

ECS PDS—19th January 2022

Oral Questions from Councillors:

1) Question from Cllr Ian Dunn

What is the Council doing to publicise the changes to the Highway Code which come into force in January 2022?

Reply:

Relevant recent changes to the highway code have already been incorporated into both the road safety presentations in schools and the 'Bikeability' Cycle training programme.

'Bikeability' instructors will also be including changes to the Highway Code into their training in line with recommendations from the Bikeability Trust. The Bikeability Trust expect to update their Delivery Guide by early February 2022

Supplementary Question:

Is there anything that we are planning to do more widely such as publicise this on our website so that people across Bromley can become familiar with it, not just people doing Bikeability, because we need to ensure that drivers of motor vehicles also become aware?

Answer to Supplementary Question:

I had considered the Council website, but my concern is that this would not be the place where motorists would normally go for road safety advice. I think that they may prefer to go to the resources of the RAC or AA. I will be raising the matter with our Head of Public Affairs to see if there are appropriate ways of ensuring that residents become aware of changes in the Highway Code.

Additional Supplementary Question:

Would the use of 'Environment Matters' be a good place to highlight changes in the Highway Code?

Answer to Additional Supplementary Question:

This is what I was hinting at when I mentioned that I would be discussing the matter with the Head of Public Affairs.

2) Question from Cllr Ian Dunn

What lessons has Bromley learned from the introduction of 20mph speed limits in Westerham and Otford in our neighbouring Sevenoaks District?

Reply:

The experience of other highway authorities is always of interest. I have seen no formal information about the Sevenoaks District experience. We of course do have 20mph speed limits in some roads in our own borough and have learnt lessons from them.

Supplementary Question:

The Chairman of Westerham Town Council has said that this would make Westerham a much better experience for residents and businesses. She went on to say that it had made it safer and improved the quality of life. There have been instances in Bromley where the 20mph limits have been modified to advisory. Are you going to consider changing that policy so that the residents of our towns such as Hayes, Beckenham High Street, and Penge High Street get the sort of benefits that the people of Westerham and Otford also get?

Answer to Supplementary Question:

The comments with respect to Sevenoaks and Westerham seem to indicate an aspiration as to what could be achieved. I would comment that we have our experience—the Chairman has approached me a number of times and asked me what can be done about cars speeding and losing control in the 20mph speed limit areas in his ward. This does seem to be the case of a number of other roads in the borough where we have 20mph limits. So our experience is that the limit by itself does not make a difference. This is referenced in a report noted by the Head of Traffic and Parking in response to some of the written questions to the Committee. That is why we have followed the approach of using an advisory 20mph limit and advisory flashing signs. They alert motorists to the reason for the advisory 20mph limit which is a potential hazard. The introduction of the shared space concept by definition introduces the 20mph limit. That applies at the moment to Beckenham High Street, Bromley North Village and Orpington Town Centre.

Supplementary Question from Cllr Terry:

What lessons do you think that we can learn from the blanket 20mph speed limit in Lewisham, where despite the £2.5m of public money being put into that, the speed of traffic has reduced by just 0.5mph and KSIs went up in their first full year? Do you think that this helps to support our approach in Bromley which is a targeted approach?

Reply to Supplementary Question from Cllr Terry

Its always hard to take one set of figures on KSIs to indicate a trend. It is certainly concerning that this has not moved in the direction that one would expect. However, it would confirm our approach that introducing blanket 20mph limits across the borough would be a considerable cost and that this cost could be focused on accident cluster sites and from our past experience would indeed reduce KSIs. It has always been our conclusion that it is better to focus resources on areas where collisions and incidents seem to be happening the most.

Supplementary Question from Cllr Fawthrop.

Was the Portfolio Holder aware that there is no 20mph limit in Westerham and that the road authority in Westerham is actually Kent County Council? I have a daughter that lives in Westerham and I can assure Cllr Dunn that there is no 20mph limit in Westerham.

Response from Cllr Dunn:

There are certainly 20 mile an hour speed limit signs along Westerham High Street and also towards Biggin Hill. There is also information in the press with respect to 20mph limits in Westerham and Otford, so they do exist.

Response from Cllr Fawthrop:

The road going up to Biggin Hill has a speed limit of 60mph. So I don't know where Cllr Dunn has got this information from-he clearly has no knowledge of the area.

Comment from Cllr Terry::

There was a report from KCC produced a couple of years ago that effectively said that putting up 20mph signs with no other measures was actually pretty effective.

3) Question from Cllr Kieran Terry

Overflowing recycling banks and disposal of business waste are regular issues in Chislehurst High Street Car Park. What steps can be taken to alleviate these and support Bromley's very strong track record on recycling?

Reply:

All our 40 bring bank sites (or mini recycling sites) across the Borough are for domestic recycling only and no business waste should be placed in them for disposal. All business waste should be disposed of correctly within the law and records kept showing how it is managed, collected and/or disposed of. A business is under a duty of care to ensure its waste is properly dealt with as detailed in section 34 of the Environmental Protection Act. Failure to comply can result in an FPN being issued or further court action taken if need be.

All recycling banks in the Borough are swept and cleared of accumulations and fly-tipping materials every day before 9am by the Council's service provider, Veolia. In some cases, where persistent misuse of the banks is commonplace, a second visit is carried out in the afternoon.

Where evidence (if found) pertaining to a business misusing the domestic bring banks, this will be recorded, and details passed to the Neighbourhood Services team to engage with any offender where applicable. As detailed in the updated Fly-Tipping Action Plan, now under the control of our new Enforcement Manager Dean Laws, reactive and pro-active action is planned in 2022 to ensure both compliance and enforcement is carried out with effective measurable outcomes. Businesses found to be in breach of section 34, letting waste escape from their

control, fly-tipping waste and using the domestic waste stream as a means of disposal will be dealt with effectively to ensure there is no detriment to the environment or domestic service delivery.

Where legitimate heavy use of bring banks is identified, and the volume of containers insufficient, in partnership with Veolia, Neighbourhood Services will determine if additional visits are feasible and/or if additional bring banks would remedy the situation - space permitting. We have recently used temporary notifications fixed to the bring banks over Christmas at all our recycling sites to remind residents not to leave any items on the ground surrounding them, and these have been well received with the message being adhered to overall.

Supplementary Question from Cllr Terry:

Cllr Terry asked a question about the frequency of waste collections at LBB's waste recycling banks:

Response to the Supplementary Question:

The Waste Team do regularly review the collection frequency across the borough and is reviewed depending on how frequently the various recycling banks get full. The bring banks are there primarily to serve those residents living in flats with very little storage space. For residents living in homes or houses with storage space we would expect them to take advantage of the doorstep service that we offer rather than filling up the bring banks to the detriment of those residents that have very little storage space.

Supplementary Question from Cllr Fawthrop.

I wonder if it would be possible with any of these recycling banks to use some sort of monitor or signal that would indicate when they were full? Is that something that is being looked at?

Response to the Supplementary Question from Cllr Fawthrop

It is not something that is being looked at the moment, but may be something that we could consider for the future. It may not be possible as there would need to be a power requirement, potentially a telephone, signal and so on. Not sure what would be possible without significant investment compared to the current system where our Neighbourhood Officers (who know their local area) check to see when the recycling banks need emptying.

