

## **ENVIRONMENT AND COMMUNITY SERVICES POLICY DEVELOPMENT AND SCRUTINY COMMITTEE**

Minutes of the meeting held at 7.00 pm on 19 January 2022

### **Present:**

Councillor Robert Mcilveen (Chairman)

Councillors Ian Dunn, Simon Fawthrop,  
Samaris Huntington-Thresher, Christopher Marlow,  
Melanie Stevens, Harry Stranger, Kieran Terry and  
Michael Tickner

### **Also Present:**

Councillor Will Rowlands

#### **151 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS**

Apologies were received from Councillor William Harmer and Councillor Michael Tickner attended as substitute. Apologies for lateness were received from Councillor Marlow

#### **152 DECLARATIONS OF INTEREST**

Councillor Mcilveen declared an interest as he worked for a company that represented concrete, asphalt, cement and aggregate producers.

#### **153 MINUTES OF THE MEETING HELD ON 17th NOVEMBER 2021**

Councillor Simon Fawthrop said that during the previous meeting he had spoken to the Assistant Director for Traffic and Parking regarding the Crofton Road item. This was in respect of the consultation process. Councillor Fawthrop had argued that if you omitted the views of residents (in the consultation) that were not local, then the remaining local consultees were in the main not in favour of the scheme. He said that this had not been recorded in the minutes of the meeting and asked that this be noted.

Aside from this, there were no factual inaccuracies and the minutes were agreed and subsequently signed as a correct record.

**RESOLVED that the minutes of the meeting held on 17<sup>th</sup> November be agreed and signed as a correct record.**

#### **154 QUESTIONS FROM COUNCILLORS OR THE PUBLIC**

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Oral and written questions were received from Councillors and from the public.

The questions with responses will be attached as an appendix to the minutes.

## **155 MATTERS ARISING AND WORK PROGRAMME**

### **CSD 22007**

The Chairman introduced the Matters Arising report, saying that it seemed to be the case that all the matters arising had been resolved and he asked if Members had any questions on the report.

A Member referred to the update concerning the Court Road consultation. He asked how the Portfolio Holder and officers had taken into account the feedback from the consultation in the detailed design of the scheme. The Portfolio Holder responded and said the matters mentioned by the Member (with respect to speed limits and the possible introduction of a new pedestrian crossing) had already been looked at and considered at the design stage. After taking into account the results of the consultation, there was no new information that had any bearing on what had already been considered in terms of design. This being the case, it was decided that work could proceed with the current design.

A Member commented that the Work Programme report referenced 'Manor Wood Road' and said that this was incorrect and that the name of the road should be changed to simply 'Manor Road'.

It was noted that the report concerning 'Fix My Street' would be presented at the March meeting.

**RESOLVED that the Matters Arising and Work Programme report be noted.**

## **156 PRE-DECISION SCRUTINY OF REPORTS TO THE ENVIRONMENT AND COMMUNITY SERVICES PORTFOLIO HOLDER**

### **a CAPITAL PROGRAMME MONITORING--QUARTER 2**

#### **FSD22009**

A Member asked how many of the initiatives referred to in the Capital Programme report were TfL priorities rather than LBB priorities. The Portfolio Holder responded and said that LBB would only implement the projects that they wanted.

A Member referred to Appendix A which was the revised Capital Programme ending in 2024/25. There was an item in the Appendix for £2.2m which related

to 'Orpington Public Realm Improvements'. The Member observed that there was no split to show how this money was going to be allocated and he asked if any information was available concerning the specific schemes. The Portfolio Holder responded and said that the amount of funding that had been received from TfL in this regard was what the Council would normally expect. Details of specific spending going forward would be discussed at future meetings of this committee.

It was noted that there appeared to be an underspend regarding the BMX track and a Member asked what would happen to the underspend. It was explained that any underspend would be returned to the Capital Programme Budget.

A Member queried what the process was for submitting a scheme for capital funding and the process was explained.

**The Portfolio Holder noted and acknowledged the current position in respect of Capital Schemes, as agreed by the Executive on 24<sup>th</sup> November 2021.**

## **b ALBEMARLE ROAD AND BROMLEY ROAD CYCLE SCHEMES**

### **ES20151**

The report was introduced by the Assistant Director for Traffic and Parking who explained that the report had been drafted to seek approval for the modification of cycle lanes on Albemarle Road and Bromley Rd and also to retain Westgate Road Bridge as one directional traffic. It was pointed out that at the ECS PDS meeting on the 11th of March 2021, the Portfolio Holder had made a decision which recommended that the Albemarle Road experimental scheme be subject to further reviews and consultations and because of this the report was now being presented to the Committee.

The Assistant Director for Traffic and Parking highlighted what he considered to be the main recommendations as outlined in the report:

1. The segregated cycle lane which currently existed between the junctions with St. Georges Road and Westgate Road should be retained.
2. It was recommended that the segregated cycle lanes that existed between the junctions with Westgate Road and Bromley Road be removed and that two directional traffic be reinstated.
3. The junction of Albemarle Road with Bromley Road should be changed to 'no entry' from Bromley Road and then left turn only towards Shortlands.

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4. There should be no change to the one way traffic system that was currently in operation on the railway bridge in Westgate Road.

The Ward Member for the Copers Cope Ward, (Councillor Michael Tickner) said that there were two items referenced in the report which had not been taken forward in terms of recommendations. He stated that he would like to add two more recommendations to those that had been outlined in the report. His two additional recommendations were then disseminated to Members by the Committee Clerk.

Cllr Tickner said that his first recommendation derived from paragraph 3.15 of the report which referred to cars and cyclists disobeying the one way instructions. In view of this, he proposed an additional recommendation, (Recommendation 2.7) which read as follows:

- I. In view of one way traffic on Westgate Railway Bridge being often dangerously ignored by cyclists, a 'cyclists dismount' sign be erected on the south side of the bridge and police be requested to take enforcement action.

Councillor Tickner then referenced section 3.18 of the report which referred to the junction of Westgate Rd and Albemarle Rd. The report noted that this junction had in fact been the subject of three safety audits in total. However the consultation indicated that most responders thought the junction should be redesigned. The report went on to say that the designs for the junction would therefore be considered independent of the recommendations in the report and would rather be approved under delegated powers. Councillor Tickner stated that he was not happy with the recourse to delegated powers in this case and he proposed an additional recommendation, this would be **Recommendation 2.8** which read as follows:

- II. Proposals for a reconfiguration of the junction of Westgate Road and Albemarle Road be submitted to the next meeting to include an option for the installation of a mini roundabout

Councillor Tickner moved that his additional recommendations be agreed by the Committee and the motion was seconded by Councillor Simon Fawthrop.

A discussion took place concerning the extent of the consultation process for the scheme. It was noted that this was a wide ranging consultation involving about 3000 properties and that it was indeed a relatively large consultation for a local scheme. A Member queried what the specific response was from people living near Westgate Bridge. The Assistant Director for Traffic and Parking responded and said that this was not given specific weighting, although it may be helpful to understand. The Ward Member for Copers Cope Ward, Councillor Michael Tickner, commented that the overall response to the consultation was good, was spread out and that in fact no one lived on the bridge.

A Member stated that he was pleased that something was being implemented but that in his view the recommendations were disappointing. He opposed the removal of the segregated cycle lane and the conversion back to two way traffic in the centre of Albemarle Rd. He felt that these recommendations should be reversed. In his view the best option for local residents would be to totally close Westgate Bridge to motor traffic and open the bridge up to cyclists and pedestrians only.

Councillor Tickner responded and said that it would not be a good idea to close the bridge as it was a busy bridge with much traffic on it and there was already a lot of pressure on other routes and junctions; he felt that this was not a good idea and would be unpopular with local residents. He further said that if the segregated cycle lane along Albemarle Rd was kept, the Council would need to retain the one way traffic system--however this was causing a lot of frustration with local people who wanted the restoration of two way traffic.

A discussion took place concerning how the Council could measure whether or not a cycle scheme was a success. The Assistant Director for Transport and Parking said that there were too many variables--there was no specific guidance on how to judge success in this area; it was not an exact science. With respect to the Albemarle Road and Bromley Road cycle schemes, again there were too many variables. The Assistant Director referred to the scheme as a 'pop up' scheme in that it was implemented quickly during the time of the COVID pandemic when funding was being made available for cycle schemes as an alternative method of transport to buses. The funding for the implementation of the cycle scheme needed to be used quickly, and the scheme needed to be implemented swiftly in response to Covid. There had not been time to consider how to measure success.

The Ward Member for Farnborough and Crofton (Councillor Christopher Marlow) asked the Assistant Director if he could confirm that feedback would be provided by the end of February 2022 regarding the measures of success for the Crofton Road Cycle Scheme. Cllr Marlow said that this had been promised at the previous meeting. The Assistant Director for Traffic and Parking assured that a response would be provided to Cllr Marlow by the due date.

A discussion took place as to whether or not the emergency services had been consulted before the scheme was implemented. A Member commented that the actioning of the recommendations would indeed be of benefit to the emergency services. It was noted that the report mentioned that the emergency services had been consulted; only the police had responded saying that the scheme had not impacted on their response times.

The Assistant Director for Traffic and Parking said that Councillor Tickner would be pleased to know that some consideration had already been applied to the implementation of a mini roundabout in line with his recommendations. The design of the mini roundabout would need to be safety audited. He said

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that he would do his best to have the results of the safety audit brought back to the March meeting, but he was not able to guarantee this.

The Committee resolved to agree the recommendations of the report and also to agree the recommendations suggested by Councillor Tickner.

Councillor Ian Dunn did not agree with the recommendations and asked that this be noted in the minutes.

**RESOLVED that:**

- 1) The segregated cycle lane between the junctions with St. Georges Road and Westgate Road be retained.**
- 2) The segregated cycle lanes between the junctions with Westgate Road and Bromley Road be removed and that in its place there would be the reinstatement of two way directional traffic.**
- 3) The junction of Albemarle Road with Bromley Road to be no entry from Bromley Road and left turn only (towards Shortlands).**
- 4) The railway bridge in Westgate Road should continue to have one way traffic over the bridge and the traffic be one way southbound (as present).**
- 5) The 'Tiger' crossing on Bromley Road would be retained and also the retention of cycle lanes but with the modifications to the carriage way markings at the junction of Bromley Road with Shortlands Road; the removal of wands on the downhill/eastbound section of Bromley Road. The 'wands' on the uphill section to be left in situ for a further trial period over the coming six months.**
- 6) Funding for the changes to be allocated from the TfL budget for the review of LSP schemes.**
- 7) The Director of Environment and Public Protection should receive delegated authority to deal with the design amendments across the whole scheme in consultation with the Portfolio Holder and in line with the requirements of the Traffic Regulation Orders.**
- 8) in light of the support received for the cycle route and residents' feedback (evenly split on many of the consultation options) the Council would continue to investigate and seek funding opportunities to improve the environment for cyclists on the Bromley—Beckenham-- Lower Sydenham Cycle Route.**
- 9) The two additional recommendations suggested by Councillor Tickner be agreed.**

**157 POLICY DEVELOPMENT AND OTHER ITEMS**

**a ENVIRONMENT AND COMMUNITY SERVICES PORTFOLIO  
DRAFT BUDGET 2022/23**

**FSD22007**

Members noted that this report had been presented to them so that they could consider the Portfolio Holder's Draft Budget for 2022/2023 which took into account future cost pressures. Members were requested to scrutinise the report and provide any relevant comments to the Executive.

A Member made an enquiry regarding the cameras that were used to identify 'moving traffic contraventions'. It was noted that there was a problem with the cameras which was currently being addressed with the manufacturer.

A Member was surprised to note that the Council had spent £1.5m on the management and support of the Environment contracts. He said that this was twice as much as the Council spent on planting trees and queried if the Council had got its priorities right. The Director for Environment and Public Protection answered and pointed out that the Environment contracts were large and complex. The Council had a duty to ensure that the contracts worked properly and that these complex contracts were managed correctly and provided a sound and effective service. The Council had experienced problems in the past with the management of environmental contracts and it wished to learn from the past and avoid such issues re-occurring.

A Member stated that he would be interested to see how the allocation of resources in terms of contract managers were split across the various contracts. It was noted in the course of the discussion that as well as the contracts being large and complex, additional complexities had been added because of the COVID pandemic, and the shortages of both fuel and drivers. This meant that Bromley's contract managers had been working with contractors on a daily basis. The contract managers had to work effectively to ensure value for money and the continued and effective provision of Council services. It was noted that a 'Fix My Street' update would be provided to the Committee in March 2022 and the Director for Environment and Public Protection noted that out of 33,000 FMS inquiries--95% of these had been dealt with seamlessly. He further pointed out that in most other councils they had much larger teams to manage contracts.

The Member responded and said that he would be interested to be provided with more information as to how the contract managers were assigned to the various contracts and he would like a breakdown of the budgets and headings. He wanted to understand how the budget headings were broken down by contract. He said it may be the case that the Committee may decide that a particular contract may need a greater allocation of contract managers for example. The Director for Environment and Public Protection responded and said that he would discuss this matter with the Head of Finance for ECS.

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A Member asked if the Council was still encouraging people to compost and the response to this was affirmative. It was noted that the Council received income from paper recycling but not from the disposal of green garden waste. A Member asked if the pricing for the disposal of green garden waste was determined by statute and it was confirmed that this was not the case and the costs were controlled by the Council. Councillor William Huntington Thresher declared an interest in that he had taken advantage of the Council scheme to get some water butts.

The Chairman asked Members if there were any particular comments they would like to put forward to the Executive.

A Member referred to the table on page 131 of the agenda and the various figures quoted with respect to the Street Scene and Green Spaces contracts and said that he would like to have been provided with a detailed explanation of what was included in these figures.

The Director for Environment and Public Protection said that there were occasions when he felt uncomfortable with the relatively low number of staff managing large and complex contracts. The Chairman suggested that this could be something that could be fed back to the Executive. (Note—this was suggested at the time but was not a formal resolution)

A discussion took place regarding the increase in disposal costs for green garden waste. It was explained that this was partly due to the way the accounts were presented and the way expenditure was budgeted. In the first year there was an expense incurred by the Council with respect to buying new bins—this cost would not be applicable for the following year. The cost of disposal per tonne had not increased.

A Member raised the issue of bins and replacement bins. She had observed that the replacement bins were of a lower quality than the bins that had been used previously. They were not as robust and got damaged more easily. Sometimes they were damaged by the collection process itself. This would lead to the need for bins being replaced more frequently and so perhaps at the end of the day it was not cost effective to use cheaper replacement bins. The Director for Environment and Public Protection said that he would discuss this matter with the Assistant Director for Environment, the Waste Team and with Veolia.

A Member asked if LBB had benchmarked its Green Garden Waste pricing to other authorities. The response to this was affirmative. The Director promised to send the figures to the Member who had raised the matter (Cllr Marlow).

**RESOLVED that:**

- 1) The update on the financial forecast for 2022/23 to 2025/26 be noted.**

**2) The initial draft budget be noted as the basis for setting the 2022/23 budget.**

**3) The Director for Environment and Public Protection would provide a response to the Member who had raised the matter of defective moving traffic enforcement cameras.**

**4) The Director for Environment and Public Protection would discuss the matter of inferior replacement waste collection bins with officers and Veolia.**

**5) The data regarding the benchmarking of green garden waste collection services in comparison with other local authorities be provided to the relevant Member.**

#### **b CARBON MANAGEMENT PROGRAMME UPDATE**

##### **ES 20152**

The Assistant Director for Performance Management & Business Support provided a brief introduction to the report which was 'LBB's Carbon Management Programme Update—Planned Borough Wide Signposting for 2022/23'.

She explained that the purpose of the report was to provide an update on the progress that was being made by the Carbon Management Team and also on the progress being made by the Council's Environmental Contractors towards their net zero targets. The report also provided an update on the suggested approach to the provision of carbon management signposting for residents and businesses.

It was noted that a comprehensive update on the progress being made towards net zero targets by individual contractors would be provided in the relevant annual performance reports. Assurance was provided that officers scrutinised ECS contracts at regular monthly meetings.

The Assistant Director explained that signposting to residents would take place in May after the Council's website had been revamped. There would be a microsite on the main site to facilitate this. This would provide advice to residents and businesses on how they could reduce their carbon emissions. This would be supported by workshops and educational materials. This method was chosen rather than the production of a brochure as it was more flexible and the website could be updated as required.

A discussion took place as to the type of residents and community groups that the Council may be working with. A Member referred to paragraph 5.9 of the report which mentioned the fact that the Carbon Management Team had applied for a £920,000 grant under the Local Authority Delivery scheme. It was mentioned that the programme would enable the retrofitting of

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approximately 130 domestic properties. The Member was keen to understand what types of property may be retrofitted and with what.

The Assistant Director answered and said that one of the main environmental groups that Bromley worked with was 'Greener and Cleaner Bromley and Beyond'..

<https://www.greenerandcleaner.co.uk/>

She explained that in terms of retro-fitting—this would include insulation related materials and boilers.

It was noted that it was still possible to switch energy providers via the 'Big London Energy Switch'. This was scheduled to take place during early February and would be promoted on the Council website.

A Member queried where the Council was now in respect of the original Council motion which was about the 'direct action' that could be undertaken by the Council and which could therefore be controlled by the Council itself. He asked that it be minuted that he was requesting that the Director for Environment and Public Protection remind officers that the Council should be focusing on 'direct activities'. He expressed the view that as the Council was using green energy suppliers it should not be affected by rising gas prices. The Member further commented on sections 5.10 and 5.11 of the report which noted that the Council had provided funding to set up a Library of Things (LoT) in Bromley Town Centre. The idea was that people would save money and make a positive environmental impact by borrowing things rather than buying them. The Member expressed the view that there were many companies around that provided hire services; in his view this was competing with the private sector and was therefore something that he could not support. He asked that the LoT be removed from the recommendations.

Post Meeting Note:

*It was subsequently clarified by the Assistant Director for Performance Management and Business Support that the LoT was not a recommendation. It was an example of something that had already been agreed and paid for that the Council were doing to support residents with reducing their own carbon emissions*

The Assistant Director for Performance Management and Business Support responded and said that environmental actions that were taken directly by the Council would be highlighted in a report that would follow regarding the Council's Net Zero Action Plan. She also highlighted, as did the Chairman, that the reason for the report and the proposed actions within it was because this was requested by the Committee at the November meeting.

With respect to the LoT she explained that the funding was Section 106 funding and so was not directly being taken from Council funds.

She explained that discussions had been held with the Portfolio Holder regarding the LoT and the type of items they may hire and the type of customers that might use the service. It was considered that this would be a different type of hire with a different type of customer and would not be competing directly with any of the other larger private sector hire companies. She also likened the scheme to our libraries for the loan of books which did not compete with the local bookshops.

The Member responded and expressed the view that it would be better to partner with the private sector due to their expertise in this area.

A Member commented that he felt that the Carbon Management Team was forging ahead, doing a good job and that the LoT was unlikely to be in direct competition with any of the big hire companies.

The Portfolio Holder clarified that the matters raised by the Member who had opposed the setting up of the LoT had been considered by him before deciding to fund the project. He clarified that if the venture failed there would be no recourse to the Council. He felt that the LoT would offer products that would not be offered elsewhere. He also argued that the LoT was really a private company that was independent of the Council and that its inception would in fact support the private rental sector generally.

It was noted that the Council currently had a 100% renewable energy contract with 'Haven'

**RESOLVED that the Carbon Management Programme update be noted.**

### **c ECS PERFORMANCE OVERVIEW**

The Committee noted that there were two areas that had been rag rated as red and two that had been rag rated as amber. The two red ratings were for:

- Total Waste Arising
- Residual Household Waste Per Household

It was still the case that the amount of waste being generated because people were working from home was high.

The first amber rating was connected with this and was the Amount of Household Waste composted.

The second amber rating was related to the number of people either killed or seriously injured in road traffic incidents. The data to August was that this figure was 96 against a target of 86.

A Member highlighted that although 'Residual Household Waste Per Household' was amber, the figures indicated that the Council had recycled

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more household waste than ever before and this was an achievement. LBB was one of the top recyclers in London.

A Member asked what could be done to reduce the KSI (Killed or Seriously Injured) figures to zero in line with 'Vision Zero'.

The Portfolio Holder responded and said that the Council's strategy for reducing the number of KSIs had been laid out in the LIP 3 Programme which had been signed off by the London Mayor. A number of strands were involved which included making the protection of the most vulnerable a priority. The Council had a methodology which was heavily rooted in education and award winning education schemes like 'Driven by Consequences'. These were particularly targeted at the age range of 18 to 24. The Council would also analyse accident hot spots to see where there was a common cause and where funds could therefore be allocated. It seemed to be the case that the trend for KSIs was gently downwards, but obviously the Council would prefer for it to drop further.

It was noted that in terms of the number of KSIs, Bromley was either the second or third safest borough in London but would not rest there and would still seek to improve.

The Assistant Director of Performance Management and Business Support agreed with the Member that we could include some explanation in the performance report in future, in terms of how Bromley compares with other London boroughs.

The Assistant Director of Performance Management and Business support also reflected on the earlier Member's comments in relation to Contract Management and Support and pointed out to the Committee that in fact this includes the Performance Management and Business Support team who have, since their inception in 2018, contributed to reducing 15 priority 1 recommendations from a previous waste audit down to zero.

**RESOLVED that the ECS Performance Overview update be noted.**

**d ECS CONTRACTS REGISTER**

ES20142

Members attention was drawn to the market stall contract which had been considered at the previous meeting when it was rag rated as amber and due for renewal. A tender exercise had been undertaken for competitive bids but the tender exercise was unsuccessful. Resultantly, a direct award had been made to the incumbent provider.

A discussion took place concerning the 'Fix My Street' contract which was showing as amber on the contracts database snapshot that had been presented to the Committee.

It was noted that the Contracts Database snapshot had been taken on the 21st October and that if the snapshot had been taken on the day of the meeting for example, then the 'Fix My Street' contract would in fact be rated as red. A Member requested that a way be found to provide more up to date Contract Database information to the ECS PDS Committee, rather than data which was in fact out of date.

**RESOLVED that the Contracts Database report be noted and that going forward a way be found to provide more current contract data to the Committee, rather than data that was out of date.**

*Post Meeting Note from the Assistant Director for Performance Management and Business Support:*

*This methodology will not be amended, but in future meetings there will be a Part 2 report which will have a commentary from the Assistant Director for Procurement and Commissioning to better explain any contracts that are coming up for renewal.*

**e RISK REGISTER UPDATE REPORT**

ES20058

No red risks were reported.

A Member referred to a risk relating to climate change and said there was no reference to what the risks actually were. The Assistant Director for Performance Management and Business Support responded and said that the risks in the report were purely the risks to the Council, for example from flooding and what the Council could do in terms of planning and design to adapt to those risks. This could be the things like Council's Flood Risk Strategy, the way the Council managed drains, planted trees and designed buildings.

A Member referred to the Clean Air Act and said that people still held bonfires all over the place which were polluting and nothing was done about it. He felt that the Council should focus on matters such as these over which they had direct control.

It was noted by the Chairman that it was Sarah Foster's (Assistant Director for Performance Management and Business Support) last meeting for the Council as she was moving on to pastures new. The Chairman and the Committee thanked Ms Foster for her excellent service for Bromley Council and wished her well in her future role.

**RESOLVED that the Risk Register update be noted.**

*Environment and Community Services Policy Development and Scrutiny  
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The meeting ended at 9.20 pm

Chairman:

## ECS PDS—19<sup>th</sup> January 2022

### Oral Questions from the Public

#### 1) Question from Alisa Igoe:

##### Reference:

*Risk areas within Environment & Community Services Portfolio for 2022/23 onwards*

##### Pressures from Public Demand

This section states “*In terms of what needs most improvement in the local area, activities for teenagers, traffic congestion, road and pavement repairs, the level of crime and clean streets were regularly mentioned by residents.*” Could you kindly tell me what actions Environment are undertaking to respond to residents’ concerns on these areas, and particularly on repairing roads and pavements?

##### Reply:

The Council will always address safety issues with respect to the road and footway surfaces. The Council undertakes regular inspections of all roads and footways in the borough to identify safety issues, which are passed to our contractor for repairs to be completed. Members of the public can also log defects using the Fix My Street report on the Council’s web site to alert the Council to defects arising between inspections for investigation.

#### 2) Question from Alisa Igoe:

On 6th December, a resident posted a request on FixMyStreet for dumped waste to be removed from the woodlands at the side of New Hill Street, with three photos. 9th December Bromley Council posted “Fixed: Appropriate action has been taken to resolve the issue.” 3 January a new post was submitted “Walk along new St hill from burnt ash lane ... the amount of rubbish along the pavements/kerbs, woods and verges is even worse now ... I would check your cleaners are not confused!”. Are FixMyStreet reports being closed prematurely?

##### Reply:

Reports regarding street cleansing and dumped rubbish are not closed prematurely but when our contractor has reported that they have attended, resolved the highlighted incident and updated our system accordingly. Where a customer feels that the action has not occurred, they can add further comments. These are then monitored and passed back to the contractor and/or the LBB officer to investigate further. These are then monitored and passed back to the contractor and/or the LBB Officer to investigate further.

##### Supplementary Question:

"There are many reports on FixMyStreet of the dumping of waste around recycling banks, much of it not recyclable. The yellow stickers on the recycling banks make it

clear anything dumped alongside these bins is fly tipping and could incur a £400 fine. Would you agree we need to tackle the cause and not just the symptoms of such anti-social behaviour and by the Council allowing the contractor to provide up to twice daily street cleansing collections of these large amounts of fly tipping, we're actually facilitating it, actually encouraging residents to do it and as a consequence it will just increase

Answer to the Supplementary Question:

I am not entirely sure that I follow your argument. We obviously want to keep our street environment clean—following the 'broken window' policy. We feel that if someone sees a place where rubbish has been left, it is more likely to attract more rubbish than if we cleared it. So we don't think that clearing the large amounts of fly tipping will encourage residents to tip more rubbish. There is a related question that I will be answering shortly from Cllr Terry to go into some of the things that we are actively proposing to do address the matter of material being left around re-cycling banks, particularly in the Chislehurst area.

3) Question from Angela Hulm:

Please confirm which of LBB's Anti-Idling Scheme budget items: (two additional CEO's, x5 body-worn air quality sensors, training of all CEOs on anti-idling enforcement and air quality monitoring, flyers / banners for schools;) have been delivered, at which schools and when?

Reply:

Despite the pandemic delaying the start of the anti-idling scheme, this scheme has been welcomed by schools and is working well.

21 schools in the Borough are now participating in this scheme, which commenced in September 2020, initially at 7 schools. The 21 schools are receiving CEO visits for Anti-Idling enforcement, with 7 more school locations due to be added in February 2022. The schools currently on the rota for enforcement are Raglan Primary, Biggin Hill Primary, Hayes Primary, Oak Lodge Primary, Harris Primary Shortlands, Valley Primary, Edgebury Primary, St Marks Primary, Highfield Infant, Highfield Junior, Bishop Justus Secondary, Trinity C of E Primary, St Georges Primary, Bickley Primary, Oaklands Primary, Churchfields Primary, Darrick Wood Schools, The Glebe, Pickhurst Junior, La Fontaine Primary, Green Street Green Primary.

The following schools took up the offer of having an Anti-Idling banner to be used outside of their schools – Harris Academy Beckenham, Edgebury Primary, Pickhurst Primary, Hayes Primary, Parish CE Primary, Green Street Green Primary, Harris Primary Shortlands, Leeson's Primary, The Glebe, Highfield Infant, Highfield Junior, Eden Park High School, St Philomena's Primary, La Fontaine Primary, Bullers Wood Boys Secondary, Red Hill Primary, The Highway Primary, Riverside School, St Johns CE Primary, Valley Primary, Chislehurst School for Girls, Trinity CE Primary, Tubbenden Primary, St James Primary.

The body-worn air-quality sensors were not purchased as further research suggested they would not provide any benefit.

Last year the budget was increased to allow the purchase of more signs due to the number of schools participating in the programme.

Supplementary Question:

If using the body worn air quality sensors is not possible, how can schools request air quality monitoring on their roads?

Answer to Supplementary Question:

We do have a large number of NOx diffusion tubes in various locations across the borough. (See response to written question No 30). The results are analysed once a year and the results put into the Air Quality Report. This report will be produced in the summer.

4) Question from Angela Hulm:

Which schools have:

- a) Anti-idling penalty notices been issued b) How many?
- c) CEO's have collected air quality data?

Reply:

No Anti-Idling penalty notices have been issued. All drivers approached have either switched off their engine or have driven away from the location. However, CEOs have issued 223 warnings since April 2021 at the following schools:

- Oak Lodge Primary School
- Harris Academy Shortlands
- Biggin Hill Primary School
- Valley Primary School
- Raglan Primary School
- Edgebury Primary School
- Hayes Primary School

The body-worn air-quality sensors were not purchased as further research suggested they would not provide any benefit.

Supplementary Question:

What is the uptake like for secondary schools and nurseries?

Answer to Supplementary Question:

In the list of schools for anti-idling our focus has been on primary schools rather than secondary schools as the children are shorter and so closer to the exhausts and exhaust fumes. Secondary school children in the main tend to arrive under their own steam.

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## ECS PDS—19<sup>th</sup> January 2022

### Written Questions from the Public

#### 1) Question from Georgina Davanc

What proportion of the schools in Bromley have walk to school schemes or cycle schemes, for example road cycle lessons in local secondary schools? How are these being implemented to encourage less car use?

#### Reply:

For the 2020/2021 academic year we had 94 out of 116 schools in the Borough participating in the School Travel Plan (STARS) scheme. 30 Borough schools are currently participating in Smart Movers (an active travel incentive scheme) on a monthly basis. For the academic year 2021/2022 we have 120 JTAs (Junior Travel Ambassadors) carrying out competitions, assemblies and other promotional activities in Borough schools.

In regard to the STARS scheme, Bromley has the highest number of Gold schools compared to other boroughs in London (18 to Bronze level, 34 to Silver level, 42 to Gold level).

To share some examples:

There has been an increase in walking and cycling during the period between 2020-2021. This positive shift was influenced by LBB's Road Safety Education Programme, School Travel Planning Initiatives and Cycle training which were swiftly adapted to virtual sessions during the pandemic, communication was paramount with our schools and residents during this difficult time.

Level 1/2/3 Bikeability training is offered to schools across Bromley. The numbers delivered has been impacted by the pandemic during the last two years but in the calendar year to April 21/22, 6 of the Borough's Secondary schools will have received cycle training for their pupils.

#### 2) Question from Dr Woodley

I am becoming increasingly concerned with the volume and speed of traffic in my area (Beckenham). On the second point the council's view, as given on the Bromley website, is that no traffic calming measures will be considered unless there are enough KSIs. Why is the council not taking a more proactive approach to getting drivers to respect the speed limit rather than acting only after there are 'enough' fatalities or serious injuries? Additionally, you've stated that you don't believe 20mph limits to be a sufficient deterrent. So what other options are being explored? We cannot just continue with the status quo waiting for enough deaths and in the meantime allowing speeders to continue with impunity.

Reply:

Speed enforcement is within the jurisdiction of the Police and Local Safer Neighbourhood Teams. I would encourage you to raise this with your Local Safer Neighbourhood Team so it can be considered as a local priority by the Panel.

I along with my lead Councillor colleagues from across London Councils have raised the importance of speed enforcement at the highest levels within the Metropolitan Police and we are all calling on the Police to increase their efforts on the issues of speed and dangerous driving.

Unfortunately, there are locations in the borough where there are clusters of injury collisions, we will focus our spending on those locations first, as those locations are seeing collisions re-occurring which we would like to prevent.

In terms of our actions in other locations, we have a road safety education programme operating in schools aimed at young drivers so they start their driving life respecting speed limits, plus we have road safety education signs that we move around the borough to re-educate drivers regarding the dangers of speeding and other dangerous activities such as mobile phone use at the wheel. With regard to 20mph, we are focusing those initiatives around schools and similar hazards where drivers correlate the speed limit to the hazard and adjust their behaviour.

3) Question from Greg Ó Ceallaigh

Will the Council facilitate a Play Streets initiative to allow local residents to close their streets for short periods at weekends to allow children to play safely outside as is present in other Boroughs?

Reply

The London Borough of Bromley is blessed with a large number of green areas in this Borough, and we encourage residents including children to play in those areas which are available throughout the day. Playing in our green areas also means that parents can participate with their children rather than needing to act as road stewards. Bromley therefore does not support the concept of Play Streets as such but prefers to allow residents to book one-off organised Street Parties where this can help support the local community.

4) Question from Leslie Anstee

How many miles of road are there in the Borough and how many of those miles have a segregated cycleway and how many miles have a painted cycle lane? What targets have been set for increasing the amount of segregated cycleways/lanes.

Reply:

The Borough has 520 miles of road and over 100 miles of cycleways including London Cycle Network routes and is served by the National Cycle Network route 21. These routes are predominantly in the north of the borough, although the quality of a number of routes does not meet current standards. Please note this is a high-level

figure as we do not have the data required to calculate the length of the cycle network using GIS, nor can segregated and non-segregated be separated.

There are no targets for increasing the amount of segregated cycleways/lanes in LIP 3.

There are more general targets to increase trips on foot, by cycle or by public transport in the Borough to 60% by 2041 and to have 41% of residents living within 400m of the London-wide strategic cycle network by 2041.

#### 5) Question from Louise Bisset

In answer to a question posed on 17th November 2020, the council said that it had "recently improved a number of facilities to help residents who want to make the choice of active travel" Please can the committee describe what facilities have been improved and provide evidence of how these have changed active travel by residents.

#### Reply:

New pedestrian crossings have been installed in the following locations:

- Homesdale Road - 1x Zebra
- Kent house Road - 1x Zebra
- Kings Hall Road - 1x Tiger Crossing (Parallel Zebra)
- Crystal Palace Park Road - 1x Toucan Crossing
- Crofton Road – 3x Zebra
- Crofton Lane – 1x Zebra
- Beckenham Lane – 1x Zebra
- Bromley Road – 1x Tiger Crossing (Parallel Zebra)
- Southend Road – Informal crossing

School Streets were implemented at the following locations:

- Poverest Primary School
- St Mary Cray Primary School
- Clare House Primary School
- Pratts Bottom Primary School
- Harris Primary Crystal Palace
- Harris Primary Orpington
- 

Cycle routes were implemented at the following locations:

- Crystal Palace Park Road semi segregated cycle lane
- Bromley Road & Albemarle Road semi-segregated cycle lane
- Crofton Road segregated cycle lane

The usage of the facilities is the subject of ongoing monitoring and/or consultation.

6) Question from Elisabeth Minkner

Would it be possible to install bicycle parking racks at the entrances to Petts Wood/Hawkwood both at the Hazelmere Road and Little Thrift entrances?

Currently the only way to secure bicycles is to lock them to lamp posts or fences which limits the number of bicycles which can be parked securely. More cycle racks might encourage more people to cycle to the woods rather than driving.

Reply:

I am happy to ask Officers to look at the feasibility of installing cycle parking at these locations and would be grateful if you could clarify exactly where you consider would be the most suitable locations for this.

Please note that the Council also offers cycle training for adults and children.

[https://www.bromley.gov.uk/info/547/cycle\\_training/717/adult\\_cycle\\_training](https://www.bromley.gov.uk/info/547/cycle_training/717/adult_cycle_training)

7) Question from Elisabeth Minkner

There is one pedestrian island on Petts Wood Road but then crossing Tudor Way to get to Willet Way is very difficult for pedestrians due to the cars coming at speed when turning from Petts Wood Road into Tudor Way.

Could you please install another pedestrian crossing island or zebra crossing on the other side of the junction to enable safer crossings for pedestrians walking between Crossway and Willet Way.

Reply:

I do not appear to have received the picture. I have asked officers to look into this request and to discuss it with the Ward Members for Petts Wood and Knoll to begin to understand the potential location and usage of additional islands.

8) Question from Rajeev Thacker:

In a Council meeting held on 6 December 2021 Councillor Tickner referred to 20 mph speed limits as socialist. Does the Committee, or any of its members, agree with this comment?

Reply:

Thank you for your question however I cannot answer on behalf of individual members, and I would suggest contacting them directly to ascertain their views

9) Question from Rajeev Thacker:

The response to Q42 asked at the last Committee meeting stated that “the borough’s experience with 20 mph limits, has been that traffic that ignored the 30 mph limit continues to ignore the speed limit even if lowered ...” Is there any empirical evidence to support this assertion.

Reply:

The Department for Transport's (DfT's) 'Setting Local Speed Limits' circular<sup>3</sup> encourages local authorities to implement more 20mph limits in urban areas, to ensure greater safety for pedestrians and cyclists. This document advises that where the mean speed prior to implementation is at or below 24mph, a 20mph speed limit can be introduced using sign and road markings only. Above this, it is generally recognised that this will not be sufficient for the scheme to be self-enforcing or self-explaining, an issue which will create an unsustainable enforcement problem. In cases where the mean speed is above 24mph, additional speed reduction measures should be used.

Please see the study commissioned by DfT: "20mph Research Study Process and Impact Evaluation Headline Report November 2018"

*20mph research study - process and impact evaluation: headline report  
(publishing.service.gov.uk)*

"Further analysis of safety outcomes – This study has found no significant safety outcome (in terms of collisions and casualties) in residential areas, based on the post implementation data available to date."

10) Question from David Morrison:

With reference to the proposed road traffic measures at Goddington Road, Court Road, charterhouse road, would the council please consider (consulting on?) extending the 30-mph limit down Court Road to Carlton Parade or the Nugent Centre as a traffic calming measure? (There was a fatal pedestrian accident on Court Road near Church Hill last year.

Reply:

Consideration was given to this by officers and the Portfolio Holder, but it was considered better to keep the speed limit to 40mph where appropriate, in order to encourage drivers to use the A224 rather than diverting along nearby, narrower residential streets.

There is no indication at this stage that the tragic fatality was speed related in any way.

11) Question from Theresa Leon:

**The Rights of Way Improvement Plan** published in November 2007 stated that 'The Plan should be reviewed and amended at subsequent intervals of not more than ten years.'. 14 years have now passed. None of the Recommended Actions on pages 45-54 have been completed, nor reviews and amendments published. Why?

Reference:

[https://www.bromley.gov.uk/download/downloads/id/1715/rights\\_of\\_way\\_improvement\\_plan.pdf](https://www.bromley.gov.uk/download/downloads/id/1715/rights_of_way_improvement_plan.pdf)

Reply:

Whilst funding and staff resources in respect of the Plan have always been very restricted, the following matters included in the Plan have been successfully undertaken:

1. Ensure the definitive map is up to date
2. General maintenance of the network
3. Removal of vegetation
4. Removal of litter and dog fouling
5. Maintain current condition of gates
6. Maintain the provision of lightening on the network

Unfortunately, due to the restrictions mentioned above, it was not possible to undertake other matters mentioned in the existing Plan, nor to revise or amend it before March 2020, when COVID-related requirements resulted in additional constraints. In future, it is hoped to be able to make progress with those matters included in the Rights of Way Improvement Plan which have yet to be undertaken, subject to the availability of staff and funding.

12) Question from Theresa Leon:

A Committee member has publicly stated that "punitive £3.50+ border tax proposals will cripple businesses in Bromley". What do you think is (a) the number of vehicles on average per week that cross the Greater London boundary into LB Bromley; and (b) the proportion of income Bromley borough businesses receive from those vehicle occupants?

Source: <https://twitter.com/kscterry/status/1467989420137713667?s=20>

Reply:

As Chairman of the Committee I don't have the requested data.

13) Question from Dr Carolyn Heitmeyer:

Responding to previous questions, the Portfolio Holder stated that achieving "the climate target" will require "every person" to "make choices", and Councils cannot do this for residents. Does he accept the Council can and should incentivise residents to choose active travel over driving (e.g. through 20mph limits on residential roads)?

Reply:

The Council has been removing perceived barriers to active travel. The Council has implemented a large number of scheme and has a number of programmes in place to improve walking and cycling facilities and to encourage walking and cycling for all school children in the Borough. Cycle training is also offered to all children and adults in the Borough.

Many destinations due to the parking limitations feature parking charges for car users which participants in active travel will not have to pay.

14) Question from Dr Carolyn Heitmeyer:

Responding to a previous question, the Portfolio Holder stated that 8 collisions near Pink Elephant Nursery, Elmstead Lane, are not supporting evidence for more crossing facilities, as the collisions were between vehicles. Is it possible that these collisions resulted from dangerous driving, which inherently represents a high risk to pedestrians?

Reply:

The practice of the Council for many years has been to investigate all locations where there have been 5 or more injury collisions over a period of 36 months. The locations are all investigated to look at the severity of the injuries and whether there is a pattern to the collisions. At sites where the collisions are of particular concern and appear to be treatable, the cost of making improvements is estimated and the benefit-cost ratio is calculated. The locations which represent the best value for action, in terms of the potential injuries saved per pound spent, are promoted to the top of the list. Funding is then sought to treat as many locations as possible.

The method above usually leads to an analysis of getting on for 100 sites, with subsequent detailed examination being undertaken on about 30 of those sites. It would not be feasible to investigate the site of every injury collision and if there are fewer than about 5 collisions then it is very hard to establish a pattern / common cause and therefore develop a treatment.

There needs to be a threshold for intervention, as (i) funding for improvements is not infinite and (ii) there is no point trying to make improvements to a location when you cannot establish what the common cause and therefore treatment might be.

In regard to the need for a controlled pedestrian crossing, there is a criteria that is used to assess this, based on a count of the number of pedestrians crossing throughout the day, combined with the volume of traffic using that road. Other factors include pedestrian desire lines, proximity to junctions' bends and vehicle cross overs, the location of trees and street furniture on the footway/grass verges, the demand for on-street parking and the location of bus stops. Crossings could not be installed everywhere that pedestrians could wish to cross a street.

15) Question from Amy Thomas:

I recently signed a petition for a crossing at the war memorial and wondered when the council would listen to the public, neatly 4,000 signatures! I live opposite and cycle with my 2 children to school. Crossing that road is a nightmare! What will it take to get something to help?

Reply:

The Council has looked into a number of possible ways to improve crossing facilities in the vicinity of the war memorial but for reasons such as requiring the permission of the landowner has not been able to progress any scheme which would not result in

worse side effects compared to the improvement achieved. We continue to actively investigate possible improvements in the area to improve the situation. We are also going to be working with pupils at Coopers School to try and reduce traffic related to the school.

16) Question from Kerry Nash-Clarke

In July 2021, 500+ School Streets were in place across London. Bromley Council's website states the borough has 4, but it's now 3. Given demand from Bromley parents, and evidence of health benefits, road danger reduction, and improved independent mobility for children, will the Council commit to more trials now?

Reply:

The Council is pushing forward with trials at schools that have requested School Streets and are able to support them. This is currently four schools with another due to come into the process in February, subject to consultation. Current School Streets are:

- Poverest Primary School
- St Mary Cray Primary School
- Clare House Primary School
- Hayes Primary School

The benefits of School Streets in Bromley are being evaluated and a report from the trials will be brought back to this committee in the Summer of 2022.

17) Question from Kerry Nash Clarke:

In response to previous questions, the Portfolio Holder stated the borough's experience is that drivers who ignore 30mph limits ignore lower speed limits, and drivers are much more likely to change behaviour where reduced speeds are advised near a clear hazard or justification. Please provide evidence to support this.

Reply:

The experience the Council has from the various parts of the Borough where areawide 20mph limits have been installed in the past is that we receive very many complaints about speeding, despite the lower limit. Research commissioned by the DfT showed that following the introduction of signed-only 20mph limits the median speed fell by just under 1mph and found no significant change in collisions and casualties.

Please see the study commissioned by DfT: "20mph Research Study Process and Impact Evaluation Headline Report November 2018"

[20mph research study - process and impact evaluation: headline report \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

“Further analysis of safety outcomes – This study has found no significant safety outcome (in terms of collisions and casualties) in residential areas, based on the post implementation data available to date.”

Over many years of introducing warning signs, both static or reactive, Bromley’s engineers have observed that drivers respond better to warnings or regulations where they can see the reason for them.

18) Question from Dave Marshall:

What is the status of the recent consultation on the Albemarle Rd Cycle Scheme and Westgate Rd Bridge?

Reply:

Please see the report to this Committee.

19) Question from Dave Marshall:

What provisions are in place for regular clearing of pavement drainage channels on Beckenham High Street, where flooding has caused damage to business premises?

Reply:

The High Street itself is within a primary town centre location meaning that continuous daily street cleansing provision is provided by the operatives you will see with the barrow. Highway drainage assets are on a two-yearly cycle for maintenance, though reactive works can be arranged as and when necessary. Members of the public can raise reports via our adopted reporting channels when they suspect or notice a blocked asset and an officer will arrange inspection and any remedial works required on the back of that. The local officer for Beckenham is aware of the recent history there and is vigilant in ensuring these remain clear and free flowing.

20) Question from Philippa Foster:

Please could you review methods to highlight and improve the safety of cycle routes around and across the borough. Better signage for all road users, including additional road markings might be helpful. Lower speeds for motor vehicles on London Cycle Routes might also be helpful.

Reply:

The Council is always very happy to look at specific examples of locations where users feel improvements can be made to our highways, including cycle route signs etc. Please let me know where you consider signage to be lacking.

21) Question from Richard Gibbons:

**ORPINGTON** - Severance and fear of motorised traffic are known barriers to walking, wheeling and cycling. In considering planned/proposed town centre regeneration, what active travel improvements will Council assess to enable increased active travel anticipated by children, adults and seniors for local trips to/from schools, shops, stations, workplaces, etc?

Reference:

**Areli Real Estate's proposals for the Walnuts Shopping Centre include 1,800 cycle spaces, encouraging a more sustainable form of transport.**

<https://thewalnutsorpington.co.uk/wp-content/uploads/2021/10/A0-Boards-portrait-V-iii-FAW.pdf>

Note: Question deferred from Renewal, Recreation & Housing PDS Cmte by Graham Walton as deemed to be "a matter for another Portfolio Holder".

Reply:

As you are aware, the Council has recently completed a walking and cycling route in Crofton Road to Orpington Station. Over time I would hope we can improve the active travel links between Orpington Town Centre and Orpington Station. On the other side of Orpington, plans are underway to introduce an improved pedestrian crossing facility over the A224 Court Road adjacent to Priory Gardens. The Council has already introduced the shared space concept into Orpington High Street which looks to ensure that pedestrians, cyclists and drivers have equal priority. There are other cycle routes from Orpington and close to Orpington such as along Cray Valley and the A224.

In respect to the town centre itself, the Council liaises with Orpington First (the BID) and that includes in respect to the provision of cycle parking..

22) Question from Richard Gibbons:

**AGE FRIENDLY NEIGHBOURHOODS** - LB Bromley has more residents over 50 years of age than any other London borough bar one. Will the Council pledge to increase supportive infrastructure and reduce barriers to active travel amongst 50-70 year olds highlighted in the Aging Better 'Active travel and mid-life' report?

References:

**Age UK**

<https://www.ageuk.org.uk/london/about-us/media-centre/facts-and-figures/>

**Aging Better - Active travel and mid-life: Understanding the barriers and enablers to active travel**

<https://ageing-better.org.uk/news/walking-and-cycling-not-safe-or-attractive-enough-many-their-50s-and-60s>

Reply:

Bromley is dedicated to a high level of maintenance for our footways and streets, alongside making improvements to walking and cycling routes where this can be achieved within available resources. This approach is of benefit to all ages, but well-maintained footways offer extra benefit to older pedestrians. A current example of one such improvement is Riverpool Walkway in Penge. The Council offers talks in OAP clubs and in 2021, 22% of adults taking part in Cycle Training were aged over 55. The over 65's made up 7% of those attending cycle training in Bromley.

23) Question from Alison Gibbons:

**OLD WARREN ROAD** - Please would the Council introduce a 20mph speed limit and traffic calming measures on Old Warren Road, a narrow rat running lane with no pavement where children walk to Warren Road School, as is already in place in Goddington Lane for St Olave's School.

Reply:

The experience the Council has from the various parts of the Borough where 20mph limits have been installed in the past is that we receive many complaints about speeding, despite the lower limit. Research commissioned by the DfT showed that following the introduction of signed-only 20mph limits the median speed fell by just under 1mph and found no significant change in collisions and casualties. In light of the lack of evidence that introducing 20mph limits is the most effective approach, Bromley has no plans to introduce such 20mph limits. However, in light of evidence that drivers respond better to warnings or regulations where they can see the reason for them, part time advisory 20 limits are being introduced around schools in the Borough, on a case by case basis.

I will ask for road safety education signs to be placed in Old Warren Road at the next cycle change.

24) Question from Jamie Devine:

The Council maintains that it believes in actions not words and that its net zero plan is sufficient. The plan doesn't include emissions embedded in products and services purchased, nor adequate measures to address those of residents and businesses. Will it consider launching an information campaign on climate change?

Reply:

The Council acknowledges the significance of its indirect Scope 3 emissions arising from the procurement of its services and products. These emissions are directly owned by our suppliers, however we recognise that the Council can play a valuable role in helping to reduce them by working closely with its contractors.

A pan-London carbon accounting methodology is being developed for use by all London Boroughs. Consideration is being given to the accounting of Scope 3 emissions including procured services and consumption-based emissions.

All of the environmental contracts are currently being reviewed and a position regarding our contractors' carbon commitments will be reported at tonight's committee meeting.

The Carbon Management Team will also be presenting a report at the ECS PDS meeting in June 2022, specifically about signposting residents, businesses and community groups to various grants, services and other initiatives aimed at energy savings and reducing CO2 emissions.

25) Question from Jamie Devine:

Does the Committee accept that central government won't achieve the 78% reduction in carbon emissions by 2035 without the involvement of local authorities and that an important part of that will entail communicating with residents at the local level?

Reply:

Achieving the Government's net zero target will require action from everyone, including local authorities, central government, businesses, residents and community groups.

The Carbon Management Team will also be presenting a report at the ECS PDS meeting in June 2022, specifically about signposting residents, businesses and community groups to various grants, services and other initiatives aimed at energy savings and reducing CO2 emissions.

26) Question from Christopher Bentley:

In a reply to a question to the ECS PDS on 17th November you reported that the problem with flooding in Widmore Road at the junction of South View and Homefield Road was being referred to Thames Water for a review of the main line sewer. Please can you give an update on these investigations?

Reply:

Thames Water are still investigating the condition of their surface water sewer. Officers are still engaging with Thames Water to resolve.

27) Question from Christopher Bentley

A resident in Prospect Place Bromley suffers from repeated missed collections of household waste and has to report it by phone every time. How can this repeated "miss" be allowed to happen; does the Council collect data about frequencies of missed collections at the same addresses and if so what are the statistics for the period 1 Apr - 31 Dec 2021?

Reply:

Repeated missed recycling or waste collections are unacceptable and one of the Key Performance Indicators for the Waste Collection Contract is the number of repeated missed collections.

Data is collected and reviewed about the number of repeated missed collections that have occurred at the same property. This should automatically trigger additional monitoring and an investigation into what is causing the crew to miss the recycling and waste at the property. Reasons include the visibility of the containers presented, the property being at the end or on a corner, crew behaviour and accessibility.

Below is a table showing the percentage of missed collections that were repeat missed collections for the period April to December 2021:

Q1	Missed bins	Monthly collection property total	MB per 100K properties	Average MB per day	Repeat %	Repeat actual
April	1590	1718275	93	53	6.73%	107
May	1400	1617205	87	45	7.00%	98
June	1939	1697597	114	65	6.03%	117
<b>Total</b>	<b>4929</b>	<b>5033077</b>	<b>98</b>	<b>54</b>	<b>6.53%</b>	<b>322</b>
Q2	Missed bins	Monthly collection property total	MB per 100K properties	Average MB per day	Repeat %	Repeat actual
July	2383	1717359	139	77	14.58%	348
August	1769	1696686	104	57	12.67%	224
September	2078	1714856	121	81	14.97%	311
<b>Total</b>	<b>6568</b>	<b>5128901</b>	<b>128</b>	<b>71</b>	<b>13.98%</b>	<b>918</b>
Q3	Missed bins	Monthly collection property total	MB per 100K properties	Average MB per day	Repeat %	Repeat actual
October	1508	1646499	92	49	7.56%	114
November	1553	1687000	92	52	12.88%	200
December	1361	1781101	76	48	11.17%	152
<b>Total</b>	<b>4422</b>	<b>5114600</b>	<b>86</b>		<b>10.54%</b>	<b>466</b>

Residents should be able to report missed collections online unless the waste and recycling was not presented for collection at the time the crew arrived to collect on the scheduled collection day. To fully understand the issues and the potential solution to the specific example provided in the question the full address would be required. This can be emailed to [esdwasteadvisorgroup@bromley.gov.uk](mailto:esdwasteadvisorgroup@bromley.gov.uk).

28) Question from Chloe-Jane Ross:

On what date were each of the bridges in Kelsey Park closed, and what has the caused the delay in repair.

Reply:

The Rockery Bridge by the Waterfall has been closed since 17<sup>th</sup> December 2021 following recommendations from structural surveying engineers and is currently being assessed for repairs for the most cost-effective remedial works. The main bridge was closed in February 2021 due to structural defects. A condition survey is also currently being undertaken following initial estimated costs for repair showing that this bridge will be a much more costly repair. The Council have been arranging relevant surveys to be undertaken. Due to a back log of property issues; prioritisation of surveying, staff resources; manufacturer's availability to provide estimated costs for review; a current low availability of contractual resources in a COVID environment, have all contributed to a delay in the main bridge progress.

29) Question from Chloe Jane Ross:

What is the current timetable and repair details for the bridges in Kelsey Park and do the Council have the funds available?

Reply:

The development of a timetable of repairs will be subject to the outcome of the condition surveys. The Council are currently exploring options for funding.

30) Question from James Brown:

Responding to a previous question, the Portfolio Holder stated that 20 additional diffusion tube air quality monitoring points were installed in January 2021. Can the

Portfolio Holder indicate the locations of these monitoring points, what criteria were used to select locations, and when the Council will publish data from them?

Reply:

The NOx diffusion tube locations have been chosen to be within the Borough's declared Air Quality Management Area. The choice of locations had regard to the government's (DEFRA) Technical Guidance, achieving a good geographical spread, and the practical implications, which included access, the availability of street infrastructure to securely attach the diffusion tubes to at the correct height, etc. The full list of tube locations is below.

**Current Locations of NOx tubes:**

Midfield Way BR5 2QJ

Poverest Road BR5 2BJ

High Street, St Mary Cray BR5 4AR

High Street, Orpington BR6 0NB

Cardinham Road BR6 9XG

Farnborough Hill BR6 6BF

Hastings Road BR2 8NH

Crofton Road BR6 8NW

Towncourt Lane BR5 1EL

Ashfield Lane BR7 6LQ

Park Road BR7 5AY

Mottingham Road SE9 4SY

Old Hill BR7 5LZ

Blackbrook Lane BR2 8AU

Chatterton Road BR2 9QN

Page Heath Lane BR1 2DS

Co-op Homesdale Road BR2 9JQ

Ridgeway BR2 7DE

Glebe Way BR4 0RJ

Links Way BR3 3DQ

Elmers End Road BR3 4DF

Anerley Road SE20 8ER

Hamlet Road SE19 2AP

Belvedere Road SE19 2HW

Anerley Hill SE19 2BA

Beckenham Road BR3 4RJ

Worsley Bridge Road SE26 5BG

Shortlands Road BR2 0DN

London Road BR1 3SB

College Road BR1 4EB

Widmore Road BR1 1RY

Harwood BR1 3DX

Following ratification, the NOx diffusion tube monitoring results are formally presented in the Borough's Annual Status Report. This report is a mandatory requirement, submitted annually to both the GLA and government. It contains all the air quality monitoring results from local monitoring for the previous calendar year. The results from the new monitoring locations will not be available until reported on in the summer of 2022. Once approved, the Annual Status Report will be published on the local authority's website air quality pages, which can be found at: [https://www.bromley.gov.uk/downloads/413/pollution\\_control\\_-\\_air\\_quality](https://www.bromley.gov.uk/downloads/413/pollution_control_-_air_quality)

**31) Question from James Brown:**

Responding to a previous question, the Portfolio Holder stated that the Council "believes in action not words" in terms of reaching net zero, but this belief does not appear to involve committing any of the Council's £197million reserves to tackling the climate emergency. Can he explain this?

**Reply:**

The Council has in place both a Carbon Neutral Fund and a Carbon Reduction Recycling Fund to help achieve net zero organisational emissions by 2029. The Council has invested its funds into reducing carbon emissions--a recent example, announced in July 2021 was the £3.2 million investment into LED lanterns for the remainder of our street lighting.

The Carbon Management Team works continuously to source funding opportunities that will support the Council with borough-wide initiatives. One such example is the recent successful application for £920,000 under the Local Authority Delivery scheme (LAD2). The programme will enable the retrofit of an estimated 130 domestic properties. The funding criteria will ensure works tackle poorly insulated homes – ensuring residents save money on their energy bills whilst also mitigating the most amount of carbon emissions.

A Carbon Management progress report setting out what has already been done (or is currently in progress), will be presented at tonight's committee meeting.

32) Question from Alison Stammers:

Can the Council please explain why it refuses to install salt bins and provide grit supplies directly to Friends Groups in parks under the Snow Friends initiative? This would allow Friends Groups to more readily help clear major and well used paths that quickly become compacted following ice and snow, so preventing many slips. (At present, Friends have to have deliveries to their own homes, then transport it to the parks and not have anywhere to store it).

Reply:

The provision of salt bins is to provide self-help for treatment of road and pavements that do not form part of the Council's priority treatment routes. They are placed at locations where drivers or pedestrians may need to apply salt in an emergency. The containers and salt are not provided for use within recreational areas are only intended for use on the public highway as a priority measure where there is incidents of higher footfall and passing road vehicles.

Whilst it is acknowledged that Friends play a key part in clearing snow the resources are to be directed to clearing a passage on the public highway. Snow shovels will be supplied to volunteers to assist with clearance of pathways and pavements and can be used within parks and greenspaces, however deliveries of bagged salt to Snow Friends will continue to support their efforts for treatment on the highway.

33) Question from Sam Webber:

Following my question to the ECS PDS on 17th November about the closure of the gate to Bromley Palace Park from Rafford Way, the latest Conservative Councillors' leaflet claims that this gate is now about to be re-opened - would the portfolio holder confirm this and advise the date the gate will be re-opened

Reply:

Access to the Palace Park was safeguarded in the recent sale of the Y Blocks (Anne Springman and Joseph Lancaster buildings). The gates were temporarily closed because of an escalation of anti-social behaviour, I understand that the gates have now reopened.

34) Question from Sam Webber:

Following my question to the ECS PDS on 17th November about the closure of the gate to Bromley Palace Park from Rafford Way, the answer provided blamed antisocial behaviour for the closure. CCTV has now been installed on Rafford Way (at the junction with The Chase) in order to deter such behaviour but the police tell us this CCTV is temporary. Please advise whether this is correct and if so when the CCTV is due to be removed.

Reply:

A temporary camera was installed at the end of August, for an initial 3-month deployment. Footage of ASB incidents have been viewed by the police but

unfortunately the suspects were not identified. The camera will remain in situ until required for its next deployment.

35) Question from Sarah Chant:

Will Bromley council join the many other councils which are supporting Plantlife and its verges campaign? Overly mowed verges are deserts for wildlife and awful for air pollution. If the council is serious about promoting biodiversity, could it extend its pilot scheme for wildlife verges? [Road Verge Campaign \(love-wildflowers.org.uk\)](http://love-wildflowers.org.uk)

Reply:

The Council acknowledges its role for managing the biodiversity of its greenspaces and reviewing the maintenance requirements of its highway verges. The Environment PDS Committee shall be tasked with setting the objectives for a pilot trial for wildflower verges which will be included in their Forward Programme. This will be developed in the coming year to establish the work stream for 2023. Potential sites have been identified for this. A communications programme will be developed and residents in those areas will be notified.

It is also beneficial to be mindful that 88.7 hectares have already been transformed to naturalised grass since 2017 within Bromley Parks. Areas assigned as naturalised grass areas have been marked with signage to notify the public

36) Question from Sarah Chant:

What are the chances of having proper recycling dustbins with different compartments around Coney Hall? Our bins in the park are far too small and are just designed for general waste. Alarming, the operative from Veolia I met emptying bins in the park told me it all goes to the dump anyway.

Reply:

Council officers have explored the potential use of recycling bins in parks and have found that where these were trialled the public use the recycling bins for general waste. Waste materials which are collected from litter bins are taken to sorting facilities and treated through the waste management process for recycling and energy recovery purposes

37) Question from Anna Butterfield:

Are we going to start seeing wilder verges, roundabouts and green spaces? Verges have been discussed for some time but I am not yet aware of any trials or changes taking place. Would Bromley also consider wilding some areas of local parks/spaces to support wildlife and normalise wilder spaces?

Reply:

The Council acknowledges its role for managing the biodiversity of its greenspaces and reviewing the maintenance requirements of its highway verges. The Environment PDS Committee shall be tasked with setting the objectives for a pilot trial for wildflower verges which will be included in their Forward Programme. This will be developed in the coming year to establish the work stream for 2023. Potential

sites have been identified for this. A communications programme will be developed and residents in those areas will be notified.

It is also beneficial to be mindful that 88.7 hectares have already been transformed to naturalised grass since 2017 within Bromley Parks. Areas assigned as naturalised grass areas have been marked with signage to notify the public

38) Question from Anna Butterfield:

Are Bromley planning any changes to the recycling system to enable ALL waste to be sorted and recycled, and commit to this being done rather than shipped abroad? As far as I am aware we cannot currently recycle - plastic bags, tetra packs, toothpaste tubes, plants pots among many other items.

Reply:

Bromley Council is continually reviewing the recycling service provision and where there are markets available for the materials that people throw away and the technologies to separate them, Bromley will take them for recycling. Working with Veolia's recycling specialists, Bromley's recycling is only exported abroad when there is not the capacity, available facilities or demand in the UK. Additional information is available on the Council's website.

Of the materials you have listed as examples Bromley does take cartons or TetraPaks for recycling. The other materials are essentially different types of plastic, which technically can be recycled but due to current demand for this material there is neither the number of sorting or reprocessing facilities in the UK to recycle large volumes of these items into new products.

From April 2022, the Government is introducing a plastic's tax for any product made or imported to the UK that contains less than 30% recycled plastic that will need to be covered by the manufacturers. This tax aims to stimulate the UK market for recycled plastic. Therefore, Bromley Council hopes to be able to recycle additional types of plastic in the next two years

39) Question from Dr. Saskia Sabelus:

In response to previous questions on the climate crisis, the Portfolio Holder has stated that Bromley Council believes in "actions not words". However, the Council's draft budget states that the Council "would require significant investment from central government" in order to commit to addressing borough-wide emissions. What does this mean?

Reply:

Work to identify the exact amount required to achieve borough wide net zero emissions is still ongoing, but the investment required is estimated to be several billion pounds per borough.

The Carbon Management Team works continuously to source funding opportunities that will support the council with borough-wide initiatives. One such example is the recent successful application for £920,000 under the Local Authority Delivery

scheme (LAD2). The programme will enable the retrofit of an estimated 130 domestic properties. The funding criteria will ensure works tackle poorly insulated homes – ensuring residents save money on their energy bills whilst also mitigating the most amount of carbon emissions.

40) Question from Dr. Saskia Sabelus:

FixMyStreet Pro offers three plans - Bronze, Silver or Gold. Which plan does Bromley Council subscribe to, and why? See also for reference:

<https://www.societyworks.org/how-to-buy/>

Reply:

Bromley subscribes to the Gold plan of FixMyStreet Pro in order that it can benefit from the full functionality of the system including integration with more than one back office system, the use of the system as needed for our customer call centre and allow the displaying of key asset layer on the map, including street lights, parks and public rights of way

41) Question from Dr Brendan Donegan:

The 'COP26 Special Edition' of [Environment Matters](#) states that "Bromley has always been London's greenest borough and we have one of the most ambitious net carbon zero targets in the Capital." Please set out all the evidence, with references where appropriate, upon which this claim is made.

Reply:

Bromley being London's greenest borough refers to the geographical size of open space, including woodlands, fields, parks, etc.

Compared to other London boroughs, Bromley has set one of the earliest target dates (i.e. 2029) for achieving net zero organisational emissions.

42) Question from Dr Brendan Donegan:

Bromley's Air Quality Action Plan (approved in November 2021) claims no schools in Bromley are exposed to NO2 concentrations that exceed annual limits (page 8).

[Maps available on the London Air website suggest otherwise](#). Please set out all the evidence, with references where appropriate, upon which this claim is made.

Reply:

The GLA's London Atmospheric Emissions Inventory (LAEI) data, commonly used by all London Boroughs for strategic air quality management. The LAEI raw data is the same dataset on which the London Air emissions maps are based. This comprehensive air quality information and associated data sets are available here:

<https://data.london.gov.uk/dataset/london-atmospheric-emissions-inventory--laei--2016> .

The NO2 data in relation to all London school sites can be found in an attached spreadsheet at the bottom of the webpage. The spreadsheet lists All Bromley schools, none of which exceeded the NO2 annual average national objective limit in either 2013 or, more recently, in 2016.

43) Question from Suraj Gandecha:

There is often litter strewn across the grass verges at the Sydenham end of Worsley Bridge Rd by the bus stops (bins overflowing) - how often is this end of the road actually cleaned (is it twice a week as per schedule) and can remedial action be taken to deal with the litter?

Reply:

The footway for Worsley Bridge Road is on a twice weekly footway cleanse on Mondays and Thursdays. However, the Bromley boundary formally ends at Meadowview Road and thus the specific section from Meadowview Road to the A2218, which this question refers to, falls within the neighbouring Lewisham Council's area of responsibility. Under a boundary agreement, Bromley are responsible for maintaining the highway in the section between Station Approach and Meadowview Road. We will ensure that the section Bromley is responsible for is maintained per the schedule and to a satisfactory standard.

44) Question from Suraj Gandecha

Similarly, by Penge East station, the recycling bins are constantly full and overflowing, is there any consideration or plans to increase the frequency of collections or providing additional containers, noting the car park they sit in is virtually empty at all times?

Reply:

The recycling banks at Penge East Station are emptied frequently. All recycling banks in the Borough are swept and cleared of accumulations and fly-tipping materials every day before 9am. In some cases, such as here where persistent misuse of the banks is commonplace, a second visit is carried out in the afternoon, and supplementary pass throughs by nearby crews throughout the day also occur.

Additional recycling containers could be considered for this location although it would require a change in planning consent to reduce the number of car parking spaces.

Before placing additional containers at this location, whereby the likelihood is they similarly get filled to capacity, the Council will need understand why the banks are getting so full when 99% of residents have a regular collection of paper and card, plastics, cans and glass from their doorstep and these recycling banks are for household waste only.

45) Question from Julie Ireland:

Last January 85% of paper that Bromley residents took the time to separate for recycling was incinerated because it got wet. Given that experience, and given that there is always a lot of card and paper after Xmas, how can the council justify (a) a

gap of up to 21 days between paper collections for some residents and (b) overflowing central recycling bins across the entire borough? Was it not reasonable to expect extra collections and extra servicing of the central bins rather than fewer?

Reply:

January 2020 was a wet month. There is no evidence from previous years that this is always the case or that there is an increase in the amount of wet paper and card following the Christmas period.

Christmas recycling and waste collections are always difficult to schedule due to the number of bank holidays near each other. It was particularly difficult this year as Christmas Day and Boxing Day fell on the weekend, with additional bank holidays on the following Monday and Tuesday. Whilst an alternative schedule was initially considered, the only feasible schedule was the one applied, which was the optimum solution in terms of effective use of resource and minimal disruption for residents.

The Christmas scheduling involved all collection staff working on a non-contractual bank holiday specifically to reduce the gap between collections. It did mean that for some residents, on two days, there was an 18-day gap between paper and card collections, but for most of the borough the wait was much shorter.

Gaining additional resources during the Christmas period is always difficult but this year more than ever due to a combination of staff absenteeism from Covid –19 and the ongoing national HGV driver shortage.

Additional collections of the On Street recycling banks were provided as normal during the Christmas period, which is traditionally a very challenging period of demand. All recycling banks in the Borough are swept and cleared of accumulations and fly-tipping materials every day before 9am. In some cases where persistent misuse of the banks is commonplace, a second visit is carried out in the afternoon. To assist with the additional pressures over the Christmas period, the Council does realign resources to help maintain clear any excess that is fly-tipped around the banks. We also had additional resources employed to clear any fly tipping left next to the banks including a Refuse Collection Vehicle deployed over the Christmas bank holiday.

46) Question from Julie Ireland:

Will the Depot Improvement Works planned for 2022/23 for Waldo Road Refuse and Recycling Centre involve closing the depot for any period of time? If so, how long will it be closed and where will the services normally processed by Waldo Road be carried out? If not are services likely to be restricted in any way?

Reply:

The detailed planning stage for the Depot improvement Programme, which is currently in progress is considering the extent and impact of the infrastructure works to Waldo Road Depot. This includes the phasing of these works and the contingency measures that will be put in place to reduce any service-related impact. Therefore, it is too early to confirm exactly what plans will be put in place. As explained at the

ESC PDS Committee on 17<sup>th</sup> November 2021, detailed information including the contingency plan will be reported to the Committee later in 2022.

However, we can confirm that the Waldo Road Depot will remain open whilst the works are being undertaken to enable the Council to deliver essential services. There may be a requirement to move, restrict access to or close the Reuse and Recycling Centre but should this occur alternative services will be offered to residents that use this facility.

47) Question from Dr Adrian J Fowle:

The coroner's report on air pollution and the death of Ella-Adoo-Kissi-Debrah in neighbouring Lewisham is sobering. The excellent winter "Environment Matters" says air pollution levels are falling, but Bromley has few meters for NO2 and PM2.5. Please explain strategy for achieving and maintaining safe levels in Bromley's high-risk areas.

Reply:

The Borough's Air Quality Action Plan 2020 – 2025, which contains many targeted actions to improve air quality in Bromley, is available on the Council's website here: [https://www.bromley.gov.uk/downloads/file/6391/air\\_quality\\_action\\_plan\\_aqap\\_2020-25](https://www.bromley.gov.uk/downloads/file/6391/air_quality_action_plan_aqap_2020-25)

48) Question from Ankur Patel:

As a council what are the big measures we are doing to do to ensure we contribute less carbon to protect our and the global environment?

Reply:

The Council's Net Zero Action Plan annual performance reports (accessible via the Council's website) outline the measures being taken to achieve net zero organisational emissions by 2029.

The Council is already moving forward its work to tackle borough-wide emissions (as and when appropriate funding is made available). A Carbon Management progress report setting out what has already been done (or is currently in progress), will be presented at tonight's committee meeting.

The Carbon Management Team will also be presenting a report at the ECS PDS meeting in June 2022, specifically about signposting residents, businesses and community groups to various grants, services and other initiatives aimed at energy savings and reducing CO2 emissions.

49) Question from Gillian Clegg:

A proposed methodology for the LBB biodiversity friendly verges trial was submitted by Id Verde to council officers in August/2021, having previously been promised for late 2021 by the council.

Please confirm:

- 1) how / where this project has started;
- 2) when the public will be engaged and grass cutting amended."

Reply:

The Council acknowledges its role for managing the biodiversity of its greenspaces and reviewing the maintenance requirements of its highway verges. The Environment PDS Committee shall be tasked with setting the objectives for a pilot trial for wildflower verges which will be included in their Forward Programme. This will be developed in the coming year to establish the work stream for 2023. Potential sites have been identified for this. A communications programme will be developed and residents in those areas will be notified.

It is also beneficial to be mindful that 88.7 hectares have already been transformed to naturalised grass since 2017 within Bromley Parks. Areas assigned as naturalised grass areas have been marked with signage to notify the public.

50) Question from Tahrir Swift:

It is claimed that the centre of Orpington is at risk of flash flood. We are getting storms and heavy downpours more frequently of late. How will the existing waste water infrastructure cope with estimated 2000 new residents?

Reply:

With any such development, surface water drainage details would be agreed as part of the Planning process, with Highways providing advice as a formal consultee. Waste water infrastructure and therefore foul sewage, would be an issue for Thames Water Utilities to agree and not the Local Authority.

51) Question from John Bruce:

Please can the Council provide an update on the trial of leaving grass verges uncut through next spring - in how many wards is this being trialled, and which ones? Have local residents been advised why this is happening, and by what means (leaflets, emails, signage etc).

Reply:

The Council acknowledges its role for managing the biodiversity of its greenspaces and reviewing the maintenance requirements of its highway verges. The Environment PDS Committee shall be tasked with setting the objectives for a pilot trial for wildflower verges which will be included in their Forward Programme. This will be developed in the coming year to establish the work stream for 2023. Potential sites have been identified for this. A communications programme will be developed and residents in those areas will be notified.

It is also beneficial to be mindful that 88.7 hectares have already been transformed to naturalised grass since 2017 within Bromley Parks. Areas assigned as naturalised grass areas have been marked with signage to notify the public

52) Question from Tony Johnston:

What is the timetable for transitioning the councils vehicle fleet to electric vehicles and what progress has been made? In addition, what is the council doing to incentivise contractors such as Veolia to do the same e.g. contractual obligations to do so within a timeframe that aligns with the councils own fleet transition?

Reply:

While most Council services have been outsourced the Council do retain a small fleet of light and heavy goods vehicles. Plans are being developed for introducing an EV fleet for staff to use on official Council business, the first of which is due for delivery in the spring. Other vehicles, such as the winter gritters, will be considered for replacement as suitable technology become available, working towards a deadline of 2029.

The Council is working closely with Service Providers on the transition to electric or a greener fleet. Council Service Providers with the largest vehicle fleets have an incentive in terms of the saving in fuel costs that an electric fleet would provide in addition to the contract requirements that include exploring alternative fuels and delivering services with minimum impact on the environment.

53) Question from Tony Johnston:

Various London Boroughs have introduced Emissions Based Parking Charges which will support their Climate Emergency and Air Quality Action Plan objectives, helping to reduce CO2 emissions and improving air quality. It also raises revenue that could be used for climate mitigation measures. Are Bromley considering this and if not why not?

Reply:

A review of the fees and charges for on and off-street parking is due later this year with consideration to be given to whether emission-based charging will be introduced in Bromley

54) Question from Geraldine Cahill:

Have the council identified people in the borough who are most at risk of extreme weather events and fuel poverty and with least access to good quality green space? To what extent has spending been directed to these people and areas for climate change mitigation and nature restoration actions?

Reply:

The Council recognises that some residents will struggle to afford adequate heating to stay warm during extreme cold spells, recently compounded by the current volatile energy market.

Hence, the Council has mobilised several programmes to help fuel poverty households including:

- A recent successful application for £920,000 under the Local Authority Delivery scheme (LAD2). The programme will enable the retrofit of an estimated 130 domestic properties. The funding criteria will ensure works tackle poorly insulated homes – ensuring residents save money on their energy bills whilst also mitigating the most amount of carbon emissions.
- Working in partnership with the South East London Community Energy group to reach out to fuel poverty households and identify energy saving initiatives and available grant funding.

As part of the Council's four-year planting programme for street trees, work is being undertaken with colleagues in public health to interrogate available health data and establish which residents could most benefit from additional tree planting. The implementation of the new 10-year Open Space Strategy will also include a focus on improving outcomes for residents based on accessibility to open spaces and using those spaces to lead to improvements in physical and mental wellbeing.

55) Question from Geraldine Cahill:

The London Council's Joint Statement on Climate Change commits boroughs to working together to retrofit London's whole housing stock to an average level of EPC B by 2030. What steps have Bromley council taken to achieve that goal for the whole housing stock in the borough (social and privately owned)?

Reply:

The Carbon Management Team are members of several London Councils steering/working groups that are working hard to develop a pan-London approach to delivering their seven climate priorities (one being 'Retrofit London'). The resulting action plans will help inform the best approach to rolling out whole house retrofits across the capital and help identify funding opportunities to support this task.

The Carbon Management Team will also be presenting a report at the ECS PDS meeting in June 2022, specifically about signposting residents, businesses and community groups to various grants, services and other initiatives aimed at energy savings and reducing CO2 emissions.

56) Question from Stephanie Williamson:

In 2019, London Councils agreed their Joint Statement on Climate Change, which includes commitment to involve communities in co-design and delivering local actions, with special attention to giving a voice to young people and those most disadvantaged by climate impacts. What steps is the Council taking to fulfil this commitment?

Reply:

Bromley Council firmly believes in a joint approach, whereby improvements to our services continue to be community led (doing things with communities, not to them or for them). A good example of this is through our work with Neighbourhood Friends groups, such as Friends of Parks who are very actively involved in taking forward positive initiatives for our open spaces.

We engage with many local community groups to ensure they have a voice and work in partnership with those groups to deliver projects, such as the Council funded Library of Things which is soon to open in conjunction with a sustainability hub in Bromley Town Centre. The initiative will promote efficient resource use whilst saving residents money and avoiding waste.

The Carbon Management Team are members of several London Councils steering/working groups that are working hard to develop a pan-London approach to delivering the seven climate priorities.

In terms of specifically giving young people a voice, the Carbon Management Team, as part of the development of the borough-wide signposting information for residents and businesses, will be seeking to work in partnership with youth organisations and schools (including for example the Bromley Youth Council) to ensure the views of young people are heard and responded to.

The Council has also recently established an energy efficiency programme to support schools to reduce their energy consumption whilst realising financial savings through efficiency upgrades and onsite solar PV generation. This will be accompanied by resources to support the education and engagement of those young people in the climate change agenda. Our partners Veolia have also recently commenced a programme of successful engagement sessions in schools, with a focus on waste reduction, reuse and recycling.

A report will come to the June 2022 PDS meeting setting out further detail around our plans to engage borough wide with all residents and businesses on how they can get involved and play their part to tackle climate change.

57) Question from Stephanie Williamson:

How effective has the Council been in enforcing minimum energy standards in the private rented sector and in encouraging landlords to insulate homes to a higher Energy Performance Certificate (EPC) level?

Reply:

There are currently insufficient council resources to comprehensively enforce the Minimum Energy Efficiency Standards (MEES) in all private rented sector properties across the borough. It should be noted that the Council's approach is to first inform, guide, educate and encourage landlords on their responsibilities regarding their properties' energy performance, with monetary fines being the last resort. The Trading Standards team enforce a number of lettings related legislation including the provision of a valid EPC.

Currently, the Council has access to housing stock modelling software which provides assumed EPCs for premises across the borough, this enables a targeted outreach approach. The Council was successful in a tri-borough application for a 6-month MEES intelligence gathering officer, the outcomes of this post will inform a future business case for additional resource for MEES enforcement. Consultation on the recruitment process is currently on-going.

Other pertinent information includes:

- The recently revised standards for Houses in Multiple Occupation (HMO) consider the premises EPS in the HMO licensing assessment process
- The Trading Standards team – enforce several pieces of lettings related legislation, including the provision of a valid EPC.
- The Carbon Management team – work with our domestic energy efficiency and advice partners to assist residents in saving money on their fuel bills, and advise how residents can improve their properties EPC

58) Question from Gillian Webb:

I am a concerned resident writing about the proposed HUGE new development for The Walnuts, Orpington.

My question to you is how will the council mitigate the pressure on drainage that the nearly 2000 new residents will put on waste water infrastructure?

Reply:

With any such development, surface water drainage details would be agreed as part of the Planning process, with Highways providing advice as a formal consultee. For waste water infrastructure, and therefore foul sewage, this would be an issue for Thames Water Utilities to agree and not the Local Authority

59) Question from Pauline Smith:

Given that the pledges at COP26 are forecast to propel the planet towards a global average temperature increase of around 2.4 degrees C with associated extreme weather events, heatwaves, has the council given any consideration to transformative adaptation measures such as increasing tree cover in urban areas, green car parks, facilitating community food gardens, harvesting rainwater, green roofs etc.

Reply:

As part of the Council's commitment to providing measures to improve and create a safe and healthy borough, the Council have embarked upon a major four-year programme of tree establishment with a stated goal of the project delivering 5000 highway trees during the period 2021 to 2025.

The Carbon Management Team are currently assessing the viability of several potential community garden sites, and developing an ongoing Community Decarbonisation Fund to support various types of community projects

60) Question from Pauline Smith:

Miyawaki tiny forests are dense multi species plantations occupying a small space no bigger than a tennis court, which grow fast, increase carbon absorption tenfold after 4 years, increase biodiversity, reduce pollution and counteract the heat island effect. What is the council's view on funding the community creation of these forests in suitable places across the borough?

Reply:

The Council have several expansive tree planting projects at various stages being undertaken at the moment. Woodland creation is a large part of this project work. We are aware of the Miyawaki methodology and where appropriate we will give consideration to its application

61) Question from Ann Garratt:

What fossil fuel companies does Bromley Council have investments in, and if they do are there any plans to re- invest in green energy companies in the future ?

Reply:

The Council does not hold any direct investments in fossil fuel companies.

62) Question from Andrew Stotesbury:

How will the Council demonstrate that the sewage treatment capacity across the borough is sustainable for including recent developments and possible future developments such as the Walnuts, and that allowance has been made for the increase in rainfall as a consequence of global warming?

Reply:

The treatment of foul sewage across the borough is an issue for Thames Water Utilities rather than the Local Authority.

63) Question from Andrew Stotesbury:

To ensure no unplanned damaging discharge to the environment from the combined sewage system is there now a requirement for developments to include surface water attenuation to ensure that water is only released when STW have capacity? If so how is this being included in planning requirements?

Reply:

Surface water drainage details for new developments are agreed as part of the Planning process, with Highways providing advice as a formal consultee. The use of sustainable urban drainage (SUDS) and water attenuation will always be requested where site and ground conditions allow.

64) Question from Alf Kennedy:

Having installed a mini-roundabout at the junction of Petts Wood Road, Woodland Way and Fairway (in Petts Wood), is the Council aware of the dangers arising from a vast number of vehicles using the roundabout to execute a U Turn but failing to realise the tightness and backing up into oncoming traffic to avoid hitting the pavement? It's an accident waiting to happen.

Reply:

The issue of some drivers using mini-roundabouts, some even tighter than the one in question, to make U-turns is well known. However, with patience and consideration this does not necessarily lead to a danger, however frustrating it can be to other

motorists. Mini-roundabout have their pros and cons, and can be much safer than a priority crossroads.

An examination of the collision records at the junction of Petts Wood Road, Woodland Way and Fairway shows that there have been no injury collisions at this mini-roundabout in recent years.

65) Question from Alf Kennedy:

At the west end of Petts Wood Road, where the shops begin, vehicles continually park on the pavement (or cross the pavement to park in front of shops etc.). Considering this is a location for 2 Bus Stops and a key thoroughfare for pedestrians, can a barrier of sorts not be installed to prevent vehicles using the pavement for free parking

Reply:

It is unfortunate that some motorists will drive illegally across footways to reach a place to park. This is not easy to enforce as the Council has no powers to enforce against this type of moving traffic contravention and if the vehicles are parked on private land cannot take parking enforcement action. Consideration is given to placing bollards if it is felt that the behaviour is causing considerable risk to pedestrians.

The location you have cited in Petts Wood Road was reviewed a number of years back but I will ask that officers from the Traffic team again assess this location to see if any remedial measures should be installed.

66) Question from Brayley Small:

With reference to item 3.6 on the agenda, you state that the Carbon Management Team report will outline plans for public engagement. On what policy decisions will you be involving the public? What is the council's view on convening citizens' assemblies as the most democratic way of getting the views of Bromley's citizens?

Reply:

The Council welcomes views from all of our community around our key policy and acknowledges that to encourage buy in from all of our residents and businesses in the borough to tackling climate change, we will need to engage fully with them. We will be engaging with our residents on all key policy changes and will be supporting in person engagement activities at a local level as this has been shown to be most effective when addressing behaviour change.

The Carbon Management Team are already well engaged with community environmental groups and will continue to be moving forward.

67) Question from Brayley Small:

Re item 6.3 on the agenda, London Councils TEC-LEDNet have issued a Joint Statement on Climate Change that commits councils to "*Speak purposefully, honestly and credibly about the need to address climate change, the scale of*

*transformation it will require and the positive future it can deliver*". How will the redesigned website fulfil this commitment?

Reply:

The Council's redeveloped website will provide a platform for residents and businesses that gives honest information about the current science of climate change with educational material that is current and credible. It will provide practical tips and solutions to people to allow them to change their activities for a better environment and it will signpost to training and funding sources that ensure the transition to a lower carbon lifestyle is made as easy as possible.

The website will also provide updates on the latest thinking from the London Councils steering and working groups that Bromley Council staff are heavily involved with.

68) Question from Jamie Devine

Paragraph 3.3, on page 139 of the published document, refers to a report that the Carbon Management Team had been asked in November 2021 to compile. When will this report be anticipated?

Reply:

Paragraph 3.3 states: 'At the ECS PDS Committee on 17th November 2021, it was agreed that the Carbon Management Team would draft a report setting out what the Council were doing with Contractors to save energy and reduce the carbon footprint of Bromley's supply chain'.

The appendix to the January report to which you refer, sets out the progress made with contractors in terms of setting targets and the scope of their plans. However, the detail contained within those plans will now be reported through each of the contractors' annual performance reports to committee, given the in depth work being undertaken which is too detailed to include in this evening's meeting (hence just a summary table). Examples of this include the reports from Veolia, Riney, idverde and Glendale that were brought to this PDS in 2021 and will be brought back this year with further progress.





## ECS PDS—19<sup>th</sup> 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.



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## ECS PDS—January 19<sup>th</sup> 2022—Written Questions from Councillors:

1) Question from Councillor Ian Dunn:

Please provide the number of fatal casualties and serious injuries on Bromley's roads by year for each of the past five years for which data is available, with casualties broken down by; pedestrian, pedal cyclist, motor cyclist, car driver or passenger, bus driver or passenger, goods vehicle driver and other.

Reply:

KSIs	Pedestrian	Pedal Cycle	Powered 2 Wheeler	Car	Taxi	Bus or Coach	Goods Vehicle	Other Vehicle	Private Hire	Total KSI
<b>2016</b>	19	12	26	31	0	3	1	0	0	92
<b>2017</b>	30	21	36	17	0	2	1	0	0	107
<b>2018</b>	30	15	36	25	0	3	0	2	0	111
<b>2019</b>	27	14	32	26	0	4	0	2	1	106
<b>2020</b>	22	25	18	12	0	0	0	0	0	77
<b>2021 (Jan-Aug) Provisional</b>	14	15	16	12	0	2	1	3	1	64

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