

QUESTIONS TO THE ENVIRONMENT PORTFOLIO HOLDER FOR ORAL REPLY

From Cllr Ian Dunn

Given that the Air Quality Action Plan was initially on the Work Programme for the September, then November PDS committee meeting, but is not on this meeting agenda, can the Portfolio Holder please provide a detailed plan of activities leading to production of the Action Plan for scrutiny by a future PDS meeting.

Reply

Unfortunately, the Officer responsible for delivering the Plan has been on long term sickness. I have recently been informed that he is unlikely to return. As such, dedicated resource will be assigned to progress the action plan, and it is anticipated that this will be ready for scrutiny in the New Year.

Supplementary Question

Cllr Dunn made reference to inclusion of the Air Quality Action Plan (AQAP) on the Forward Plan.

Reply

The Portfolio Holder indicated that a final draft of the AQAP is necessary for consultation. The Plan would need to be agreed for consultation although the Portfolio Holder was unable to confirm when this might take place; however, time was becoming a little short.

From Mr Peter Kemple Hardy

What proportion of Bromley Council's GHG emissions across production and consumption (scope 1,2 and 3) are direct emissions within the remit of it's net-zero target, and will a target be set for the reduction of indirect emissions attributable to the circa £200m Bromley Council spends each year on procurement, and other Council responsibilities?

Reply

Bromley Council's 2029 Net Zero Carbon target addresses the emissions created from the activities it has direct control over (scope 1 and 2), which amounts to approximately 10,000 tonnes of CO₂ per annum. The majority of our emissions come from the use of our street lighting and buildings.

As one of the few Councils already measuring its Scope 3 procurement emissions we recognise that they are larger than our organisation's emissions. Many of our suppliers will have their own Carbon targets.

Supplementary Question

Included within his supplementary question, Mr Kemple Hardy referred to L B Bromley's Carbon Management Programme and the authority's procurement and asked whether, along with certain other major organisations, L B Bromley would declare a climate emergency.

Reply

Although the Portfolio Holder confirmed that L B Bromley will not declare a climate emergency and felt there is no need for an emergency, stronger carbon targets would be set as Council contracts approach renewal. However, there is limited scope to renegotiate contracts but contractors will have their own corporate targets for carbon reduction.

From Clive Lees

1. Is Bromley Council committed to supporting, educating and encouraging all residents to make necessary personal changes so that residents become carbon neutral themselves by 2029?

Reply

Bromley Council has had a long history of recognising performance and encouraging residents to improve their environmental credentials. In the past our Environmental awards included awards for resident's energy efficiency actions as well as other environmentally positive actions. The Council has had Carbon management plans in place for many years delivering savings, not forgetting the encouragement and promotion of reuse and recycling continually highlighted in Environment Matters.

Supplementary Question

Mr Lees sought confirmation that the Portfolio Holder's reply was "yes" or "no" to the Council supporting, educating and encouraging residents to make personal changes for becoming carbon neutral themselves by 2029.

Reply

The Portfolio Holder indicated that the Council has been educating for recycling and it is "yes" in terms of encouragement to residents.

2. If so, what actions is the Council planning to take to ensure the borough as a whole (i.e. all 300,000+ residents) become carbon neutral by 2029?

Reply

This Council has always highlighted personal responsibility; that applies as much to carbon reduction as to any other activity. Action by the Council alone will have limited benefit; we will be considering how best to offer advice to residents to improve their environmental credentials. We will however be covering all environmental aspects and the mantra of Reduce, Reuse, Recycle continues to be applicable.

We have recently formed an Environmental Campaigns Working Group aimed at engaging with residents, businesses in and visitors to the borough to galvanise action at an individual level. We will be considering how best to promulgate information.

Supplementary Question

Mr Lees referred to the extent to which the Portfolio Holder is leading the community and asked whether the Portfolio Holder envisages the Council promoting less red meat and a carbon neutral position?

Reply

Referring to less expectation on the Environmental Services for life style choices (which would be more the remit of the Health and Wellbeing Board), the Portfolio Holder instead referred to the Council having an advice role e.g. offering advice on heating choices, encouraging residents to read the Council's Local Implementation Plan (LIP) and encouraging active modes of transport. The Portfolio Holder also referred to pointing residents to (advice/guidance) on how to reduce their carbon footprint.

From Alisa Igoe, on behalf of the Ashfield Lane Road Safety Group, a residents' group of 78 households, campaigning for traffic calming measures on Ashfield Lane, Chislehurst.

1. In response to our question 28/08/19, the Portfolio Holder mentioned writing to TfL in support of a proposed new funding formula, which would "result in additional funds for Bromley to invest in improving our streets and making them ever safer." Would these funds include monies for safe cycling infrastructure in Chislehurst?

Reply

The application of the new funding formula has unfortunately been postponed until the next LIP period, LIP4, expected to be in 2022. Your Councillors can provide details of plans to improve cycle parking in the Chislehurst area. As

previously mentioned we in conjunction with your ward Councillors will consider other changes such as cycling and walking schemes that fit within the current LIP and borough priorities.

2. Agenda Item 7e. We're delighted to see and support the low cost version of a Liveable Neighbourhood scheme proposed in Hayes village, for which Council analysis used the City Planner tool. Would the Portfolio Holder please agree to publish a City Planner map of pedestrian severance for the Chislehurst Ward?

Reply

I am happy to request of TfL that they release a Chislehurst pedestrian severance map or maps as a PDF for Bromley to share with interested parties in Chislehurst.

Supplementary Question

Alisa Igoe asked how long this would take.

Reply

The Portfolio Holder was unsure on a timescale, as he would be in the hands of TfL.

From Chris Wells, Co-Founder, Chislehurst Safer Streets

1. House of Commons Library report 'Constituency Data: Traffic Accidents' (3 July) reveals, since 2010, significant and consistent disparity in road safety outcomes between Bromley's 3 constituencies. What does the Borough's analysis identify as the cause of this apparent failure to manage risk equally for all residents and road users?

Reply

The Council is confident that our road safety approach, consulted on as part of our LIP, works to improve road safety across the borough. The approach focuses on locations and prioritises them based on the effectiveness of any proposed intervention. The borough covers 3 and part of a 4th constituency. Statistics can be used and misused.

Supplementary Question

Mr Wells sought to understand why the position is different (across the constituencies) highlighting the position for Bromley and Chislehurst Constituency in particular.

Reply

The Portfolio Holder explained that HoC September update of (2018) data indicated that the Bromley and Chislehurst Constituency had the largest fall in accidents. Orpington had the lowest level of accidents albeit a higher level of serious accidents (including one fatality). In the current calendar year Orpington has had two fatalities. The Portfolio Holder also referred to Lewisham West and Penge Constituency which also had a fatality in the HoC data.

2. Will the Portfolio Holder publish all the Borough's evidence suggesting its programme of road safety posters has succeeded in reducing numbers injured on Bromley's roads? And with that, a summary of the cost-benefit position of other measures, such as 20mph zones, zebra crossings, raised tables, traffic calming, etc.

Reply

We conducted research many years ago on road safety posters which showed it was successful in improving behaviours, particularly speed and more importantly residents reported an impression of feeling safer. Unfortunately that data is not readily available due to age. Taking road safety education more generally, at the recent young driver education programme "Driven by Consequences" delivered at Coopers School in October, the feedback showed a significant change in attitudes after the training. That would appear to confirm the impact of education programmes. I do not intend to gather more data. The other measures mentioned in many cases are not readily assessed as a simple cost-benefit. For example crossings can actually result in an increase in accidents at the crossing location but a reduction elsewhere due to changes in behaviour. The response times of emergency services also have to be considered.

Supplementary Question

Referring to the Portfolio Holder's reply to his first question, Mr Wells understood that, in effect, expenditure would be authorised on schemes where there had been incidents of death or serious injury. Mr Wells asked how many people are now alive because of such an approach.

Reply

It was not possible for the Portfolio Holder to estimate and there are material differences in driver behaviour. However, excessive speeds are limited to 25% of serious accidents and the road education programme to schools shows that groups that have been through the education are less likely to be involved in accidents.

From Andrew Dawson

1. How much is the revenue Bromley Council earns from 1 pay and display bay on a Saturday in Petts Wood?

Reply

The Table below provides the revenue for relevant P&D bays in Petts Wood. In addition where a suspension requires removal and return of a height barrier, we incur a cost of £150.

Location	P&D	RingGo	Total	Average Per Bay	
Bluston Parade	134.15	64.94	199.09	£	7.37
Chatsworth Parade	120.65	66.99	187.64	£	15.64
Station Square	283	137.79	420.79	£	7.13
Memorial Hall car park	65.7	50.49	116.19	£	2.32
	603.5	320.21	923.71	£	8.12

Supplementary Question

The Portfolio Holder handed Mr Dawson a copy of his reply including the table above. Having seen the table, Mr Dawson's comments included reference to suspension of 72 bays but the table applied to the whole of Petts Wood and Mr Dawson questioned the extra.

Reply

The Portfolio Holder understood that this is the cost taken from parking services income and customers often leave before the expiry of their ticket, so the total could well exceed the number of hours of operation. Nevertheless, the Portfolio Holder offered to check the calculation with officers.

(Post-meeting note: the Portfolio Holder estimated the revised total to be £694.32, only considering the number and location of bays requested to be suspended by Petts Wood Traders Association).

2. When you increased the costs of suspending a pay & display street bay by a 100% in February, what consideration was given to this decision, was the prospect of community events suspending multiple bays taken into consideration or even mentioned at all during the discussion?

Reply

The changes were introduced to bring the charges in line with other charges and in part reflects the convenience for the applicant of knowing that a bay will be available and the inconvenience to others that the bay would not be

available to them. The suspension of parking bays also results in a reduction in parking income and administration costs to implement. The suspension of multiple bays for community events was not directly referenced during consideration of the item. However we were aware that such events would be affected but hoped that alternative arrangements would be applicable such as a road closure for special events requiring the suspension of many bays. The road closure does require more notice which is detailed on the website.

Supplementary Question

Mr Dawson asked that the charge for charity events is reconsidered and that charity events are not treated the same (for charging).

Reply

The Portfolio Holder indicated that the report in February 2019 (on parking fees and income following a review of parking charges across the borough) showed justification for the increase although it is not possible to distinguish between different organisations.

QUESTIONS TO THE ENVIRONMENT PORTFOLIO HOLDER FOR WRITTEN REPLY

From Carolyn Heitmeyer

1. Bromley Council has recognised the significance of climate change by setting a target of being carbon neutral by 2029. What are the plans of Bromley Council's Environment Portfolio Holder to reduce the number of on-carriageway parking spaces for motor vehicles in the Borough by installing cycle hangars (also for rent) for residents?

Reply

Bromley does not introduce cycle hangers to reduce parking spaces. Where off street cycle parking is not available, particularly in areas where flats predominate, and there is a demand for rental of more secure cycle parking then cycle hangers have been installed and will be considered in the future. Residents and Councillors are consulted in advance.

2. As diesel vehicles and bigger vehicles (e.g. SUVs) are more polluting, other Boroughs have introduced higher parking charges to nudge residents to alter their behaviour. What is the position of Bromley Council's Environment Portfolio Holder on the idea of introducing a diesel vehicle parking surcharge of some kind?

Reply

The concept of graduated parking charges based on emissions is not one the Council is currently exploring. It is the use not the ownership of cars that produces emissions. The financial benefits of more cost-effective forms of energy will be a far bigger driver to choice of vehicle. Modern vehicles are significantly less polluting than older vehicles and Euro 6 diesels have lower carbon but slightly higher NOx and particulate emissions than the equivalent modern petrol car. Our use of Pay & Display for parking would mean that only certain forms and locations of parking could possibly apply a differential parking charge. We hope to be able to increase EV charging options for car owners which should mean that the vehicles with the lowest level of emissions are an option for residents and visitors.

From Dr Brendan Donegan

1. Bromley Council can help residents reduce their carbon footprint by making it easier for residents to make journeys on foot rather than by private motor vehicle. What is the Environment Portfolio Holder's position on the idea of substantially increasing the number of benches or other resting points on the Borough's streets?

Reply

Benches have been a feature of our improvements of destinations and locations where residents and visitors are likely to dwell. Benches can act as focal point for anti-social behaviour and hinder street sweeping and could pose issues for the visually impaired (VI) community. We do undertake studies and schemes to improve the experience of those participating in active modes of transport and benches could be considered. We do offer residents the opportunity to purchase benches such as memorial benches. In other cases working with Friends Groups benches have been added to our green spaces, some of which would be on walking routes.

2. Bromley Council has decided not to follow the path chosen by [64% of councils across the country](#) in declaring a climate emergency. Bromley Council's rationale is that actions and outcomes are needed, not words. Therefore my question is when will Bromley Council be announcing its action plan to achieve its target of being carbon neutral by 2029?

Reply

Bromley Council already has a Carbon Management Plan and has been reducing our Carbon emissions over the past decade. An example being our recently agreed investment in the second phase of our LED street lighting conversion project. The extension of our Carbon Management plan to include

net zero by 2029 will become part of the Environmental Services Portfolio Plan. The Draft Environment Plan will come to the ECS PDS later this Council year. If we can pre-consult on aspects of the plan as part of the budget scrutiny at the ECS PDS Committee meeting on 29th January 2020 we will endeavour to do so.
