

ECS PDS 6th September 2022: Oral Questions from the Public

1) Question from Richard Gibbons:

Whose idea was it to invest £1.35m planting 5,000 street trees; who was consulted on timescale and deliverability; and please provide an update on delivery of each of 26 activities listed in Tree Planting Programme (Year One) Communications Plan scrutinised by E&CS PDS Committee on 17/11/2021

Response to question from Richard Gibbons:

Thank you for your question. The tree establishment programme was approved by the Executive in July 2021 under report reference CSD21085, making use of the Healthy Bromley Earmarked Reserve to achieve a range of policy objectives but primarily for the improvement of the health of residents. The programme was established by the council's Arboricultural Manager who has significant expertise and experience in this area, with proposals scrutinised by the Environment & Community Services PDS. Progress on the delivery of the tree establishment programme is reported on this agenda.

On the specific query relating to the Year 1 Communications Plan, please be advised that the plan has been delivered with one exception (the celebrity tree planting), and it was considered sensible to undertake a pilot with the QR code activities, with full roll out expected in 2022/23. In addition to the actions identified in the communications plan we have deployed banners on refuse collection vehicles to raise awareness of the tree planting programme and a social media campaign, demonstrating how to properly water the trees.

2) Question from Brendan Donegan:

According to DfT statistics, the number of vehicle miles travelled in Bromley Borough by motor vehicles increased from 767.9 million in 2009 to 966.2 million in 2019, an increase of 26%. Will the Portfolio Holders for Transport and Environment commit to developing a plan to slow or reverse this increase.

Response to Question from Brendan Donegan:

The Council's current plan "[Bromley's transport for the future](#)" was published in 2019 and will be revised in due course, as necessary. This plan and the actions flowing from it very much address the concerns that you raise..

3) Question from Brendan Donegan:

During the June 2022 Environment meeting, an officer made the claim that the increase in walking and cycling seen in Bromley Borough between 2020 and 2021 was

influenced by LBB's Road Safety Education programme, School Travel Planning Initiatives and Cycle training. Please could you provide evidence to support this claim?

Response to Question from Brendan Donegan:

Children travelling to school by foot or cycle has increased, as evidenced by the schools' annual surveys following the introduction or development of their travel plans. Although there may be other factors affecting travel choices, I am sure that the hard work of the Council's officers and that of the schools they work with has made a major contribution towards helping people feel safe and able to travel by these means. The Borough's cycle training provision in schools is also very helpful in facilitating those who wish to ride to school or elsewhere.

Supplementary Question from Brendan Donegan:

Whilst I do not dispute the hard work of Council officers in the schemes that you have just described, what you have said in answer to my question does not constitute evidence of a causal relationship between the London Borough of Bromley's Road Safety Education Programme, school travel planning, cycle training initiatives and more children walking and cycling to school. I think it would be more useful to understand whether there has been an evaluation of the effectiveness of these schemes in order to understand whether they should continue to be the priority of the Council and where the Council puts its efforts to make it easier for children to walk and cycle to school.

Response to the Supplementary Question:

It's very important that the current programmes we have (particularly cycle training) should continue; they do have an enormous impact in helping children to learn to ride and to use their bikes to go to school. The evidence we have of a causal relationship is based on the fact that the school surveys pupils to see how they go to school.

4) Question from Helen Brookfield:

Can Bromley Council reassure residents that it is still committed to repairing or replacing the bridges in Kelsey Park as highlighted in the Conservative election material in April which stated, "A timetable for the repairs will be published shortly."?

Response to the Question from Helen Brookfield:

Thank you for your question. Yes - a report outlining the progress made on the project to repair or replace the Kelsey Park Bridges is on the agenda for this committee meeting; this includes summarising the work that has been completed to date and setting out next steps for taking the project forward.

Supplementary Question from Helen Brookfield:

Is there going to be a concrete proposal or action plan coming to the November meeting?

Response to the Supplementary Question:

It does state in the report that the contractors came back with summaries of tender costings, however we do need to achieve value for money. We will go back out and try and find more contractors that could potentially do the work and that whatever they are charging us would be good value for money, and that the structural integrity is still sound. Then another report will come to the November PDS meeting and the timeline will be laid out.

5) Question from Chris Ford:

It has been reported that LBB is one of the London Boroughs that suffers the highest number of air quality related deaths (Imperial College report) and the consequences of climate change are widely recognised. The use of Business Jets is a significant contributor (2- 4 tonnes/hour). Your AQAP (P16) gives a flat line prediction contributed by Aviation of 3 Tonnes per year (2020 to 2025).

Question. Given the recognised impact of Business Jets and onward operation and that BHAL has a rapid growth strategy, why is BHA not included in the AQAP and what measures do LBB intend to take to investigate and record the impact of BHAL's activities, both on the ground and over the borough?

Response to Question from Chris Ford:

Thank you for your question. Bromley has amongst the lowest levels of air pollution across all London boroughs. The study states clearly states that "Bromley [has] the lowest pollution levels but is high on the mortality burden list, particularly on a per 10,000 population basis. This is because they have higher baseline mortality rates, in turn due to higher proportions of the population in older age groups and lower proportions in younger age groups." The report is all based on modelling and the air quality-related deaths are attributed to anyone in Bromley who died of: respiratory issues, lung cancer and cardiovascular deaths. There are a wide range of reasons people die of these diseases – age is certainly a factor and Bromley has a large elderly population with the highest number of care homes in the Capital.

It is also important to note that Asthma UK came out with a report that said Bromley was the best place to live if you have Asthma.

Where an Air Quality Management Area (AQMA) exists, a Local Authority is required to have an Air Quality Action Plan (AQAP) to detail measures to address air pollution. Biggin Hill Airport is not within the Borough's management area, which has been declared for Nitrogen Dioxide, so is not explicitly included in the plan. However, though

Biggin Hill Airport sits outside of the management area, the plan does include an action point to seek funding opportunities for air quality monitoring at the airport, which the Public Health team are currently exploring.

Supplementary Question from Chris Ford

Mr Ford responded by making statements re-enforcing his original question, but did not in fact ask a supplementary question.