

15th July 2022

1) Question from James Hamilton:

You consulted local residents on whether they would favour a permanent School Street on George Lane. 58% of residents responded that they are in favour. Is it Council policy to ignore the express wishes of the majority of local residents in all areas of decision-making?

Response to Question 1:

[I refer you to the statement that I have just made.](#)

Supplementary Question from James Hamilton:

Can you confirm that the figure that you quoted in your opening statement of 73% is correct? That is not the figure I have.

Response:

[I can confirm that that is the figure I have been given as a result of the survey.](#)

(Note: The figure quoted in the statement from Cllr Bennett was 79% and not 73%)

2) Question from Will Conway:

At the June 21st Environment PDS meeting officers said that they had consulted other councils regarding their school streets.

Could the Portfolio Holder please list all other Councils consulted, how many of them are continuing to run School Streets and how many of those are using ANPR cameras?

Response to Question 2:

[If Mr Conway attends this meeting, information will be provided to him in writing.](#)

[The information is as follows:](#)

[The boroughs that were contacted in August 2021 were Sutton, Camden, Lambeth, Haringay, Harrow, Havering, Brent, Hillingdon, Southwark, Hounslow, Kingston, Lewisham, Merton, Richmond and Wandsworth, Croydon, Ealing, Bexley, Hammersmith and Fulham, Redbridge, Waltham Forest, Westminster, Islington, Kensington and Chelsea. London Councils also sent Bromley's request for](#)

information to all London boroughs on our behalf of. Responses received gave officers the following information:

- Redbridge used ANPR
- Enfield use manned barriers
- Harrow have both ANPR and barriers
- Waltham Forest use ANPR
- Havering use ANPR
- Brent use barriers
- Croydon use ANPR
- Bexley don't have any School Streets
- Lambeth have 2 ANPR and 20 barrier schemes
- Merton use ANPR
- Sutton were reviewing the use of ANPR schemes

Supplementary Question:

What is the Council's income from ANPR cameras over the last five years?

Response:

We don't have any ANPR cameras outside of schools.

3) Question from Brendan Donegan:

The School Streets review document states ANPR camera enforcement for School Streets is not Bromley Council policy. Why is this?

Response to Question 3:

I refer you to the statement I have just made.

4) Question from Brendan Donegan:

ANPR cameras used in School Streets elsewhere in London generate revenue, yet the Council's review document is silent on this point. Surely this information is vital for making this decision.

Response to Question 4:

I refer you to the statement I have just made.

Supplementary Question:

I don't think that you have answered my question.

Response to the Supplementary Question

ANPR cameras would need to cover the cost.

5) Question from Jane Dutton:

6.6% of Bromley deaths are attributable to human made air pollution so far this year. (CleanAir in Cities App). School Streets are proven to reduce air pollution, improve learning outcomes and enable active travel for children. Without them, how do you plan to protect little lungs from air pollution?

Response to Question 5:

Public Health do not recognise this statistic for Bromley.

6) Question from Parisa Wright:

Please will the council reconsider its focus on the negative minority and ensure "School Streets" remain an active part of Bromley's efforts to improve quality of life for all, e.g. school road safety, air pollution, active travel, and our asthma, obesity & diabetes crisis', and in turn safeguard our future by cutting carbon emissions.

Response to Question 6:

I refer you to the statement I have just made.

7) Question from Mandy James:

On what grounds does Bromley Council think its results in the TfL STARS programme mean modal shift is taking place on the school run?

Response to Question 7:

I refer you to the statement I have just made.

8) Question from Many James

What evidence can Bromley Council provide to show that its 'anti idling' campaign around schools has had an impact on air pollution at the school gates?

Response to Question 8:

Warnings issued by civil enforcement officers to idling motorists at participating schools always lead to drivers either switching off their engines or leaving the location.

Bromley does not take air samples at the school gates.

Supplementary Question:

Does Bromley have any intention of checking air quality outside of schools?

Response:

It is not Bromley's intention to air monitoring outside of schools. We did look at having them with the Civil Enforcement Officers, but all they would pick up

would be the fumes from the cars that they were dealing with on the anti-idling campaign. We do have 32 air monitoring positions. They are there in the locations where the information can be collected and they are quite expensive. There is no money for new ones and they are sited in accordance with advice from Public Health and Public Protection.

9) Question from Thomas Morton:

Given the overwhelming support for School Streets from local residents and the support of several Conservative Councillors, could the Council list the negative impacts that School Streets would have on children.

Response to Question 9:

[I refer you to the statement I have just made. .](#)

10) Question from Thomas Morton:

How is the Council going to help schools that want to have a School Street without the installation of ANPR cameras, and can the Council provide evidence of School Streets being successful without ANPR cameras.

Response to Question 10:

[I refer you to the statement I have just made.](#)

Supplementary Question:

I would like to ask for some clarification on one of the questions. Can you list some of the negative impacts on children of School Streets?

Response:

[That question does not arise from your original question which was regarding ANPR cameras.](#)

11) Question from Ben Harvey:

Why is Bromley Council deciding not to support School Streets without having tried ANPR camera enforcement, and without detailed information about how ANPR camera enforcement worked in other boroughs?

Response to Question 11:

[I refer you to the statement I have just made.](#)

12) Question from Ben Harvey

If Bromley Council is not going to actively support School Streets, what measures will Bromley Council commit to introducing to tackle air pollution and road safety on the school run, congestion caused by the school run, and childhood obesity?

Response to Question 12:

[I refer you to the statement I have just made.](#)

13) Question from Richard Garvey

With the suspension of support for school streets, which measures is the Portfolio Holder proposing to reduce car trips and can they provide evidence that such measures are at least as effective as School Streets.

Response to Question 13:

[I refer you to the statement I have just made.](#)

14) Question from Richard Gibbons:

LB Bromley Transport Strategy 2019 (LIP3), page 8

“The Council will focus initiatives to reduce the impact of air pollution in the areas of highest exceedance, primarily within the Air Quality Management Area (AQMA) or where vulnerable people may spend significant amounts of time, for example, schools.”

Q1. The Portfolio Holder has praised the Council’s Transport Strategy which states that it will focus on initiatives to reduce the impact of air pollution outside schools. Evidence shows that Schools Streets are such an initiative. What alternatives to School Streets can the Portfolio Holder offer that reduce road danger and toxic emissions from vehicles outside schools?

Response to Question 14:

[I refer you to the statement I have just made.](#)

Supplementary Question:

There are about 40 TfL Gold Star accredited schools in the Borough, the air pollution in all cases exceeds WHO guidelines. Some of those schools have the worst air pollution in the borough. What has the Council done to reduce air pollution outside of those schools?

Response:

[I will send you a list of the schools.](#)

15) Question from Richard Gibbons:

Please list all schools in LB Bromley, their current TfL STARS status, i.e., Gold, Silver, Bronze, Engaged, Not Engaged; and indicate (a) if schools are on through or non-through roads; and (b) if road conditioned outside school entrance would allow a School Street intervention, i.e., not on bus route?

Response to Question 15:

[I refer you to the statement I have just made.](#)

Supplementary Question:

Can I be provided with a written response in answer to this question.

Response:

Yes, a written answer will be provided

16) Question from Sarah Gill-Schmitz:

Please will the council reconsider its focus on the negative minority and ensure School Streets remain an active part of Bromley's efforts to improve school road safety, reduce air pollution, increase active travel and in turn safeguard our future by cutting carbon emissions--as has been stated as a key climate goal by Bromley Council in the LBB Net Zero Carbon Action Plan, September 2021.

Response to Question 16:

I refer you to the statement I have just made.

Supplementary Question

Bromley Council actively supports active travel for secondary school children, however being a parent of a child that attends a school by a very busy junction near Chislehurst War Memorial, most secondary school parents say that they cannot allow their children to walk to school because the junction is so busy that the children that are walking are rushing across the road to cross the junction without a safe crossing. So active travel is not the number one thing on their minds. Could you please say how the Council could support these parents to encourage their children to walk safely to school?

Response:

I have two answers to that. First of all on that specific crossing, I have had meetings with Councillor Alison Stammers and the other Chislehurst Matters Councillors to discuss how we can improve it. Secondly, we have an active road safety programme for young people to encourage them to walk safely.

Question 17 from Jamie Devine:

The World Health Organisation informs us the children and babies are more vulnerable to air pollutants from combustion vehicles than adults because 'They inhale more air per unit of body weight and their brains are still developing and neuro toxic compounds in air pollution can affect children's cognitive development'. Why wont the Council introduce this reasonable measure (School Streets) to protect its most vulnerable residents?

Response:

We have School Streets and we are not getting rid of them.

Supplementary Question:

In your statement there is no recognition or acknowledgement of the damage that air pollution can cause to children or babies. What is Bromley Council going to do to mitigate against air pollutants?

Response:

We have a very comprehensive Air Quality Programme on the website and I encourage you to read it.