

ECS PDS—7th September 2023

Written Questions from the Public to the Portfolio Holders:

1) Question from Brendan Donegan to the Portfolio Holder for Transport, Highways and Road Safety:

If Bromley's residents establish an independent road safety forum as a broad, diverse, inclusive body to replace the Council's Road Safety Panel (which Councillor Bennett disbanded), will the Portfolio Holder engage with this body?

Response to Question 1:

The Road Safety Panel had not met for three years. I judged that there were more cost-effective ways of considering road safety improvements. In addition to 58 ward councillors who know their wards intimately, we also receive many helpful suggestions from residents which are examined by our officers using their expertise.

2) Question from Carrie Heitmeyer to the Portfolio Holder for Transport, Highways and Road Safety:

In a response to a question submitted to the previous Environment Committee meeting, the Portfolio Holder stated that Bromley Council does not see value in many of the measures included in the Healthy Streets Scorecard.

Please can he explain what is meant by this statement in relation to specific measures?

Response to Question 2:

We published in November 2022 a comprehensive document setting out our policies. The Healthy Streets Scorecard contains several policies that are not, in my view, a good measure of success or failure. We do not, for instance, believe that blanket 20 MPH zones or Low Traffic Neighbourhoods are a cost effective way of reducing road casualties.

3) Question from Richard Hart to the Portfolio Holder for Transport, Highways and Road Safety

How many electric charging points are needed in the Borough?

Response to Question 3:

It is impossible to estimate how many EV charging points will be needed, as it will depend on how quickly residents change their cars for this mode and how many will charge their cars at home or service stations. We will encourage companies to work in partnership with the Council and TfL to provide on street charge points and we will shortly launch a trial of 45 charge points using three different technologies.

4) Question from Michael Titheridge to the Portfolio Holder for Transport, Highways and Road Safety.

Many residents in the Crofton area have commented that they do not feel safe using the zebra crossings that were installed as part of the cycleway scheme, partly because of lack of visibility by motorists and partly because of the removal of the central islands. Despite efforts by Crofton Residents Association and individual residents to meet with council officers to discuss safety issues officers seem unwilling to take any action.

Why is the Council unwilling to engage with residents to discuss these concerns?

Response to Question 4:

The crossing, as with all significant highway improvements, was designed in line with the latest design guidance and was subject to a thorough safety audit. It is not accepted that there is a problem with visibility or with the absence of a central refuge. The safety record of the new crossing is monitored and no problems have been identified.

5) Question from Sonja Perkins to the Portfolio Holder for Transport, Highways and Road Safety:

Crofton Road, from Ormonde Avenue to Locksbottom, is in dire need of resurfacing having been dug up and patched countless times over the last 30 years. I understand that this is classified as a Principal Road and that resurfacing of such roads has historically been financed by TfL. However, it seems that TfL are providing negligible funding at present. Given that Westmoreland Road was resurfaced recently out of council funds, why can the same not be done for Crofton Road?

Response to Question 5:

It is correct that this and other major road resurfacing has been financed by TfL. Unfortunately, apart from two small schemes we have received no money from TfL since 2018. The Council has therefore used some of its scarce resources to resurface part of a few roads, including a section of Westmorland Road.

Dependent on condition surveys and finance we will continue to resurface where possible.

6) Question from Sue Sulis to the Portfolio Holder for Transport, Highways and Road Safety.

The Greenbelt site owned by Land Improvement Holdings in St Mary Cray generated serious Surface Water Flooding on 20/10/2021. A ditch runs across most of its western boundary, leading to a Drain (Ordinary Watercourse) in the lowest corner of the site.

When was the drain cleared prior to the flooding?

Response to Question 6:

The drainage ditch is on private land and responsibility lies with the landowner and we therefore do not have this information.