

**THE EXECUTIVE PORTFOLIO HOLDER  
FOR THE ENVIRONMENT**

Minutes of a meeting held on 4<sup>th</sup> September 2003

**Present:**

Councillor George Taylor (Portfolio Holder)

**Also Present:**

Councillors Samaris Huntington-Thresher,  
Russell Mellor, Denise Reddin and Rod Reed

**20 ROAD SAFETY AWARD**

The Portfolio Holder congratulated Mrs Jean Wilkinson (Safer Routes to Schools Officer in the Road Safety Unit) on the recent award she had received from the London Accident Prevention Council. This was in recognition of her excellent work in relation to the Walking Bus and Safer Routes to School.

**21 MINUTES OF THE MEETING HELD ON 3RD JULY 2003**

RESOLVED that the Minutes of the meetings held on 3<sup>rd</sup> July 2003 be confirmed.

**22 DECLARATIONS OF INTEREST**

There were none.

**23 QUESTIONS FROM MEMBERS OF THE PUBLIC ATTENDING THE MEETING**

There were none.

**24 BUDGET MONITORING 2003/04  
Report 03257**

The Portfolio Holder was pleased to note the latest budget position that indicated that Environmental Services would be within budget. The budget variations and projections for waste tonnage were also reported.

RESOLVED that the congratulations of the Portfolio Holder to the staff concerned be recorded.

**25 PROVISIONAL FINAL ACCOUNTS  
Report ES03251**

Excluding the effect of capital charges and inter-committee recharges, the final outturn for Environmental Services was an overspend of £147k against the approved budget representing a 0.41% variance. This was an extremely small variation from a budget of £36m.

RESOLVED that

(1) the 2002/03 final revenue outturn for Environmental Services be noted.

(2) the provisional outturn report be referred to the Environment PDR for comment.

**26 MOTION – CONSIDERATE CONTRACTOR (CONSTRUCTORS’  
SCHEME)**

The Council at its meeting on 7<sup>th</sup> July had approved the following Motion:-

“This Council calls upon the Portfolio Holder for the Environment to prepare a proposal for consideration by the Council for the adoption and implementation of a Considerate Contractors’ Scheme for the London Borough of Bromley.”

The Portfolio Holder considered a report by the Director of Environmental Services giving the option of either adopting a national Considerate Constructors’ scheme or a full Bromley developed Considerate Constructors’ scheme.

**(A) National Considerate Constructors’ Scheme.**

This scheme had the benefit of being based on clearly defined and accepted nationally recognised good practice. It would provide a mechanism for dealing with public complaints, a way of raising standards on construction sites and would be partly administered externally. However it would be self-regulatory, would not be legally binding and it was unlikely to influence smaller local sites. The scheme was voluntary on the private sector but in Bromley it was recommended that the initial entry level for any scheme would be on sites/contracts valued at over £500,000 and that this should be reviewed after twelve months.

If the national scheme were promoted in Bromley it would rely mainly on external assessment but supplemented by the Council's own efforts through the Building in Bromley Leaflet (a booklet produced by the Council for developers and contractors) and those Council staff that regularly came into contact with developers, promoters, contractors etc would be briefed to promote the scheme.

The costs to the Council of this option would be minimal as administrative costs of the scheme would be funded from the fees paid by developers/contractors direct to the Office of Government Commerce, and monitoring would take place in the course of normal site visits. Any additional costs could therefore be met from existing budgets

**(B) A Bromley Considerate Contractors' Scheme**

If a local scheme for Bromley was devised it would require to be set up, introduced, operated, monitored and developed. It would have the advantage that it would tailor other schemes to address the problems experienced by Bromley residents and Members. The scheme could be used to target resources to resolve the different types of problems that arose in various parts of the Borough attempting to set standards and tackle concerns raised on major development sites to small residential development matters. The scheme would still essentially be voluntary and would rely upon persuasion to encourage good practice. The key concern with such a scheme was the staff resources required to promote, administer and "enforce" a scheme. Experience of operating such schemes indicated that the resources were high and that limited powers did not guarantee success. Experience in other London Boroughs where local schemes had been introduced with dedicated resources put the cost at £100,000 per annum. If a local scheme for Bromley were devised it would require to be set up, introduced, operated, monitored and developed. It would be likely to require a staff of four or five people and would cost at least £130,000 per annum to administer.

**RECOMMENDED that**

- (1) the National Considerate Constructors' Scheme be adopted as the preferred option; and**
  - a) the promotion of the Considerate Constructors' Scheme (CCS) be endorsed to private developers/contractors in the London Borough of Bromley;**
  - b) for contracts entered into by the Environmental Services Department a clause be included requiring developers/contractors to register with the scheme, and that the various Divisions of Environmental Services actively promote the scheme.**

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**(2) all other Portfolio Holders be requested to endorse the inclusion of a requirement for developers/contractors working for the Council Departments to register with the Considerate Constructors' Scheme for projects above a value of £500,000.**

**27 BROMLEY TOWN CENTRE ACCESS PLAN - 2003/04  
Report ES03245**

The Portfolio Holder considered the proposed projects under the Bromley Town Centre Access Plan for 2003/04 and their implementation. The 2003/04 settlement for schemes comprised in the Access Plan totalled £561,000 including a carry forward of £150,000 of Transport for London (TfL) grant for interchange works at Bromley South station

The scheme priorities had also been influenced by two strands of consultation undertaken as part of the Access Plan. These included household interview surveys of 300 residents within 1.5km of the town centre and a participative day for invited residents groups, transport interest groups and other interested organisations.

Schemes were proposed for Elmfield Road urban design study, North Street possible closure at East Street; pedestrian gateways, additional cycle parking and a second phase of works in Church Road to resolve loading bay/bus bay conflicts. Also propose was a pedestrian link between Elmfield Park and the High Street and an improved interchange at Bromley South.

It was noted that the SELTRANS regional spending plan bid (the south east London sub-regional equivalent of the Borough Spending Plan) included further bids for the Access Plan project up to 2006/07.

**RESOLVED that**

(1) the draft Access Plan programme for 2003/04 and scheme proposals be approved as outline above and set out in Appendix I of the report of the Director of Environmental Services; and

(2) options for consultation be agreed between the Portfolio Holder and Director Environmental Services as appropriate.

**28 PETITION: NEW FARM AVENUE  
Report ES03119**

A petition, containing 39 signatures, had been received from the residents of New Farm Avenue, Bromley requesting that the road be closed to through traffic.

The petitioners, all residents of New Farm Avenue, stated that New Farm Avenue was a dangerous rat run used by a large number of vehicles. However, the Director of Environmental Services reported that during the past three years there had been no injury collisions in the road. In the three years up to 30<sup>th</sup> May 2003, there had been five collisions resulting in eight slight injuries in Westmoreland Road, all where vehicles waiting to turn right into New Farm Avenue had been struck from behind.

Weekday daytime surveys had been conducted to establish numbers of vehicles using New Farm Avenue and a shorter morning peak survey to establish direction of travel at each intersection. The morning survey revealed the highest traffic flows at 309 vehicles per hour for combined directions,

Although there would be advantages to the residents concerned it was considered that closing New Farm Avenue to traffic would result in displaced traffic using the already busy junction of Westmoreland with Hayes Road. Any increase in the number of turning movements required was likely to lead to an increased risk and the potential for collisions, arising from the extra vehicles likely to use this route, which was the only nearby alternative.

Closure of the road was also likely to lead to reduced road network flexibility should the need arise to divert traffic from other roads in the vicinity on a temporary basis as a result of road works or accidents. In addition there was insufficient room to incorporate a turning facility within the existing highway, at whichever end might be closed.

In view of these potential difficulties it was

RESOLVED that no further action be taken.

**29 BROMLEY'S DRAFT ROAD SAFETY PLAN 2004/5-2006/7  
Report ES03224**

The Portfolio Holder considered the new Road Safety Plan for 2004/5 – 2006/7. This did not differ significantly from the previous Plan, but highlighted new locations where accidents were a problem.

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The Plan had been reviewed to ensure that the limited resources continued to be targeted at the areas of greatest need as well as developing a tool to measure the Council's performance in achieving the Public Service Agreement (PSA) target. The new Plan identified objectives and put forward recommendations for reducing casualties and reaching targets, both for the year 2004 (PSA) and for the year 2010 (Mayor for London's targets). It set out proposals for joint working by various agencies and highlighted the steps that were already in place to help achieve these accident reduction targets.

To aim at achieving the desired 50% reduction in all killed or seriously injured (KSI) casualties in Bromley, the following recommendations were proposed:-

- (a) KSIs should be given special consideration when planning both educational and engineering accident reduction measures.
- (b) Action should be taken to target accident reduction measures in respect of the main causal factors, these being (1) excess speed, (2) careless right turns, (3) following too close and (4) pedestrians crossing without due care.
- (c) Car users should continue to be targeted, and increased resources for preventing pedestrian and motorcyclist casualties should be allocated, where appropriate, in order to focus on preventing KSI accidents.
- (d) Consideration should be given to young people when planning accident reduction measures.
- (e) Accident remedial measures should be prioritised at locations with high numbers of KSIs. Locations with high numbers of casualties of all severities should also be taken into account. The prevalence of vulnerable road user casualties should also be considered when remedial measures are planned. In addition, roads where accidents might be avoided by bringing forward a highway maintenance programme should be identified.
- (f) Casualty searches by area – around schools, town centres and residential areas – should be used to help prioritise Safer Routes to School, town centre improvements and Area Safety Schemes.
- (g) School “league tables” should be used to help prioritise accident prevention work and sustainable transport promotions aimed at children and young people.

- (h) An accident prevention working group should be formed annually to reach swift final recommendations regarding expenditure. This group should meet once in the autumn, so that consultants can start investigating chosen sites in January, ready for implementation in April.

RESOLVED that to enable a major step forward to be taken in the Council's aims and objectives for accident reduction and prevention:-

- (1) the Draft Road Safety Plan be agreed to allow specific accident remedial measures to be planned; and
- (2) the key sites for accident remedial measures and the key areas for road safety education be considered by an informal group of members and officers, meeting once annually.

**30 SAFER ROUTES TO SCHOOL – KELSEY WAY, BECKENHAM  
PRIVATE STREET WORKS – FIRST RESOLUTION  
Report ES03247**

As one of the outstanding schemes for Safer Routes to School, it was proposed to develop a proposal for Kelsey Park School in Manor Way, Beckenham.

Kelsey Way ran between Manor Way and Village Way and the 37 metre long section between Kelsey Lane and Village Way was unmade and unadopted with posts across each end to prevent vehicle access. The scheme proposed was outstanding from 2002/3 and involved remaking the Y-shaped footpaths in this section of highway.

Both adjoining owners supported the proposal but they had expressed a wish to have the footpath constructed in materials such that stones were not made available to use as missiles. They also wished to retain 2 metres of brambles adjacent to their side fences to deter unwanted trespassers. The Portfolio Holder agreed to these details and that some tidying up of the whole area should be carried out with additional planting in the marginal strips by the flank fences, if found necessary at the construction stage.

RESOLVED that

- (1) the layout of the Y-shaped footpaths, grassed areas and marginal strips in the currently unmade and unadopted section of Kelsey Way between Village Way and Kelsey Lane, Beckenham, be approved as shown on Plan No. ETD/9627/1;

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(2) a First Resolution under s. 205(1) of the Highways Act 1980 be made in respect of the section of Kelsey Way between Village Way and Kelsey Lane, as follows :-

The Council do hereby declare that part of the street be excavated, metalled, grassed, planted and made good under the provisions of the Highways Act 1980.

Schedule of Limits

Kelsey Way, from its junctions with Kelsey Lane to the east and Village Way to the west, all as more particularly shown on Plan No. ETD/9627/1; and

(3) the total cost of the works be borne by the Council with full funding by Transport for London's allocation for Safer Routes to School in 2003/4.

**31 LONDON BUS PRIORITY NETWORK – PROJECTOR SOFTWARE  
Report ES03260**

Bus priority schemes were being installed across London as part of the London Bus Priority Network project led by Bromley.

Transport for London had become responsible for the allocation of transport related funding in 2001/02 and had since introduced a large number of monitoring and financial practices. In order that the boroughs could provide the information efficiently it had been agreed by all boroughs that a software programme named "Projector" should be purchased. This was a specialist product that had been developed to deal with the complications of a London wide project. The total costs would be funded by Transport for London

RESOLVED that the "Projector" software be purchased at the estimated costs of £14,000 and the Council enter into a maintenance agreement for the sector at a cost of £3,500 per year.

**32 PROPOSED PARKING ARRANGEMENTS FOR ALBEMARLE ROAD  
AND ST GEORGE'S ROAD, BECKENHAM  
Report ES03220**

The Portfolio Holder reviewed the current parking controls in Albemarle Road and St Georges Road, Beckenham. Waiting restrictions and controlled parking bays were proposed, mainly for safety reasons in respect of parking at road junctions, but also as there was an off-street Pay and Display Car Park in St George's Road, it was illogical to have unrestricted on-street parking next to it, especially as there was a shortage of parking spaces in the area.



It was proposed that Pay and Display parking bays be introduced along Albemarle Road between the High Street and the junction with St George's Road.

At "Any Time" waiting restrictions would be introduced on both sides of Albemarle Road for any length not taken up by parking bays. The restrictions would run from the junction with the High Street to a position 20m from the eastern kerb of the junction with St George's Road.

It was also proposed that Pay and Display parking bays be introduced along the length of St. George's Road. "At Any Time" waiting restrictions would be introduced on both sides of St George's Road for any length not taken up by parking bays.

The schemes would be self financing and any surplus used to offset shortfalls elsewhere in the parking budget.

RESOLVED that the proposed changes to the current parking arrangements in Albemarle Road and St George's Road as indicated on plan ETD/9622/2 be approved.

### **33 CYCLING IN BROMLEY – A REVIEW OF FUTURE PLANS Report ES03255**

The Portfolio Holder considered a report reviewing the planned measures to increase overall cycling within Bromley in line with the Mayor for London's Transport policy and the London Cycle Action Plan published by the Cycling Centre of Excellence.

In terms of the strategic grant, Bromley was the South East Sector lead borough for the London Cycle Network and co-ordinated five other boroughs. Local cycle funding had been received for two main schemes. One was to improve cycling access around Petts Wood (£40k) and the other was to improve facilities in the Borough (£50k) by removing or reducing common obstacles to local cycle journeys and increase cycle parking facilities.

The Portfolio Holder endorsed the promotion of cycling as a healthy and sustainable form of travel and referred to the Borough's cycle strategy which was aimed at reducing barriers to local cycling and at providing opportunities for cycling to grow through training and promotion.

To encourage cycling in the Borough it was proposed to adopt a revised approach by improving routes, safety and comfort through well maintained surfaces. Priority would also be given to removal of unnecessary obstacles, improving training, publicity and partnership by building more routes in liaison with other user groups.

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The existing cycling programme was noted. This included a scheme to provide cycling facilities at Orchard Road/Sundridge Avenue which had been approved but not implemented as there had been no financial provision. This could now proceed with funding from Transport for London. A scheme for a cycle route in Monks Orchard Road would be submitted to a future meeting. Consultation had been carried out on both these schemes with a favourable response. Other schemes were being developed in accordance with the programme.

RESOLVED that

(1) approval be given to the revised priorities for cycle expenditure referred to above as the main means by which cycle schemes will be identified for funding bids and expenditure in the future;

(2) the implementation of the previously approved cycle scheme in Orchard Road/Sundridge Avenue be approved;

(3) the future development of the London Cycle Network in Bromley be supported in accordance with the Transport for London Cycle Action Plan; and

(4) the future development of Borough cycle routes in accordance with the previously approved Bromley Cycling Strategy be endorsed.

**34 CAPITAL PROGRAMME POST COMPLETION REVIEWS A)  
ELMERS END STATION BRIDGE; AND (B) BROMLEY TOWN  
CENTRE INNER ZONE REVIEW  
Report ES03218**

In accordance with standing orders, a post completion review had been carried out in respect of schemes at Elmers End Station Bridge and Bromley Town Centre Inner Zone Review as they were within the Capital Programme.

The bridge had been substantially complete in October 1993 which was longer than programmed due mainly to complications with utilities apparatus passing across and incorporated in the new bridge. The construction had been completed close to programme and at a cost of £2.965M which was within the overall Capital allocation of £2.974M.

The Bromley Town Centre Inner Zone Review comprised the replacement of all existing parking meters and other on-street parking equipment within Bromley Town Centre with 90 new solar powered pay and display

machines. The capital scheme had achieved its objective at a cost of £303,000. The budget provision was originally £274,000 but had been increased by £30,000 to £304,000 following a revenue contribution for additional machines.

RESOLVED that the report be noted.

**35        PROPOSED STOPPING UP OF HIGHWAY LAND AT PEMBURY  
CLOSE, HAYES  
Report ES03234**

The Portfolio Holder considered a report by the Director of Environmental Services on the stopping up of a small area of highway land to enable development to take place.

Broomleigh Housing Association owned garage sites in Pembury Close which were prone to vandalism. A review by Broomleigh in 1997, had concluded that the garages were unlettable, uneconomic to maintain and should be demolished. Subsequently the Housing Association had obtained planning permission for the provision of 4 semi-detached two bedroom houses on the land.

The permission included areas of existing grassed highway amenity land which lay between the garage compounds and the footway in Pembury Close to be incorporated into the new dwellings as front gardens, thus giving pedestrian access to the units from the Close. In order to be able to include the grassed areas in the sites it was necessary for highway rights, which were considered to exist over them, to be extinguished under the provisions of the Town and Country Planning Act 1990.

The making of the necessary Stopping Up Order had been authorised by the Director of Environmental Services, under delegated powers, in March 2002 and the Order had been advertised in May 2002. This exercise had resulted in objections from several residents of Pembury Close relating to the loss of amenity provided by the existing treed green space; loss of land that was a public right of way; and general opposition to the housing scheme as a whole.

These issues had all raised at the time the planning application had been considered and were not considered of sufficient weight to influence the decision against granting planning permission.

As a result the Order, being an opposed Order, had been referred to the Mayor of London, who had decided that, as the outstanding objections to the order were not based on highway grounds, there were special circumstances existing in this case so that the holding of an Inquiry was not necessary.

RESOLVED that as the objections to the Stopping Up Order are not based on highway grounds and had been taken into account when planning permission was granted, the objections to the Stopping Up Order for the areas of highway land shown on drawing EHD/9411/1 have been properly considered and the Order be confirmed without modifications.

**36        TRADING STANDARDS, HEALTH AND SAFETY AND FOOD  
             SAFETY PLANS  
             Report ES03152**

The Director of Environmental Services reported that the Authority was required to follow the guidance of the Department of Trade and Industry's National Performance Framework for Trading Standards, the Health and Safety Commission and the Food Standards Agency in producing annual Service Plans for the Trading Standards, Health and Safety and Food Safety services, respectively.

Copies of the Plans had been placed in the Members' Room and had been considered by the Environment PDR Committee on 26<sup>th</sup> June

The Trading Standards and Health and Safety plans were submitted to the Environment Portfolio Holder for agreement whilst, in accordance with the Council's constitution for food enforcement, the Food Safety Service Plan would be submitted to the Executive and the Council for endorsement.

Whilst supporting the proposals set out in each of the three Plans, Members of the PDR Committee had felt that the specific objectives of protecting and promoting public health and of ensuring fair standards of trading should be more clearly defined in next year's Plans. This was endorsed by the Portfolio Holder.

RESOLVED that the Trading Standards and Health and Safety Service Plans for 2003/04 be approved.

**37        LONDON LOW EMISSION ZONE PROPOSAL  
             Report ES03253**

London's air quality was the worst in the UK and was also amongst the worst in Europe. It was clear that government targets would not be met across the capital unless radical air quality proposals were considered and implemented. Following a study by the Greater London Authority (GLA), the Association of London Government (ALG) (for the London Boroughs), Transport for London (TfL)

as well as the relevant Government Departments, it was proposed to introduce strict controls on vehicle emissions in London. This would be achieved by introducing a Low Emission Zone comprising an area that could only be entered by vehicles meeting certain (modern) emissions criteria. The aim was to remove older, more polluting vehicles that have higher emissions, from the area. Consultations on the proposal were being carried out by the Association of London Government.

The Portfolio Holder considered a report by the Director of Environmental Services setting out the advantages disadvantages of the proposal. A draft response to the Association of London Government was circulated supporting the recommendations in general and specifically to include the whole of London, target lorries, buses and coaches (initially) and introduce the scheme in 2006.

However, it appeared that the emission reductions would only be modest and the response proposed questioned the health benefits likely to be achieved. The Portfolio Holder asked that this aspect should be reinforced bearing in mind the substantial costs and efforts involved.

RESOLVED that the response to the ALG be approved as outlined above.

**38            PROVISION OF MORTUARY SERVICES**  
**Report ES03256**

Bromley was part of the South London Coroner's service comprising the London Boroughs of Croydon, Bromley, Bexley and Sutton, with each contributing proportionally to the costs. It was administered by the London Borough of Croydon on behalf of the other boroughs.

Each local authority had a statutory responsibility to provide a fully equipped and staffed public mortuary facility where post-mortems could take place and these costs were additional to the contribution to the overall Coroner's service.

Bromley currently had a public mortuary in Beckenham that had been built in 1987, although it had some major structural problems and was due to be closed in September for 3 months so that remedial works could be carried out. It was also not equipped to deal with "high risk" bodies where the cause of death was due to an infectious disease.

During the closure, post-mortems for the Coroners would be carried out temporarily at the mortuary in the new Princess Royal University Hospital, where a "state of the art" mortuary had been built that was fully equipped.

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It is proposed that these temporary arrangements be made permanent and that the Director of Environmental Services enter into a five-year service level agreement with Bromley Hospitals Trust to provide mortuary facilities subject to the costs being comparable.

There were significant advantages in providing this service at the hospital and the change was strongly supported by the Coroner. Also, there would be additional costs for the service from 1 April 2004 for the transportation of bodies that would be lower if the mortuary were moved to the hospital. Depending on the final agreement there was likely to be small savings achieved by the Council.

The mortuary building would become surplus to Environmental Services' requirements and so would be available for an alternative use, or alternatively disposal as a capital asset and the Director of Resources was currently looking into options. The Portfolio Holder expressed his concern at the extent of the works necessary to a relatively new building and it was confirmed that this was being investigated.

RESOLVED that

(1) a service level agreement be entered into by the Director of Environmental Services with Bromley Hospitals NHS Trust for the provision of mortuary services; and

(2) the existing mortuary building be declared surplus to requirements of the Environmental Services Portfolio and transferred to the Resources Portfolio for re-use or disposal.

**39      LOCAL GOVERNMENT ACT 1972 AS AMENDED BY THE  
          LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985**

RESOLVED that members of the Press and public be excluded during consideration of the items of business listed below, as it is likely in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the Press and public were present, there would be disclosure to them of exempt information.

**The following summary  
refers to a matter  
involving exempt information**

**40            DUNBAR AVENUE CAR PARK**

The Portfolio Holder considered the possibility of alternative uses of part of the car park. Further negotiations were authorised on the possible use of part of the area for the storage of vehicles. This use would be subject to the grant of planning permission.

George Taylor  
Portfolio Holder for the  
Environment

The meeting ended at 9 pm.