

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

Minutes of the meeting held at 7.00 pm on 25 January 2023

### **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,  
Harry Stranger, Mike Jack and Wooler

Lily Wooler (Bromley Youth Council)

### **Also Present:**

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

## **1 MINUTES OF THE MEETING HELD ON 22nd NOVEMBER 2022**

A Member raised an issue regarding the written questions and answers from the public that were published with the minutes. Specifically, the number of FMS (Fix My Street) requests with respect to recycling centres. She pointed out that there had been fifty-three FMS requests from the public noted with respect to Penge East Station. However, in the same table (where written responses to questions had been tabulated) it had been recorded that there had been just 1 FMS request from the public and two FMS requests from Councillors with respect to Pawlene Close. She felt that this may be wrong and asked for the data to be re-checked. The Director for Environment and Public Protection said that he would look into this with officers.

A Member asked if an individual would receive a response if a question was dis-allowed. It was noted that normally the individual would not receive an answer to the question, but would be informed as to why the question had been dis-allowed.

The Portfolio Holder for Transport, Highways and Road Safety requested that going forward, the Portfolio Holder updates be added to the published minutes along with the responses to questions.

**RESOLVED that the minutes of the meeting held on the 22nd of November 2022 be agreed and signed as a correct record and that in the future, the updates from both Portfolio Holders be added to the published minutes.**

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

Apologies had been received from Councillor Allison Stammers and Councillor Mike Jacks attended as her substitute.

### **3 DECLARATIONS OF INTEREST**

There were no declarations of interest.

### **4 MATTERS ARISING AND WORK PROGRAMME**

CSD 23019

A Member asked when there would be a report regarding the Jubilee Parks Grant applications.

It was noted that the Portfolio Holder for Sustainability, Green Services and Open Spaces had provided an update regarding this matter in her Portfolio Holder statement and that this had been discussed at the previous meeting of the Committee. The Portfolio Holder stated that it was anticipated that a report on the Jubilee Grants Programme would be presented to the Committee in Autumn of this year.

**RESOLVED that the Matters Arising and Work Programme Report be noted and that an update report on the Jubilee Grants Programme would be presented to the Committee in the Autumn of this year.**

### **5 ORAL QUESTIONS FROM THE PUBLIC OR COUNCILLORS TO THE CHAIRMAN**

No questions had been received for the Chairman.

### **6 ORAL QUESTIONS FROM THE PUBLIC AND COUNCILLORS TO THE PORTFOLIO HOLDERS**

Three oral questions were received from the public and two oral questions were received from Members. The responses to the oral questions will be appended to the minutes.

### **7 WRITTEN QUESTIONS FROM THE PUBLIC AND COUNCILLORS**

Twelve written questions were received from the public and five written questions were received from Members. The responses to the written questions will be appended to the minutes. The responses to written questions from the public were disseminated to the questioners via email the day following the meeting.

## **8 RINEY: CONTRACT PERFORMANCE REPORT**

ES20247

The LBB Assistant Director for Highways attended with Mark Boyle (Commercial Director) and Luke McFarlane (Contract Director) from Riney to update the Committee.

The Chairman asked Riney how they perceived their performance. Riney responded that conditions had been very difficult for the organisation due to a combination of adverse weather conditions and 'hyper-inflation'. These were issues that had affected performance.

The Chairman highlighted section 3.10 of the report that showed a marked dip in performance during the summer of 2022 and he asked for an explanation of this. Riney explained that this was caused by a backlog of work caused by extreme weather conditions. A Member asked if year on year comparisons were available to see if this was a recurrent problem and to see if trends could be identified. Riney responded, saying that they did attempt to identify trends and plan ahead.

The Chairman referenced section 3.25 of the report which referenced a high turnover of key personnel, including temporary management roles. This turnover of staff was also mentioned in the report as a contributory factor adversely affecting performance. Riney stated that work had been undertaken to improve recruitment and retention and that all relevant staff were in position to provide stability for the Bromley contract.

A Member commented that very often the matter of pot-holes would be raised on FMS. The pot-holes would be logged as having been fixed, but in a few days they would 'pop back out' again. She commented that these were a serious danger to cyclists. She asked if Riney could use different materials so that these repairs would be more effective. The representative from Riney responded and said that they were not able to carry out permanent repairs in adverse weather conditions where there was for example standing water. In these cases they would have to use temporary materials and undertake permanent repairs later. Extremes of weather, whether this was too hot, too cold, or too wet could all affect repairs.

A discussion took place regarding the amount of financial penalties Riney had incurred because of late service delivery. A Member suggested that warning signs be displayed near potholes that had not yet been repaired. A discussion took place regarding the various response times that Riney were required to work to.

A Member enquired as to how often Riney went out to look at potholes. The Assistant Director of Highways responded and said that there was a fixed inspection regime and so the Council relied heavily on reports coming in via Fix My Street. The representatives from Riney said that they were now in the

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process of using new temporary materials which they hoped would be more effective. They acknowledged that the repeated repair of potholes on a temporary basis was not only bad for the Council and the public, but it was bad for them as it was costly to the organisation. The representatives from Riney said that they were trying as best they could to deliver to the KPIs as required by the contract.

Members were briefed on some of the innovative products that Riney were working on and these included warm tarmac and single layer asphalt. Warm tarmac was now being used across all of London and reduced carbon emissions. Single layer asphalt was stronger. A Member asked about materials that were difficult to source and it was reported that there was a significant problem in obtaining steel and steel columns. Riney had been waiting for 12 months for steel columns to be delivered and this impacted up on the replacement of rusty lampposts.

A Member was keen to receive more data with respect to the two hour responses and requested that the KPI data for February be disseminated as soon as possible. A Member raised the matter of issues being closed on Fix My Street when the problem had not been resolved. The Director of Environment and Public Protection said that he attended a regular meeting on a Monday to discuss issues pertaining to Fix My Street and he requested that any issues going forward be sent to him directly for his attention.

Councillor Turrell said that he was looking at ways in which FMS could be improved and that he would be happy to meet up outside the meeting with Councillor Ireland to discuss this. Councillor Alisa Igoe said that she would be interested in attending any meetings that took place to discuss the improvement of FMS.

A Member suggested that if there were issues on FMS that had not been resolved, an explanatory message could be displayed like 'being worked on.' At this point the Portfolio Holder for Transport, Highways and Road Safety requested that the updates from the Portfolio Holders be published going forward along with the minutes.

A discussion took place with respect to flooding and a Member encouraged people to use water butts; he said that the Council were offering subsidised water butts for sale on the Council website.

The Portfolio Holder for Transport, Highways and Road Safety reminded everybody that the London Borough Bromley was a large borough with a significant road network and that winter was not a suitable time to carry out repairs. March and April were approaching with better weather conditions and this would be a more appropriate time to make more permanent repairs to the road network.

The Chairman thanked Mr Boyle and Mr McFarlane for attending the meeting. He said that he hoped to see an improvement in performance over the next 12 months.

**RESOLVED that the Committee note the report and the work that was ongoing to ensure compliance with the contract.**

**9 UPDATE FROM THE PORTFOLIO HOLDER FOR SUSTAINABILITY, GREEN SERVICES AND OPEN SPACES**

The Portfolio Holder was asked why it was costing £2m to dredge Kelsey Park Pond and what would happen to other ponds in the borough. The Portfolio Holder agreed that £2m was a great deal of money, but this was the amount that had been quoted post survey. The dredging of Kelsey Park Pond was a priority, especially because of the multiplicity of wildlife that lived there. Because dredging was expensive, other ponds would be desilted when the budget allowed. Some de-silting work had been undertaken at Church House Pond by Idverde previously.

It was noted that the Leafing Programme had now ended and so any further leaf collections that were required should be reported on FMS as normal. A Member said that she had been approached by a sixth form student from Harris School who said that the Council had not allowed the school to be part of the recycling campaign. The Member asked if the Portfolio Holder had been approached by any schools in this regard. The Portfolio Holder responded and said this was something she would look into, but she clarified that she had not been approached by any schools.

A Member enquired if any additional money would be available for the Small Parades Bid. The Portfolio Holder answered and explained that this was funded by central government and no money was available at this time. Clarification was provided as to the means whereby the part time officer dealing with Jubilee Grant applications would be funded and it was further noted that no records existed to specify when Kelsey Park Pond had been previously dredged.

**RESOLVED that the update from the Portfolio Holder for Sustainability, Green Services and Open Spaces be noted.**

**10 UPDATE FROM THE PORTFOLIO HOLDER FOR TRANSPORT, HIGHWAYS AND ROAD SAFETY**

A Member asked why the request from the Metropolitan Police regarding the Junior Road Watch scheme was refused. The Portfolio Holder answered and said that adults may find it somewhat irritating to be lectured to by a child and this was a matter that was better left to the police.

An explanation was provided as to the nature of the 5G aerials referenced in the Portfolio Holder Update.

A discussion took place about electric buses and possible other routes that may be electrified. The Portfolio Holder said that in terms of other routes that may be serviced by electric buses--that would be a matter for TfL. A Member asked if they could have a day out on the new electric bus.

It was noted that it was unlikely that the Council would be providing funding for Coronation Street Parties. However, each of the BIDS could apply for a £5k grant. The Council would need to grant permission for streets to be closed.

A trial to trunk electric cables across the footway for those car owners without a driveway was to be undertaken. Ten staff had volunteered so far, including the Portfolio Holder for Sustainability, Green Services and Open Spaces.

**RESOLVED that the update from the Portfolio Holder for Transport, Highways and Road Safety be noted.**

## **11 ECS PERFORMANCE OVERVIEW**

A Member requested that the data concerning the two hour response times from Riney be disseminated to the Committee.

A Member referenced item 5e on the report which was the data regarding people killed or seriously injured in road traffic accidents. She noted that no KSI data had been supplied for the period April to November 2022; she asked what the reason for this was. It was reported that this data would be supplied at the PDS meeting in March.

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

## **12 PRE-DECISION SCRUTINY OF REPORTS TO THE ENVIRONMENT AND COMMUNITY SERVICES PORTFOLIO HOLDERS**

### **a PARKING SERVICES - CONTRACTOR PERFORMANCE REVIEW: - APCOA PARKING, JANUARY 23**

ES20243

The Head of Shared Parking Services attended with Russell Peacock, from APCOA, (Director-Business Process Re-Engineering) and Shaun Price, (for RingGo (Account Director).

Mr Price informed the Committee that Ringo processed 200,000 paid parking sessions in Bromley per month. In 2022 the company processed in the region of 107 million transactions nationwide. Ringo was the largest provider of cashless parking sessions within the UK and were currently used by 65% of

local authorities in London. They were also used by councils in Kent and Sussex. The Chairman commented that the Apcoa Report was a good one and indeed one of the better reports that had come to the Committee. He praised the Solar Car Wash initiative that had been developed at Heathrow and asked if Apcoa were planning to do the same in Bromley.

The issue of staff turnover was discussed as this was always a challenge in this particular industry. Apcoa had been looking at ways to streamline the recruitment process and also at ways to reduce staff turnover. One of the changes in policy that seemed to work was the introduction of shorter and flexible hours; this seemed to have a positive effect on staffing levels and the retention of staff.

Mr Peacock stated that the company was looking at various ways to introduce new income streams. In terms of staffing levels, there was now a waiting list of applicants seeking to join the organisation which had not been the case previously.

With respect to staff welfare and training, staff now had to pass a conflict management training course before joining the organisation. Apcoa employees were provided with body worn cameras and a colour coded system in place. A code blue report meant a derogatory comment had been made, a code yellow meant that a member of staff had been verbally assaulted and a code red meant that a member of staff had been physically assaulted.

It was asked if the company prosecuted people that assaulted its staff; the response was that this a matter for the individual. Apcoa felt supported by the police and by the Council. Mental health support was available for staff if required.

A discussion took place regarding staff who regularly experienced code red situations, data security issues and occasional connection difficulties when using Ringo. Mr Price responded that they were PCI compliant. It was explained that Ringo had a main server and a back-up server that were located at two different locations and that their upload success was 99.8%. There had never been an occasion when all channels had gone down at once.

Apcoa was asked if they paid staff the London Living Wage and the response was affirmative.

The Portfolio Holder for Transport, Highways and Road Safety paid tribute to the Civil Enforcement Officers. He said they had a difficult role, working in challenging conditions and also performing a public service. He said that he was impressed with Ringo and the way the company operated; he felt that their systems were efficient. The Portfolio Holder said that he was impressed with the use of the three wheeled vehicle which he had observed recently. He also said that particular problem locations could be 'blitzed' with CEOs if

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appropriate. The Portfolio Holder commented on the importance of explanatory posters and leaflets so that individuals who may never have used Apps before would be able to do so.

**RESOLVED:**

**That the Portfolio Holder for Transport, Highways and Road Safety be recommended to approve the Communication Plan for the removal of the pay and display machines as outlined in appendix 2 to the Report.**

**b PLANNED HIGHWAY MAINTENANCE**

ES 20249

A discussion took place concerning which roads were included in the Planned Highway Maintenance Programme and which roads were not.

The Assistant Director for Highways explained that an initial boroughwide survey using AI had been completed the previous winter using vehicle mounted cameras along with GPS location technology and a further artificial intelligence survey had been undertaken during the summer. He would be happy to provide a demonstration of this process using Microsoft Teams if required.

It was clarified that the funding to maintain principal roads came from TfL. The Portfolio Holder for Transport, Highways and Road Safety said that he had requested that the matter of funding for principal roads from TfL be placed on the next London Councils agenda.

The Assistant Director for Highways stated that 17% of Bromley's road network needed maintenance and this would be done on a priority basis with roads serving bus routes at the top of the list.

It was made clear by the Chairman, Portfolio Holder and the Assistant Director that the Planned Highway Maintenance Programme was not political and that the Councillors had not influenced policy. The roads on the list had been allocated on the basis of priority subsequent to the AI surveys.

**RESOLVED that the Portfolio Holder for Transport, Highways and Road Safety be recommended to agree:**

**1) That the schemes listed in Appendix A be included in a programme of planned highway maintenance for 2023/24, to be undertaken by the Council's existing highway term maintenance contractor.**

**2) That the decision to include additional schemes in the programme be delegated to the Director of Environment and Public Protection, based on the results of further condition assessments.**



**c ENVIRONMENT AND COMMUNITY SERVICES PORTFOLIO  
DRAFT BUDGET 2023/24**

ES20245

The Committee noted the Environment and Community Services Portfolio Draft Budget for 2023/24.

A Member referenced Line 10 in Appendix 1 of the report—this was the ‘Income on sale of recyclates not inflated in contract’. She asked for an explanation of what this meant. It was explained that this meant that there was no inflation increase on the sale of anything that the Council sold to recycle.

The Committee considered the update on the financial forecast for 2023/25 to 2026/27 and considered the initial draft budget as a basis for setting the 2023/24 budget.

**RESOLVED as follows:**

**It was agreed that the Committee was content to accept the initial draft budget and had no additional comments to make for the attention of the Executive.**

**13 QUARTER 3 CAPITAL MONITORING REPORT**

FSD23008

Members noted the Capital Programme Monitoring Report that covered the period of quarters two and three of 2022/23.

**RESOLVED that the Portfolio Holders note and acknowledge the Capital Monitoring Report and the changes that will be proposed to the Executive.**

**14 PRE DECISION SCRUTINY OF REPORTS GOING TO THE  
EXECUTIVE FOR DECISION**

**15 JCDECAUX CONTRACT EXTENSION PART 1**

This report was presented to the Committee by the Council’s Public Affairs Officer.

The report was for pre-decision scrutiny by the Committee prior to being presented to the Executive for decision. Members had been requested to note the report and provide comments for consideration by the Executive.

It was reported that the JCDecaux digital information screens:

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- Were durable over 10 years
- Used 100% renewable energy
- Operated at 70% brightness in the day
- Operated at 20% brightness at night
- Were switched off between midnight and 6am

**RESOLVED as follows:**

**The ECS PDS Committee noted the report and approved the recommendations of the report that would be proposed to the Executive.**

**16 POLICY DEVELOPMENT AND OTHER ITEMS**

**17 VEHICLE CROSSOVER POLICY**

ES20248

A Member had requested that the Vehicle Crossover Policy report be presented to the Committee, as he felt that the current policies relating to vehicle crossovers needed to be reviewed. He said that there were two areas that were absent from this report and these were related to electric vehicles and existing right of ways. He suggested that these areas would need looking at and reviewing in the future. A discussion took place regarding the joint use of a single crossover and whether that was allowed or not. The Portfolio Holder for Transport, Highways and Road Safety said that this was not allowed. A Member asked what would happen if a resident employed a private contractor to construct a crossover. The Assistant Director for Highways said that in such cases the Council could dig up the crossover, do it properly and then charge the resident.

**RESOLVED that the Environment and Community Services PDS Committee endorse the current Council policies relating to the construction of new vehicle crossovers.**

**18 RISK REGISTER REPORT**

ES20238

A discussion took place regarding the potential disruption to waste services because of the Depot Improvement Programme Works scheduled to take place in 2024. The Assistant Director for Environment said that a report would be presented to the Environment and Community Services PDS Committee in November 2023 which would provide an update and details of mitigation to reduce disruption to waste collection and recycling services. It was anticipated that work would commence in November 2024. A Member asked if residents could be consulted.

A discussion took place concerning town centre businesses and markets and the risk of loss of town centre business income. The Assistant Director for Environment said that trading had not yet returned to pre-covid levels. However, the Council was working with businesses the BIDS to resolve this and the Council was now seeing some market traders and businesses returning.

Regarding recycling, the Committee was reassured to learn that there had been no reported rejections of wet paper and card. The Council was considering how to maintain recycling levels in the event of extreme weather.

**RESOLVED that the Risk Register report be noted.**

**Oral Questions from the Public**

**Oral Questions from Councillors**

**Written Questions from the Public**

**Written Questions from Councillors**

**Statement from the Portfolio Holder for Transport, Highways and Road Safety**

**Statement from the Portfolio Holder for Sustainability, Green Services and Open Spaces**

The meeting ended at 9.30 pm

Chairman

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## Oral Questions from the Public

1) Question from Kyle Sewell:

(27 December 2022).

I am a resident of Tylney Road, and for years, cars have been driving too fast down the road. There have been several times where I've nearly been hit by speeding cars due to lack of visibility. Will the Council commit to reducing speed on Tylney Road, and how?

Response to Question 1:

Response from the Portfolio Holder for Transport, Highways and Road Safety:

The Council has installed traffic calming measures on Tylney Road, including a raised table and school-time 20mph flashing signs. Parked cars in Tylney Road also help reduce the speed of traffic.

Speeding motorists are a police responsibility.

Supplementary Question from Kyle Sewell:

What action has the Council taken to protect school children in the vicinity of Tylney Road. If no action has been taken, what action will be taken in the future?

Response to the Supplementary Question from Kyle Sewell:

I can only repeat what I have just said. We have put in a raised table, we have also put in 20mph flashing signs. I drive down Tylney Road all the time. The fact that there are parked cars on both sides and by the junction of the mini roundabout does actually mean that traffic slows down. If there are problems on occasion with speeding traffic, I suggest that you talk to your Ward Councillors who will be members of your local Safer Neighbourhood Team Committee and they will raise the matter directly with the police.

Question from Councillor Alisa Igoe:

Can you advise if the 20 mph flashing signs are advisory and not enforceable, which means that traffic could still travel down the road at 29mph?

Response to the Question from Cllr Alisa Igoe:

Yes, the signs are advisory and not enforceable by Law. The fact that they are used at the end of the school day makes usage more appropriate and they tend to work.

Question from Cllr Alisa Igoe:

Do you not think that it's dangerous to have small, very young children emerging from parked cars and trying to cross the road?

Response to Cllr Alisa Igoe

I would hope that a young very small child would be with its parents, but clearly what we have done is to ensure that there are warning signs there. There is little more that we can do—we have put in appropriate measures. It is a busy road, but my experience is that its difficult to go fast down that road, particularly at the bottom end as you have to stop for cars coming the other way.

2) Question from Tim Webb.

(11 January 2023)

There are two blocked drains or gullies in the High Street outside number 172, the site of the old Harvest Moon Pub.

These are continually blocked and cause severe flooding in the road and pavement after it rains. How often are these gullies and drains cleared and when was such cleaning last carried out?

Here is a link to a recent YouTube video highlighting the issue.

[https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fyoutu.be%2Fc4d\\_jiaaAqM&data=05%7C01%7CStephen.Wood%40bromley.gov.uk%7C528399a701cf46f6e76a08daf3c44dc6%7C8cc3d50b245a4639bab48b879ac9838c%7C0%7C0%7C638090321685715710%7CUnknown%7CTWFpbGZsb3d8eyJWlloiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=QPyEMNcm8zLnT%2FSL4mjzSUuRnuCB9rOjr1BZSdKNBQA%3D&reserved=0](https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fyoutu.be%2Fc4d_jiaaAqM&data=05%7C01%7CStephen.Wood%40bromley.gov.uk%7C528399a701cf46f6e76a08daf3c44dc6%7C8cc3d50b245a4639bab48b879ac9838c%7C0%7C0%7C638090321685715710%7CUnknown%7CTWFpbGZsb3d8eyJWlloiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=QPyEMNcm8zLnT%2FSL4mjzSUuRnuCB9rOjr1BZSdKNBQA%3D&reserved=0)

Response to Question 2:

Response from the Portfolio Holder for Sustainability, Green Services and Open Spaces

All 35,000 roadside gullies in the borough are scheduled for cleaning at least every other year. Some gullies including the ones on the High Street need traffic management to carry out safely the work. The two gullies are on our work programme planned for overnight on 23<sup>rd</sup> January 2023, when the problem will be investigated.

Supplementary Question from Tim Webb:

The two drains opposite 172 High Street are often blocked. How often are drains cleared? When were they last cleared? I would like to thank Cllr Kim Botting for escalating the matter.

Response to the Supplementary Question.

The drains have been cleared out. If there continues to be an issue with flooding then please report it again. This can be reported to your Ward Councillor or to myself.

(It was noted that the Neighbourhood Manager for Waste Services—in attendance at the meeting, would investigate further).

Supplementary Question from Cllr Simon Fawthrop:

What is the frequency of drain cleaning in High Streets?

Response to the Question from Cllr Fawthrop:

The drains are normally cleaned every two years. If there is an incident where flooding occurs we will always investigate.

3) Question from Kyle Sewell:

(27 December 2022).

Following the snow in mid-December, I found it difficult as a pedestrian to walk to school due to ice on the pavements, and slipped over once due to it. This was also dangerous for elderly people, who find it difficult to keep their balance. Why didn't the Council grit pavements?

Response to Question 3:

Response from the Portfolio Holder for Transport, Highways and Road Safety:

The Council are unable to treat all footways following snowfall. Priority treatments are based on the following criteria

- Transport interchanges e.g. railway stations, bus terminals and routes to them;
- Town centres
- Outside schools and safer routes to schools (walking bus routes)

We have a 'Snow Friends' programme, where residents are able to assist in snow clearing and spreading salt on local footways

Supplementary Question from Kyle Sewell:

I have been told that there are not enough volunteers for 'snow friends' and some of those who are volunteers did not receive their supplies on time. Why was this? When we have very cold weather, will the Council not commit to gritting pavements and shop fronts to ensure safety?

Response to the Supplementary Question from Kyle Sewell:

We cant afford to grit every road in the borough. The priorities have been set over many years and they are the right ones.

Comment from Cllr Simon Fawthrop:

Is the Portfolio Holder aware that an event for 'Snow Friends was held last night? Councillor Turrell hosted and it was well attended.

(At this point Councillor Turrell expressed his thanks to 'Snow Friends' volunteers.



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## Oral questions to the Portfolio Holders from Members

### 1) Question from Cllr Alisa Igoe:

(11 January 2023)

Bromley's Air Quality Action Plan (AQAP). On 6 September I asked why the Council website still said, "document is not currently available in an accessible form". The Portfolio Holder told me staff needed to be trained for this new service function as it must meet Accessibility Regulations. Why, on 11 January, 127 days later, is it still not available on the website and has the staff training been completed?

### Response to Question 1:

Response from the Portfolio Holder for Sustainability, Green Services and Open Spaces.

The training for staff has been completed and some formatting done. This document has complex infographics that are not easy to reformat in line with the required accessibility criteria. Hence it is taking much longer than expected to complete. The document is available via email and is issued within 48 hours following receipt of the request.

### Supplementary Question from Cllr Alisa Igoe:

How much longer will it be until this document is displayed on the Council Website?

### Response to the Supplementary Question:

I agree that this is matter that needs to be resolved as soon as possible. Whatever support the Team needs from myself, whether that is budgetary or otherwise will be provided.

### 2) Question from Cllr Alisa Igoe

(11 January 2023)

A press release on 28 September 2021 informed residents that Bromley Council were taking over the enforcement of moving traffic contraventions. Could the Portfolio Holder please tell me how many Penalty Charge Notices have been issued since it took over enforcement and the total amount of income received from PCNs so far.

### Response to Question 2:

Response from the Portfolio Holder for Transport, Highways and Road Safety:

Between October 2021 to December 2022 - 27,930 moving traffic PCNs have been issued. Between the same dates, £1,670,418 of income has been received for these PCNs.

Supplementary Question

Please would you mind repeating those figures?

Response to the Supplementary Question:

As above.

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## Written Questions to the Environment Portfolio Holders from the Public:

1) Question from Georgina Dayanc:

(30 November 2022):

On the Council's web page 'Sustainability Reports' you have used the Govt statement on climate change, but replaced the phrase "due to human activity" to "influenced by human activity". Please confirm that the Council accepts that human activity is the dominant cause of climate change with more than 95% probability as per the IPCC 5th Assessment Report.

<https://www.bromley.gov.uk/sustainability/sustainability-reports>

<https://www.gov.uk/guidance/climate-change-explained>

[https://www.democracynow.org/2013/9/27/headlines/ipcc\\_scientists\\_now\\_95\\_certain\\_climate\\_change\\_caused\\_by\\_humans](https://www.democracynow.org/2013/9/27/headlines/ipcc_scientists_now_95_certain_climate_change_caused_by_humans)

Response to Question 1:

Response from the Portfolio Holder for Sustainability, Green Services and Open Spaces.

In our recent sustainability report we cited that 'climate change is influenced by human activity'. This statement refers to the fact that a large amount of greenhouse gases in the atmosphere are caused by human activity, thus human activity is a significant factor influencing climate change. The overwhelming scientific consensus, including the study cited by the IPCC, points to there being a high probability that human activity is the dominant driver of climate change.

2) Question from Georgina Dayanc:

(7 December 2022)

I understand that the Committee re-examines their Risk Register before every meeting. Was the issue of extreme heat and the potential of wildfires specifically addressed in the latest review? What was the outcome of the deliberations?

Response to Question 2:

Response from the Portfolio Holder for Sustainability, Green Services and Open Spaces.

The Council maintains risk registers at several levels across the organisation. The risks created by the extreme heat that was experienced this summer, including the risk of fire, were raised at a service level where applicable, with our grounds maintenance and arboricultural risk registers, for example, being updated and our contractors reviewing and updating their risk assessments accordingly.

3) Question from Rebecca Farrar:

(9 January 2023)

Cllr Bennett has described himself as a motorist, cyclist and pedestrian. The Council also states road safety is their no.1 priority. How does this correlate with Bromley's consistent opposition to 20mph roads, bollards, traffic calming, LTNs, zebra crossings, or any other measure which hinders or slows motor traffic within the borough?

Response to Question 3:

Response from the Portfolio Holder for Transport, Highways and Road Safety:

Bromley is committed to road safety and invests finite resources where they are most likely to save lives – be that through targeted road safety education programmes or engineering measures at cluster sites. There is no opposition to zebra crossings (many of which have been installed in recent years) or traffic calming where a need is identified..

4) Question from Rebecca Farrar:

(9 January 2023)

Bromley has the highest levels of car ownership in London. Thicket Road, in SE20 endures over 1million vehicles passing through it per annum (3,500 per day). Traffic on this residential road has more than doubled in a decade. Speeding is habitual and cycling and walking is an unpleasant experience. Does the council intend to do anything to address car dominance in the borough?

Response to Question 4

Response from the Portfolio Holder for Transport, Highways and Road Safety:

The Council has a published plan through which it seeks to facilitate safe travel by whichever means is most suitable for our residents. Artificially preventing traffic from using one road simply displaces a problem elsewhere. Where road safety issues are identified they will be addressed on a priority basis. Speeding vehicles is a police responsibility.

5) Question from Ann Garrett--Bromley Friends of the Earth Joint Co-ordinator:

(10 January 2023)

In view of the very serious on - going climate change conditions, what plans do the council have to reduce traffic pollution and car use, and encourage the use of more measures such as car clubs?

Response to Question 5:

Response from the Portfolio Holder for Sustainability, Green Services and Open Spaces.

As set out in the Council's Transport Plan, the Council invests in measures to support sustainable transport to give residents as much choice as possible as they travel around the Borough. There have been a number of zebra crossings, refuges and cycle routes introduced in recent years. The popularity and impact of car clubs was severely hampered by Covid (people were much less willing to share cars with strangers) but the Council will continue to support their introduction where viable.

6) Question from Ian Dunn:

(11 January 2023)

When was the lake at Kelsey Park last dredged and what was the cost?

Response to Question 6:

Response from the Portfolio Holder for Sustainability, Green Services and Open Spaces.

The Council does not appear to hold records on when the lake was last dredged.

7) Question from Ian Dunn:

(11 January 2023)

Please describe the basis for the calculation of the £2million item for dredging of the lake in Kelsey Park in the Capital Programme Paper discussed at the Executive on Wed 18 January, including what lakes at Kelsey Park are included.

Response to Question 7:

Response from the Portfolio Holder for Sustainability, Green Services and Open Spaces.

The cost estimate is based on an early contractor involvement report produced by Land & Water, an environmental civil engineering firm, who undertook an initial assessment of the work required to remove silt from the Upper and Lower Lakes and from the silt trap in Kelsey Park in June 2022.

8) Question from Paul Elliot:

(11 January 2023)

Can the Portfolio Holder provide an update on progress with the installation of a perimeter fence at Hoblingwell Wood Recreation Ground as this was a commitment made when planning permission for the cycle track was approved in 2021?

## **Background**

"The Metropolitan Police Service audit identified potential issues and points for improvement at the recreation ground, such as the provision of a perimeter fence around the sports pitches and/or around the whole recreation ground to deter ongoing unauthorised motorcycle riding, harm to the public and damage to the pitches. As mentioned, the Applicant has omitted the initially proposed perimeter fencing mostly due to budgetary constraints (as the Applicant and the proposal is charity funded) and partly as it is not the object, responsibility or within the gift of this proposal to provide such a feature for the wider use and benefit of the recreation ground. Nonetheless **the Council's Parks Department advises that it intends to provide perimeter fencing to the recreation ground under another project which would address this issue.**"

<https://cds.bromley.gov.uk/documents/s50090232/2002548FULL1%2520-%2520Hoblingwell%2520Wood%2520Recreation%2520Ground%2520Leasons%2520Way%2520Orpington.pdf&ved=2ahUKEwi0mtfPw9j2AhXFiVwKHfGUAJlQFn0ECAQQAQ&usg=AOvVaw3T0HYhY620v1K9QtB8eQ6y>

### Response to Question 8:

Response from the Portfolio Holder for Sustainability, Green Services and Open Spaces.

The Council was hoping to fund a perimeter fence at Hoblingwell Recreation Ground, however when costs for this fence were refreshed in summer 2022, prices were in excess of £50k, with an upper estimate for a full metal fence near to £190k.

These costs are considered prohibitive within available budgets and therefore alternative options for increasing safety and reducing anti-social behaviour are being considered, including funding potential repairs to the floodlighting.

Security arrangements at the site are kept under review, with action being taken within the available budget. We will also continue to look at opportunities to raise the necessary funds to install a perimeter fence.

9) Question from Sue Sulis: Secretary Community Care Protection Group.

(19 January 2023)

Risk Register title : Climate Change, (ID Ref. 22) Existing Controls in Place to Mitigate Risk of Flooding.

The Register relies on 2 documents as Existing Flood Mitigation Controls (3) : - Bromley's Surface Water Management Plan, and Local Flood Risk Strategy. Updated copies, are currently unavailable on the Council's website, and written requests to officers, including the Director of Corporate Governance on 9/12/22 have not been productive.

Do these documents exist?

Response to Question 9:

Response from the Portfolio Holder for Sustainability, Green Services and Open Spaces.

Original versions of these documents do exist, and I'll ensure that you are provided with copies.

Question 10 from Richard Gibbons:

(19/01/2023)

**Re. Agenda item 11**

Given the ECS Performance Overview indicates that 82 schools currently have Travel Plans, would the Portfolio Holder kindly provide a list of those schools with details of issues that each school has included in its Travel Plan, for example the parking and road safety issues outside Warren Road Primary School -

<https://warrenroadprimary.co.uk/wp-content/uploads/2021/08/STARSTravelPlan18062019-1.pdf>

Response to Question 10

Response from the Portfolio Holder for Transport, Highways and Road Safety:

Please see the below list of schools with an approved travel plan:

Each school travel plan is the property of the individual school and can only be provided by the school itself.

1. Alexandra Infants School
2. Alexandra Junior School
3. Babington House School
4. Balgowan Primary School
5. Bickley Primary School
6. Biggin Hill Primary School
7. Bishop Justus School
8. Blenheim Primary School
9. Breaside School

10. Bromley High School
11. Bullers Wood Boys School
12. Bullers Wood School
13. Burnt Ash Primary School
14. Charles Darwin
15. Chelsfield Primary School
16. Clare House Primary School
17. Coopers Technology College
18. Crofton Infant School
19. Crofton Junior School
20. Darrick Wood Infant School
21. Darrick Wood Junior School
22. Darrick Wood School
23. Downe Primary School
24. Eden Park High
25. Elmstead Wood Primary School
26. Farnborough Primary School
27. Glebe School
28. Gray's Farm Primary School
29. Green Street Green Primary
30. Harris Academy Orpington
31. Harris Girls Academy Bromley
32. Harris Primary Academy Beckenham
33. Harris Primary Academy Beckenham Green
34. Harris Primary Academy Kent House
35. Harris Primary Academy Shortlands
36. Hawes Down Primary
37. Hayes Primary School
38. Highfield Infant School
39. Highfield Junior School



40. Holy Innocents RC Primary School
41. Keston CE Primary School
42. La Fontaine Academy
43. Langley Park Boys School
44. Langley Park Girls School
45. Langley Park Primary School
46. Leeson's Primary School
47. Mead Road Infant School
48. Midfield Primary School
49. Oak Lodge Primary School
50. Parish CE Primary School
51. Perry Hall Primary School
52. Pickhurst Junior School
53. Poverest Primary School
54. Pratts Bottom Primary School
55. Raglan Primary School
56. Ravens Wood School
57. Red Hill Primary School
58. Riverside School
59. Scotts Park Primary School
60. Southborough Primary School
61. St Christopher's School
62. St David's College
63. St George's CE Primary School
64. St James' RC Primary School
65. St John's CE Primary School
66. St Joseph's RC Primary School
67. St Mark's CE Primary School
68. St Mary Cray Primary School
69. St Mary's RC Primary School

70. St Olave's School
71. St Paul's Cray CE Primary School
72. St Peter & St Paul RC Primary School
73. St Philomena's RC Primary School
74. St Vincent's RC Primary School
75. Stewart Fleming Primary School
76. The Ravensbourne School
77. Trinity CE Primary School
78. Tubbenden Primary School
79. Unicorn Primary School
80. Valley Primary School
81. Warren Road Primary School
82. Wickham Common Primary School

Question 11 from Richard Gibbons:

19/01/2023

**Re Agenda item 12a**

I note from the Parking Services Review documents that APCOA has deployed 'wearable compact environmental pollution monitor trackers' on CEOs at a number of local authorities. Given concerns about air quality amongst Bromley borough residents would the Portfolio Holder kindly ask APCOA to deploy air quality sensors in our borough?

Response to Question 11:

Response from the Portfolio Holder for Transport, Highways and Road Safety:

Bromley considered the use of wearable air quality monitors but decided that this was not the most useful way of collecting air quality data.



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ECS PDS—25<sup>th</sup> January 2023

## Written questions to the Portfolio Holders from Members:

### 1) Question from Cllr Alison Stammers

(9 January 2023)

FixMyStreet is a very useful tool indeed. However, it is sometimes frustrating when a report is marked as fixed when it has not been finally fixed. A contractor may have been requested to attend to it and/or a temporary fix may have been affected, but in reality the problem remains. Until a matter has finally been permanently fixed, can FMS reports remain open with an “in progress” status (or similar) with appropriate updates please?

#### Response to Question 1:

Response from the Portfolio Holder for Transport, Highways and Road Safety:

FMS reports are updated and closed by the various contractors and officers. While FMS is not intended to manage longer-term works as open reports, teams are advised that short-term works for issues such as potholes etc should be linked to and closed by permanent works. Refresher training for officers is due to be delivered to remind officers of expected process

### 2) Question from Cllr Chloe-Jane Ross

(11 January 2023)

London was ranked the most congested city in the world earlier this month. Does the Portfolio Holder agree that Government, London Mayor and Councils need to do more to tackle congestion in our capital city, and what plans are there to improve congestion hotspots in Bromley Borough

#### Response to Question 2:

Response from the Portfolio Holder for Transport, Highways and Road Safety:

A decade ago the Council constituted a congestion working group to identify priorities for schemes to reduce congestion at pinch-points on the road network. A number of locations were improved, but for many places there was no simple remedy, as the road network was simply not designed for the number of vehicles using it. However, the Council promotes walking and cycling where this is a feasible alternative for residents, with the introduction of physical schemes and also by promoting cycling and sustainable travel to schools. When engineering schemes are introduced care is taken to limit congestion at the location in question or on nearby roads.

### 3) Question from Cllr Chloe-Jane Ross:

(11 January 2023)

Is Bromley Council challenging the ULEZ expansion and if so what action specifically is it taking?

Response to Question 3:

Response from the Portfolio Holder for Sustainability, Green Services and Open Spaces.

A Pre Action Protocol letter has been sent to the Mayor Of London and TfL seeking further information to demonstrate the lawfulness of the decision to expand the ULEZ zone.

In conjunction with other outer London boroughs we are seeking counsel's advice as to whether to seek a Judicial Review particularly in the light of the recent revelations that attempts appear to have been made to influence the outcome of the consultation and to interfere with the results..

4) Question from Cllr Sam Webber:

(11 January 2023)

Would the Portfolio Holder advise on the average time to complete genuine pothole repairs, from the time they are reported to the Council to when they are fixed by our contractors. I note the high number of potholes across the borough due to the extreme weather conditions recently

Response to Question 4:

Response from the Portfolio Holder for Transport, Highways and Road Safety:

As London's largest borough with over 500 miles of road and footpaths inevitably the most serious have to be prioritised. When potholes and other defects are identified which meet the Council's investigatory levels, repair works will be ordered for completion within either 2 hours, 10 days or 35 days, based on the risk.

5) Question from Cllr Sam Webber:

(11 January 2023)

Bromley Town Councillors and residents of Bishops Avenue welcome the promise of a 3-month poster campaign in that road to reduce speeding traffic.

Would the Portfolio Holder consider a permanent flashing sign urging drivers to slow down given this road serves at least 2 local schools, and would he also confirm a further sign which was removed from this road, is due to be replaced and has now been ordered?

Response to Question 5:

Response from the Portfolio Holder for Transport, Highways and Road Safety:

A flashing 20mph sign that illuminates at school arrival and departure times is on order to be installed in Bishops Avenue. Consideration could be given to additional signs, but I'd rather wait to assess the benefits of the new flashing sign and the road safety posters already in the pipeline..



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## **Report to Environment and Community Safety PDS Committee – January 25<sup>th</sup> 2023**

### **ULEZ**

Undoubtedly the biggest issue facing the portfolio at the moment is the proposal by Mayor Kahn to impose the ULEZ on outer London from August 28<sup>th</sup>. The Council has made its views clear in the motion passed at the Council meeting on July 25<sup>th</sup> 2022. In conjunction with seven other London boroughs we are strongly opposing this levy which will particularly affect older drivers, trades people and shift workers.

We have issued with other boroughs a pre action letter to TfL and a KC has been commissioned to advise the councils on the legality of the Mayor's actions. In particular, following clear evidence revealed through the diligent work of our local GLA Member Peter Fortune AM, that the consultation process was seriously interfered with. The evidence shows that the Mayor's office was receiving regular updates on the votes and paid for a social media agency to run a campaign to encourage yes to ULEZ votes. Despite this the result showed a majority opposed and this was after 5,000 no votes were removed from the final result by TfL. We have refused to sign a Section 8 agreement (and will continue to do so) to permit the cameras and signs to be placed on borough roads. The Mayor does not need our permission to place them on the A232 and A21 which are TfL roads.

### **Anti-idling Campaign**

We are extending our campaign to more schools with banners outside to remind parents to switch off their engines whilst waiting for their children. Civil Enforcement Officers and local ward police teams have also been asked to tackle poor parking particularly on zig zag markings outside school entrances.

### **Chislehurst Controlled Parking Zone (CPZ)**

Plans to introduce a CPZ in Chislehurst have, following public consultation, been given approval for further development.

### **Electric Vehicle footway trunking trial**

A trial to trunk electric cables across the footway for those car owners, without a driveway, is to be undertaken.

### **5g aerials on lamp posts**

An application has been approved.

### **Coronation street parties**

As with street parties for Her late Majesty's Platinum Jubilee last June similar permission will be granted for the coronation of King Charles 111 over the three days of celebrations from 6<sup>th</sup> – 8<sup>th</sup> May 2023..

## **Junior Road Watch**

A request by the Metropolitan Police for this scheme has been refused. It is inappropriate for children to be used to assist the police in speaking to drivers. They cannot give informed consent and is likely to be counterproductive.

## **Biggin Hill flooding**

On my recent tour of Biggin Hill and Darwin wards with local councillors I was able to see at first hand flooding on a number of roads. The lack of main drains and blocked soakaways is the principal cause. In addition to using gully emptiers to remove detritus which the heavy rains have deposited I have asked officers to investigate what further action might be taken.

## **Electric Buses**

Most of the buses on Route 119 (Bromley North to Croydon Palisades) are now operated by new Ee class electric buses. I and Nick Roger AM, Opposition Transport spokesman on the London Assembly, visited Bexleyheath Bus garage on December 6<sup>th</sup> to see the inverted pantograph outside the garage which charges the new double deck buses on Route 132. Similar chargers are being installed at Crystal Palace and Orpington Bus station in preparation for the forthcoming conversion of Route 358 to new single deck electric buses.



**Cllr Nicholas Bennett JP**

**Executive Member for Transport, Highways and Road Safety**

## **Portfolio Holder for Sustainability, Green Services and Open Spaces update for ECS PDS on 25th January 2023.**

The last couple of months have been busy ones for the Portfolio, particularly at Christmas, managing the Veolia contract and holiday waste collection service. The Service has now caught up from its post-Christmas schedule change and normal collection days and times have resumed.

I was invited to a few different Christmas events in our parks, but sadly due to catching a terrible flu I was unable to attend, but I heard that they went very well. Thank you once again to our amazing Friends Groups who organise these festive events! This month, I attended the Countryside Stakeholder Panel and the Friends Forum Partnership meeting, and I also toured Keston Common with their Chair.

I was very pleased that Churchfields re-opened on time prior to Christmas. Well done to our officers in Environment and Property who worked very hard to make this happen!

### **Jubilee Grant Update:**

As I mentioned in my November update, we had 29 applications to the first round of the Jubilee Parks Grant. The applicants have now been notified if their grants have been successful, if their applications are supported in principle but require some further work to assess deliverability, or if they have been unsuccessful, with those applicants receiving critical feedback that they can use to improve their application for the Spring. We are now recruiting a part-time officer to oversee these projects and applications to give them additional attention and to support our communities to make these projects a success, with interviews scheduled tomorrow. We are looking forward to our next round of applications, the deadline for which is April 1<sup>st</sup>. Please do see our website for further updates: [www.bromley.gov.uk/jubileeparksfund](http://www.bromley.gov.uk/jubileeparksfund)

### **Autumn Leafing Programme:**

Our Leafing Programme is coming to an end as we are now in the middle of winter. We did extend the Leafing Programme longer than is normal, due to the warmer summer and period of snow in December. We collected over 1900 tonnes of leaves this season. Huge well done to the Environment Team and Veolia for delivering this year's Leafing Programme.

### **Recycling Updates:**

In early December, I attended the National Recycling Awards with Veolia and members of the Environment Team. We were one of two awards that Veolia submitted this year for our education work with schools around recycling. Sadly, we didn't win, but it was a great way to celebrate the partnership working between Bromley and Veolia!

In January, I visited Veolia's Street Pop-Up Roadshow stall in the Bromley Town Centre High Street. They were promoting ideas for food waste minimisation and recycling, giving away food waste containers. It was very busy for the hour that I was there, with a lot of interest in our recycling and food waste programmes and services! Due to the high level of engagement Veolia and Bromley Council have agreed to extend the trial roadshow over the next six months.

### **Drainage Update:**

The Council is responsible for managing 35,000 road gullies spread across the highway network. They require regular cleaning to ensure they allow rainwater to drain into the Thames Water sewers which carry the water away into watercourses and for treatment. The Council has a cyclical

programme of cleaning road gullies with varying frequencies. Every road gully is cleaned once every two years; where there are areas of a high risk of flooding these are cleaned more frequently with intervals of three times a year.

Seasonal weather changes can impact upon their efficiency, such as during autumn leafing which cause a number of gully grates to block with detritus and leaves. It's at these times we aim to ensure that all of the areas prone to flooding have been cleaned and that our street cleaning contractor has also swept road channels to remove as much debris from the road as possible.

There is still a risk that the road gullies can become overwhelmed with the volume of water when the ground is also saturated. At these times we have a callout arrangement with the Council's drainage cleaning contractor to attend and clear flood water where it is the highest risk to road users and potential for flooding property.