

ENVIRONMENT AND COMMUNITY SERVICES POLICY DEVELOPMENT AND SCRUTINY COMMITTEE

Minutes of the meeting held at 7.00 pm on 13 March 2024

Present:

Councillor Adam Jude Grant (Chairman)
Councillor Felicity Bainbridge (Vice-Chairman)
Councillors Kathy Bance MBE, Simon Fawthrop,
Alisa Igoe, Chloe-Jane Ross, Alison Stammers,
Harry Stranger and Hannah Gray

Also Present:

Councillors Nicholas Bennett J.P., Will Rowlands,
Mike Jack and Mark Smith

86 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

Apologies for absence were received from Councillor Josh Coldspring-White. Councillor Hannah Gray attended as substitute. Apologies were also received from Councillor Colin Hitchins.

The Chairman expressed his thanks for the work undertaken by the former Portfolio Holder for Environment, Aisha Cuthbert. He also expressed his thanks for the work undertaken by Councillor Thomas Turrell in his role as Executive Assistant to the Portfolio Holder for Environment. The Chairman further expressed his thanks to members of the committee, officers and the Vice Chairman. He also thanked Councillor Hannah Gray for attending the meeting as a substitute, and to Assistant Director (Carbon Management and Greenspace) Hannah Jackson, who was attending the meeting as the senior officer in the absence of the Director of Environment and Public Protection.

87 DECLARATIONS OF INTEREST

Councillor Kathy Bance declared a non-pecuniary interest with respect to item 11d on the agenda.

Councillor Alison Stammers declared an interest because she had signed the petition for the Chislehurst War Memorial that was presented to Council in February 2022, before she was elected.

88 MINUTES OF THE MEETING HELD ON 23rd JANUARY 2024

The minutes of the meeting held on 23rd January 2024 were signed and agreed as a correct record.

89 ORAL QUESTIONS FROM MEMBERS OF THE PUBLIC

One oral question from the public was received and is appended to the minutes.

90 ORAL QUESTIONS FROM COUNCILLORS

No oral questions from Councillors were received.

91 WRITTEN QUESTIONS FROM THE PUBLIC AND COUNCILLORS

Five written questions from the public were received.

One written question was received from Councillor Alison Stammers.

The questions and responses are appended to the minutes.

92 MATTERS OUTSTANDING AND WORK PROGRAMME

CSD24041

A Member asked if an update regarding Community Toilet Schemes and toilets in parks could be incorporated into the Work Programme. She said it was a common complaint from members of the public that the toilets in parks either did not exist, or were not up to standard. She commented that previously, Kelsey Park was regarded as Bromley's flagship park, but now it was looking rundown. She asked if improvements to Kelsey Park could also be added to the Work Programme. She wanted to see some restorative work undertaken and improvements made in an attempt to restore the park to its former status.

A Member commented that the Council's Carbon and Net Zero Action Plan was not widely known about, and asked if a briefing could be produced so that Members could better understand the current position. She asked if the briefing could explain where the Council was aiming to get to, and how it was hoping to get there. She asked if this could be added to the Work Programme.

The Assistant Director (Carbon Management and Greenspace) responded and said that the Net Zero Action Plan was published on the Council Website. A report was on the work programme for November 2024 and would provide an update on the Council's progress with respect to this Plan. A Member asked that if a briefing was produced, then could it be disseminated to the whole Committee. The Assistant Director responded and said officers would endeavour to bring out and explain all the relevant information in the next report. The Chairman suggested that this process be followed, and if further clarification was required, then possibly a Teams meeting could be run as a follow up if required.

RESOLVED that the following items be added to the Work Programme:

- 1) An update on the Community Toilet Scheme and Toilets in Parks.**
- 2) An update on how the general condition of Kelsey Park could be restored and improved.**

93 UPDATE FROM THE ENVIRONMENT PORTFOLIO HOLDER

There were no questions regarding the update from the Environment Portfolio Holder.

The update has been appended to the minutes.

RESOLVED that the update from the Portfolio Holder for Environment be noted.

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

Members were informed that the next presentation of 'Driven by Consequences' would take place the following Tuesday at Hayes School at 8:30am. It was a presentation that was highly recommended by the Portfolio Holder for Transport Highways and Road Safety. It was clarified that this was a presentation which was not for members of the public and it was left for the schools to organise. It was primarily geared towards the sixth form and it was anticipated that the presentation would be given to around 240 schoolchildren.

A Member referred to the £455k funding that had been received from the Department of Transport. She said that it was important that it be communicated clearly to the public that this funding was not only for pot-holes, but had been allocated as capital expenditure for road-re-surfacing. The Portfolio Holder for Transport, Highways and Road Safety confirmed that a press release to that effect would be put on the Council Website imminently. This was a DfT initiative and pot-hole funding was separate.

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

95 ECS PERFORMANCE OVERVIEW

ES20367

A Member noted that there was an improvement plan in place with respect to Riney. She asked what sort of improvement could be expected by June. The Assistant Director for Highways said that he hoped the current backlog of 200 jobs would be reduced to just a handful. The Committee was informed that the claiming of low service damages had been put on hold until June. A Member noted that the previous minutes had indicated that Riney would be up to

Environment and Community Services Policy Development and Scrutiny Committee

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speed by April 1st. It was further noted that any compensation claimed because of pot-hole damage would not be borne by the Council, but it would be borne by the contractor.

The Assistant Director for Highways informed the Committee that Riney had now appointed a new management team. The Council were doing their best to encourage Riney to work better and smarter. Some frustration was expressed by the Committee regarding Riney's performance; the Chairman said that the Council had to manage things as best they could via the existing contract while officers explored options for delivery at the end of the existing contract in 2026. A Member raised the matter of re-painting the yellow lines in roads, and the fact that this work was also not being completed within agreed timescales. The Assistant Director explained that re-lining was sub-contracted out to another contractor. He felt that after a slow start, the sub-contractor now had a better understanding of what was required.

Members discussed the matter of KSIs. A Member asked that information should be provided in reports to show what positive action was being undertaken to reduce KSIs. Councillor Alisa Igoe asked that it be noted that she was of the view that the KSI projection of 124 was appalling.

A Member asked the Assistant Director for Highways what was the oldest pothole on register. The Assistant Director responded that he would find out and report back. The Member responded and said that he was aware of a pothole that had been outstanding for 431 days. He wondered what other pressures could be put upon the contractor, as it was Ward Councillors that got the blame for pot-hole issues. The Assistant Director responded that the Director of Environment and Public Protection had been involved in high level discussions with Riney's management and also that the low service damage penalties were there to encourage good performance. A Member requested that outstanding work be shared more widely with Members and not just with the Portfolio Holder.

It was noted that at the June meeting, there would be a report regarding options for the future Highways Maintenance Contract. It was expected that any lessons learnt from issues relating to the current contract would be taken into account when drawing up the new contract. The Committee was informed that in this regard, there would be two reports coming to the Committee, one would be in June and there would be another report which would come either in the autumn or winter which would be more detailed.

The Portfolio Holder for Transport, Highways and Road Safety said that Riney was not operating in an efficient or planned manner. There had also been constant changes in management. The Council had employed a part time programmer to try and assist Riney in a more efficient planning of the work schedule. He said that one of the lessons learned would be not to 'put all your eggs in one basket' and that the Council should not use just one contractor. He also said that in any new contract, the use of new technology should be specified. This could involve capital investment, either directly on behalf of the

contractor, or possibly the Council could purchase equipment that the contractor could use. In any new contract, priority should be given to main roads and junctions.

A Member referenced the comment in the report that LBB was doing well in comparison with other boroughs with respect to KSIs and asked if these figures were available. He was informed that these figures were available on the Council Website.

RESOLVED that the Environment and Community Services Portfolio Holder, and the Portfolio Holder for Transport, Highways and Road Safety, endorse the outcomes, aims and performance measures set out in the 2023/24 Environment and Community Services Portfolio Plan.

96 PRE-DECISION SCRUTINY OF REPORTS TO THE ENVIRONMENT AND COMMUNITY SERVICES PORTFOLIO HOLDER AND THE PORTFOLIO HOLDER FOR TRAFFIC, HIGHWAYS AND ROAD SAFETY

97 BUDGET MONITORING REPORT

FSD24019

It was queried that with respect to traffic and road safety, if any of the excess income showing in the Budget Monitoring report could be used for road safety. The Assistant Director for Traffic and Parking clarified that this income had already been considered and had been taken account of in the Council's Budget. A Member asked if there was a list of CCTV cameras near schools that could be disseminated. The Assistant Director for Traffic and Parking said that the list could be shared privately if required. It was explained that once compliance had been achieved in a particular area, then the camera would be moved to another area. In certain areas they did not work and then foot patrols were used.

A debate took place as to whether dummy cameras could be used in an effort to save on costs. The Assistant Director for Traffic and Parking said that this could be considered, but that in some cases it could have a counterproductive affect. The Portfolio Holder for Transport, Highways and Road Safety was opposed to the use of dummy cameras, stating that in his view it undermined the purpose of having the cameras installed in the first place. A discussion took place about the level of charging that the Council was making for its car parks. The Assistant Director for Traffic and Parking said that the Council was trying to be competitive, prices were reviewed regularly, and a change of pricing could be recommended if required.

RESOLVED that:

The Portfolio Holder for Environment, and the Portfolio Holder for Transport, Highways and Road Safety, be recommended to endorse the

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2023/24 Revenue Budget Monitoring position for the Environment & Community Services Portfolio.

a CAPITAL PROGRAMME MONITORING - QUARTER 3 2023/24

FSD24025

A Member referred to the £131k that was noted for capital expenditure with respect to Beckenham Town Centre improvements. She asked if there was spare funding available to cover the cost of jet washing and a street cleaning machine. The Assistant Director for Traffic and Parking responded and said that sadly he did not think that funding for this was contained in the budget figures outlined in the report. The figures noted in the report were somewhat historic and may not be a true reflection of what was currently available. He stated that for the June meeting he was hopeful of producing a more realistic and updated figure. It was also noted that there were ongoing revenue costs for enhanced street cleansing which could not be met from the capital expenditure code; in Bromley Town Centre this enhanced cleaning was funded by the Business Improvement District and not the Council.

Reference was made to the paving in Bromley Town Centre and it was commented that utility companies would often remove the granite paving in the course of their work and just replace it with blobs of tarmac. The Assistant Director for Highways responded and said that the utility companies had six months to make good repairs and return them to their former condition.

A discussion took place regarding residential cycle parking and cycle parking at train stations.

RESOLVED that the Portfolio Holders be recommended to note and acknowledge the changes to the Capital Programme agreed by the Executive on 7th February 2024.

b ANERLEY HILL/ANERLEY ROAD BUS PRIORITY AND PEDESTRIAN SAFETY IMPROVEMENT SCHEME

ES20358

It was noted that generally speaking, the public consultation was in favour of the scheme, as were the Ward Councillors. It was also the case that an extensive objection had been received, and a Member asked how officers were responding to it. There were a number of matters raised in the objection including issues concerning 'Copenhagen Crossings' and the quality of the paved crossings. The Principal Transport Projects Manager said that he had responded to the objections. It was commented that the scheme had many different facets to add value. It had been independently audited and there was an audit trail.

A Member stated that she was not in favour of parking spaces being on the same level as the kerb and that the kerb should be delineated. She felt that this could be a safety issue. The Principal Transport Projects Manager said that he would consider this, as everyone involved wanted the scheme to be safe.

A Member asked how many people had filled in the consultation. It was noted that the consultation results had been displayed on the Bromley Council Website. Members were informed that there had been 210 responses to the consultation and 117 of these were in favour of the bus lane. 154 people responded to say that they were in favour of the Copenhagen Crossings. The Assistant Director for Traffic and Parking confirmed that the majority of respondents were local residents and that TfL were investing in the scheme to improve traffic flow. A Member expressed some concern as to whether the scheme had been too rushed and was further concerned that Anerley Hill could be clogged up. He said that he had serious concerns and was sceptical of TfL schemes. He wanted to know 'what good looked like' as it was not mentioned in the report. He said that the scheme was a possible waste of public money and so would not be supporting it.

A Member asked if this was just a scheme to improve TfL bus routes and was nothing to do with reducing KSI figures. The Assistant Director for Traffic and Parking stated that meetings had been held with previous ward councillors who wanted to investigate certain issues and to improve traffic flow and so the scheme had evolved from those discussions. The Principal Transport Projects Manager explained that as well as improving traffic flow, there were other improvements and safety issues incorporated into the scheme, particularly at junctions. The scheme would also improve the reliability and predictability of buses and would be a platform for other improvements. The Assistant Director for Traffic and Parking said that this was not a TfL scheme. The Council had asked TfL to consider the proposals and provide funding for the scheme and it was more than just a bus route. The new electric buses would use the proposed new bus lanes.

The Portfolio Holder for Transport, Highways and Road Safety said that the scheme incorporated many improvements and was a worthy scheme. He also pointed out that the bus lane would not operate 24/7 but would commence at 7:00 am and finish at 7:00 pm. He said the scheme was sensible and would enhance the predictability and regularity of buses which was essential if the public were to use the buses. Members agreed the proposals as outlined in the report with the exception of Councillor Simon Fawthrop who asked that his opposition to the scheme be noted in the minutes.

RESOLVED that the Portfolio Holder for Transport, Highways and Road Safety be recommended:

1) To approve that the scheme progresses to detailed design and implementation and for the cost of the scheme to be met from the 2024/25 TfL budget for bus priority measures.

2) To delegate to the Director of Environment and Public Protection, authority to make minor changes to the schemes in response to operational requirements.

c PROPOSED PEDESTRIAN CROSSING FACILITIES NEAR CHISLEHURST WAR MEMORIAL

ES 20371

The Traffic Engineering Manager and the Assistant Director for Traffic and Parking introduced the report and explained the difficulties experienced by pedestrians in trying to cross the junction by the Chislehurst War Memorial. It was acknowledged that this was not exactly the solution that the public wanted, but it would provide a sensible and safe crossing alternative which was deliverable. The three Chislehurst Ward Councillors attended to support the proposal.

Councillor Alison Stammers explained that this matter was a key issue in the 2022 local council elections and so it was right that this was a matter that the Ward Councillors should support and follow through. She said that crossing by the Memorial was dangerous, especially for the elderly and those with mobility issues. The vicinity around the crossroads was used by approximately 2500 schoolchildren, as well as being a key bus and school interchange. Members heard that there had been numerous previous attempts to deliver solutions at this junction and they had all failed for various reasons. One had failed because it would have involved the moving of a utility service which would have cost in the region of £950k. Another proposal had failed because of a lack of support from affected land owners. It was important to note that this proposal was supported by the Council, TfL and by the landowners. Councillor Stammers said that although the scheme was in a sense sub-optimal, it would nevertheless provide two safe places to cross on two arms of the junction. Pedestrians would now be able to cross Royal Parade safely.

There were four areas of concern that had been raised for consideration by local residents:

a) Local residents had requested the provision of a 'yellow box' on the Kemnal Road side of Bromley Lane. This would be reviewed.

b) A lay-by for the bus stop: this was not supported by TfL.

c) A signalised crossing on Centre Common Road: this would be addressed in the future.

d) There was concern regarding the potential loss of 8 parking bays on Royal Parade. This was a particular area of concern for local traders. This would be investigated by officers at the detailed design stage.

Councillor Stammers concluded by saying that the Chislehurst Ward Councillors supported the proposal, and that the funding from TfL would be lost if it was not used.

Councillor Igoe asked that her name be recorded in the minutes regarding her observations. She said that she had recently spent 45 minutes observing the movements of the children in the vicinity. She also remarked that there were no bus stops marked in the design plans. Councillor Igoe commented that she had noticed that at bus stop 'P' (on Centre Common Road, coming from Chislehurst towards Petts Wood) many children got off the bus there and ran diagonally across the junction. She further observed that the bus then turned left and right into a bus pound. This was a safer place to get off and cross, rather than get off and cross at bus stop P. She came to the conclusion that the children were getting off and crossing at bus stop P because it was quicker. Councillor Igoe stated that she could see the benefit of a crossing at Royal Parade, but that it was her opinion that the installation of a crossing on Bromley Lane would not change the behaviour of the school children. She expressed concern that when the Bromley Lane crossing was up and running, that this would cause rat running and congestion in The Shaw and Kemnal Road.

The Assistant Director for Traffic and Parking responded to the issues raised concerning possible congestion and 'rat running' along The Shore and Kemnal Road, and said that the details of the design could be fine-tuned later. No bus stops were noted in the original designs because of the tight timescales that officers had been working to. In terms of how the traffic lights worked with pedestrian crossings, they were computer controlled which could be adjusted and optimised to ensure optimised traffic flow. Councillor Igoe sought clarification of when the 'Green Man' would come on when the system was seeking to optimise traffic flow. She hoped that this would not be too long as it could cause pedestrians to become frustrated and take unnecessary chances.

A Member commented that it may not be a good use of public money to spend in the region of £200k on a compromise. He asked what success would look like. This was not mentioned in the report. The Traffic Engineering Manager suggested that success could be measured by how many people used the new crossing. A questionnaire could be disseminated to get feedback and the views of the public.

A Member stated that in her mind the scheme could be defined as successful as it was contributing to the road safety of that spot. She asked if TfL could avoid stopping at bus stop P permanently or just at certain times when the schoolchildren would be using the bus. The Assistant Director for Traffic and Parking responded that this could be something that TfL may consider. It was pointed out that the pedestrian crossing issues at this location had been the subject of two petitions and it would not be acceptable for the Council to do

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nothing. The scheme would help enhance pedestrian safety and in reduce KSIs.

The Portfolio Holder for Transport, Highways and Road Safety, reminded the Committee that to achieve what may be considered by most as the optimal solution would be far too expensive as it would involve moving the War Memorial and a BT box with associated cabling. He said that this was a good solution and was in fact the best solution possible. A balance was required between pedestrian safety and traffic flow. It was possible that TfL would consider installing cameras in that location to identify drivers who breached red lights. He pointed out that if bus stop P was bypassed, then it was a long way down for 162 passengers to the next stop. The Portfolio Holder recommended that the Committee support the proposal and then go out to consultation. It was noted that there would be a post installation analysis of the scheme after six months.

RESOLVED that:

1) The Portfolio Holder for Transport, Highways and Road Safety be recommended to approve the signalised pedestrian crossings at Bromley Lane and Royal Parade.

2) Any minor changes to the design to be delegated to the Director of Environment and Public Protection, in consultation with the Portfolio Holder.

d VEHICLE CROSSOVER POLICY

ES20370

Members noted the report which suggested that a working group was formed to review the current Vehicle Crossover Policy to make sure that it was fit for purpose. Some members of the committee volunteered to be on the Working Group, and this was noted by the Portfolio Holder for Transport, Highways and Road Safety who would chair the group.

RESOLVED that the Portfolio Holder for Transport, Highways and Road Safety be recommended to endorse the proposal to establish a working group to consider future policy changes and agree membership.

e 2024/25 PLANNED HIGHWAY MAINTENANCE PROGRAMME

ES20372

The Assistant Director for Highways said that if required, the surveys undertaken as part of the road maintenance strategy could be shown to Members. The Portfolio Holder informed Members that major re-surfacing work was planned for College Road in July which would require Traffic Orders.

RESOLVED that the Portfolio Holder for Transport, Highways and Road Safety be recommended to agree:

1) That the schemes listed in Appendix 'A' be included in a programme of planned highway maintenance for 2024/25, to be undertaken by the Council's existing highway term maintenance contractor.

2) That the decision to include additional schemes in the programme be delegated to the Director of Environment & Public Protection, based on the results of further condition assessments.

3) That the additional grant funding received from the Department for Transport is utilised to improve the condition of the borough's principal road network.

98 POLICY DEVELOPMENT AND OTHER ITEMS

99 ECS CONTRACTS REGISTER

ES20359

Clarification was provided that 'Confirm' (contract reference ID 6248) was the asset management system used for highways, arboriculture and other environment services. It was used to help manage and organise the workflow in these areas. It was further noted that Croydon Recreation Ground was referenced although the contract had expired; the Assistant Director (Carbon Management and Greenspace) clarified that this contract had now been extended.

RESOLVED that the Contracts Register report be noted.

100 ECS RISK REGISTER

ES20366

RESOLVED that the ECS Risk Register Report be noted.

**ORAL QUESTION FROM A MEMBER OF THE PUBLIC TO THE ENVIRONMENT PORTFOLIO HOLDER
WRITTEN QUESTIONS FROM THE PUBLIC
WRITTEN QUESTIONS FROM COUNCILLORS
UPDATE FROM THE ENVIRONMENT PORTFOLIO HOLDER
UPDATE FROM THE PORTFOLIO HOLDER FOR TRANSPORT, HIGHWAYS AND ROAD SAFETY**

The Meeting ended at 9.07 pm

Chairman

ECS PDS 13th March 2024:

Oral Questions from the Public:

Question to the Environment Portfolio Holder from Adam Womersley:

For the first time, global warming has exceeded 1.5C across an entire year, according to the EU's climate service (please see this week's [BBC](#) article).

Plant-based diets result in 75% less GHG emissions than diets with more than 100g of meat daily. Can Bromley join 26 councils including Exmouth and Edinburgh by endorsing the Plant Based Treaty and expanding access to plant-based food?

For reference -

<https://plantbasedtreaty.org/the-pbt/>

<https://democracy.edinburgh.gov.uk/documents/s65215/Item%207.2%20-%20Plant%20Based%20Treaty%20Action%20Plan.pdf>

Answer from the Portfolio Holder:

No, I don't believe it is for Councils to tell people what to eat and what lifestyle they should live by.

Supplementary Question:

Would you be willing to reach out to Edinburgh Council to understand the full impact study and assessment they did, with the ambition to do one for Bromley as well?

Response from the Portfolio Holder:

No, I will not be doing that. We believe in Freedom of choice and it is down to individuals to decide how to live their lives and what they eat and if they decide to be vegetarian, vegan or pescatarian.

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DATE: 29 February 2024

ENVIRONMENT AND COMMUNITY SERVICES POLICY DEVELOPMENT AND SCRUTINY COMMITTEE

Meeting to be held on Wednesday 13 March 2024

6 WRITTEN QUESTIONS FROM THE PUBLIC

In accordance with the Council's Constitution, questions that are not specific to reports on the agenda must have been received in writing 10 working days before the date of the meeting. This would have been 5pm on 28th March 2024.

Questions specifically relating to reports on the agenda should be received within two working days of the normal publication date of the agenda. Please ensure that questions specifically on reports on the agenda are received by the Democratic Services Team by 5pm on 7th March 2024.

Copies of the documents referred to above can be obtained from

<http://cds.bromley.gov.uk/>

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ECS PDS: 13th March 2024

Written Questions from the Public:

1) Question from Stuart Mayer:

According to LBB's latest survey, 50% of vehicles EXCEED the 30mph speed-limit along Crofton Road. Given that cycling is now encouraged along this busy road, and pedestrian-crossing refuges removed, does the policyholder think this is acceptable? If not, what measures are planned to make cycling and walking safer along Crofton Road.

Response from the Portfolio Holder for Transport, Highways and Road Safety:

A significant investment in walking and cycling was made in regard to the eastern arm of Crofton Road in 2021. Post implementation surveys showed that speeds had reduced in this part of Crofton Road since that scheme was implemented. The surveys showed that 85th percentile speed had fallen by about 4% to 34mph. This measure of speed is nationally accepted as the best measure in regard to speeding. Although we all wish that drivers would stick to speeds below the limit, 34mph is not too high for a road such as Crofton Road, and the more important measure is injury collisions, which are few on this road.

2) Question from Steve Isted.

The 2020 report into the viability of the Crofton Road Cycle Scheme indicated the potential for 21,000 walking or cycling journeys to Orpington Station. What are the results of the study into its success? If no report has been undertaken, why not?

Response from the Portfolio Holder for Transport, Highways and Road Safety:

I refer the questioner to the report to this PDS Committee on 22nd November 2022.

3) Question from Gary Arnold:

How do Will Rowlands and Catherine Cooke go about setting charging levels and notifying residents of changes, and how was this done in relation to household DIY waste charging?

Response from the Portfolio Holder for Environment:

The charging for the disposal of household DIY type waste has been in place at the two Reuse and Recycling Centres (RRC) for over two decades. The charges are based on the price per tonne rate that the council incurs for treating and disposing of the material and are set at a rate to cover these costs.

The recent changes have resulted in residents being able to dispose of a small amount of DIY type waste for free at the RRCs. Should residents wish to dispose of amounts above the free allowance set out by Government, they will incur a charge. This change was as a result of a change in legislation and was enacted in late

November 2023. The changes were reported to Members of the ECS PDS Committee in January 2024, and have been published on the Council's Website and will be in the spring edition insert of the Bromley Magazine/Environment Matters. A leaflet has also been developed to hand out at the RRCs to provide more information to residents and to support on site staff.

Any future changes will be published on our website and via signage at the RRCs.

4) Question from Cindy Q Mayer:

For the safety of pedestrians (incl. children) and cyclists, does the Council agree it is time to have speed cameras installed on Crofton Road to potentially save people's lives? As you are aware, LBB's recent survey shows that more than 4,000 vehicles drive over 40 miles/hour each week.

Response from the Portfolio Holder for Transport, Highways and Road Safety:

Speed cameras are the responsibility of the Metropolitan Police and Transport for London and these were placed at locations with a poor record of speed related injury accidents. This location does not meet that criterion.

The Council works closely with the police to tackle the dangerous driving which a small minority drivers display. The local Safer Neighbourhood Panel decides local police priorities and if they perceive there is a problem here, they can apply for the use of speed guns for a local operation.

5) Question from Sue Sulis:

It is recorded that the Flood Risk and Resilience Plan was implemented in March 2023. Has the detailed Plan been reported to Committee, consulted on by the public, and where can it be viewed?

Response from the Portfolio Holder for Transport, Highways and Road Safety:

The Council's Flood Risk and Resilience Plan has yet to be implemented but is a priority in the 2024/5 Portfolio Plan.

ECS PDS: 13th March 2024

Written Questions from Members:

Question from Cllr Alison Stammers:

What are the criteria by which it is decided that it is no longer economical/viable to keep filling potholes in a stretch of road, only to see them break open again in a matter of weeks or months?

Why when the new machinery was recently tested out on Perry Street, only a few of the deep potholes in the immediate area were attended to and others left untouched.

How can we apply for some of new DfT funding for resurfacing of roads in Chislehurst--beset with many or several repeat potholes?

Response from the Portfolio Holder for Transport, Highways and Road Safety.

The Council has a statutory duty to maintain the highway network in a safe condition and will always repair any potholes or other defects which meet the published investigatory levels. The level of reactive maintenance is considered when planned resurfacing is being considered, but with 539 miles of road equal to the distance from Bromley to Zurich, we clearly have to make tough decisions based on cost and resources.

The recent demonstration of the JCB Pothole Pro was time limited. The remaining potholes will be repaired by in the usual way.

The Council has been allocated £455,000 by the DfT. Details of how this funding is to be used is in the report on this agenda. The capital money will be used to resurface the roads most in need of repair. By all means draw officers' attention to roads in your ward but the decision as to which roads will be resurfaced must be based on the professional judgement of our engineers who are aware of the condition of all the roads in each of the 22 wards in the borough and not just those in Chislehurst.

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Minute Annex



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DATE: 29 February 2024

ENVIRONMENT AND COMMUNITY SERVICES POLICY DEVELOPMENT AND SCRUTINY COMMITTEE

Meeting to be held on Wednesday 13 March 2024

Please see the attached update:

- 8 UPDATE FROM THE ENVIRONMENT PORTFOLIO HOLDER (Pages 3 - 12)**

Copies of the documents referred to above can be obtained from
<http://cde.bromley.gov.uk/>

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Cllr Rowlands Update 13th March 2024

Environment Portfolio

Greetings to you all. Some people may look around and think this must be a very quiet time of the year for the department as we are between Christmas and the spring. No grass to cut, all the unwanted Christmas presents safely deposited away for another year, all the major storms out the way too, some theory that cool weather means we eat more – plus, people are still paying for Christmas so buying less, all in all meaning we have less to throw away. A nice calm time of the year for us all to swan off to the Swanage Railway for a jolly good outing pretending to be the Fat Controller... Well, as much as I'd certainly like to do that, I can't. What with Storm damage, Waldo Road, Tiny Forests, Grand days out, it's all been very full on. So sit back and read what busy bees we've all been in the past six weeks or so.

While I still have your attention dear reader, I would like to take this opportunity to let you know that I have requested that we help promote 'Coolings In Bloom' – known as 'Bromley in Bloom' locally. It will be advertised on the council website, launching on 1st April. We have so far done a press release relating to it and are also working with Clarion to help promote it in our more deprived areas. Obviously, due to some election that's apparently taking place, we are now in Purdah - so happy for people to contact me for more information instead.

Storm Damage

I won't name the storms as it'll be too long to do so. We are back to normal in terms of the clear up, with all highway's emergencies resolved, along with recreational works in parks and on footpaths. The remaining works are in woodland out of sight, with the trees being felled to make safe and then left to create new insect habitats and to naturally breakdown into the earth.

Treemendous

- Trees planted to date are 1286 with monthly targets for November, December, January and February met.
- Due to the remaining presence of some outstanding stump grinds completion will likely take until the end of March despite the low number of trees remaining to be planted.
- Gristwood & Toms are now delivering the remainder of tree planting using their in-house teams.

Month	Trees to plant per month	Actual number planted in the month
Nov-23	302	309

Dec-23	302	329
Jan-24	302	337
Feb-24	302	311
Week 1	75.5	17
Week 2	75.5	121
Week 3	75.5	82
Week 4	75.5	91
Mar-24	302	

Total Trees Planted	Total Trees Remaining
1286	224

- Tree planting season runs from November to March.
- The monthly planting target is 302.
- Tree planting has been split into 9 batches.
- Batch 8 is nearing completion.
- Batch 9 trees will be delivered next week.
- 568 tree planting requests received to date in 2023.
- A review of Tremendous trees planted since winter 21/22 will be undertaken in early spring 2024. Upon completion a report will be produced detailing mortality rates and as necessary outlining the strategy to ensure the target number of 5000 new trees is met by 2025.
- **QR codes and associated apps are now live on both IOS and Android.**
- Bromley 'please water me' tags have been produced and will be installed on the first round of watering in 2024.

Finance:

Year	Actuals to date	Year End forecasts
2021-22	£288,897.23	
2022-23	£587,463.75	
2023-24	£364,116.80	£464,564
2024-25		£450,625
2025-26		£124,450

TOTAL Spend	£1,160,924.98	£1,791,549.98
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Budget for project	£1,916,000	£1,916,000
Budget Remaining	£755,075.02	£0.00

So all in all, our tremendous programme is on target.

Kelsey Park Bridge

This is a project which has not gone at all to plan if I'm being completely honest, with the latest episode of the soap opera which is somehow surrounding the bridge at another stage. Before my appointment as Portfolio Holder, the council went to tender and no one wanted to do the entirety of the works, with the risks around the further design work being the stumbling block. Because of this, we are now going to go back to tender with a revised approach to make risk more manageable for the contractor. It is hoped that by reducing risk, the bridge construction will become more appealing to contractors and we will be able to break ground relatively soon.

Waldo Road Reuse and Recycling Centre (RRC) Closure

I would like to thank you for your understanding in relation to the recent unplanned closure of the site to the public for the first time since 2005 as urgent remedial works were required to fix drains on the site which could not be carried out without a temporary closure of the RRC. Due to the rapid rate of deterioration of the Waldo Road Waste Transfer Station, and the potential cost implications involved should we delay works any longer, we will now swap the proposed Capital Works over so Waldo Road Depot will be renovated in the Autumn of this year, and Churchfields Depot will be renovated afterwards.

I'm pleased to report that we didn't receive a single complaint from the public during the closure, as advance warning and communications were swiftly put into place to inform the public with no inconvenience caused to refuse collections either. Further works in relation to the drainage issues which caused the closure are still ongoing, although these are minimal and unlikely to impact on the area accessed by the public. At this stage, we don't expect there will be any impact on the service provided to the public either – but with some parts of the site being almost 150 years old, this could change.

Grand Days Out

I've managed to get out and about for a Grand Day Out, two Grand Morning Out, and two Grand Lunchtimes Out too.

SELCHPⁱ energy recovery facility, Southwark Materials Recovery Facility, and Westminster and Veolia Depot – I was fortunate enough to fight off a chest and lung infection to attend this event as Cllrs Grant and Bennett joined myself and officers for the Grand Day Out, seeing for ourselves what actually happens to our household waste once it leaves Bromley for recycling and energy recovery, and a demonstration of an electric refuse collection vehicle in operation in Westminster. It was an extremely interesting visit which I hope you can all do at some point, and I

would like to thank Veolia and officers for arranging. We also enjoyed some very nice sandwiches. Jim took the photographs hence why he isn't in any of them.

We even witnessed five cop cars and vans surrounding a van we assume was fly tipping on the way home!

I also had the pleasure of joining the Friends of Bromley Palace Park for a Grand Morning Out, surveying the beautiful park that the Civic is located in. I was highly impressed at the way in which they are able to look after the grounds for us all to benefit from in not only a busy park, but also a busy workplace. I thoroughly enjoyed my morning with them and look forward to another Grand Morning Out later this year to see the park and all their hard work in the different seasons – as well as how their Jubilee Project is coming along.

I also had an enjoyable Grand Morning Out with the Conservators of the Chislehurst Commons with Cllr Stammers and Hannah Jackson. It was a wholesome morning and I was only sorry I couldn't have stayed longer. The work they have done over the years I feel is at times underestimated and I hope to be able to work and support them as much as is possible in the foreseeable.

I joined Catherine Cooke and Veolia at Kemnal Tech last week for a Grand Lunchtime Out helping the schools gardening club plant an orchard of three apple trees and two pears. I found it very rewarding teaching some of the kids how to plant and look after the trees so that future generations can not only enjoy the blossoms, but also eventually the fruit they produce. Even getting locked in the school at the end didn't dampen the visit (although I think some of the lads may have also been taught by me how to jump the gate!)

Mr Mayor joined myself, officers, and Cllrs Bance and Jeal for a Grand Lunchtime Out planting the Cator Tiny Forest of 600 trees in an area the size of a tennis court. This was a very inspiring visit and something I would like to investigate doing in other areas of the borough over time. The lemon drizzle cake was superb and Mr Mayor had similar praise for the bread and butter pudding. I would also like to thank the wider community for their efforts to make this possible and bring about a positive action in the aftermath of the disgusting abuse the area was subjected to at the hands of utter selfishness.

And now for some pics.









ⁱ South East London Combined Heat & Power

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Minute Annex



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ENVIRONMENT AND COMMUNITY SERVICES POLICY DEVELOPMENT AND SCRUTINY COMMITTEE

Meeting to be held on Wednesday 13 March 2024

- 9 UPDATE FROM THE PORTFOLIO HOLDER FOR TRANSPORT, HIGHWAYS AND ROAD SAFETY

Copies of the documents referred to above can be obtained from
<http://cds.bromley.gov.uk/>

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Update to Environment and Community Safety PDS 13th March 2024

Pothole repair machine

A demonstration of the 'JCB Pothole Pro' machine took place on Parry Street on February 7th. The machine can dig a trench even in shape and depth in minutes compared with the hours it would take place to conduct the same task with jack hammers. It is, of course, currently for the contractor to decide how they work but when the next contractor is prepared, I hope that we can be more prescriptive on working practices as I don't believe we currently are as efficient or economic as we might be.



SELCHP

Waste comes under my colleague Cllr Rowlands' portfolio, he, the Chairman of the Committee, Cllr Grant and I visited the facility on February 9th. Cllr Rowlands' update gives fuller details of the visit.



Bromley's non-recyclable waste co-mingled with Lewisham and Southwark (the bottom picture !)

Bromley North to Grove Park Branch Line.

Last year the Public Transport Liaison meeting discussed the timetable and asked whether the service could be enhanced in the evening rush hour, as train connections from London are every half hour. I am delighted to inform the Committee that after correspondence with Southeastern Trains there will be an increase from two to three trains an hour in the evening rush hour, matching the morning rush hour and a more even timetable in the day. This means that passengers will have a twenty-minute service from the new timetable starting June 2nd. There will also be more even intervals between trains on Grove Park lines stations to/ from London Bridge, Monday to Saturday.



Other rail improvements

Orpington Station

Work has started to install a second women's toilet that will be situated on the busy London-bound platform.

Petts Wood Station

£10.79 m project to install four new lifts as part of the 'Access for All' programme in partnership with Network Rail are being built. Two accessible toilets have also been installed, along with step-free access to a waiting room and new Customer Information Screens at both station entrances.

Shortlands Station

Three lifts and a new footbridge and staircase will also be built as part of a £8.5 m project which started in January and is due to complete in late spring 2025.

Bromley South Line

Services from Victoria to Orpington via Herne Hill in both directions will run at an even interval 15-minute frequency at peak times, giving a better spread of trains at the busiest times.

The 08.00 Beckenham Junction to Blackfriars service is lengthened from four to six carriages reducing crowding on this service.

Orpington Bus Services

TfL organised a public consultation on a number of the Orpington bus routes.

- Proposal 1: reroute the R3 via Towncourt Lane in Petts Wood
- Proposal 2: withdraw the R2 and replace it with changes to routes R1 and R3

- Proposal 3: withdraw route R6 and replace it with changes to route B14.

They have decided not to proceed with changes to routes R1, R2 and R3 as these no longer represent value for money.

They have not yet reached a decision as to how they may proceed with Proposal 3 which remains subject to the receipt of bus operator costs. A decision is expected later in 2024.

‘Superloop’

New bus routes branded ‘Superloop’ have been started in Bromley.

SL5 commenced operation by Arriva’s Croydon Garage on February 3rd between Bromley North and East Croydon using 12-year-old Alexander Dennis Enviro 200 Dart 10.8m single deck buses.



SL3 started operation by Stagecoach’s Bromley Garage on February 24th between Thamesmead and Bromley North using 12-year-old Wrightbus ‘New Routemaster’ double deck buses.



SL4 Canary Wharf to Grove Park is not expected to begin until 2025 when the Silvertown Tunnel is opened.

The date for the electric charged Irizar Trambus has not yet been confirmed but is expected to be around June this year, more than 14 months after the official launch.

Government Pothole Funding

The Government has allocated £455,000 for capital expenditure to repair roads affected by potholes and be used for resurfacing on the worst stretches of time expired road surfaces. The borough will receive funding every year until 2034-5.

Previous grants excluded London. We made strong representations that money should come directly to the London Boroughs and not to TfL and I am delighted that the Government has agreed to this.

In future years, as we re-tender the Highways Contract we should use some of the money for the purchase of modern machinery which may be owned by the Council and operated by the contractor or contractors as happens with our gritter fleet.



There has to be a more efficient and economical way.

Public Transport Liaison Meeting

I have asked officers to arrange the next meeting for late May or early June.

Cllr Nicholas Bennett JP

Executive Member for Transport, Highways and Road Safety

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