

QUESTIONS TO THE ENVIRONMENT PORTFOLIO HOLDER FOR ORAL REPLY

From Cllr Sarah Phillips

There were some questions about safe crossing points and other safety measures on Village Way at the last Full Council meeting.

Can the Portfolio Holder give an update on the follow up he promised by traffic officers, to see if there are any measures that might be effective and reassuring.

Reply

Officers have undertaken traffic speed and volume surveys, along with pedestrian surveys, and have indicated to Members that they will be recommending a pedestrian refuge island is installed in Village Way adjacent to the junction with Whitmore Road.

The Council is also seeking the views of the nearby Harris Academy in respect to their Travel Plan, which does not at present mention Village Way. It is disappointing that their Travel Plan is not consistent with their public statements. We are engaging with the school to try and remedy the situation.

Supplementary Question

Cllr Phillips asked if there are any dates and whether the public is aware that a pedestrian refuge island is recommended for installation in Village Way.

Reply

The Portfolio Holder indicated that the public is not aware.

The recommendation is at feasibility stage, progressing to drawings, and then to consultation with Ward Members. Should Ward Members be content with the recommendation, it can proceed; however, it was not possible to predict Ward Member views.

From Cllr Ian Dunn

1. Please provide an update on progress with the tendering of the Environmental Services contract.

Reply

The OJEU notice for lots 1 to 4 was published on 8th January 2018.

Initial responses are due back on 7th February 2018.

(Democratic Services Note: following the meeting this date was subsequently extended by the Director of Commissioning to 21st February 2018).

Officers are currently fielding clarification questions from the market.

The OJEU notices for the Highway Contracts were published on 12th February 2018.

Supplementary Question

Cllr Dunn suggested there is an express, compressed process, which is nine months behind, with 14 months remaining prior to the current contract expiring. Cllr Dunn asked the Portfolio Holder what action he is taking.

Reply

The Portfolio Holder indicated that work is currently proceeding to achieve a fixed price. The Portfolio Holder added that he is working with officers and suggested that Cllr Dunn's comments in his supplementary question related to the waste contract for which he is working with officers to achieve best price and quality.

2. Please provide the staff tree for the West Neighbourhood team, with forecast dates for any vacancies to be filled.

Reply

The structure chart for the Neighbourhood Management Teams, inclusive of the West Area, is attached. There is one current Neighbourhood Officer vacancy (Neighbourhood Officer 1) which is due to be filled on 17th February 2018. The interview for the Neighbourhood Manager position for the West Area is being held on 26th January 2018. In the interim, operational matters in the area are being managed by Jim Cowan, Neighbourhood Manager, and the contractual management of the Parks and Grounds Maintenance contract is being managed by John Bosley, Assistant Director of Environment.

Structure chart is attached.

Supplementary Question

Cllr Dunn highlighted that the vacancies relate to front line staff and that the former Neighbourhood Manager for West Area left the organisation no later than October 2017. Cllr Dunn enquired why there has been a front line vacancy for the period of time.

Reply

The Portfolio Holder highlighted his Executive appointment from late October 2017 and explained that recruitment takes time to obtain the best person. In the meantime, as previously explained in answers at Full Council, the team had a system to cover vacancies, illness and holidays.

QUESTIONS TO THE ENVIRONMENT PORTFOLIO HOLDER FOR WRITTEN REPLY

From Cllr Ian Dunn

Please provide the date that each road in Clock House Ward, maintainable by Bromley Council was last resurfaced.

Reply

We have reviewed the Council's electronic works order system and have compiled a list of all roads where planned maintenance has been carried out since the start of those records in 2003. These can be found in the attached spreadsheet. There may be available records pre-dating 2003, but it has not been possible to review these in the time available since receiving this enquiry.

From Clive Lees, Chairman, Ravensbourne Valley Preservation Society

1. The new(ish) Crab Hill Pay and Display Scheme is unsatisfactory, underutilised and above all promotes unsafe traffic conditions together with bottlenecks caused by displaced parking. Is the Portfolio Holder aware of these shortcomings?

Reply

It is acknowledged that the pay by mobile bays are not fully utilised at present and I will address this in my answer to your second question. In respect to parking displacement, where new parking restrictions are installed there will always be a certain level of displacement to unrestricted roads and these are a consideration when officers are planning a design. Regardless of any parking schemes, commuter parking can be witnessed in many roads within the borough especially where demand is high due to nearby facilities such as railway stations, hospitals, schools, businesses and shops.

Whilst we appreciate that parking can result in some drivers (at times) needing to give way to on-coming vehicles, we do not consider this to create too many problems or issues. Indeed, parked cars often reduce the speed of passing traffic. Where complaints regarding congestion and pinch points were regularly reported prior to installation of the scheme this is no longer the case. We have also looked into the accident data we receive from the Police regarding accidents in any particular location as this provides additional, useful information. The latest police records show that there have been no collisions resulting in personal injury in locations in and around Crab Hill the last three years. (Please note that the Police only record accidents where a personal injury has occurred, they do not record damage to vehicle only accidents, therefore, it is not possible to accurately record these types of incidences). We have also reviewed additional data for accident reports in the same area over the last 19 years and highlighted that there were three slight personal injury incidents in July 2002, June 2004 and Feb 2005 but nothing at all since.

2. Regarding the above mentioned scheme, residents have long been promised a review but this has not happened. Would the Council now undertake an immediate review of the scheme, in tandem with residents and RVPS, with the intention of remedying its serious shortcomings?

Reply

With regard to a review of the scheme, officers were giving the scheme time to develop a pattern of use before a review was undertaken. Since that time the Council has been

made aware that there is a plan to increase the frequency of rail services provided at Ravensbourne Station which may have an effect on the parking demand locally. It would therefore be remiss to undertake any costly changes and consultations before these details have been established. Precise timeframes for confirmation and implementation of these plans have not yet been provided to the Council, but we expect them to occur this calendar year. I am happy to meet with RVPS to discuss more fully.

From Richard Gibbons

1. Given number of new and/or extensions of borough primary/secondary schools to meet demand, would Portfolio Holder embark on road danger review around schools to inform members/officers of highway infrastructure improvements needed to create safe routes to school and facilitate increase in active travel to mitigate school-run congestion?

Reply

The London Borough of Bromley actually already goes further than you request. A traffic assessment is part of the planning process. It is followed by the School developing a School Travel Plan, ideally in conjunction with the Council. We then engage actively so the School keeps the plans current and to help ensure that road danger is reduced where necessary, so that parents and children are enabled to make choices regarding active travel, thus helping mitigate school-run congestion.

2. A222 and A21 reported to be 24th and 25th most dangerous roads in Britain. Total Injuries and Deaths (TID) on borough roads show marked increase since 2013. Would Portfolio Holder provide data for age groups and genders of drivers responsible for 868/943/923 TID in 2014/2015/2016 respectively?

Reply

The ranking of those two roads considers the whole length in the case of the A21 from London to the Coast, so it is not a good method to determine London Borough of Bromley priorities. The level of detail you request is probably not easy to determine; we will liaise with TfL to see the type of reports that they can produce.

3. Head of Traffic and Road Safety answered outstanding October 2017 PDS question insofar as only 18 of 63 residents' requests in 2016 for speed reduction measures acted on. Would Portfolio Holder consider adopting Bristol's Traffic Choices (<https://www.trafficchoices.co.uk/>) scheme to engage, inform, empower residents to create safer streets?

Reply

The London Borough of Bromley takes a one Council approach and all requests from residents are considered. Bromley prioritises interventions based on a professional assessment of benefits that can be given, firstly to help reduce casualty numbers and secondly to help reduce the negative impact on residents of inappropriate speed. The LIP

funding stream funds both Road Safety and Travel Choices, i.e. cycling and walking. The PDS is consulted on the balance between those two aspects.

As the Council has been addressing these types of issues for many years as a general trend the cost of individual schemes has increased since the projects now being completed are more substantial in nature. That applies whether it is a junction improvement or a walking and cycling scheme. Splitting the budget on a geographical basis is not considered to obtain the best value for Taxpayer funds.

From Colin Willetts

1. Reference (added) bus stops 283/299 Chipperfield Road, i) diagram 12597-01 does not correlate with existing house numbers opposite - why? ii) do you intend to proceed with improvements diagram 12597-02?, iii) could you investigate urgently hardstanding improvements Chipperfield junction Petersham to aid partially sighted/disabled residents alight safely from buses (as described in my email to you 19/1/18)?.

Reply

(i) Drawing 12597-01 Rev A attached shows the correct position of this bus stop and proposed improvements.

(ii) Drawing 12597-02 attached. This is currently out for consultation with local residents and awaiting comments.

(iii) This is a new request and has not been acted upon yet but will be looked at in the coming weeks.

2. Reported 3 1/2 years ago by Mrs O'S 52 Curtismill Way, i) could you repair l/h side LBB flank close board alley fence damaged by contractors renewing adjacent lamp column (also noted kick board adrift), ii) could you install missing section of alley fence with access gate along the frontage shrubbery between cycle barrier and 35 Wateringbury Close (CRM 1421734 - 13/11/17)?

Reply

(i) We have reviewed our records and can confirm that a concrete street lighting column was replaced in the footpath adjacent to 52 Curtismill Way in October 2014. There is no record to indicate any fence repair had been undertaken at the time; however, the Council's Area Team is now addressing this matter directly with Mr Willetts and they shall resolve accordingly.

(ii) The missing section of fencing was identified and scheduled for replacement following investigation on 1st December 2017 which also included works to remove and cut back overhanging vegetation. The final repair of the fencing is now scheduled following the completion of the vegetation clearance.

3. Since TWU have over the past three months failed to address drumming manhole covers outside 251 Chipperfield Road, 74 Leasons Hill and adjacent recycling bank at top of Station Approach SMC (including trip hazard), would the Council now press them vigorously to address this ongoing residential noise disturbance/hazard?

Reply

Thames Water carried out a temporary fix on 17/11/17 and replaced with a new cover on 18/1/18.
