on the successful 'Your Waste is Your Responsibility' engagement exercise across the borough through adverts on RCV's and a digital marketing campaign, and in Penge. Currently, Street Cleaning Operatives are placing fly-tipping stickers on any fly-tipping identified and pass information to our environmental investigations team.

Supplementary Question from Councillor Bance

It said in an answer that I received from Full Council, 'that the Council continues to investigate other ways of making it easier to recycle for the people who live in flats above the shop'. Can you confirm that this is ongoing? It's important that we do this, but I do appreciate all the work that you and your Team have been doing in Penge; particularly I thank you very much for the speedy and professional way you respond every time I send an e-mail. That is something very new from the Environment Portfolio.

Response to Cllr Bance:

Thank you very much for the compliment. I am very happy to visit with officers at the site that you mentioned to see if there is anything else that we can do. Thank you for your compliment to the Environment Client Team. They are excellent.

3) Question from Cllr Sam Webber.

Could the Portfolio Holder advise when the main ponds and lakes in the borough's parks were last dredged and desilted including but not limited to lakes in Church House Gardens, Betts Park & Priory Gardens?

Response to Cllr Webber:

Thank you for your question. The council do not appear to hold records identifying when these particular water bodies in parks were last dredged or desilted. Although this was removed from the council's revenue budget in 2015 due to budgetary restraints.

4) Question from Cllr Sam Webber.

Given the extreme heat and drought conditions recently would the Portfolio Holder consider getting a quote for this dredging and desilting work to be done in the borough's worst effected ponds & lakes (such as Church House Gardens in Bromley) if it falls outside of our existing Idverde contract?

Response to Cllr Webber:

Thank you for your question. One of the first things I did was ask officers to look at costs and benefit of adding dredging back to the contract. Officers are looking to see if this would significantly improve biodiversity, or if there is another action we should consider that would be more effective. Value for money must also be a consideration given all of the budgetary pressures facing the council, but I'm actively looking at options.

It should be noted that although, sadly, Church House Gardens dried up at the peak of the drought, no other Bromley lake or pond did. It is not certain that dredging would have stopped this from happening in Church Hill Gardens as it is a rain-fed pond, unlike a number of our ponds which are fed through natural rivers in addition to rain.

Supplementary Question from Cllr Webber:

I recognise the work done by Idverde to get into the dry pond and to clean it as best they can over a period of a few hours or a day. I think that more needs to be done. I also recognise that fencing has gone up to prevent people from falling in, I think that if we are now going to have very dry summers then getting a cost and getting it done would be very useful.

Response to Cllr Webber:

Obviously my first instinct is to protect bio-diversity and secondly is the water levels. We do have a difficult financial outlook.

5) Question from Cllr Julie Ireland:

The three years post-implementation evaluation of Edinburgh's 20 mph network reports safer and more pleasant environment for walking, cycling and enjoying time in neighbourhoods. Will Bromley Council reconsider its position on 20mph limits and take the opportunity to make safer, liveable streets and boost active travel in the borough?

Response to Cllr Ireland:

No

Supplementary Question from Cllr Ireland:

I wonder if its possible to ask that given that so many more Councils have set up 20 MPH limits all across the country. There is more and more data coming back, more and more feedback, more and more analysis, whether its possible to ask officers to

come back and report to this Committee on what the arguments are now given this new set of data. We have a 20MPH limit I believe in West Wickham.

Response to Cllr Ireland:

There is no point. We do have 20 MPH limits in High Streets and we do have them courtesy of TfL in West Wickham, we have not objected to this as its difficult to go more than 20 MPH in West Wickham to start with. We also have them outside schools at the beginning and the end of the day. The purpose of having them at specific locations is that they are obeyed. Making them ubiquitous would mean that the public would start to ignore them. There is research that has been done by the Department of Transport which shows that there has only been a 1 MPH reduction and no significant changes in road collisions and casualties.

6) Question from Cllr Julie Ireland:

Residents have been calling for the relocation of the R7 Oldfield East bus stop for 2+ years, TfL have agreed to the relocation and to cover the costs. I understand the council's traffic officers passed the papers to Cllr Smith for approval in January 2022. Ironically Cllr Smith is the ward councillor for this area, but entreaties from residents and, on their behalf, from various elected representatives including Peter Fortune have not elicited a response or any action. When will this issue be resolved and when will the Portfolio Holder contact the local residents who have become increasingly frustrated in order to explain the reason for the long delay, the lack of action and the lack of communication?

Response to Cllr Ireland:

Officers are in contact with TfL regarding the siting of the bus stop, however I am reviewing the matter in the light of the informal response from TfL regarding the proximity to the previous stop for proposed new stop and the objection from other residents to moving the stop.

Supplementary Question from Cllr Ireland.

This has been going on for 2/3 years now. I understand that TfL have agreed to pay to reposition the bus stop. Cllr Smith has said on many occasions that he agrees to it. Its not even in my ward but there has been a large amount of enquiries that have gone by MPs, London Assembly Members, assistants to MPs—all saying please can you let the residents know of your decision. Please can you give me a timeframe when they can reasonably expect a decision?

Response to Supplementary Question:

Its not in the gift of the Council, its TfL that decides the location of bus-stops. Personally I have my doubts about the wisdom of moving the bus stop. Others have argued that the bus-stop should just be taken away. We have to wait to hear what TfL have to say.

7) Question from Cllr Simon Fawthrop:

How much does the Council expect to accumulate/benefit in CIL contributions for carbon offsetting projects from the current pipeline of approved developments?

Response to Cllr Fawthrop:

Thank you for your question. The Council receives Section 106 Carbon Offsetting payments for new major developments that do not achieve net zero carbon emissions on site. To date, around £2,254,605 has been approved (secured by legal agreement) of which £485,842 has been collected.

Supplementary Question from Cllr Fawthrop:

You refer to Section 106 rather than CIL, is there a distinction between that or was the breakdown for what you are expecting on CIL?

Response to Cllr Fawthrop:

I thought it was CIL but I would have to take advice. Whichever one it is the principle is the same, that is the money available to spend on carbon emissions.

8) Question from Cllr Simon Fawthrop:

Does the Portfolio Holder expect the Council to have any increase in the cost of street lighting following recent energy price rises?

Response to Cllr Fawthrop:

This question is disallowed on the basis it was submitted after the 10 day deadline and is not specific to a report on the agenda.

9 Question from Cllr Adam Grant:

I would like to ask if the member can explain how they managed to secure grant funding for the new woodlands establishment and what they plan to do in the future.

Response to Cllr Grant:

Thank you for your question. I'm very pleased that we are lucky in Bromley to have such a proactive Carbon Management Team who actively seek grants and ways to improve our environment in Bromley. They were able to secure funding from the Forestry Commission's Woodlands Creation Planning Grant to assess the feasibility of three potential sites and develop a woodlands management plan. If member approval is later granted tonight to proceed with tree planting at any of these sites, separate grant funding will be sought from the Forestry Commission to cover the cost of the new trees, planting and maintenance.

Supplementary Question from Cllr Grant:

Is there scope for any more opportunities for new sites?

Response to the Supplementary Question:

I will need to take advice from officers on this but just knowing the geography of Bromley I would assume yes.



## ECS PDS—6<sup>th</sup> September: Written Questions from the Public

### 1) Question from Roger Lawson:

How is the Council going to stop those who have not accepted the will of the electorate and the democratic processes of the Council over such matters as School Streets policy from wasting Councillors and officers time in future? Meetings are being disrupted by those who wish to shout loudest.

### Response to Roger Lawson

The matter has been referred to the Constitution Improvement Working Party with a recommendation that where a Portfolio Holder takes a decision in line with the PDS recommendation, there shall be no 'call in' of the decision as it has been scrutinised before the Portfolio Holder took the decision.

### 2) Question from Anne Garrett

In view of the very serious climate change conditions seen during this Summer, will Bromley Council now be declaring a climate emergency and coming up with a specific action plan to tackle local carbon emissions

### Response to Anne Garrett:

Thank you for your question.

The council has undertaken many initiatives in relation to this matter.

We have set the most ambitious target of all councils in pledging to be carbon neutral by 2027 - two years earlier than our initial target of 2029.

We have undertaken a tree planting programme, committing to plant 5,000 new trees across the Borough in four years. So far, we are ahead of our target in relation to this.

We have also installed electric charging points in public car parks and on our highways, encouraged our contractors to use environmentally friendly vehicles and machinery, as well as starting the process of converting our own fleet of vehicles such as snow ploughs, cars, and vans to electric.

We have converted our street lighting to LED, with most our roads and footpaths now lit in this more environmentally friendly form.

We also plan to undertake many more policies in the coming years in sustainability and Highways to help achieve our 2027 target. Add woodlands establishment and EV pilot with oxford.

### 3) Question from Kartik Sawhney

You have been quoted as commenting that £100,000 was received from TfL in the last six months. Could you confirm this amount and any subsequent amounts

received, providing a total and list the projects this has been spent on or is due to be spent on, by constituency ward.

Response to Kartik Sawhney:

The initial grant from TfL was £100k for implementation but the Council has now received £256k funding from TfL for Transport projects, as set out below.

**Project Allocation:**

CHISLEHURST WAR MEMORIAL PEDESTRIAN STUDY (Chislehurst) £7,000

BOROUGH CYCLE TRAINING FUND Q1 (all wards) £20,000

WIDENING OF CROFTON ROAD (Farnborough and Crofton) £77,000

CHINESE ROUNDABOUT SAFETY SCHEME STUDY (Kelsey & Eden Park; Shortlands & Park Langley) £11,000

SOUTHEND ROAD/PARK ROAD/FOXGROVE ROAD STUDY (Beckenham Town & Copers Cope) £5,000

STAFFING COSTS (n/a) £136,000

**Total £256,000**

4) Question from James Brown:

What is the rate of staff turnover in the Council department responsible for traffic and road safety, how does this compare with the rate of turnover 5 years ago and 10 years ago, and what explanation can the Council offer for the rate of turnover?

- Current Turnover Rates 12.5%
- 5 Years Ago 0 %
- 10 Years Ago 7%

The last year includes one retirement, an end to a fixed term 6-month contract, and one related to a relocation.

5) Question from James Brown:

Responding to a public question submitted to the School Streets call-in meeting, the Portfolio Holder expressed the view that opposition parties “abused” the ‘call-in’ procedure “by either misunderstanding or wilfully misrepresenting” recommendations by the Committee, and referred to “a politically motivated campaign”. Please can you elaborate on these claims?

Response to James Brown

The implication behind the Labour and Liberal Democrat parties 'call in' was that the PDS recommendations on June 24th 2022, which I accepted in their entirety, were contrary to council policy and would mean the end of 'school streets'. This is not the case and they remain something which schools can apply for in their travel plans. A significant number of the 39 questions submitted for the meeting on July 15th we're from members of the Labour Party.

6) Question from Carrie Heitmeyer:

Draft minutes from the June 2022 Environment meeting suggest a 26.7% increase over the Council's target for Killed and Seriously Injured (KSIs) on Bromley's roads. Please can the Council's website provide information about what the Council plans to do about this, and on the role of the Road Safety Panel?

Response to Carrie Heitmeyer

The Council has a long-standing commitment to road safety and to reducing the number of road users seriously injured on our streets, which over the years has been very successful. As London's largest borough, with most miles of road, it is important to look at casualty rates in the context of road length and number of journeys. By this measure Bromley has some of the safest roads in London. Bromley's approach is set out in the Council's current Local Implementation Plan, "Bromley's transport for the future", that was published in 2019 and will be revised in due course, as necessary.

Regarding the Road Safety Panel, this long running residents' forum has now stopped meeting. I have decided that best way I can be aware of any road safety issues is by consulting my fifty-seven fellow councillors. To this end I have invited colleagues to give me a tour round their wards to show me any concerns. In addition, our Fix My Street portal gives early warning to our professional staff and, of course, they also receive and analyse reports of all accidents which the police attend.

I have decided that the Road Safety Panel, which has not met since 2019 and which has not been attended by the Police in recent years is no longer needed. I remain grateful for the excellent work Panel members have done over the years which is much appreciated by the Council.

8) Question from Carrie Heitmeyer:

Which Bromley Council document sets out the Council's vision for Bromley's roads and streets, and are there plans to review Council policy to ensure it remains up-to-date with latest thinking on public space (e.g. the growing view that street design should not focus exclusively on the preferences of motor traffic)?

Response to Carrie Heitmeyer.

As I mention in my other answer to you, the Local Implementation Plan, "Bromley's transport for the future", sets out the Council's vision for Bromley's streets and this document is due to be reviewed. Street design for funded projects always takes into account current thinking to maximise benefit to all road users. The majority of recent projects have focussed on active travel outcomes.

9) Question from Daniel Allen:

Road safety across the whole Borough is reviewed about every two years, utilising collision data available to the Council. Any casualty cluster sites near or outside schools will be identified in this study. This is in addition to anything coming from the schools in respect to concerns raised in Travel Plans. Any significant change /

enlargement of a school will trigger a highways development investigation to assess road safety impacts

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10) Question from Andrew Stotesbury:

With Areli intentionally running down the Orpington Walnuts Centre down and shops moving out for various reasons. What happens to the public and disabled toilets in the Walnuts Centre when either the last shop leaves, the developer just locks the doors, or a development starts?

Response to Andrew Stotesbury.

There are alternative community toilets on the community scheme within a relatively short distance from the Orpington Walnuts Centre. If there was to be no provision as a result of development works, the Council will look to see whether other establishments within the High Street could provide access to their toilets and join the community toilet scheme. The Council welcomes suggestions from members of the public and Ward Councillors.

11) Question from Andrew Stotesbury:

Has Bromley Council a guarantee from the Owners, Operators, Developers and Facilities Management, including Orpington 1st that a high standard of public and disabled toilet provision (that is at least comparable in facilities, cleanliness, convenience and access ability to the existing) will be maintained throughout any changes, alterations, closure or development to the Orpington Walnuts Centre?

Response to Andrew Stotesbury:

The community toilet scheme is a voluntary scheme. However, the future public and accessible toilet provision has been raised with planning and regeneration colleagues that are likely to be involved in the planning process for any changes, closures or development of the Orpington Walnuts Centre.

12) Question from Kerry Nash:

The 2022 Healthy Streets Scorecard reports that along with Barnet, Bromley Borough continues to have the lowest score for 20mph speed limits (just 5% of roads compared to 13 boroughs with over 90% coverage). 20mph speed limits are cheap to introduce and reduce KSIs. Will Bromley Council consider action here?

Response to Kerry Nash:

This question is disallowed as it does not relate to specific items on the agenda.