

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

Minutes of the meeting held at 7.00 pm on 29 June 2023

## **Present:**

Councillor Will Rowlands (Chairman)  
Councillor Adam Jude Grant (Vice-Chairman)  
Councillors Felicity Bainbridge, Kathy Bance MBE,  
Simon Fawthrop, Colin Hitchins, Alisa Igoe, Chloe-  
Jane Ross, Alison Stammers and Keith Onslow

## **Also Present:**

Councillor Angela Page

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

Apologies were received from Councillor Harry Stranger. Councillor Keith Onslow attended as substitute.

Apologies were received from Dragos Puiu from Bromley Youth Council.

### **2 DECLARATIONS OF INTEREST**

Councillor Alison Stammers declared an interest as the Secretary of the Friends of Chislehurst Recreation Ground.

Councillor Chloe Jane Ross declared an interest as the founder of Beckenham Green Friends and had submitted a successful application for the Jubilee Parks Fund for the Green.

### **3 ADOPTION OF CO-OPTED MEMBER**

#### **CSD23093**

Members noted the report concerning the appointment of a new co-opted member from Bromley Youth Council.

**RESOLVED** that Dragos Puiu be appointed as a non-voting Co-opted Member of the Environment and Community Services PDS Committee for the 2023/24 municipal year, for the consideration of Part1 (public) reports only.

### **4 MINUTES OF THE MEETING HELD ON 16th MARCH 2023**

The minutes of the meeting held on the 16th of March 2023 were agreed and signed as a correct record.

**5 QUESTIONS FROM COUNCILLORS OR MEMBERS OF THE PUBLIC TO THE CHAIRMAN**

There were no questions addressed to the Chairman.

**6 ORAL QUESTIONS TO THE PORTFOLIO HOLDERS FROM THE PUBLIC**

One oral question from a member of the public was received for the Portfolio Holder for Transport, Highways and Road Safety.

One oral question was received from a member of the public for the Portfolio Holder for Sustainability, Green Services and Open Spaces.

The questions and responses will be published on the Council website.

**7 ORAL QUESTIONS TO THE PORTFOLIO HOLDERS FROM MEMBERS**

Four oral questions to the Portfolio Holders were received from Members.

The questions and responses will be published on the Council website.

**8 WRITTEN QUESTIONS TO THE PORTFOLIO HOLDERS**

Twenty two written questions to the Portfolio Holders were received from members of the public.

The questions and responses will be published on the Council website.

**9 MATTERS ARISING AND WORK PROGRAMME**

**CSD23092**

A Member asked why the electric vehicle charging report was not showing on the work programme. The Committee was informed that this report would most likely be allocated to the March 2024 meeting.

**RESOLVED** that the matters arising and work programme report be noted and that the EV Charging Report be allocated to the March 2024 work programme.

**10 UPDATE FROM THE PORTFOLIO HOLDER FOR TRANSPORT, HIGHWAYS AND ROAD SAFETY**

Members noted the update that had been circulated by the Portfolio Holder for Transport, Highways and Road Safety. A Member said that usage of Council car parks had decreased by 10% in Chislehurst during April and May since the introduction of the RingGo cashless parking machines. She stated that businesses were concerned that the introduction of the RingGo machines were affecting footfall and that to review the situation after six months would be too late. She asked if a single machine that accepted contactless payments could be installed in the main car park in Chislehurst, prior to the six month review. She estimated that the cost of this would be between £7k-£8k. The Portfolio Holder's response to this was 'no' and he expressed the view that more people were now using RingGo across the borough.

A Member commented that by inputting car details into RingGo, the App would also be able to record the emissions data for that vehicle. She asked if this data would be used by the Council. The Portfolio Holder responded and said that there were no plans for the Council to use this data.

A Member stated that there were no public signs displaying the charges for using RingGo and asked if signs could be installed which would explain the charges. The Portfolio Holder responded and said that the Council were working on producing new signage which would be designed in-house. He also said that there were already signs in the main car parks displaying the charges. A discussion took place as to whether or not charges were displayed where there was on street parking.

The Vice Chairman asked what was the estimated cost savings with the introduction of RingGo. The Portfolio Holder responded and said the estimated cost savings were in the region of £1m.

The Portfolio Holder invited Members to a presentation that was due to take place at Langley Park Boys School on the 7th of July. The presentation was called, 'Driven by Consequences' and was particularly aimed at sixth formers.

The Portfolio Holder informed the Committee that soon he would be going up a lamppost whilst attending the switch over of the last street light in the Borough to LED. The estimated savings for the Council in terms of the LED switch over was approximately £1m a year, alongside the reduction of carbon emissions. He paid tribute to his predecessor, Councillor William Huntington-Thresher, who had done much of the hard work to make this possible.

**RESOLVED that the update from the Portfolio Holder for Transport, Highways and Road Safety be noted.**

## **11 UPDATE FROM THE PORTFOLIO HOLDER FOR SUSTAINABILITY, GREEN SERVICES AND OPEN SPACES**

An update was provided by the Portfolio Holder for Sustainability, Green Services and Open Spaces who said that the anti-littering campaign with idverde was going well.

Members were introduced to Jane Askew, the new Parks Officer, with specific responsibility for the administration of the Jubilee Grant. The Portfolio Holder paid tribute to Dean Laws for his excellent work in respect of prosecuting fly tipping offences. Regarding the idverde contract, the Portfolio Holder updated the Committee and said she was now having fortnightly meetings with the Managing Director of idverde to ensure that contractual obligations were improving and being met.

It was noted that the Tree Inspection Programme had not been affected. Backlogs were being dealt with on a priority basis. Recruitment was underway for two new Tree Officers.

A Member expressed concern for the remaining Tree Officers as LBB currently only had three and the normal quota was five. She asked if the Council was offering the correct remuneration in order to successfully recruit to the posts. The Director for Environment and Public Protection stated that the Council played close attention to market trends in this regard.

A Member asked for an update on the situation regarding the trees that were cut down in Penge and it was reported that the Planning Enforcement Team were collaborating with the police to prosecute. There was an ongoing investigation where details and evidence was being gathered. The Member asked how the 131 trees in Penge could be replaced. The Director responded and said the Council were looking at the possibility of accessing funding from the Woodland Grants Scheme in order to enable the planting of new trees.

**RESOLVED that the update from the Portfolio Holder for Sustainability Green Services and Open Spaces be noted.**

## **12 ECS PERFORMANCE OVERVIEW**

Regarding the format of Performance Overview reporting, it was suggested that a document should be produced simply focusing on items that were rated as red. The Director said this was a possibility that would be looked into.

A Member noted the red alert with respect to highway maintenance and queried the level of claims against the Council. The Director responded and said that the majority of claims would be dealt with and paid out by Riney. The Committee was informed that on average there were normally around 250 claims per year, but these had doubled last year to 460. A Member asked about the level of damages paid out for personal injury claims. The Assistant Director for Traffic and Highways responded that no claims had been received for personal injury. A Member commented that she was aware of a cyclist who had made a personal injury claim for an incident in the Chislehurst Ward because he had broken his collarbone after a cycling accident caused by a pothole.

A Member stated that TfL and the Mayor were not paying the Council properly to repair roads and that the Council had to pay for reactive maintenance. He said that the Council was repairing TfL roads and not getting any reimbursement.

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

**13 PRE-DECISION SCRUTINY OF REPORTS TO THE ENVIRONMENT AND COMMUNITY SERVICES PORTFOLIO HOLDERS**

**a APPOINTMENTS TO THE COUNTRYSIDE CONSULTATIVE PANEL AND THE LEISURE GARDENS AND ALLOTMENTS PANEL 2034/24**

**CSD22140**

Members noted the report regarding the appointments to the Countryside Consultative Panel and the Leisure Gardens and Allotments Panel.

It was noted that two amendments were required with respect to nominations for the Countryside Consultative Panel. The Chairman informed the Committee that Councillor Andrew Lee would be replaced by himself and that Councillor Thomas Turrell would be replaced by Councillor Adam Grant.

**RESOLVED that the Portfolio Holder be recommended to agree the appointments to the Countryside Consultative Panel and the Leisure Gardens and Allotments Panel--subject to the amendments noted above.**

**b PROVISIONAL OUTTURN 2022/23**

**FSD23040**

It was noted that based on the information available at the end of December 2022, there was a reported £549k underspend. This later repositioned to a £200k underspend--which was not unexpected on a £40m budget.

A discussion took place regarding various underspends that were noted in the report. A Member queried if this meant that the Council was understaffed. The Director responded and said it did not mean that the Council was currently understaffed. Historically, when the vacancies existed, they would have created underspends at that time. However, most of the positions had since been filled.

**RESOLVED that the Environment Portfolio Holders be recommended to endorse the 2022/2023 outturn position for the Environment and Community Services Portfolio.**

**c COMPREHENSIVE REVIEW OF ROAD SAFETY IN THE  
LONDON BOROUGH OF BROMLEY**

**ES 20295**

A Member highlighted the fact that the Road Safety Policy had still not been published and asked when this would be done. The Assistant Director for Traffic and Parking responded that there currently existed fragmented information concerning the policy on the Council website and this needed to be consolidated into a new policy document and a new format. The process was taking longer than had been anticipated, but it was hoped to be completed by the end of July.

A Member observed that the numbers shown in the graph at section 3.9 of the report—'KSI Road Casualties in LB Bromley,' were figures from 2005 to 2017 which had been back-cast using the new method of reporting that was used from November 2016, yet this back-casting was not noted in the report. The Member commented that if you were to work on a trend line graph for the last five years, i.e., since the reporting mechanism changed, so 2017 figures up to 2022, (ignoring the pandemic figure in 2020) then the trend line would be observed as a straight line. This would show that KSI road casualties in Bromley had actually plateaued in those five years. The Assistant Director for Traffic and Parking agreed with the assumption that the figures had plateaued for that period. The Member felt that pandemic figures should not be included, but the Assistant Director for Traffic and Parking disagreed with this.

A Member stated that the report highlighted the Council's own objectives with regard to 'Making Bromley Even Better.' This was in respect of projects to enhance walking and cycling infrastructure.' She said that the report quoted the Making Bromley Even Better' objective of..“the safety of road users on our streets needs to be enhanced as far as is possible.” But despite these statements, Bromley had the fourth highest rate of cycling KSIs per cycled trip in any London Borough. The Member stated that in terms of mode share, Bromley remained 29<sup>th</sup> out of 33 boroughs for walking as a mode of travel in London. It was explained that existing limited road space made cycle routes less safe than would otherwise be the case and that segregated cycle routes were preferable. Much money could be spent on a segregated cycle route whilst covering a limited distance as these were expensive to install. The Council felt that one of the best ways to reduce cyclist casualties was to provide road safety and cycle training programmes.

The Assistant Director for Traffic and Parking clarified that whenever possible, the Council would look at data to identify accident hotspots involving cyclists. The Council would then introduce design improvements when possible to reduce casualties. This was currently being considered with respect to the 'Chinese Roundabout' in Beckenham, as approximately half of the accidents there involved cyclists.

A Member referred to the graph in section 3.10: Road Fatalities LB Bromley. She asked if these fatalities included those who had died 30+ days or more after the collision, deaths that would be recorded under “Serious”, not “Killed” in KSI. It was confirmed that the numbers on the graph did not include those who had died 30+ days after the collision. It was also noted that the Council would not necessarily know who had died 30+ days plus after a collision.

A Member expressed the view that the report was not aspirational, but purely reactive to KSIs, and that a broader approach was required. The Assistant Director for Traffic and Parking disagreed and stated that the document was aspirational in that it was trying to balance finite resources with reducing casualties. He stated that it was not just KSI data that was used, but all casualty data was taken into account. The Council would invest finite resources wisely to save lives. The Member responded and said she believed that speeding was not just a police issue and said that there were things that the Council could do like use ANPR in diverse ways. She enquired if any speed cameras were available from TfL. The Assistant Director responded and said that with respect to ANPR cameras, the police would be required for enforcement. He said the Council was not able to use ANPR for speed enforcement. In some cases LBB may be able to use speed reactive signs, but they would need to be prioritised because of cost. An update was provided regarding traffic education programmes.

A Member pointed out that a 45% reduction in accidents was good and that in many cases the police were of the view that accidents were caused by driver error rather than the road environment. He referred to the matter of cycle lanes and in particular the Crofton Road Cycle Lane Scheme. He said that no one used the cycle lane and it was a waste of £770,000 of taxpayer’s money.

The Portfolio Holder for Transport, Highways and Road Safety said that behaviour change was required and noted the following reasons:

- Cyclists breaking the law by cycling through red traffic lights.
- Cycle lanes that had been installed by the Council but not used.
- Pedestrians crossing roads and not looking properly as they were using their mobile phones.
- People riding scooters in black, in the dark and with no lights.
- People driving under the influence of alcohol and drugs.
- Drivers driving and using their mobile phones.
- Driving without using a seatbelt
- Driving with no insurance

**RESOLVED that the Portfolio Holder for Transport, Highways and Road Safety be recommended to confirm the Borough’s approach to road safety and casualty reduction as set out in the report.**

**d CONTRACT EXTENSION FOR BROMLEY MARKET STALL  
ASSEMBLY**

**ES20288**

A Member queried why there was no income figure quoted in the report. He said that the Committee should be provided with an income figure against expenditure. Another Member asked why the stall holders did not set up their own stalls and how was the Council recovering funds. The Assistant Director for Environment promised that further financial details would be emailed to committee members the day following the meeting. It was confirmed that the Market Stall Supervisor post had been recruited to.

*Post Meeting Note:*

(Further details were emailed by the Assistant Director to Members on 30<sup>th</sup> June as promised).

**RESOLVED that the Portfolio Holder for Sustainability, Green Services and Open Spaces be recommended to approve the two year extension option for the Bromley Market Stall Assembly Contract. The extension would be for the period of January 2024 to December 2025, at an estimated value of £218k (based on an estimated annual value of £109k).**

**14 PRE DECISION SCRUTINY OF REPORTS GOING TO THE  
EXECUTIVE FOR DECISION**

These reports follow in the subsequent minutes.

**a VARIATIONS TO THE CONTRACT FOR PARKS MANAGEMENT  
AND GROUNDS MAINTENANCE**

**ES20287**

A Member queried the figure of £940k that was referenced in section 3.11 of the report. He enquired if that figure should in fact be £955k and asked for an explanation of the calculations. The Assistant Director for Environment (Carbon Management & Green Space) explained that the figure of £400K was a budget increase which had funded the £235k. The figure of £940k was a multiplication of the £235k across the remaining term of the contract. The amount of £320k (which had also been mentioned by the Member) was not included in the £940k as it had been dealt with previously by a separate variation.

**RESOLVED that the Executive approve the variations (modifications) to the contract for parks management and grounds maintenance with idverde as follows:**



- I. Up to £880k for the delivery of projects funded by the Platinum Jubilee Parks Fund, as set out in paragraphs 3.6 - 3.8.
- II. Up to £235k per annum for the remaining contract term (£940k cumulatively for the initial term or £2.82m if extended) for park infrastructure repairs, as set out in paragraphs 3.9 to 3.11.
- III. £69k per annum for the remaining contract term (cumulatively £276k for the initial term, or £828k if extended), for additional weekend cleansing, as set out in paragraphs 3.12--3.14.
- IV. Up to £71k per annum for the remaining contract term (cumulatively £284k for the initial term or £852k if extended) for PROW (Public Rights of Way) infrastructure works, as set out in paragraphs 3.15 to 3.16.
- V. £83k for the initial term (£97k if extended) for the payment of the Countryside Stewardship Grants as set out in paragraphs 3.17 - 3.18.
- VI. That the Executive be recommended to delegate authority to the Assistant Director Environment (Carbon Management & Green Space) to undertake variations as required and through the appropriate contractual process for recommendations I, II and IV within the values authorised.
- VII. That the Executive be recommended to approve the scheme of delegation for authorisations in relation to future variations (modifications) to the contract for parks management and grounds maintenance as set out in paragraph 3.21.

**b DELIVERY OF ARBORICULTURAL SERVICES--PART 1**

**ES20282**

A Member sought clarification of the term 'Neutral Vendor Framework' and asked if it was the case that costs had increased by 42%. It was explained that a neutral vendor framework was a framework that the Council could access by contracting directly with the neutral vendor, who had access to a supply chain who would quote for the works. It was a recognised procurement methodology, used when a speedy route to market was required.

**RESOLVED that:**

**1) The Executive be recommended to agree to the procurement of additional suppliers to supplement the current arrangements for the delivery of arboricultural services, subject to the specific recommendations in the Part 2 report.**

*29 June 2023*

**2) The Executive be recommended to approve the drawdown of an additional £566k from the Healthy Bromley Earmarked Reserve to enable the delivery of the Tremendous Project.**

**c WATERBODY MANAGEMENT: KELSEY PARK LAKES**

**ES20281**

It was noted that desilting was a cost and it was asked if there was a desilting schedule that would help to spread costs more evenly in the future. It was explained that some of the funding increase that had been agreed the previous year would be used to fund future cyclical desilting activities and that idverde would assist in determining future desilting priorities. It was commented that a commitment was required for ongoing future maintenance. It was noted that no formal records could be found to indicate when Kelsey Park was previously de-silted.

A Member drew attention to the proposed spend of £80k for a Project Manager; he queried why this post was required and also why a capital spend was being used for a revenue item. He suggested that the contractor could employ a Project Manager and therefore the Council did not need to. The Assistant Director Environment (Carbon Management & Greenspace) and the Director for Environment explained that the post involved a heavy workload and that a strong client side resource was required to support the project. It was a complex and large piece of work involving significant interaction with local groups. The impact on the local community and environment could not be underestimated and there was a risk involved in allowing the existing contractor to solely manage the project. The Director said he was confident that this was the correct course of action.

A discussion took place concerning biodiversity surveys and ecology assessments. A Member suggested that as well as the employment of a Project Manager, there should also be a good communications plan to explain to the community what was happening.

**RESOLVED that:**

**1) The Executive be recommended to agree to a variation of idverde's contract at a one off value of £63k, to undertake the survey work identified at paragraph 3.10 and to prepare the technical specifications for the tender of a works contractor.**

**2) The Executive be recommended to agree to proceed to procurement for a works contractor to deliver the project in accordance with the procurement strategy set out in paragraphs 3.21 to 3.24.**

**3) The Executive be recommended to agree to delegate authority to the Director of Environment and Public Protection, in consultation with the Portfolio Holder for Sustainability, Green Services and Open Spaces, to**

**award the works contract to the successful tenderer, up to the value remaining in the Capital Programme for the Kelsey Lakes.**

**4) The Executive be recommended to agree to create a 15 month fixed term Project Manager post to deliver the project using the Capital Programme funding for Kelsey Lakes, at an estimated cost of £80k as set out in paragraph 3.27.**

**5) The Executive be recommended to approve a one off variation to idverde's contract of £17.5k for 2023/2024, to fund the desilting project at Croydon Canal, identified in paragraph 3.29.**

## **15 PLATINUM JUBILEE PARKS FUND:UPDATE**

### **ES20276**

Members agreed that this project was a success story. The Portfolio Holder informed Members that future applications for project funding would now be referred to herself. Applications had to contain funding for maintenance. It was noted that £40k had been allocated to each Ward. If no applications were received from a particular Ward, the funding would not be re-allocated to a different Ward. In due course, officers would help to support Friends' Groups in those wards where applications had not been received.

**RESOLVED that the Environment and Community Services PDS Committee note the progress made on the delivery the Platinum Jubilee Parks Fund during the first year of implementation, including the change in decision maker.**

## **16 AMENDMENT TO THE PUBLIC SPACES PROTECTION ORDER (PSPO), DOG CONTROL & FOULING ENFORCEMENT POWERS**

### **ES20296**

This report had been presented to members of the Public Protection and Enforcement PDS Committee the previous evening as the decision maker in this matter was the Portfolio Holder for Public Protection and Enforcement. The Committee had recommended that the Portfolio Holder agree the recommendations of the report. There was an amendment to the recommendations that the implementation date be set to 1<sup>st</sup> September 2023.

Members of the ECS PDS Committee had no further comments to add and accepted the recommendations as outlined in the report.

**RESOLVED that:**

**1) The ECS PDS Committee note the recommendations of the report.**

**2) The Portfolio Holder for Public Protection and Enforcement be recommended to approve the renewal of the PSPO (Dog Controls) 2023-26.**

**3) The implementation date be set at 1<sup>st</sup> September.**

**4) The Portfolio Holder for Public Protection and Enforcement be recommended to approve the amendment to the current Public Spaces Protection Order under section 59 of the Anti-Social Behaviour, Crime and Police Act 2014, that a person can be in charge of no more than three (3) dogs at any one time in a public place unless they have a licence issued by Bromley Council.**

**5) The Portfolio Holder for Public Protection and Enforcement be recommended to approve the reduction in the number of dogs permitted to be walked under licence to four (4) dogs.**

**6) The Portfolio Holder for Public Protection and Enforcement be recommended to approve the extension of Dogs on Lead designated areas to include all cemeteries, allotments and park cafe seating areas within the administrative area of Bromley.**

## **17 PLANNED MAINTENANCE OF PRINCIPAL ROADS**

### **ES20294**

A Member expressed the view that Bromley Council was being short-changed by the London Mayor. He expressed concern that funding may not be available to undertake road maintenance repairs that could be dangerous. The Portfolio Holder for Transport, Highways and Road Safety agreed with this assessment and said that this was a matter that had been discussed at London Councils on the Transport and Environment Committee and also on the Transport Funding Sub-Committee.

It was noted that recently £200m of funding had been provided by central government for all boroughs except those in London and the Isles of Scilly. Bromley Council had recently put in a bid for funding to the value of £200k. The Assistant Director for Highways said that in his view it was a strong bid, but Bromley had not received any funding. There was no indication of what funding may be available from the 2024/2025 budget. As the Council had not received any funding from TfL they had to use some of their own money to repair major roads.

**RESOLVED that the report regarding the Planned Maintenance of Principal Roads be noted.**

## **18 ECS RISK REGISTER**

**ES20279**

Members were presented with the ECS Risk Register for consideration and comment.

**RESOLVED that the ECS Risk Register report be noted.**

**19 ECS CONTRACTS REGISTER**

**ES20285**

The Committee was presented with the ECS Contract Register for review and comment.

**RESOLVED that the ECS Contracts Register be noted.**

**20 LOCAL GOVERNMENT ACT 1972 AS AMENDED BY THE  
LOCAL GOVERNMENT (ACCESS TO INFORMATION)  
(VARIATION) ORDER 2006, AND THE FREEDOM OF  
INFORMATION ACT 2000**

**21 PART 2 REPORTS GOING TO THE EXECUTIVE FOR DECISION**

**a DELIVERY OF ARBORICULTURAL SERVICES--PART 2**

**ES20282**

The minutes for this item are noted in the corresponding confidential (Part 2 Minutes).

**22 PART 2 REPORTS**

**a PART TWO CONTRACTS DATABASE UPDATE**

The Committee was presented with the Part 2 (confidential) Contracts Database update for consideration and comment.

**RESOLVED that the Part 2 Contracts Database update be noted.**

The Meeting ended at 9.12 pm

Chairman

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ECS PDS: June 29<sup>th</sup> 2023

## **Oral Questions from the Public**

### **1) Question from Tim Webb:**

Can you provide the number of Potholes in the Borough with repairs outstanding by age profile. Over 10 days, 35 days, 50 days, 100 days and 150 days old?"

Response to Question 1:

'Potholes' are not recorded as such but the figures for minor carriageway repairs are.

Over 10 days - 148

10 to 35 days – 215

36 to 50 days – 174

51 to 100 days – 374

101 to 150 days – 97

Over 150 days – 13

For fuller detail please see my update.

Supplementary Question:

How many O'Rourke crews are there?

Response to Supplementary Question:

It varies between one and three. I have asked if this number could be increased to 5.

### **2) Question from Ian Smith:**

Veolia is underperforming in waste collections & street cleanliness. From resident's/taxpayer's perspective when collections fail & streets are left littered. We question if Veolia contract fit for purpose? Why, and what is Bromley Council doing to ensure compliance & delivery on contractual requirements & recompense residents for poor contract performance.

Response to Question 2:

Thank you for your question.

All missed collections should be picked up within two working days of reporting.

On occasion, there may be incidents that cause delays to household waste collections -like extreme weather or staffing issues. If household waste hasn't been

collected, residents can check the Council's website to see which roads are affected by any delays that we are aware of.

Officers monitor and scrutinise Veolia's performance daily and as Portfolio Holder I have always been impressed by the speed at which issues are fixed.

98% of missed collections across the borough are picked up on time.

We collect on average 74,000 materials every day, or 1.7 million collections a month, with missed bins currently recorded at 64 a day, or 0.08%

If there is a specific issue, please contact me directly.

#### Supplementary Question

I would like to make a comment in terms of a response. I have just been speaking with Jim Cowan. We have just had a pick up from outside my house which was left over from the previous week. In my area we have a problem with feral foxes and possibly rats knocking over boxes and creating a street cleanliness issue. These issues are made worse when pickups are not completed on time. You can wait half an hour or more on the phone to report these issues. This puts people off from reporting. I am just trying to give you feedback on what the reality is out there.

#### Response to Supplementary Question/Feedback:

As a Ward Councillor this has not been my experience. Most missed waste collections will be picked up within two days. We can only scrutinise and monitor performance if we know what the experiences of residents are so please do report missed collections to Councillors and officers.

#### Supplementary Comment from Cllr Simon Fawthrop:

I want to pick up on this issue of foxes getting into waste bins that have the lids on. I have not seen any evidence of this personally. If it is happening, then we need to find out if this is a design fault or otherwise find out how the foxes are getting into the bins so that the matter can be dealt with.

#### Response to Supplementary Comment from Cllr Fawthrop:

There will be issues if bins are not secured correctly or if lids are missing. Please purchase lids or nets to prevent foxes and rodents getting in.

#### Supplementary Comment from Cllr Alisa Igoe:

Are we now able to purchase lids as we were not able to last year? Collections recently in Plaistow have been dire and complicated by Veolia adjusting collection times on the website. I am aware of a lady in this ward who has now completely given up recycling as the collections are not done on time. Would the Portfolio Holder like to comment on this please?

#### Response to the Supplementary Comment from Cllr Alisa Igoe:

There was an issue with staff, resources and the hotter weather. I am sure that collections are now back to where they should be. If people have missed collections



then please do report it. I would say to your resident, please do not give up recycling, we have fantastic recycling records. A week of service delays should not put people off. Please encourage the resident to go back to recycling, and if she needs to speak to myself or officers for re-assurance then please do put her in touch.

Comment from Jim Cowan—Neighbourhood Manager:

We have not provided lids for about 10 years. You can purchase nets from the libraries. We have recently had some service issues but are now back to full service. I can look into where residents can get lids.

Question from Cllr Kathy Bance:

Is it not mandatory to recycle if you live in a house? Can you not be fined if you failed to do so?

Response to Cllr Bance from the Neighbourhood Manager.

Yes you can be fined if you live in a house and fail to recycle. The Council introduced a mandatory 'Recycling for All' policy in 2006. This can be enforced under Section 46.

Comment from Cllr Adam Grant:

Rinsing out cans will make them less attractive to foxes and rodents

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ECS PDS: June 29<sup>th</sup>

## **Oral Questions from Members with Answers**

### **1) Question from Cllr Chloe Jane Ross:**

What is the status of the procurement for the new bridge(s) in Kelsey Park and when can residents expect the new bridge(s) to be functional?

Response to Question 1:

Thank you, Cllr Ross, for your question.

The new bridge will be finished in Summer 2024 as was agreed and is on the website.

The contract will be awarded by November 2023 and we have been keeping the Friends of Kelsey Park and Ward Councillors updated with that information.

I'm really pleased that we have been able to draw down £567k from our reserves, in addition to £2m for the lake and we have just awarded the park £20,000 from the Jubilee Grant Fund. In total, over £2.5m in investment in Kelsey Park, which will go a long way to park improvements.

### **2) Question from Cllr Chloe Jane Ross:**

What is the status of the bandstand restoration in Croydon Road Recreation Ground and what is the anticipated timeline for completion?

Response to Question 2:

Thank you Cllr Ross for your question.

Unfortunately, there were a few delays during the tendering process and then also after we appointed the contractor. These issues are now resolved, and we can move forward. The bandstand is due to be completed in the autumn.

### **3) Question from Cllr Alisa Igoe:**

Reference: Fix My Street reply on 16 January 2023:

*"The reported issue is one that comes under the responsibility of our Property Maintenance Team who look after the wider Bromley Estate. The report has been referred onto the Property Maintenance Team for consideration and inclusion in their ongoing Maintenance Works Schedule. Any required works will be subject to the priorities across the Bromley Estate and while we are unable to provide a timeframe it will remain on our list of requested tasks to be monitored until completion. The report is now closed on FixMyStreet."*

On 14/01/23, I reported on FMS a serious trip hazard, a round drainage hole missing it's drain cover, wide and deep enough to trap an entire foot, on the first floor blue

pedestrian path of Civic Centre (Stockwell) car park. I have photographed this hazard repeatedly since.

Is the above statement acceptable in light of the hazard remaining, the danger to residents, and possible claims against Bromley?

Response to Question 3:

I entirely agree with you, thank you for highlighting this.

The maintenance of the multi-storey car park is split between Apcoa, the Council's contractor for parking services, and the Council's property division, neither of which currently use Fix My Street for reporting.

When reports are received, these are redirected to the relevant team who are responsible for follow up with the enquirer. They failed to do so and I apologise on behalf of the Council.

The drain cover has been replaced.

I have referred the matter to Cllr Turrell as part of his review of Fix My Street and I have asked him to look at the stock responses, as well as looking into implementing GIS (Geographic Information System) layers to improve front end information for users and improve the referral process.

Supplementary Question:

There were some other reports on Fix My Street: on the 8<sup>th</sup> February there was a report of a concrete block that had fallen from a second floor and was lying in the path below. On the 3<sup>rd</sup> of June 2023 there was a photo of another stone block that had fallen onto the footpath. I have also taken photos myself of glass panels and fire doors that are currently broken and there is a broken door on level 1 which is a fire door propped open with a large piece of metal sticking out. Can we pay attention to this issues as soon as possible please?

Response to Supplementary Question:

If you would like to send an email to Mr Warner after this meeting I am sure he will take up the matter straight away. Please copy me in.

Comment from the Assistant Director of Traffic and Parking:

This matter sits with the Council's Property Team, I will follow it up with them.

**4) Question from Alisa Igoe:**

Could the Portfolio Holder please confirm that all letters to residents asking them to help water the Council's newly planted trees, where those trees are located close to their home or business, were delivered in the two weeks leading up to 17 June, as she had indicated to me at the beginning of this month?

Response to Question 4:

Thank you for your question Cllr Igoe.

Approximately 3000 letters were delivered by 19<sup>th</sup> June. Additionally, the Council issued a press release including a link to an instructional video explaining how residents can help water newly planted trees in their communities.

Our contractors G&T will water the new trees with 50 litres of water each week, but I want to encourage members to share the video demonstrating how we can all help to water our new trees – particularly in this hot weather.

Supplementary Question:

I just wanted to confirm that you sent out this email on the 18<sup>th</sup> April which was very helpful. I don't seem to have received a copy of this. I am aware that the email was sent to Conservative Councillors. Please can you confirm that the email was sent to all Councillors?

Response to the Supplementary Question:

I don't recall sending that email to Conservative Councillors, but if I have and its specifically about tree watering it would be on the Council Website.

Supplementary Question from Cllr Alisa Igoe:

But why was the email not sent to all Councillors?

Response to the Supplementary Question:

This may have been an oversight and if it was, I apologise. I am a very busy person. As you are aware there was nothing sensitive in the email. I will forward it to all Members if I have made that mistake.

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ECS PDS—29<sup>th</sup> June 2023

## WRITTEN QUESTIONS FROM THE PUBLIC

### 1) Question from Miranda King

Please can the portfolio holder provide an update on the EV charging pilot? Is it still planned to install an EV charging point in Sheringham Road SE20 as mentioned in the appendices to previous council meetings? (Appendix 2 of <https://cds.bromley.gov.uk/mgAi.aspx?ID=76506>)

#### Response to Question 1

My apologies for the tardy response.

The procurement process for the EV on street charging pilot has proved more complex than originally envisaged. However, significant progress has been made recently and Sheringham Road (or the immediate vicinity) remains a priority location for the pilot scheme.

I will be launching the pilot on Monday, with the first installation in Wellsmoor Gardens, Bromley.

### 2) Question from Mary Daniels

Please can you advise the results of the statements of objection invited, following the amendment to the London Borough of Bromley (Off Street Parking Places) Consolidation Order, which was related to the committee's decision to remove cash payment machines for parking within the borough.

#### Response to Question 2:

427 objections were received in the public consultation, these objections were broken down into categories and reviewed by officers:

- Discrimination against the elderly ,222 / 52% of objections.
- There should be a choice of payment solutions, 55 / 13% of objections.
- Cannot use a smartphone 38 / 9% of objections.
- Only carry cash 26 / 6% of objections.
- Increase cost of using RingGo 23 / 5% of objections.
- Do not have a smart phone 21/ 5% of objections.
- No Phone 16 / 4% of objections.
- Bad Phone coverage 9 / 2% of objections.
- Other / do not want this / no internet 9 / 2% of objections.
- Ringo not reliable 8 / 2% of objections.

- Following the consultation, I received a detailed report recommending that the proposal to remove all pay and display machines be implemented and I agreed it. It was noted that some motorists may need further assistance in using the RingGo application and I therefore agreed drop-in sessions around the Borough.

### 3) Question from Ann Garrett (Bromley Friends of the Earth)

The Environmental Act 2021 sets out new additional duties for Local Authorities in respect of Biodiversity Net Gain [ BNG ]

What additional financial , staff and physical resources will be employed to deliver BNG ?

Will the Council use widespread widening of open space and grass verges to act as a corridor for biodiversity?

Response to Question 3:

The management and monitoring of Biodiversity Net Gain (BNG) will be undertaken through planning conditions and obligations where this relates to planning applications. The Council is also embarking on a review of the Local Plan and officers anticipate this will result in local policies for BNG and urban greening. In the meantime, the Bromley Biodiversity Plan 2021 – 2026 provides initial guidance on BNG.

Like all Local Authorities, the Council awaits information on the availability of additional funding to support the management of this new responsibility before we determine any further resources that may or may not be required.

The Council already manages several areas of naturalised grass in the borough and is currently trialling a new Nature Friendly Verges pilot at 11 sites across the borough, with a sustainable planting pilot also launching in the autumn. Whilst these management regimes are not suitable for all our greenspaces, we are working to identify any Council owned open spaces where BNG can be targeted with developer contributions for consideration as part of the emerging Sites Register.

### 4) Question from Harsha Kudumallige:

We have a lot of pothole related issues around here. The Council has allocated a funding of around £2.5M per year for fixing potholes and pavements as per the records. Was the start of the new financial year a factor – and if so why did repairs not start until 2 months after the start of the year? Why were there delays in fixing the potholes even though there were complaints being logged from March on the state of potholes around Texaco junction in Repton Road and Chelsfield station bend/Highway road junction? These junctions are serious congestion points and do not have a traffic control mechanism. Multiple, large potholes in these areas lead to severe congestion and may lead to unnecessary accidents for people unaware of these surroundings.



Response to Question 4:

In addition to the budget of £2.5 m for planned resurfacing, there is also a budget for reactive repairs.

There was no hiatus in repairs.

As noted in my report to the Committee, last winter's combination of snow, rain and ice, created potholes across the roads of the UK and the continent.

The number of repairs logged and completed can be seen in the appendix to my report and you will note the number has almost doubled since last year. Our contractor was unable to recruit further teams and in May I authorised the employment of a second contractor to help tackle the backlog. It is not possible to give a date for the repair of any one location.

5) Question from Myles Barrell

What are the contract management mechanisms in place between Bromley and its contractors to ensure the money spent on road surfacing works is correctly deployed. Specifically, what quality management is undertaken to review quality of both major pre-emptive resurfacing projects and pothole repairs, to ensure correct materials and techniques are used to prevent surfaces deteriorating mere days after works completion?

Response to Question 5:

The highway contracts include a detailed specification for all repairs.

Planned resurfacing projects are carefully supervised, with sample inspections being undertaken of all reactive repairs.

All works are guaranteed for a minimum of two years.

6) Question from Sue Sulis:

Bromley's Surface Water Management Plan (2011)

In response to our Public Question to the 25/01/23 ECSPDS querying its existence, the Portfolio Holder undertook to ensure that we were provided with a copy.

Her answer to yet another request for it to the 24/04/23 ECSPDS confirmed its publication. Will she now please send us a copy.

Response to Question 6:

A copy of Bromley's Surface Water Management Plan has now been provided by email to Sue Sulis.

7) Question from Stuart Davies:

Safety, actual and perceived, is at the heart of switching car use to increased cycling and walking. Do councillors accept that bold and potentially unpopular (to some) engineering interventions are essential to achieve greater participation in active travel, and what measures will they judge themselves against a year from now?

### Response to Question 7

The Council has an extensive list of roads where evidence indicates that intervention will contribute to improved safety. These are prioritised and each year a number are included in our Local Implementation Plan. The aim is to maximise the budget to produce the best return for road safety.

### 8) Question from Ian Dunn:

Extrapolating the red line on the graph, para 3.9 of ES20295 suggests zero KSI Road Casualties in Bromley around 2030. Will the Portfolio Holder commit to achieve this, and what in addition to what the Council is doing now does he consider requires to be done to achieve it?

### Response to Question 8

The Council will do all it can to reduce the number of people seriously injured on our streets. It is unrealistic to assume that no serious injuries will occur as there are many factors outside the control of the Council. The Road Safety Programme is based on sound evidential principles.

### 9) Question from Rajeev Thacker:

Section 4 of the Road Safety report is a single sentence stating that "Consideration is given when designing all schemes to the needs of all road user groups, including of those with disabilities." How is this absence of any detail appropriate, given that Public Sector Equality Duty clearly applies here?

### Response to Question 9:

When a scheme is put forward for approval it includes, where appropriate, this information.

### 10) Question from Carolyn Heitmeyer:

Re: Road Safety.

Paragraphs 3.29 and 3.30 appear to justify the Council's policy of "no new 20 mph limits or zones" on grounds that they have "not been shown to reduce speeds sufficiently to impact on casualty rates". If that's the case, then why are other London Boroughs and Kent County Council introducing them?

### Response to Question 10:

It is for each highway authority to decide which measures are appropriate. We do not believe that a blanket 20 MPH policy is justified or a good use of scarce resources. We do have several 20 MPH zones in busy High Streets and advisory 20 MPH limits outside schools at the start and end of the school day.

11) Question from Kerry Nash:

Re: Road Safety.

Paragraph 3.30 states that the Council will only install part time 20 mph limits outside schools, decided on merit, and in exceptional cases on High Streets. Why is it appropriate to limit the use of 20mph limits in these areas, which have heavy footfall by pedestrians and other vulnerable road users?

Response to Question 11:

By using 20 MPH zones where appropriate, rather than having a blanket policy, motorists are more likely to respond and drive in accordance with the speed limit. It is worth noting that the 30 MPH national limit was introduced in 1935 when there were 1.5 m vehicles and vehicle safety standards were rudimentary. There are now more than 41 million vehicles in the UK. In 1935 nearly 8,000 people died on UK roads, last year less than 1,700.

12) Question from James Rowe:

Re: Road Safety.

Paragraph 3.25 is the only place bike lanes are mentioned in the report. Noting that paragraphs 3.1 and 3.14 suggest cyclists "will be more vulnerable as road users" than those in a car, what is Bromley Council's position on segregated (i.e. protected) cycle lanes.

Response to Question 12:

In an ideal world, segregated cycle lanes with a barrier between the lane and the highway would be the norm, however, in an urban area, where road and buildings are long established, there are few roads where there is space for such lanes. They are often expensive to install. Where space permits, we have created on road cycle lanes, but sadly because of the historic nature of most of our road network, these tend to be piecemeal.

13) Question from Brendan Donegan:

Re: Road Safety.

Paragraph 3.10 of the road safety report mentions members of Environment Committee are interested in looking "separately" at "number of fatalities occurring." Will the Portfolio Holder for Transport commit to joining me in meeting family members of those who have been killed or suffered serious injuries on our Borough's roads?

Response to Question 13:

No.

Every road injury is a tragedy but the best way to improve road safety is by adhering to our policy of examining every location where there is a pattern of serious injuries and assessing whether there is an intervention which can help prevent them.

14) Question from Richard Gibbons:

Re. agenda item 13c Comprehensive Review of Road Safety in the London Borough of Bromley', report sections 3.8, 3.16 and 3.37.

Every crash matters to the people involved in or with a collision - family, friends, colleagues, acquaintances, residents and passers-by - whether an incident results in fatal, serious, slight or no injuries.

Please expand table in 3.16 to show collisions with 'fatal', 'serious', and 'slight' casualties by age group and gender, split between 'rural' and 'urban' roads; and age and gender of driver where cause is attributed to 'excess speed', 'dangerous driving', 'losing control' and/or 'not paying attention'

Response to Question 14:

I can arrange for the full table of data to be made available to you in the form of a spreadsheet. Please let my Officers know which format you would like to receive the data (e.g., CSV).

15) Question from Alya Gribi:

Re: Road Safety:

Paragraph 3.37 lists factors attributed as main causes in the 141 fatalities on roads within Bromley since 2002. Would you agree that lower speeds would reduce the likelihood of every single one of these becoming a fatal incident and, if so, why do you oppose 20mph limits (paragraph 3.30)?

Response to Question 15:

I would not agree, as simply setting a lower speed limit does not necessarily lead to safer driving. A study commissioned by DfT entitled "20 mph Research Study Process and Impact Evaluation Headline Report November 2018" reports that:

"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."

My experience as a Magistrate over more than 20 years, shows that unfortunately there are a large number of drivers who have not passed a test and are uninsured. They are involved disproportionately in more collisions. More resources in enforcement and deterrent would pay dividends in road safety terms.

Question 16 from Alexa Raha:

Re: Road Safety.

The only professional designation mentioned in the road safety report is "road traffic engineer". Road traffic engineers are trained to approach traffic and road safety from a particular perspective with a particular view of transport priorities. What other professional expertise informs this report?

Response to Question 16:

Our staff and consultants who design and oversee road safety projects in this Borough are highly qualified professionals with many years' experience. They take a holistic, evidential approach and do not have preconceived ideas.

Question 17 from Holly Steiner:

Re: Road Safety.

Paragraphs 3.3 and 3.21 of the road safety report note finite resources must be directed to where they will achieve best value.

Paragraph 3.30 states the Council will not install new 20 mph limits or zones. Please can you share the rationale / considerations / criteria for best value.

For example is there evidence 20 mph limits do not have an impact on casualty rates.

Response to Question 17:

A study commissioned by DfT entitled "20 mph Research Study Process and Impact Evaluation Headline Report November 2018" reports that:

"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."

Spending large sums of money on a blanket 20 MPH policy is not, in my view, an effective use of the money I have available and would undermine respect for speed limits.

Question 18 from Stephanie Townsend:

Paragraph 3.6 of the road safety report mentions Bromley's transport plan LIP3, approved in 2019. Since then, Bromley has been near the bottom of the ranking in the annual Healthy Streets Scorecard, indicating comparatively little action to improve the health of Londoners. When will Bromley's transport plan be updated?

Response to Question 18:

Bromley does not recognise the value of most measures included in the Healthy Streets Scorecard.

Question 19 from Simon Day:

Has the service road around Pickhurst Primary schools been given the option of becoming a school street? What is being done to prevent:

- Rat running between Pickhurst Lane and Mead avoiding traffic lights.
- School drop off traffic, car parking & refreshment vendors vehicles blocking non-motorised access through bollards outside school.

- These bollards which allow "filtered permeability" i.e. stop cars but allow bicycles, pedestrians and so on.

Response to Question 19:

This question is disallowed as it was submitted after the time limit and does not relate directly to the detail of any report.

Question 20 from Angela Hulm:

Emissions from motor vehicles are the biggest source of air pollution in Bromley Borough and an important local obstacle to tackling climate change. Policies impacting traffic and road safety have the potential to reduce those emissions. Why is this point absent from the report?

Response to Question 20:

The report is a review of road safety measures.

Question 21 from Stephen McNairn:

Paragraphs 3.29 and 3.30 give the impression that the only tools available to the Council to discourage speeding are posters, vehicle activated signs, road markings and vertical deflection (humps and tables). The TfL report "Achieving Lower Speeds" also discusses horizontal treatments and narrowing carriageways. Are you aware of this report?

Response to Question 21:

Yes, I am aware of the TfL "toolkit" and chicanes and carriageway narrowing are considered on their merits where there are casualty cluster sites.

Question 22 from Johanna:

It is wonderful that no primary age children have been seriously hurt in the last few years, but why does paragraph 3.15 state "children of this age travel with parents"? A decade ago it was reported that 26% of primary age children in the Netherlands travel to school independently.

Response to Question 22

This statement is observational. The fact remains that the evidence leads us to focus our attention for road safety education on children in secondary schools.



## **Update to ECS PDS Committee June 29<sup>th</sup> 2023**

### **ULEZ**

On May 26<sup>th</sup> Bromley was successful at the High Court in reviewing the decision of Sir Ross Cranston KC which struck out three of the grounds for the Judicial Review by a coalition of councils into the proposed expansion of the Ultra-Low Emission Zone (ULEZ). Mrs Justice Ellenbogen granted the appeal, with two additional grounds for challenge added to the Judicial Review.

Those were:

- unfair and unlawful consultation in relation to expected compliance rates in outer London
- scrappage scheme - irrationality due to uncertainty and inadequate consultation.

On 12 April the High Court granted permission for the coalition to challenge the legality of Transport for London (TfL) and the Mayor of London's plans to expand the ULEZ to outer London from August 2023.

The permission then was granted on the following grounds:

- failure to comply with relevant statutory requirements
- whether the Mayor properly considered the previous "buffer zone" approach as a material consideration in relation to the scrappage scheme.

The full hearing in the High Court will take place next week on July 4<sup>th</sup> and 5<sup>th</sup>.

### **RingGo**

The remaining on street and car park machines were bagged over in early April when the decision, supported by the PDS last November to end pay and display was implemented.



To date we have the figures for April and May 2023.

As expected, the April 2022 to April 2023 figures show a decrease of 10.8% (April 2022 – 282,278, April 2023 – 251,613)

May 2022 – May 2023 – the reduction had fallen to 5% (May 2022 - 308,870 May 2023 – 293.321)

However, it should be also noted that May 2023 usage is actually 4% above April 2022. A further report will be given after six months operation of the new system.

To assist those unfamiliar with using the system two leaflets explaining the system and how to download the app or register online or by phone have produced and are available from libraries and other council offices. In addition to 'pop in' sessions at Biggin Hill Library (27<sup>th</sup> March), Ravenswood Car Park, West Wickham (29<sup>th</sup> March), Chislehurst Library/Redhill Car Park (30<sup>th</sup> March), Bromley Civic Centre (June 5<sup>th</sup> and 19<sup>th</sup>) further sessions are organised at Orpington Library on July 21<sup>st</sup> (11 – 13.00) and Beckenham Library July 25<sup>th</sup> (11 -13.00)

## **Potholes**

When Riney attended the PDS meeting they stated that they had 13 gangs in the borough completing 70 jobs a day. It now transpires that this figure was for all works; footways, carriageways and emergencies. The equivalent figures for last week were 455 jobs in total, or 91 jobs per day. This is an improvement in productivity so will assist in clearing the backlog. The table in the appendix shows the number of jobs being raised each month by Highway Inspectors;

The number of jobs issued peaked in January 2023. In May we issued a total of 1387 jobs, or 347 jobs per week, so if the numbers remain consistent on both sides the backlog should be reducing by 100+ each week. This should allow the backlog to be cleared by the end of September. Riney are looking to employ additional gangs from 10<sup>th</sup> July to expedite the process.

As Members will be aware I authorised, with the Leader, the employment of a second contractor O'Rourke to increase the number of potholes repaired. They have concentrated on residential roads but I have asked that their gangs should also be used on the major roads where the weight of traffic has caused the most serious problems.





The good news is that several major roads have had a complete resurface. Westmorland Road, which was particularly badly potholed was resurfaced over a number of nights in May.

I recently spent ten days on the continent and, although it is of no comfort to our road users, contrary to some critics, I found that the Belgium, German and French authorities are facing same problems as the UK.



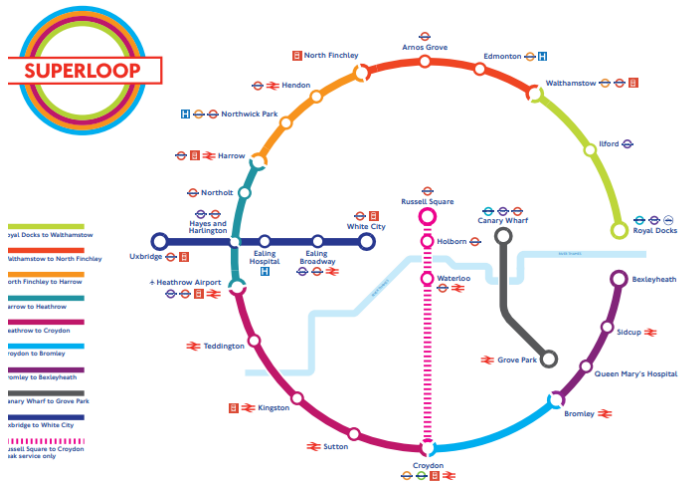
*Bullay in Germany.*

## **Ward Tours**

I visited Clockhouse ward on April 15<sup>th</sup> and had an interesting tour with Cllrs King and Adams.

## **Superloop**

TfL have announced plans for what they call 'Superloop'. It consists of several express bus routes, largely based on existing routes but with fewer stops. There is a proposal for a new route connecting Canary Wharf with Grove Park using the Silvertown tunnel when it opens in 2025. At London Councils and at the Bus Action Plan conference on May 23<sup>rd</sup> I expressed some scepticism that just reproducing existing routes (in Bromley's case the 119 and 269) would not add to the public transport offer. It would be better to introduce new routes which opened new transport corridors for instance Bromley to Blackheath and Greenwich in our neighbouring borough and that the routes should end at big transport interchanges and to that end it was suggested that the X269 might be extended from Bexleyheath to Abbey Wood one of the termini of the Elizabeth Line. I also argued that the new Canary Wharf to Grove Park route should be extended to Bromley North.



### The new Electric bus

The new electric buses for route 358 are still unable to enter service as TfL are still negotiating with a sub lessee at Orpington Bus Station. The buses, built by Irizar in Spain continue to arrive and are being stored or used for driver training. Several members of the council visited Go Ahead London’s garage at Orpington on March 28<sup>th</sup> and rode on one of the new vehicles to Bromley and back along the line of the 358 route.



### Public Transport Forum

Following the successful public Transport forum for members I hope to organise another one in the late autumn.

### New law to halt road disruption

Attached Appendix B is a letter from Richard Holden MP, Parliamentary Secretary at the Department of Transport setting out measures local councils can take to prevent

'Just Stop Oil' and other demonstrators from disrupting right of other citizens to go about their business.

**Cllr Nicholas Bennett JP**

**Executive Member for Transport, Highways and Road Safety**

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## **Environment Portfolio Holder Update**

I feel like I say this every update, but it's been a remarkably busy few months in the portfolio, as is the norm during the spring and summer months!

A very warm welcome from me to new members of the committee.

## **Recycling & Waste and Street Cleaning.**

Bromley continues to perform very well in waste and recycling. There was a blip in service at the beginning of June. This was due to a number of factors including staff shortages, bank holidays and hotter weather, however, the service should be back to normal now. If there are issues with specific collections, please report on the Council website, or contact officers.

Our anti-littering campaign with Veolia continues to attract interest and compliments from residents. I joined the team in Penge High Street at the beginning of the month and we had a number of residents stop and ask how they could get involved; if you're contacted by residents, please direct them to our Street Friends page on our website. Veolia even offers children's litter pickers, so families can get their kids involved in the fun!

## **Trees & Parks**

I'm pleased to report that over 1,500 trees were planted during the last tree planting season, of which 1,250 were new trees planted. As part of our contract, G&T, water our new trees with 50 litres of water each week. However, we are encouraging residents to water trees in their neighbourhood too. We have promoted 'how to water the new trees' video I did last year, so please help us by promoting to residents.

Our jubilee grants continue to be very popular with a further 11 applications submitted in April. Overall, this brings the total number of applications received to 40, of which I'm pleased to report that a total of 31 have been approved for funding thus far. As a reminder, Friends and Ward Cllrs are encouraged to seek additional funding through external grants and community fundraising if projects require more investment than £20,000. Shortlands and Park Langley Cllrs have done just that by organising a community fun run in July to help add to the pot of money for the Queensmead regeneration project. There are a number of examples of groups raising additional funding, so if you need help or inspiration from other groups, please contact me or Jane at [jubileeparksfund@bromley.gov.uk](mailto:jubileeparksfund@bromley.gov.uk) for some ideas.

A huge well done to our Friends of Parks who have submitted applications so far—now the real work of delivery starts!

### **Fly-tipping and Enviro-Crime**

The team continues to do an excellent job investigating fly tipping across Bromley. The team recently secured 4 prosecutions linked to fly tipping and have seized 3 vehicles. The team have also secured CCTV evidence linking a van registered to an address in Sevenoaks depositing waste in Bromley. Kent Police have agreed to provide support on the 28th June 2023 to seize this vehicle.

There are also a further two cases due to be heard at Bromley Magistrates Court this week. To help us tackle fly-tipping from happening in the first place, we are piloting a new campaign featuring stories of former fly tippers to encourage others not to take part in this destructive crime.