

15th July 2022

1) Question from Anne-Marie Connelly:

Can the committee explain its decision not to support School Streets given that the main issues seemed to be a small group of complaints and some associated costs which could potentially be met elsewhere?

Bromley currently has 6 school streets identified (<https://www.bromley.gov.uk/cycling-walking-school/school-streets>) for 82 primary schools. Our neighbours in Croydon have 14 permanent and 21 under consideration across 72 primary schools.

1. Why is Bromley unable to support this if other boroughs can?
2. What other measure for our children does the council intend to take that focus on hub areas like schools rather than borough wide initiatives

Response to Question 1:

School Streets continue to be supported and remain one option as the Council continues to encourage active travel and road safety outside our schools. Bromley is a leading Borough in London in respect to working with schools to generate workable and effective School Travel Plans. Each plan is tailored to the school's individual requirements and the Council supports each individual plan. There are a number of tools in the toolbox, School Streets being just one of them, and the cost benefit of each measure must be considered, along with the resource implications.

The Council supports an anti-idling campaign for schools; cycle and scooter training; active travel campaigns to support walking, scooting and cycling; road safety education and the introduction of pedestrian crossing facilities on routes to school; the Junior Travel Ambassadors scheme; as well as supporting School Crossing Patrols at schools that want them.

2) Question from Louise Clark

In the Review of School Streets presented to the Environment Committee on 21 June the Council stated that one of the reasons they have not remained active is that no funding has been "allocated for the considerable cost of installing and maintaining cameras." What calculations have the Council made on the extent to which ANPR revenues could offset the cost of installation and maintenance?

Response to Question 2:

It is hard to know the level of income likely to be generated from fines issued via ANPR cameras if they were used in School Streets in this Borough. Bromley would wish to avoid penalising drivers where possible and also to make sure there was compliance to help make the School Street work effectively; large signs would deter and warn drivers of the presence of cameras. Also, by their nature School Streets would not be used on main roads, so any initial income generated from their use is likely to dry up well before the cost of installation was covered, as local drivers became aware of the cameras, and there is also the ongoing maintenance costs of each camera to be considered. It is not possible to predict income from fines, as compliance is what we are seeking, but Officers would not expect fines to cover costs in the case of School Streets.

3) Question from Helen Brookfield

School Streets are proven to reduce car journeys to school. Bromley Council's Local Implementation Plan (LIP3) agreed it would "focus initiatives to reduce the impact of air pollution... where vulnerable people may spend significant amounts of time- e.g. schools " and that a "key focus " would be to "shift switchable short local trips away from the car" stating, "it will be necessary to reduce the impact of the school run by shifting school trips from cars to other modes". If Bromley Council is not going to support School Streets then what are they going to do to reduce the number of car journeys to school?

Response to Question 3:

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4) Question from Laura Vogel:

Councillor Simon Fawthrop has asked the Portfolio Holder to list the costs of holding this additional meeting of the PDS committee. Could the Council also list the costs of not providing proper scrutiny, good governance and supporting a robust democracy on the Council?

Response to Question 4:

Cllr Bennett to provide the answer.

5) Question from Laura Vogel:

Will the Council state the increase in the number of cars on Bromley roads that we all endure during school run hours? What does the Council propose to reduce school run traffic if it does not support school streets?

Response to Question 5

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The Council does not hold data to show traffic volume by hour of the day.

6) Question from Euan Pyle:

Does the council recognise that one of the best way to reduce motor traffic is to make other forms of (more road space efficient) transport (i.e. cycling and walking) safer and that School Streets actively make these modes of transport safer?

Response to Question 6:

School Streets are just one option as the Council continues to encourage active travel and road safety outside our schools. Bromley is a leading borough in London in respect to working with schools to generate workable and effective School Travel Plans. Each plan is tailored to the school's individual requirements and the Council supports each individual plan. There are a number of tools in the toolbox, School Streets being just one of them, and the cost benefit of each measure must be considered, along with the resource implications. A School Street may make the road immediately outside a school safer, but if traffic is inadvertently redirected to nearby streets, this can be to the detriment of road safety overall.

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7) Question from John Blakely:

Please explain how the decision not to proceed with the School Streets programme will enable Bromley Council to reduce car use (currently the highest of all London

Boroughs), reduce air pollution and increase road safety especially for children and vulnerable residents?

Response to Question 7:

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8) Question from Oje Egwaoje

With the increasing number of families with young children moving into Bromley, what does the Council propose to support children travelling independently to school if they stop the roll-out of school streets?

Response to Question 8:

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9) Question from Steve Baynes:

Given the cessation of School Streets, what measure is the Council proposing to combat increases in pollution around schools? Given that childhood obesity is around 30%, ending School Streets appears to double down on harm to children, for the sake of removing minor inconveniences to drivers.

Response to Question 9:

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