

ECS PDS—22nd November 2022.

Questions to the ECS Portfolio Holders for Written Response from Members of the Public

1) Question from Kat Dayanc:

Has the Council achieved the 2022 target of having “25% of Borough’s stations served by new or upgraded cycle infrastructure” as per the Local Implementation Plan (page 102)?

Answer to Question 1:

Of the 26 stations in the Borough, 9 (35%) have secured cycle parking/hubs, 16 (61%) have sheltered cycle parking, and 19 (73%) have cycle parking provision.

2) Question from Kat Dayanc:

As recommended by the Govt in their Active Travel Local Authority Toolkit (updated August 2022) have the Council developed a Local Cycling and Walking Infrastructure Plan? If so, has the Council produced, “A prioritised programme of infrastructure improvements for future investment in the short, medium and long term.”
? <https://www.gov.uk/government/publications/active-travel-local-authority-toolkit/active-travel-local-authority-toolkit>

Active travel: local authority toolkit - GOV.UK

Walking and cycling are the least carbon-intensive ways to travel. However, walking currently accounts for only 4% of the total distance travelled by households with access to a car.

www.gov.uk

Answer to Question 2:

Please refer to the Council’s LIP3 document and to the report at 13d on the PDS agenda.
[Local Implementation Plan \(LIP3\) – London Borough of Bromley](#)

3) Question from Michael Dunn:

Having arbitrarily removed parking meters from roads around the Town Centre, is it the Council's intention to also remove machines from the large car parks in the Borough? If so, what other technology will they install, so as not to discriminate against users that cannot "pay by mobile" for their parking?

Answer to Question 3:

Please refer to the report at item 13th of the PDS committee agenda, and also the EIA published on the Council’s website.

A mobile phone can be purchased for less than £20 and can be used to text or ring Ringo to pay for parking.

4) Question from Metin Osman:

I'm enquiring about the public toilets in Keston in Cobham Park which is shut at the moment he has been closed for several years now I will be interested in converted into a coffee shop and also provide a public toilet for the people who uses the park could you advise me on this matter.

Answer to Question 4:

Officers believe the building to which you refer is currently in use by the Friends group there and is used for storage. Officers have had some contact with the chair of this Friends group and understand that they are potentially open to changing their use of the property.

The council is always interested in income generating uses that compliment the green space in which it is based.

However, there is a process that the council must go through if they decide to introduce commercial uses in its property. Under section 123 of the Local Government Act, the council has a duty to seek best value in relation to its assets. Therefore, if the council did decide to allow this property to be used as a café, we would need to market that opportunity so that all prospective tenants have the opportunity to bid.

It should be noted that it would be for any incoming tenant to secure any planning consents and undertake any capital works needed to set up their business in the property.

Marketing properties can be a resource intensive activity, so before we instruct our property department to take this forward, we will first need to do some work to check the viability of a proposal at this site. Officers will look into this and to update you in due course.

5) Question from Richard Gibbons:

Please provide breakdown of number collisions and related casualties by severity (killed, seriously injured, slightly injured) on (a) Rural 'A', 'B', and 'C' & 'U' roads separately, and (b) Urban 'A', 'B', and 'C' & 'U' roads separately in LB Bromley for 2019, 2020 and 2021.

Answer to Question 5:

The Council does not hold the information requested in regard to these classifications. You may wish to refer to the DfT website: [Road accidents and safety statistics - GOV.UK](https://www.gov.uk/government/statistics/road-accidents-and-safety-statistics) (www.gov.uk)

6) Question from Richard Gibbons:

Please provide breakdown of number/type of recycling bins installed at Council's 39 recycling sites (excluding Churchfields and Waldo Road), and number of reports via FMS or otherwise in last 12-month period of fly-tipping at each recycling site by (a) members of public, (b) ward councillors, (c) council officers, (d) Veolia staff.

Answer to Question 6

Table below shows current recycling bring bank assets by type and location.

Please note, latest count of location assets recorded in April 2022. Next count due in April 2023.

Recycling bank asset type			
Location	PAPER	MIX	GLASS
Crescent Way, Green Street Green (Pinewood Drive)	2	1	2
Warren Road, Chelsfield (Windsor Drive)	3	2	3
Charterhouse Road, Chelsfield (Saltwood Close)	2	1	3
Eldred Drive, Orpington	1	1	2
Jugland Way, Orpington	1	1	3
Carlton Parade, Orpington (Court Road)	2	1	2
Oasthouse Way, St Mary Cray	1	1	2
St Mary Cray, Station	1	1	3
Cotmandene Crescent Cray (Car Park, St Pauls Cray)	2	2	2
Tesco Sidcup, Edgington Way	0	0	0
Chislehurst Car Park	4	2	3
Kimmeridge Road, Mottingham	2	2	2
Nunnington Close, Mottingham	0	0	0
Rays Road, West Wickham	2	2	2
Hayes train station car park	2	2	4
Sainsbury Car Park, West Wickham	2	1	3
Sparrows Den, West Wickham, Corkscrew Hill	2	2	3
Tesco Car Park, Biggin Hill	2	1	4
Esso Station, Pratts Bottom (Sevenoaks Road)	1	1	3
Petts Wood Station	0	0	0
Locksbottom, Sainsbury	2	2	4
Swan Hill Car Park	1	1	3
Walters Yard Bromley	3	2	3
Lidl, Burnt Ash Lane (site suspended)	0	0	0
Waitrose, Beckenham Junction	0	0	0
St Georges Road Car Park, Beckenham	4	3	5
Harvington Park, South Eden Park Road	2	2	2
Lidl Car Park, Burnhill Road Beckenham	2	1	2
Beckenham Spa Car Park	2	2	3
Penge East Station Car Park	2	2	2

Ledrington Road, Crystal Palace	2	1	2
Tovil Close, Anerley	1	1	3
Croydon Road, Anerley	1	1	2
Pawlene Close, Penge	1	1	2
Shortlands Station Car Park	1	1	2
Baths Road	3	1	3
Magpie Hall Lane, Bromley (TS Narvik)	1	1	2
Normans Park, Hook Farm Road	3	2	3
Bromley South Train Station	2	1	4
Civic Centre Bromley	4	1	2
Sundrige Park Station	3	3	2
Normans Park Hayes Lane	2	2	3

Table below shows recorded reports via the FMS. Please note that Officers and Service providers co-ordinate directly through separate operational platforms.

Recycling bank location	Public	Cllr	Total
Bromley South Train Station	1	0	1
Carlton Parade, Orpington (Court Road)	1	0	1
Charterhouse Road, Chelsfield (Saltwood Close)	1	0	1
Chislehurst Car Park	5	3	8
Crescent Way, Green Street Green (Pinewood Drive)	16	0	16
Croydon Road, Anerley	20	0	20
Eldred Drive, Orpington	2	0	2
Harvington Park, South Eden Park Road	0	1	1
Juglands Road, Orpington	1	0	1
Kimmeridge Road, Mottingham	1	0	1
Ledrington Road, Crystal Palace	1	0	1
Lidl Car Park, Burnhill Road Beckenham	3	0	3
Pawlene Close, Penge	1	2	3
Penge East Station Car Park	53	0	53
Rays Road, West Wickham	3	0	3
Sainsbury Car Park, West Wickham	3	0	3
Shortlands Station Car Park	0	1	1
Sparrows Den, West Wickham, Corkscrew Hill	2	0	2
St Georges Road Car Park, Beckenham	2	0	2
St Mary Cray, Station	1	4	5
Sundrige Park Station	2	0	2
Tovil Close, Anerley	2	0	2
Warren Road, Chelsfield (Windsor Drive)	3	0	3
Total	124	11	135

7) Question from Sue Sullis:

La Niña Winter World Weather Patterns Put U.K. at risk of Severe Floods this February 2023. During Flood Action Week, the Met. Office and the Environment Agency have warned of severe flooding in the UK in February, due to Climate Change. The severe drought has increased the risk of increased runoff on baked soils. What is the Council doing to educate and inform people to assist them in coping with this crisis?

Answer to Question 7

Bromley Council has not taken any direct action to educate people regarding climate change or surface water runoff from baked soils. The Bromley Council web site Flood Risk Management pages direct residents to the detailed information published by the Environment Agency.

8) Question from Sue Sullis:

Bromley's Flood Risk Strategy with regard to the October 2021 Flooding in the Crays. The Council failed and refused a request to carry out an investigation despite the responsibility to do so. LFB and Housing Association data demonstrates that at least 20 properties were internally flooded, in an identified Flood Path. What is the reason for this scandalous neglect?

Answer to Question 8

This question is disallowed on the basis that the same question was asked at the June 2022 meeting.

9) Question from Brendan Donegan:

Has the Portfolio Holder for Transport disbanded Bromley's Road Safety Panel and, if so, (a) why? (b) does he have the authority to do this? and (c) is this appropriate given the [report](#) discussed at [the June Environment committee meeting](#) indicating a 26.7% increase in KSIs above the Council's target?

Answer to Question 9

The Council's concern for road safety is undiminished, but as time moves on processes need to change. At one time there were three Road Safety Panels. As membership numbers declined the three Panels were, with the agreement of the Chairmen, amalgamated into one Panel.

The Road Safety Panel(s) provided helpful feedback to the Council about road safety concerns in the neighbourhoods of their representatives. However, with the increased ability of residents to report matters directly to the Council, for example via Fix My Street, reports from the Police to our professional officers and the local knowledge of ward councillors the need for a Panel, in my view, is no longer needed. The Panel last met in 2019 and the Police had not attended for many

years. The cost of running the Panel in officer time and resources cannot be sustained when the Council faces a growing budget deficit.

10) Question from Brendan Donegan

According to the report "[Air Quality Information for Public Health Professionals – London Borough of Bromley](#)" (published by GLA in February), 57 Bromley schools exceed the interim WHO guideline for PM2.5, and all Bromley schools exceed the WHO guideline for Nitrogen Dioxide. Does Bromley Council support air quality monitoring at schools?

Answer to Question 10:

The National Air Quality Objectives and Air Quality Standards Regulations set the limit and target values. All of our schools comply with the national air quality regulations.

We are working to improve air quality and reduce air pollution via implementation of our Air Quality Action Plan. This includes actions relating to schools and at our monitoring locations. Air quality monitoring is not undertaken at schools however all monitoring stations within London feed into the LLAQN network and the subsequent model, which the report stated in the question relies upon. Based on actual monitoring London wide, a high degree of confidence can be had in the modelled data.

In October 2021 the WHO updated its recommended guidelines for air pollutants. For NO₂ guideline annual levels were reduced to 10µgm⁻³. For PM_{2.5} it tightened the recommended annual average guideline to 5µgm⁻³, while retaining 10µgm⁻³ as an interim guideline which the Mayor of London has committed to meet by 2030 (the legal annual average limit is 20µgm⁻³).

The revised WHO recommendations were made in late 2021 and this report published in early 2022, whether such levels are practical or achievable is still to be considered. The Environment Act 2022 requires National Government to set target levels for PM_{2.5}, we are waiting on this level to be set, early indications are that this is likely to be 10µgm⁻³ by 2030 for PM_{2.5}.

11) Question from Brenda Davison:

Buckhurst Road - The replacement LED street lamp casts a harsh white spotlight which is so intense you cannot see beyond it and are taken by surprise if someone/something suddenly appears within it. It is far too bright for wildlife. Please could either the bulb be replaced or a cover fitted to modify the light from white to amber?

Answer to Question 11

The lantern has been installed as part of the Council's investment project and meets the design requirements for this type of road. The lanterns are designed to direct light downwards to minimise light pollution, and a shield has recently been fitted. Unfortunately, it would not be possible to install coloured cover, but the light produced by the lantern is a warm white which is more wildlife friendly than the cold white used in some areas.

12) Question from Stuart Ratcliffe:

How can it be that following a road safety audit, the zebra crossings on Crofton Road, especially near to the entrance of Pound Court, are more dangerous than they were before the installation of the cycle lanes? The central bollards have been removed in several places and this means the whole road has to be crossed, rather than one side. Traffic seems to be far more reluctant to stop at the crossings now there are no central bollards.

Answer to Question 12:

[This question is disallowed as it was submitted after the ten day period and does not seek clarification on a report to the committee.](#)

13) Question from Jasper Bell:

Despite a range of data sources highlighting the volume of residents including young children crossing South Eden Park Road, the absence of a safe crossing between Langley Schools and Unicorn School and the assurances given to residents following a meeting with Christine Harris and the previous Portfolio Holder for Transport in July last year, we have been told that a road crossing on this dangerous stretch is not a priority.

Could the portfolio holder please explain why a road with no crossing places or pavement on one side in one section is not a viable candidate for a crossing?

Answer to Question 13:

[This question is disallowed as it was submitted after the ten day period and does not seek clarification on a report to the committee.](#)

14) Question from Jasper Bell

Building on my previous questions, what, specifically, would need to happen for this location to be prioritised for a crossing?

Answer to Question 14:

[This question is disallowed as it was submitted after the ten day period and does not seek clarification on a report to the committee.](#)

15) Question from Kerry Nash:

Noting the Traffic and Road Safety Policies set out in the agenda, could you (a) provide example costs for implementing 20mph on residential streets, (b) explain why Bromley Council believes the marginal gains in creating safer streets that are achieved from introducing 20mph (that could make the difference between life and death for someone hit by a speeding driver) are not worth pursuing, and (c) explain why the Council believes it cannot enforce speed limits? Why wouldn't you do it?

Response to Question 15

a) Although the Council has not undertaken a study, the cost of implementing a borough-wide 20mph scheme would be well in excess of £1m

(b) Reducing the number of casualties on Bromley's streets has long been a priority for this Council, with resources being targeted at vulnerable road users and at locations where data tells us that there is a greatest risk of road casualties. Once we have successfully tackled the locations where, unfortunately, serious incidents are currently occurring, other high-risk locations can be addressed.

The experience the Council has from the various parts of the Borough where area wide 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. In light of the lack of evidence that introducing widespread 20mph limits is effective, Bromley has no plans to introduce such area-wide 20mph zones. 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.

(c) The Council does not have powers to enforce against speeding – this is a function undertaken by the Police.

16) Question from James Brown:

The ECS performance overview notes car use on the school run has decreased from 31 to 27%. This is positive. Can the Council please share an overview of where this decrease in car use has occurred (e.g. which schools or wards)?

Response to Question 16:

I have asked the Travel Plan Team to investigate this, and I will respond when I receive their reply.

17) Question from James Brown:

The ECS performance overview notes that a significant number of schools are "committed to increasing active travel". This is also positive. But what tangible changes have there been?

Response to Question 17

Of 116 eligible schools in the Borough, 83 have an accredited travel plan, with 58 at Gold level, 11 at Silver and 14 at Bronze. Accreditation only comes with action that demonstrates a commitment to active travel and Gold level indicates an increasing numbers of active travellers.

This year we have seen an increase in the number of schools who are taking part in the Junior Travel Ambassador scheme, which sees pupils in years 5 or 6 running road safety projects in their schools. The scheme is popular amongst schools and this year saw the return of the in-person event, which was attended by the Deputy Mayor of Bromley.

Our Smart Movers scheme rewards pupils who travel actively to school with a collectable badge. They must walk, scoot or cycle to school at least 10 times a month to receive a badge. The badges have a different theme each month.

School Streets have overall seen even more pupils 'park and stride' to school, the closure of roads has led to the visibility of more cycling and scooting amongst the primary age group.

Cycle storage fund in 2020 gave schools the opportunity to apply for racks and shelters for bicycles and scooters.

18) Question from Dermot McKibbin:

Kelsey Park Bridge Report. Why have the bridges been allowed to deteriorate so much when the replacement costs are so high? What other facilities in the park need replacing and why?

Response to Question 18:

Although there are no formal records concerning the installation of these bridges, it is believed that they were installed approximately 50 years ago. The bridges have an estimated life of circa 40 years and therefore it is likely that they have come to the end of their durability. The council has undertaken cyclical inspections of the bridges and have undertaken repairs where necessary.

The second part of the question has been rejected as there was no reference to the Kelsey Park Bridge report.

19) Question from Dermot McKibbin:

Kelsey Park Bridge report. What funds are available from central government and or the Big Lottery and the Greater London Authority to replace the poor quality public toilets in Kelsey Park.

Response to Question 19:

The Portfolio Holder has rejected this question as there was no reference to the Kelsey Park Bridge report.

20) Question from Luke Murphy:

On what date did the council officially close the bridges, what is the estimated date for reopening both bridge A and bridge B, and what estimate has the council made of the increased costs of replacing the bridges between when they were first closed and now?

Response to Question 20:

Both bridges have been closed permanently since December 2021 following the recommendation of the structural assessment, however the larger footbridge had been closed for periods before this.

The estimated reopening of the bridge is for around July 2024, following the advised indicative programme outlined in the committee report that takes into account several factors and conditions on site.

Prices were initially obtained back when the bridges first closed, however it later became clear to officers that the repair would be more complex than originally anticipated and need to consider various factors (e.g. the site constraints and substructure requirements). Therefore, any comparison with these original prices would not be meaningful. The additional work undertaken to date has been necessary to inform design options and the wider business case.

21) Question from Luke Murphy:

The Council proposes to only replace one of the bridges with the cost being funded from the Investment Infrastructure Fund and the Healthy Bromley Earmarked Reserve. What is the total available funds in both the fund and the reserve?

Response to Question 21:

The funds are projected to have a combined total of £3.39M remaining at 31 March 2023.