

QUESTIONS TO THE ENVIRONMENT PORTFOLIO HOLDER FOR ORAL REPLY

From Clive Lees, Chairman, Ravensbourne Valley Preservation Society

(Questions asked at the meeting by Cllr Michael Tickner on behalf of Mr Lees)

With reference to our earlier questions of the meeting on 15 March 2018.

1. We note that no review, contrary to the earlier answer, of the parking at Ravensbourne Station has been carried out. Residents have been waiting for two years for this unsatisfactory scheme to be altered. Would the Portfolio Holder now undertake to immediately proceed with such a review?

Reply

It was possible that the area around Ravensbourne Station might be incorporated in walking and cycling schemes being considered in the department. This is now unlikely in the near future. Officers are currently reviewing the parking in Crab Hill adjacent to Ravensbourne Station with the expansion of the Thameslink Service and have recommended that the current maximum fee for a full day's parking be reduced from £2.60 to £1.30 and that this be publicised to commuters using the station. This will be implemented once the legal process is complete. The impact of this change will be monitored over the coming months and then reviewed. The current use of the bays is running at about 30%.

Supplementary Question

In his supplementary question, Cllr Tickner sought an understanding of how long the review will take and how long it will take before there are improvements around the station.

Reply

On behalf of the Portfolio Holder, the Assistant Director, Traffic and Parking, indicated that a Traffic Management Order will be needed and that this takes in the order of eight weeks.

2. Notwithstanding the above, residents have clear ideas of the alterations to the scheme that are needed. Would the Portfolio Holder now undertake to consider these ideas in the absence of any action from the Council.

Reply

I would rather wait to see if there is an increased take up of the pay by phone bays before considering new changes, although I would be happy to consider other suggestions put forward by the residents' association. A couple of the issues Mr Lees raised were the bay in Foxgrove Road and parking in Ravensbourne Avenue near Farnaby Road. I will refer to Foxgrove Road in the next question. I will ask officers to consider the section in Ravensbourne Avenue in parallel with the parking charges.

3. No review of signage, contrary to a previous answer, appears to have been carried out. Would the Portfolio Holder now arrange for this to be implemented?

Reply

A review of the HGV diversionary signage has been completed. This process started with the remodelling of the refuge in the mouth of Downs Hill where it meets Foxgrove Road, along with the removal of the nearby bay in Foxgrove Road. An improved and more appropriate refuge is shortly to be installed here. However, even with this new refuge, undertaking a tracking model on the new design, to simulate a large HGV turning here, shows that the manoeuvre is not likely to be at all easy, which would therefore put any pedestrians crossing here at risk. Tracking modelling has also been undertaken at the junction of Crab Hill with Ravensbourne Road, which shows that this turn can be made by even large HGVs.

It has therefore been decided that the Unsuitable for HGV signs in Ravensbourne Avenue and Foxgrove Road, approaching Crab Hill, will be removed shortly and this will become the recommended route for any overheight HGVs approaching from Bromley that miss the warning signs and arrive at Shortlands bridge.

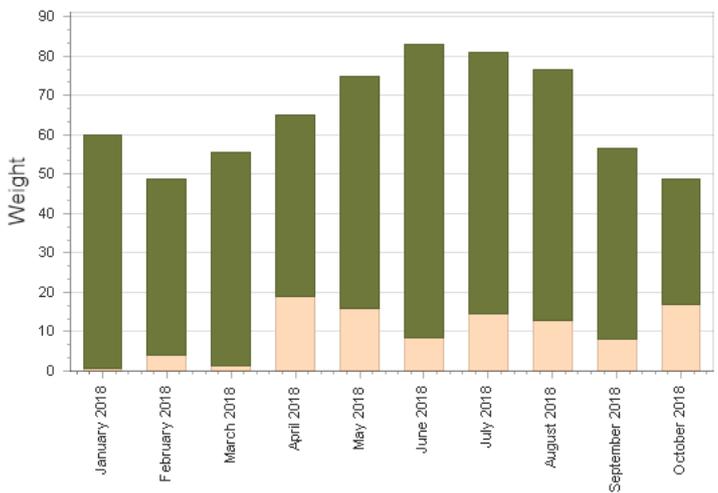
From Richard Gibbons

Re: Agenda Item 7a

1. With the awarding of a new contract for Parks Management & Grounds Maintenance, would the Portfolio Holder consider measures to increase the Council's recycling rate by recycling litter collected in our parks and green spaces, places which are for many residents an extension of or substitute for their domestic garden?

Reply

The Council, through its partnership working with the service provider, has already made significant strides in maximising recycling from litterbins in Parks. The waste management process applied ensures a reduction in the volume of waste that is sent to landfill by using the expertise of waste management facilities that mechanically separate recyclables from the litterbin waste stream. To demonstrate the effectiveness of this process (from January 2018 to October 2018), 641 tonnes of park litter has been transferred to the sorting facility to enable the recovery of recyclable materials with 85% of the waste being successfully recycled and the balance (15%) transferred to landfill either due to contamination or its unrecyclable components. The attached graph demonstrates the periodical waste volumes and the allocation of landfill (light colour) and recycling (solid colour).



Supplementary Question

Having understood that material collected (from park litterbins) goes to waste, Mr Gibbons sought confirmation that this is not the case and also suggested that separate bins are provided in parks.

Reply

The Portfolio Holder indicated that park litter is taken to the waste management sorting facility so that recyclable materials can then be recovered. Costs would also be reduced by recycling through the new Environmental Services contract from next April.

Concerning separate bins in parks, the Portfolio Holder indicated that the logistics involved in collecting and transporting separate waste streams could well not be economical and referred to an approximate 85% recycling level (January to October 2018) achieved from the existing management process for park litter.

Re: Agenda Item 8

2. To what does the Portfolio Holder attribute the increase in school trips by car by 4.4% from 22.0% in 2015-16 to 26.4% in 2017-18, and what does the increase equate to in terms of numbers of children and extra car journeys?

Reply

I would first comment that this change is likely to be due to the travel choice of new pupil cohorts rather than a change in pupil/parent travel choice. I can provide extra detail if required; in summary in the period you highlight, a number of new schools have opened increasing the number of schools from 116 to 123. Some of those schools have opened in temporary premises, which can be some distance from their catchment area, whilst their premises are completed. New schools often have larger catchment areas which typically reduce as they become established. We attribute the increase primarily due to these new schools. The increase equates to 879 extra children travelling by car, though car sharing would suggest a lower number of car journeys.

Supplementary Question

Mr Gibbons suggested that the increased 2018-19 target of <30% provided little incentive for behaviour change by parents.

Reply

In response, the Portfolio Holder referred to schools being encouraged through Travel Plans (to promote non-car travel to school) and it was intended to see as many students as possible undertake active travel.

3. Given the regular occurrence of road works in the borough and increase in congestion that ensues, would the Portfolio Holder commit to promoting active travel and public transport alternatives in associated media communications to help reduce said congestion?

Reply

As Mr Gibbons will know from the Borough's draft LIP3, we are committed to promoting active travel alternatives especially for short switchable car trips, so we see this as vital to reducing congestion not just at times of perturbation on the road network. We certainly recognise the impact of road works on residents and businesses with the associated frustrations long term or frequent works on the same section of road can cause. This includes to bus passengers who suffer from deteriorating reliability and journey times. Road works are often unplanned emergency works so the Council has limited resources within the time available to implement travel demand management to switch trips to other modes. We are also conscious that road users may well respond negatively to suggestions of mode change when frustrated due to delays due to road works, with the negative consequences that could have to the achievement of the aims detailed in our draft LIP. However, we will consider ways of using existing channels to provide generic advice to consider alternatives but will not be able to offer bespoke journey planning. For larger Bromley street investment schemes, we will consider how we communicate the benefits of schemes along with alternatives for the duration of works at the engagement stage.

Supplementary Question

In view of recent data showing people walk/cycle to a shopping centre, Mr Gibbons asked whether encouragement would be given to future BIDS to encourage active travel.

Reply

The Portfolio Holder confirmed that BIDS would be made aware of data sources so they can see the value of this.
