

Environment and Community Services PDS Committee

September 1<sup>st</sup> 2021

Written Questions from Members of the Public

1) Question from David Boswell:

I have heard rumours from three separate sources that as a result of lorries when turning at the partly constructed mini-roundabouts, at the Warren Road junction with the Orpington Bypass, newly laid kerbs have been displaced by the lorries which has resulted in the redesign and reconstruction of the roundabout. Please could it be confirmed if the rumours are correct or not?

Reply:

The kerbs were damaged during the construction works as some larger HGVs over-ran kerbs that were not at that time fully affixed in place. The contractor later re-fixed the kerbs at no additional cost to the Council. No redesign was required.

2) Question from Dr Brendan Donegan:

What plans does the Portfolio Holder have to follow-up on the school travel survey the Council conducted last year, for example by (a) sharing results with schools, residents and/or local concerned-voluntary-groups, and (b) running a follow-up survey.

Reply:

Active travel to schools is always monitored through annual surveys with many of our schools across the Borough participating. We do this in the form of hands up surveys. It is a simple process for the busy schools and is one regular survey rather than several ad hoc surveys; this avoids survey fatigue and confusion. The hands up surveys were completed at the end of the Summer Term 2021. This data helps to form the Stars TfL Accreditation and once TfL have verified our recommendations, we will share the results of accredited schools and their level (gold, silver, or bronze) on the Bromley Council website. Unfortunately, last summer the data was not gathered anywhere in London as schools were closed to most pupils, but the Department for Transport asked us to conduct a special School Travel Survey to help to coordinate a smooth return to school following the Covid school lockdowns.

3) Question from Brendan Donegan:

The UK Government's "Manual for Streets" publication contains a wealth of advice for local authorities, emphasising the need for coordinating decision-making to create inclusive streets, and defining streets as highways that serve "important public realm functions beyond the movement of traffic." Can the Portfolio Holder explain if/how Bromley Council takes this document into consideration in projects such as redevelopment of High Streets in Bromley, Beckenham or Orpington?

Reply:

The Council in a project led from the then Renewal and Recreation Team, conducted a project to consider the right approach for our High Streets, engaging consultants and conducting site visits to evaluate approaches for different areas and types of High Street. The conclusion was that the Shared Space concept was the appropriate model for Orpington, Bromley North Village and Beckenham High Streets. This approach whilst maintaining access by vehicles has ensured that those High Streets are not dominated by the car, with equal priority for pedestrians in particular and cyclists. We have also encouraged TfL to undertake a similar approach for West Wickham High Street which is on a TfL road.

The UK Government's 'Manual for Streets' (MfS) is a guidance for designing streets. As explained in the document itself, the guidance focuses on lightly trafficked residential streets, but the principles may be applicable to other types of street, for example high streets and lightly trafficked lanes in rural areas. It is the responsibility of users of MfS to ensure its application to the design of streets not specifically covered if appropriate.

The Council takes the guidance from this document into consideration, but there is no statutory requirement for a strict adherence to it. The decision for the final design of schemes in the borough is dependent on several factors ranging from the needs of our residents, funding available, stakeholder consultation, political approval, council policy, road safety audit etc.

**4) Question from Dr Carrie Heitmeyer:**

Hawksbrook Lane, a cul de sac, houses Langley Park Boys, Langley Park Girls and Langley Park Primary Schools. As TfL funds are currently held by the Council for the purpose, why has a School Street not been installed here, where 2,500+ children walk to school every day and where there are hardly any residential homes?

Reply:

A temporary School Street option on Hawksbrook Lane was investigated as an emergency measure and whilst the schools were very keen to adopt a temporary School Street in this location, investigations with local stakeholders highlighted the potential number of vehicle movements which still could occur, plus the potential impact on businesses trying to recover from the Covid-19 lockdown.

Managing a school street with more than a minimum number of permits and vehicle movements would be more complex for the staff managing the barrier, taking it outside the scope of the emergency project and potentially leading to a false sense of security for pedestrians. Following consideration of the information provided by local stakeholders, together with input from Local Councillors, a School Street was not progressed in Hawksbrook Lane. The implemented solution, (social distancing barriers) did not preclude more confident pedestrians from using the road space for social distancing, but when they did, they knew to look out for vehicles; for those less confident the expanded footway space provided additional protected space for social distancing. It is considered that the implemented scheme enabled greater social

distancing in the locality without undesirable impacts on local stakeholders. We will continue to support the schools with promoting road safety and active travel to and from school where we are able to.

5) Question from Dr Carrie Heitmeyer:

In your previous responses, you sometimes mention Bromley's success with STARS - TfL's accreditation scheme for London schools and nurseries. Burnt Ash Primary has a Gold STARS rating. What does this rating mean, in real, tangible terms - for example, does it mean the school can access additional funding or support from Bromley Council?

Reply:

GOLD: This is the highest level. To achieve this level a school must demonstrate a high level of participation and involvement. Most importantly, the school illustrates an impressive level of innovation towards the travel plan and its objectives. Here, the travel plan is ingrained within the school's ethos. An outstanding school is an exceptional school. The school must demonstrate a 6% modal shift away from the car. We encourage all schools to engage with and take part in the School Travel Plans programme as it helps us and them to streamline all of the communications and concerns relating to the school more effectively.

The Council uses the engagement of the school in the School Travel Plan process and its successes in achieving active and healthy school travel to prioritise support from the School Travel team and where necessary other interventions as by implication they will be better used.

6) Question from Terence W Ide:

Dear Sir, on 9 June you advised a pedestrian crossing is not required outside the Pink Elephant Nursery, Chislehurst Sports Ground, Elmstead Lane. This despite a proposed increase, from 40 to 64, of very young children attending. As a local independent school also make regular use of these sports fields, would it not be prudent to commission an urgent traffic study of school pedestrian danger on this very busy road?

Reply:

This refers to planning application 20/00310 RECON which has not yet been determined. The information provided by the applicant was that of the 51 families that are currently registered, 17 drive and 34 walk or use public transport. Applying the same split to an additional 24 children would give 8 children being dropped off by car and 16 walking / using public transport. There are other people using the car park, but it was not thought these numbers would justify looking at installing a formal crossing in this location.

A Road Safety Audit has been requested.

7) Question from Terence W Ide:

It is welcome news that local eco activists are raising funds to open a green eco community hub in our central shopping mall. They have raised a substantial amount

of money but still have some way to go. Has the Council been able to contribute financially to this initiative and, if so, by how much?

Reply:

The Council is very encouraged to see community initiatives that foster environmental stewardship and ecological awareness, with the proposed “Eco-Hub” being a clear example of this. The Council intends to add value to this space through supporting the provision of a “Library of Things” – an initiative to lease household items to the community, thereby preventing less “things” bought by individuals. Not only will this reduce the borough’s waste to landfill rates, but will also drive down the borough’s embodied carbon emissions as less things are manufactured in the first instance. The cost of the initiative is £30,000 and will share space with the Eco-Hub.

8) Question from Jen McArthur:

Bromley Council's Carbon Management Plan only covers the organisation's own emissions, which are equivalent to 2.5% of the borough's total emissions from transport, domestic and industrial activities. Will Bromley Council commit to declaring a climate emergency and develop a credible plan to reach net zero by 2050, covering the other 97.5% of emissions too?

Reply:

I will not repeat what is already in the public domain. The Council is committed to reaching what is already a highly demanding target and we are committing £multi-millions to make this possible, with good progress being made. It is noteworthy that whilst recent investment announcements, such as in LED street lighting, have demonstrated our deepened attention in this area, our successful work has actually been underway for some years.

By setting a date of 2029 for net zero for Council Controlled emissions, we are demonstrating our leadership in this area and setting an example. However, it is for property owners, businesses and residents to take responsibility for their property and lifestyle and progressively make changes to achieve net-zero. Property is an area with one of the highest levels of emissions across the borough--property in the main owned by others.

We have been working with residents over a considerable period of time to outline how they can reduce their emissions, including promoting energy efficiency, but also by considering travel choices, such as walking and cycling. It is wrong for any one organisation or individual resident or group of residents to assume it is their sole responsibility to take this important agenda further, as this needs to be a partnership of the many and the Council is committed to playing its part and supporting residents to do the same.

We will be adding further advice and guidance/sign posting for residents etc. to help them make decisions to reduce their carbon footprint.

9) Question from Richard Gibbons:

Please confirm:

1. Current number of LBB litter bins by ward and type (a) small (lamp)post mounted open top, (b) stand-alone open top, (c) stand-alone covered top, and (d) other (please specify); and

2. Frequency of emptying by (a) Veolia, (b) idverde, (c) other (please specify).

Reply:

1) - Parks and Greenspaces: A total of 900 bins. See Appendix 1 below.

1) - Streets – A total of 1,189 bins. See Appendix 1 below. NB: There is a corruption in the data extracted for Cray Valley West.

2) Parks and Greenspaces: Idverde cleansing teams attend to bins in accordance with the Parks Code of Practice on Litter and Refuse whereby parks are zoned based on intensity of use. Each zone has a cleansing frequency e.g., zone 1 are visited daily and zone 2 weekly. In practice though, and especially with the increased waste and footfall to parks, Idverde aim to attend to all bins daily, including rural sites.

2) Streets: Frequency of litter bin emptying will vary as above in accordance with the DEFRA Code of Practice. Bins will be emptied both through the pre-determined frequencies of street cleansing attendances and through our mobile caged crews who supplement those emptying frequencies, e.g., bins within a town centre environment will be emptied multiple times per day.

[Appendix 1 – Parks litter bins.](#)

Row Labels	Dog Litter Bin	Litter Bin	Grand Total
Bickley	2	7	9
Biggin Hill	6	19	25
Bromley Common & Keston	18	45	63
Bromley Town	15	46	61
Chelsfield & Pratts Bottom	14	23	37
Chislehurst	9	19	28
Clock House	4	12	16
Copers Cope	3	5	8
Cray Valley East	20	44	64
Cray Valley West	15	20	35
Crystal Palace	29	69	98
Darwin	6	19	25
Farnborough & Crofton	12	17	29
Hayes & Coney Hall	24	48	72
Kelsey and Eden Park	24	71	95
Mottingham & Chislehurst North	10	19	29

Orpington	16	30	46
Penge and Cator	13	39	52
Petts Wood & Knoll	13	16	29
Plaistow & Sundridge	8	29	37
Shortlands	2	12	14
West Wickham	10	18	28
<b>Grand Total</b>	<b>273</b>	<b>627</b>	<b>900</b>

## Appendix 2 – Street litter bins.

Ward	Count of type	Total
<b>Bickley Ward</b>		<b>26</b>
Admiral	1	
Gemini	2	
Hooded Trimline	4	
Jubilee	1	
Streamline Jubilee	3	
Trimline	15	
<b>Biggin Hill Ward</b>		<b>46</b>
Admiral	1	
Evolution	17	
Hooded Trimline	1	
Jubilee	3	
Streamline Jubilee	2	
Trimline	22	
<b>Bromley Common and Keston Ward</b>		<b>70</b>
Admiral	22	
Big Belly Bin	1	
Evolution	8	
Gemini	2	
Hooded Trimline	7	
Jubilee	4	
Streamline Jubilee	2	
Trimline	24	
<b>Bromley Town Ward</b>		<b>121</b>
Admiral	5	
Evolution	1	
Jubilee	12	
Streamline Jubilee	5	
Trimline	32	
Wybone	58	
Wybone Recycling	8	
<b>Chelsfield and Pratts Bottom Ward</b>		<b>49</b>
Admiral	5	

Evolution	3	
Gemini		
Hooded Trimline	2	
Jubilee	4	
Streamline Jubilee	2	
Trimline	32	
Wybone Recycling	1	
<b>Chislehurst Ward</b>		<b>79</b>
Admiral	11	
Big Belly Bin	2	
Evolution	3	
Gemini	5	
Hooded Trimline	7	
Jubilee	14	
Streamline Jubilee	22	
Trimline	15	
<b>Clock House Ward</b>		<b>41</b>
Admiral	8	
Big Belly Bin	1	
Evolution	2	
Jubilee	12	
Streamline Jubilee	4	
Trimline	11	
Wybone	3	
Evolution		
Streamline Jubilee		
<b>Copers Cope Ward</b>		<b>80</b>
Admiral	6	
Evolution	9	
Gemini	2	
Hooded Trimline	7	
Jubilee	4	
Streamline Jubilee	1	
Trimline	20	
Wybone	27	
Wybone Recycling	4	
<b>Cray Valley East Ward</b>		<b>38</b>
Admiral	6	
Big Belly Bin	1	
Evolution	6	
Gemini	1	
Hooded Trimline	6	

Jubilee	1	
Trimline	15	
Wybone	1	
Wybone Recycling	1	
<b>Cray Valley West Ward</b>		<b>4</b>
Admiral		
Evolution	4	
Hooded Trimline		
Jubilee		
Streamline Jubilee		
Trimline		
<b>Crystal Palace Ward</b>		<b>45</b>
Admiral	15	
Evolution	4	
Gemini	3	
Hooded Trimline	4	
Jubilee	9	
Streamline Jubilee	6	
Trimline	4	
<b>Darwin Ward</b>		<b>14</b>
Admiral	6	
Gemini	1	
Hooded Trimline	1	
Streamline Jubilee	1	
Trimline	5	
<b>Farnborough and Crofton Ward</b>		<b>47</b>
Admiral	18	
Big Belly Bin	1	
Evolution	3	
Hooded Trimline	2	
Jubilee	4	
Streamline Jubilee	3	
Trimline	16	
<b>Hayes and Coney Hall Ward</b>		<b>80</b>
Admiral	8	
Evolution	13	
Gemini	4	
Hooded Trimline	5	
Jubilee	12	
Streamline Jubilee	3	
Trimline	35	
<b>Kelsey and Eden Park Ward</b>		<b>81</b>

Admiral	12	
Evolution	7	
Gemini	2	
Hooded Trimline	3	
Jubilee	37	
Streamline Jubilee	9	
Trimline	11	
<b>Mottingham and Chislehurst North Ward</b>		<b>27</b>
Evolution	2	
Gemini	4	
Jubilee	12	
Streamline Jubilee	1	
Trimline	8	
<b>Orpington Ward</b>		<b>88</b>
Admiral	4	
Big Belly Bin	1	
Evolution	3	
Hooded Trimline	14	
Jubilee	3	
Streamline Jubilee	4	
Trimline	25	
Wybone	30	
Wybone Recycling	4	
<b>Penge and Cator Ward</b>		<b>83</b>
Admiral	13	
Big Belly Bin	1	
Evolution	28	
Gemini	3	
Hooded Trimline	1	
Jubilee	11	
Streamline Jubilee	8	
Trimline	15	
Wybone	3	
<b>Petts Wood and Knoll Ward</b>		<b>39</b>
Evolution	27	
Gemini	2	
Jubilee	2	
Streamline Jubilee	2	
Trimline	3	
Wybone	3	
<b>Plaistow and Sundridge Ward</b>		<b>31</b>
Admiral	6	

Evolution	3	
Hooded Trimline	6	
Jubilee	2	
Streamline Jubilee	2	
Trimline	11	
Wybone	1	
<b>Shortlands Ward</b>		<b>30</b>
Admiral	6	
Evolution	2	
Gemini	1	
Hooded Trimline	1	
Streamline Jubilee	1	
Trimline	17	
Sydenham Ward	1	
Admiral	1	
<b>West Wickham Ward</b>		<b>72</b>
Admiral	6	
Evolution	30	
Gemini	3	
Hooded Trimline	5	
Jubilee	2	
Streamline Jubilee	2	
Trimline	24	
<b>Total</b>	<b>1191</b>	<b>1191</b>

#### 10) Question from Richard Gibbons

How is the Council mitigating against impacts of the car-led recovery from the Covid-19 restrictions to reduce short journeys by car to schools, shops, stations and local amenities within the borough?

#### Reply:

In addition to introducing new cycling and walking infrastructure last year in various locations across the Borough, the Council has an extensive active travel programme and as the restrictions have lifted the team have been heavily engaged in schools and within the adult community with projects such as:

- child cycle training
- adult cycle training
- escorted ride from home to school or work
- Dr Bike
- Bike Marking

- Bike Maintenance Courses
- Smart Movers (Active Travel Scheme)
- Scootsure (Infant Scooting awareness training)
- Junior Travel Ambassador Scheme
- Businesses are being approached and offered help and support to encourage help and support with walking and cycling

11) Question from James Brown:

According to [crashmap.co.uk](http://crashmap.co.uk), there have been 5 KSIs (Killed or Seriously Injured) on West Wickham High Street, and many less serious injuries, in the last few years. What action is the Portfolio Holder taking in response?

Reply:

West Wickham High Street is part of the Red Route which is managed by TfL and not the borough. Bromley therefore cannot introduce changes on West Wickham High Street. Bromley does however raise the issue of safety on TfL managed streets at liaison meetings with TfL. In line with our interventions in other High Streets we have encouraged TfL to consider changes in West Wickham High Street that would change the feel of the High Street to more naturally change behaviours in the area.

12) Question from James Brown:

What plans does the Portfolio Holder have to ensure the £1.35m Bromley Council is spending on street trees (a) is spent strategically, to support creation of 'walking superhighways' across the borough with trees providing shade, and (b) represents value for money, by ensuring these vital (and expensive) assets survive?

Reply:

A) The council will present a comprehensive plan in November 2021 (in advance of the first trees being planted) which will include how the establishment of the remainder of the trees will be targeted to support the stated aims of the project. Street trees will provide shade for pedestrians. Where walking routes cross our green spaces other management plans will allow for planting of trees as appropriate for the area.

B) As per answer 'a' a comprehensive report will be delivered in November setting out how this will be delivered. Fundamentally, procurement procedures will be followed to ensure value for money and a new contract will be let specific to this element of service delivery with financially incentivised high establishment rates. Enhanced planting and maintenance procedures have been created and enhanced public engagement is being undertaken to promote and support public ownership of elements of the aftercare.

13) Question from Gary Kent:

Given long standing community concerns about narrow pavements, speeding, and unsafe crossings should this project now be classified as urgent and the time for feasibility study halved from 6 to 3 months?

Reply:

The urgent heading on report front covers relates to the procedures applicable for scrutiny of the decision and the ability for a number of Councillors to ask for a decision to be reviewed. It is not a measure of the priority of the topic in question or even the speed of delivery of the project as a whole (if for example a decision was urgent to meet a deadline to bid for funds).

We would not usually half the period earmarked for the feasibility study of any project, as this would mean cutting corners and not undertaking the due diligence of the background work required. We also rely on 3rd party surveys and audits that require set times of operation, which is difficult to control. The only exception to this is if there is an emergency and a requirement for immediate intervention.

This feasibility scheme is not one of the cluster site locations in the borough. The team is currently prioritising locations where there have been 5 or more collisions in the latest 3 years period. This is not the case for South Eden Park Road area; the issues mentioned in the report relate to safety perception, encouraging walking and reducing congestion.

14) Question from David Marshall:

Open spaces are sanctuaries for many and have been especially important to communities during the Covid-19 pandemic. When can we expect the final Open Spaces Strategy document and what is the reason for the further delay beyond September, the hoped-for publication date at the previous meeting of this committee?

Reply:

It is acknowledged that the boroughs parks and open spaces became an important sanctuary for many during the pandemic. As part of the revision process of the strategy, officers sought to ensure that both the views of the consultation respondents and the impact of the pandemic had been fully considered and understood when redrafting the strategy, especially where there have been negative perceptions of certain aspects. The Council's intention was to ensure that the revision process delivered a high-quality and ambitious strategy that reflected the priorities, needs and aspirations of all sectors of the community. Given the feedback it is important we get this strategy right rather than meet a particular timescale.

Having said that, following a process of stakeholder engagement regarding the content of the redraft, it is intended that the strategy will be reported to the November PDS Committee.

15) Question from Jasper Bell:

The report states that the decision relating to approval for the feasibility scheme is 'non-urgent' and that the analysis alone will take 6 months despite the criticality of the issues and ongoing risk to residents. Could you provide a rough timeline around when the analysis will commence, when recommendations will be made, how decisions will be prioritised and the likely timeline for implementation?

Reply:

The urgent heading on report front covers relates to the procedures applicable for scrutiny of the decision and the ability for a number of Councillors to ask for a decision to be reviewed. It is not a measure of the priority of the topic in question or even the speed of delivery of the project as a whole (if for example a decision was urgent to meet a deadline to bid for funds).

This feasibility scheme is not one of the cluster site locations in the borough. The team is currently prioritising locations where there have been 5 or more collisions in the latest 3 years period. This is not the case for South Eden Park Road area; the issues mentioned in the report relate to safety perception, encouraging walking and reducing congestion.

The Council's priority is to propose measures to improve safety where collisions occur, rather than perceived danger.

- Timeline of when analysis will commence – Initial surveys are scheduled to start in September.
- When recommendations will be made - This will be when necessary approvals and safety audits are in place. We cannot specify a date because we are still in the early stages of the scheme.
- How decisions are prioritised - This will be based on several factors and the type of measures proposed. A few factors to consider are data collected, Council's policy, cost of the scheme vs benefits, impact on residents, road safety audit etc.
- Implementation timeline - This is unknown at this time because we are still in the early stages of the scheme.

16) Question from Jasper Bell:

The scope of the feasibility analysis and possible remedial works required relating to the scheme are considerable. How will the council involve and consult with local residents as the findings are made and remedial works need to be prioritised?

Reply:

The Council will use the normal consultation method as with all traffic schemes that could potentially impact the public. Residents will be consulted at the preliminary design stage and invited to comment. The feedback will be considered, and designs amended if necessary, then a detailed design will be completed and passed on to contractors.

As explained above this is not a priority location based on the criteria set out in our road safety strategy, the Bromley Local implementation Plan (LIP). Bromley's LIP has been approved by the Mayor. Individual aspects will be prioritised, relatively, based on their cost effectiveness in achieving the desired aims.

17) Question from Sarah Smith:

As a campaigning parent I noted that the South Eden Park Road Safety Improvement Scheme has been classified as 'non urgent', thus perhaps pre-empting the findings of the proposed six-month analysis. However, given that the pleas for safe crossings have been consistently raised by parents for more than a decade, can the Council please acknowledge that for us the situation is in fact urgent, and act accordingly?

Reply:

The urgent heading on report front covers relates to the procedures applicable for scrutiny of the decision and the ability for a number of Councillors to ask for a decision to be reviewed. It is not a measure of the priority of the topic in question or even the speed of delivery of the project as a whole (if for example a decision was urgent to meet a deadline to bid for funds).

This feasibility scheme is not one of the cluster site locations in the borough. The team is currently prioritising locations where there have been 5 or more collisions in the latest 3 years period. This is not the case for South Eden Park Road area; the issues mentioned in the report relate to safety perception, encouraging walking and reducing congestion.

18) Question from Sam Webber:

In light of the 35 day road highway maintenance tasks falling behind schedule, has Palace Grove been affected by this problem as the quality of road surface is poor with significant potholes reappearing despite temporary repairs. When was the last inspection, is any remedial work outstanding and when is the next inspection scheduled?

Reply:

There are two Palace Groves in the borough, one in Anerley and one in Bromley. As the following question from the same person relates to roads in Bromley, I will respond in regard to the Palace Grove in Bromley. The last scheduled walked inspection of Place Grove Bromley was carried out 16/07/21. There is 1 outstanding job with the contractor in Palace Grove, for a 1m2 patch of the footway though, not the carriageway. The next scheduled walked inspection of Place Grove Bromley will be carried out around 16/07/2022.

19) Question from Sam Webber:

In light of the 35 day road highway maintenance tasks falling behind schedule, have Coniston Road, Yewdale Close or Ullswater Close been affected by this problem as

the quality of road surface is poor, which causes problems for all pedestrians but especially those with mobility issues, as well as causing problems for road users. When was the last inspection, is any remedial work outstanding and when is the next inspection scheduled?

Reply:

The last scheduled annual walked inspection of Coniston Road was carried out 20/04/21. There are 2 outstanding jobs with the contractor in Coniston Road raised at separate later ad-hoc inspections, both in the footway, both of which are still within ordered timescales, so not overdue. The next scheduled walked inspection of Place Grove Bromley will be carried out around 20/04/22.

The last scheduled annual walked inspection of Yewdale Close was carried out 08/01/21. There are no outstanding jobs with the contractor in Yewdale Close. The next scheduled walked inspection of Yewdale Close will be carried out around 08/01/22.

The last scheduled annual walked inspection of Ullswater Close was carried out 08/01/21. There are no outstanding jobs with the contractor in Ullswater Close. The next scheduled walked inspection of Ullswater Close will be carried out around 08/01/22.

20) Question from Dave Marshall:

The report to the committee has many references to staff shortages to explain underspends and missed targets. How many staff vacancies are there currently in Bromley, where are they being advertised and what is the expected timescale for filling these positions?

NOTE: To Portfolio Holder and Chairman what section of the agenda this is in relation to.

This is in reference to:

On page 95 & 96 of the agenda document:

Paragraphs 7,8, 9 and 14 have reference staff vacancies

Likewise page 106-108:

Paragraphs 4, 5 and 10 have reference staff vacancies

On page 164 of the agenda document in the table:

"Performance has been affected by poor weather conditions and the delayed recruitment of a new Contracts Manager".

Reply:

In the Environment Division there are two vacancies. The first is the Street Enforcement Manager, the job advertisement has finished and the expected start date for the candidate is 20th September. The second vacancy is the Street

Enforcement Officer role and this has been advertised on the Council website and local media. The expected start date is provisionally Oct 2021.

The Traffic and Parking Division has two vacancies which are being held vacant as the TfL funding stream has been so uncertain since May 2020.

21) Question from Alison Arratoon:

A major concern on Hawksbrook Lane is the parking along the lane which exacerbates congestion during school run times. This was discussed at length during the recent site visit but isn't mentioned in the project outline. Can you confirm it is within the scope of the proposed review?

Reply:

Parking can cause congestion but can also help avoid speed issues. With regard to Hawksbrook Lane, yes, this will be reviewed along with other congestion related matters on the road.

22) Question from Ms Eileen Welsh:

The report states that funding is available for the proposed improvement works from TfL for the Local Implementation Plan but that this funding might not be guaranteed after December 2021. Given that staff and funds are available now for these improvements and that the lives of children and vulnerable residents are at risk and have been for a long time in this area, why doesn't the council fast track this feasibility study and install the much-needed crossings and speed calming measures as soon as possible.

Reply:

The current funding from TfL for Local Implementation Plan measures is very limited even before December 2021. As a result we particularly need to prioritise the locations in the borough for interventions based on need.

There is currently no conclusion on a new pedestrian crossing or speed calming measures in the area, these issues are to be reviewed as part of the needs assessment and feasibility study.

The costs of introducing the new measures are yet to be estimated as the traffic team still have to carry out feasibility studies and detailed designs before the scheme's costs are finalised.

It is difficult to determine the LIP allocation for this area right now as the team is yet to conclude the exact proposals needed here and their cost and relative priority ranking.

22) Question from Julie Ireland:

In a written response to a public question on 12<sup>th</sup> July the portfolio holder promised traffic flow measures at the junction between Waldo Road and Homesdale Road would be reviewed with a traffic engineer. Please advise when it is expected this review will take place as traffic queuing to enter the recycling centre continues to create traffic chaos.

Reply:

The traffic engineer site visit to review traffic flow measures at the junction between Waldo Road and Homesdale Road will take place in September 2021.

The number of cars visiting the Waldo Road site between April and July 2021 was 42% lower than the number of cars visiting the Waldo Road site during the same period in 2019. 2020 has been excluded because the site was closed in April and part of May that year.

1) 23) Question from Julie Ireland:

The smell from Waldo Road recycling centre has been particularly noticeable to residents in the last few months. What measures are being taken to reduce the smell, do the council have any monitoring of volatile organic compounds (VOCs) and how many complaints from residents have been logged this year?

Reply:

The smell from Waldo Road recycling centre has been particularly noticeable to residents in the last few months. What measures are being taken to reduce the smell, do the council have any monitoring of volatile organic compounds (VOCs) and how many complaints from residents have been logged this year?

