

## QUESTIONS TO THE ENVIRONMENT PORTFOLIO HOLDER FOR ORAL REPLY

### From Cllr Ian Dunn

1. Please provide a progress update on the Environmental Services Procurement.

### Reply

#### Lots 1-4

Currently on track. Stage 1 responses are in the process of being evaluated. Stage 2 is scheduled to commence on 29th March 2018.

#### Lot 5

The arboriculture services contract is on track for OJEU publication on 1st June 2018.

#### Lot 6 and 7

Currently on track. Tender submissions are due to be returned on 19th March 2018.

### Supplementary Question

Cllr Dunn enquired of the Committee's programme for considering final bids for the Lots (and subsequent Executive meetings to make decisions).

### Reply

At the Portfolio Holder's request, the Executive Director of Environment and Community Services explained that a special meeting of the Committee and a special meeting of the Executive might be necessary in April to consider bids for Lots 6 and 7. Should the current contractor be selected for the new contract there would be a short lead-in time.

The Director of Environment indicated that outcomes from Lots 1 to 4 tendering were planned to be submitted to the Executive in November 2018.

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2. Please provide an update on how the £500k announced in the 2017 budget for Environmental Initiatives has been spent.

### Reply

See attached.

### Supplementary Question

From the data passed over, Cllr Dunn understood that only £30k had been spent from the £500k sum allocated for Environmental Initiatives, and with the financial year nearing an end, Cllr Dunn questioned the point of the provision.

## **Reply**

The Portfolio Holder indicated that when projects come along the money will be spent and a commitment had been made to spend £250k on green spaces to prevent (the illegal siting of) caravans and camping.

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3. Please provide an update on the recruitment process for members of the Neighbourhood Teams.

## **Reply**

The recruitment processes within Neighbourhood Management have been completed. We welcome James Hilsden (Neighbourhood Manager and Parks Service lead), Debbie Plumb (Neighbourhood Officer 5) and Graham Pettifer (Neighbourhood Officer 1) to the team.

Please see attached the current structure chart.

## **Supplementary Question**

Cllr Dunn sought confirmation that the Neighbourhood Team members of staff are now in place.

## **Reply**

The Portfolio Holder confirmed that they are.

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## **From Patricia Gordon-Smith, Co-Chair, Kings Hall Safety Action Group (KHSAG)**

### **(The questions were asked at the meeting by Dr Michael Roddis)**

#### **Zebra crossings**

1. As regards calculating whether a zebra should be introduced or not, could the Council explain the details of this calculation more clearly and does the Council have recent data to justify whether zebra crossings should or should not be introduced on Kings Hall Road?

## **Reply**

Can I start by saying that the latest speed survey showed that the average speed was below 30mph, and the effect of past changes has been to reduce speeds and serious accidents. Kings Hall Road is not now viewed as a fast road. I would therefore be reluctant to change features that appear to be contributing to this reduction in speeds.

A calculation is made that combines the number of vehicles travelling along the road with the number of pedestrians crossing the road during the four busiest hours of the day. The resultant figure is a helpful guide to the engineers as to whether a zebra crossing or any other type of crossing facility should be recommended. One concern with adding a zebra crossing that is not well enough used is that it might fall into disrepute and be ignored by

drivers, thus inadvertently creating a danger for pedestrians who may presume all drivers will stop.

The type of crossing considered at any location will also depend on the presence of driveways, junctions, bends and trees, accident data, 85<sup>th</sup> percentile speed of traffic and proximity to bus stops. Thus each request for a crossing is considered on a case by case basis.

The Council does not have recent pedestrian count data for Kings Hall Road and I am happy to ask the traffic engineers to undertake one at the busiest crossing place, which I would expect to be in the section of road between the park and the station.

### **Supplementary Question**

In his supplementary question, Dr Roddis enquired why a crossing in Lennard Road (also related to the Quietway development) was deemed appropriate but not a crossing in Kings Hall Road?

### **Reply**

On behalf of the Portfolio Holder, the Head of Traffic and Road Safety explained that he would be happy to arrange for a count of pedestrians crossing Kings Hall Road (between the park and the station).

Assessments had (previously) been undertaken on Lennard Road and Kings Hall Road and these indicated a higher number of pedestrians crossing Lennard Road. However, traffic engineers would be happy to revisit Kings Hall Road for current count data.

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### **Signage**

2. In view of grave concerns of many of the members of KHSAG, including many young families, could investment in more temporary signage be considered by the Council in order to implement it at a much earlier date?

### **Reply**

I will consider the cost of new temporary signs to supplement those already deployed by the Council, along with the associated costs of rotating such signs, but at this time I cannot make any guarantees.

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### **Parking Scheme**

3. Why is Kings Hall Road being overlooked as a candidate for **an enforceable parking scheme** when there are numerous examples of enforceable schemes in the area including very recent ones?

## **Reply**

Each location is considered on its own merits in respect to the need for adding or removing parking controls. Adding widespread yellow lines can simply displace parking from one location to another and often results in increased speed of traffic.

As you are aware, Kings Hall Road is being considered for a parking scheme that employs white lines and white bays to help direct drivers to appropriate parking places. Such schemes have been very successful in other locations across the borough. These schemes also allow for residents and their visitors to stop across their own driveway, if necessary, without the risk of receiving a parking ticket. If a scheme of this nature is not working correctly, yellow lines between bays can be added later, subject to the required consultation and traffic order making process.

Changing parking restrictions can have the side effect of increasing traffic volumes and speeds. As noted previously I would therefore be reluctant to change features that appear to be contributing to this reduction.

## **Supplementary Question**

Dr Roddis indicated that an enforceable parking scheme with white lines already existed along (parts of) Kings Hall Road and Dr Roddis appeared to seek clarification on why such a scheme should only be introduced in parts of Kings Hall Road and not all of the road.

## **Reply**

On behalf of the Portfolio Holder, the Head of Traffic and Road Safety indicated that for such schemes it is intended, where possible, not to have yellow lines which would also help to alleviate any commuter parking problem. Should yellow lines be (eventually) needed this would be fine but (parking) bays would need to be marked.

Responding, Dr Roddis indicated that the white line scheme is in the north (of Kings Hall Road) with no waiting for an hour and he asked why this could not be applied for the remainder of the road. The Head of Traffic and Road Safety indicated that road schemes begin incrementally and if engineers were to start measures at the other end of the road they would begin near New Beckenham station.

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## **From Mr Richard Gibbons**

### **1. Agenda Items 10 and 11**

Does the Portfolio Holder consider the proposed Quietways fit for the future e.g. fit for families with cargo bikes, and 'people with disabilities' and 'less confident individuals including older people and children' as stated in the reports? Specifically cycling up Crab Hill and Ringer's Road?

## **Reply**

Yes. The future will include an increasing number of electric bikes, for those groups to consider. The routes have been designed with the Council's delivery partner Sustrans to the LCDS standard and I therefore believe that they will be fit for the future and for a range of cyclists on different cycles. We will of course monitor routes post implementation and

make changes as necessary. Furthermore, as I'm sure you will have noted, we are seeking substantial levels of additional funding from TfL to improve the quality of the Lower Sydenham to Bromley route. I accept that Crab Hill and Ringer's Road are both topographically challenging. Quietways represent a compromise between shortest distance to a destination and quiet routes, too much deviation from the shortest route risks the Quietway becoming redundant.

### **Supplementary Question**

Mr Gibbons indicated that should any gate access be installed from Lennard Road to Cator Park the route at this point would be unsuitable for disabled cyclists.

### **Reply**

The Portfolio Holder highlighted that more would be heard on the scheme later in the evening and he encouraged Mr Gibbons to wait for the item to be considered. The Portfolio Holder also indicated that Quietways are intended to be accessible to as many as possible.

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2. How many (a) Primary and (b) Secondary schools in LB Bromley has the Council worked with to produce current Travel Plans, and where are the plans published?

### **Reply**

Over the last decade Bromley has worked with all schools to support the development of effective, appropriate travel plans. Each school is contacted every term to offer support and engage them in developing their travel plan.

As at June 2017, Bromley had the following number of schools with an approved, current travel plan.

<b>Accreditation Level</b>	<b>Primary Schools</b>	<b>Secondary Schools</b>
Engaged	2	0
Bronze	32	5
Silver	25	5
Gold	19	6
<b>Total</b>	<b>78</b>	<b>16</b>

Accreditation level is determined by the number of activities the schools are delivering in relation to reducing single occupancy car use and improving safety around school.

The travel plans are stored on the TfL STARs system. These are not public documents, although schools can choose to publish the travel plans themselves.

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3. How many businesses in LB Bromley has the Council supported since May 2014 to devise Workplace Travel Plans to manage travel needs and impacts, and promote sustainable travel?

## **Reply**

The Council is not the only provider of Travel Plans. Travel Plans mandated as a planning condition are generally prepared outside the Council. Bromley does not have a record of all the businesses that they have supported since 2014, as many were via Business Expo events. Where businesses follow up with requests for further input, an officer will meet with them. One large, local employer has received support from officers for a two year period as part of their efforts to promote healthy lifestyles including encouraging the use of sustainable transport to work.

## **Supplementary Question**

Mr Gibbons indicated that one of the benefits of working for L B Bromley is eligibility for the Cycle to Work scheme. Mr Gibbons asked how many employees take advantage of the scheme.

## **Reply**

The Portfolio Holder offered to find out and pass on the information.

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## **QUESTIONS TO THE ENVIRONMENT PORTFOLIO HOLDER FOR WRITTEN REPLY**

### **From Cllr Ian Dunn**

1. The Croydon Road gates of Betts Park were removed for renovation in June 2017. In spite of numerous requests, neither my constituents nor I have been able to get a date for when they will be reinstated. Can you please provide this.

## **Reply**

The condition of the gates was so poor that it was considered dangerous to allow them to be operated on a daily basis to allow contractors and plant into the park. The gates were removed and fencing and gates have been installed to maintain security at this entrance.

The original gates cannot be reinstated in their current condition. Options are being considered on the most cost effective way forward.

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### **From Colin Willetts**

1. Could you address i) 6 foot long root trip on school crossing drop kerb opposite 291 Chipperfield Road?, ii) highway potholes/top surface damage outside Leasons Primary School? and iii) severe kerb line ponding (heavy rainfall) causing six-foot splash-overs on to footway outside Wetherspoons in Orpington High Street?

## **Reply**

(i) A 35 day job raised to repair area.

(ii) We believe Leeson's Hill is on the major works schedule due to be done around Easter. The Highway Inspector has arranged to make safe 2 potholes here but the rest is just surface scabbing which they believe should be ok to leave until the resurfacing.

(iii) Neighbourhood Management have had the gully's cleaned and jetted 23/02/18 and we hope this will have resolved the ponding. The Highway Inspector will monitor.

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2. Noted 'Walnuts' gentleman's convenience 'closed deep clean'- i) date of closure/reopen? Following hygiene complaints that community toilets in Costa 'very poor' (example) female diabetic who in desperation sought assistance via Library toilet, with Council Tax rises on the way, ii) in the public interest, could you secure funding to urgently reopen the ladies convenience?

### **Reply**

(i) The Community Toilet was closed due to structural issues with the foul water drainage, requiring a deep clean. The timing for the works to refurbish accommodation, in the covered part of the Walnuts Shopping Centre, is approximately 14 weeks. This includes the removal of asbestos. This would mean that the new provision should be available at the end of June 2018.

(ii) The Council provides toilets via the Community Toilet scheme. We will look at any submitted complaints about Costa or other community toilets; community toilets are also available in Tesco via open London. Many food and beverage establishments allow regular customers to use their facilities. Although attempts have been and are being made to extend the community toilets to other establishments, businesses, at the current time, are reluctant following past abuses of their facilities.

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3. Bearing in mind Mrs O'S has taken the trouble to grow ivy to disguise (contractor damaged fence) from local gangs who frequent alley and have torn down fencing further along alley (renewed), could you in fairness replace these five slats thus closing the chapter on the long running worry for this elderly resident?

### **Reply**

In the Council's opinion the fence does not currently require repair. This opinion was reviewed and an email sent 6<sup>th</sup> March to explain that the photos of the location have been reviewed and the Highway Inspector's opinion that no repair is required at this time was confirmed.

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### **From Mr Clive Lees, Chairman, Ravensbourne Valley Preservation Society**

1. Further to your site visit to Crab Hill we would be grateful to receive an update on the Council's plans to improve the Crab Hill parking scheme and mitigate the serious knock-on effects both in Crab Hill and in neighbouring roads.

**Reply**

Parking in this area is to be reviewed later in 2018. In the meantime, consideration is being given to reducing the cost of all day parking in the Pay by Phone bays, to encourage a full take up of the available spaces.

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2. Notwithstanding the above, would the Council undertake to immediately improve the contradictory and inadequate signage in respect of over-height lorries diverted away from the Shortlands railway bridge down Ravensbourne Avenue.

**Reply**

I have asked the traffic engineers to correct the signage so that HGV drivers will be clear of where the diversionary route goes.

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3. Notwithstanding 1) above, would the Council immediately consider the replacement of the parking bay outside 119 Foxgrove Road with single/double yellow lines in order that there be sufficient road space for very large vehicles to exit Downs Hill turning left into Foxgrove Road.

**Reply**

This junction is currently being looked at for improvement as it forms part of the planned Quietway Route from Bromley to Lower Sydenham. The junction has a wide radius, with a narrow island in the centre, which does not provide a good quality pedestrian crossing facility and risks left hand collisions between cyclists and motor vehicles. We are therefore proposing to ask TfL for funding for a minor intervention to tighten the junction radii to reduce the speed of vehicles travelling through the junction and reconfigure the island to improve the facilities for pedestrians crossing the mouth of the junction. This would also enable us to improve the appearance of this junction and possibly plant new trees. As part of this design work consideration will be given to turning circles and yellow lines will be recommended where needed. Changes to facilitate the Quietway should also have an effect of reducing speeds through this junction.

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