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ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY COMMITTEE

Meeting to be held on Tuesday 4 November 2014

Please see the attached reports

6b GREEN GARDEN WASTE SATELLITE SITES - REVISED SERVICE
(Pages 3 - 8)

This report, as the final version, replaces the earlier published report for this item.

6e CONGESTION RELIEF SCHEME: HEATHFIELD ROAD / WESTERHAM ROAD, PROPOSED ROUNDABOUT (Pages 9 - 12)

This report was inadvertently omitted from the published agenda pack and provides the substantive report for the item.

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

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Decision Maker: Environment Portfolio Holder

For Pre-Decision Scrutiny by the Environment PDS Committee on:

Date: 4th November 2014

Decision Type: Non-Urgent Executive Non-Key

Title: GREEN GARDEN WASTE SATELLITE SITES- REVISED SERVICE

Contact Officer: John Woodruff, Head of Waste Services
Tel: 020 8313 4910 E-mail: john.woodruff@bromley.gov.uk

Chief Officer: Nigel Davies, Executive Director of Environment & Community Services

Ward: All

1. Reason for report

This report outlines two options for achieving savings through a revision to the current Green Garden Waste Satellite Site service. This involves changing the days on which they are open, but maintains the current number of sites.

2. **RECOMMENDATIONS**

That the Environment Portfolio Holder:

- 2.1 **Agrees an option for the future operation of the Green Garden Waste Satellite Site service as outlined at paragraph 3.14 , with the changes to be effective from April 2015.**

Corporate Policy

1. Policy Status: Existing Policy
 2. BBB Priority: Quality Environment
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Financial

1. Cost of proposal: Option 1: saving of £131k p.a. Option 2: saving of £146k p.a.
 2. Ongoing costs: Option 1: saving of £131k p.a. Option 2: saving of £146k p.a.
 3. Budget head/performance centre: Waste Services (Green Garden Waste Satellite Sites)
 4. Total current budget for this head: £17.6 m, of which £271k is associated with the Green Garden Waste Satellite Site service
 5. Source of funding: Existing revenue budget 2014/15
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Staff

1. Number of staff (current and additional): Less than 1 fte associated with this service
 2. If from existing staff resources, number of staff hours: Less than 1 fte.
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Legal

1. Legal Requirement: Non-Statutory: Any proposed service revisions will be compliant with the Environmental Protection Act 1990, Controlled Waste Regulations 2012, Household Waste Recycling Act 2003, and the Waste (England and Wales) (Amendments) Regulations 2012
 2. Call-in: Applicable
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Customer Impact

1. Estimated number of users/beneficiaries (current and projected): All residents with gardens .
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? No
2. Summary of Ward Councillors comments: N/A

3. COMMENTARY

- 3.1 At present, the council offers four options which enable residents to dispose of their Green Garden Waste (GGW) for recycling:
- The wheelie bin collection scheme
 - A chargeable collection for sacks of GGW (controlled through a sticker system)
 - The Household Waste Recycling Centres at Waldo Road (Central Depot) and Churchfields Road (Churchfields Depot)
 - The five Green Garden Waste Satellite Sites
- 3.2 Customers joining the **wheelie bin collection scheme** (for which there is an annual charge of £60) are provided with a 240 litre wheeled bin for their GGW. This is emptied every other week for nine months of the year, and once every four weeks during December, January and February. This service was introduced in February 2012.
- 3.3 Veolia provides the collection service utilising dedicated vehicles. The vehicles also collect GGW sacks from those customers continuing to opt for the **sticker scheme**. Stickers cost £1.60 each, and are collected at the same frequency as the wheelie bin scheme.
- 3.4 **Household Waste Recycling Centres (HWRCs)**: The Environmental Protection Act 1990 requires authorities to provide a facility where residents can deliver their household waste (including GGW) free of charge. Both Waldo Road and Churchfields Road HWRCs accept GGW. However at certain times, particularly Easter and other Bank Holidays, the number of residents wishing to use the sites can cause traffic congestion in nearby roads, leading to complaints both from site users and local residents. The Waldo Road and Churchfields webcams have assisted in mitigating this issue, by allowing residents to check whether there is a queue before setting off to the site. However, the most important factor in reducing the levels of congestion has been the introduction of the Green Garden Waste Satellite Sites.
- 3.5 The **GGW Satellite Sites** were introduced in 2005, with the aim of reducing traffic congestion near the HWRCs, and also reducing the number of complaints regarding the sack-based collection service (which was equally overwhelmed at times of high demand). The five sites have subsequently undergone several changes of location for practical and operational reasons, but continue to be popular with the public. Veolia provide appropriate vehicles and staffing for the sites, with all material delivered to Waldo Road. The service is currently available every weekend from April to November. The budget for this service currently stands at £271k p.a
- 3.6 The sites operate on Saturdays from 11am to 4pm, and on Sundays from 8am to 12 noon. The hours are prescribed by the need to be able to empty the vehicles at Waldo Road at the end of each day. Licensing of the Waldo Road facility prohibits any waste activity after 4pm on Saturday and 1pm on Sundays. The sites are also open one weekend in January for recycling Christmas trees.
- 3.7 As can be seen from the table below, the tonnage collected from each of the sites tends to fluctuate annually, with the weather being a major factor in the volume of GGW. However, it is apparent that the introduction of the new collection service has particularly impacted on the Shire Lane site, which has seen a substantial fall in tonnage collected.

Site	Tonnage			
	2010	2011	2012	2013
Cotmandene	377	417	402	369
Shire Lane, Green Street Green	611	530	462	356
Unicorn School	350	306	331	309
Charles Darwin, Biggin Hill	276	344	309	303
Normans Park, Hook Farm	345	425	327	267
TOTAL	1,959	2,022	1,831	1,604

3.8 In 2010, 2,022 tonnes of GGW were collected. In 2013, this had fallen to 1,831 tonnes. However, provisional tonnages for 2014 suggest tonnages have risen slightly, although they are still projected to be lower than in 2012.

3.9 The tonnages of GGW delivered by residents to the Waldo Road and Churchfields HWRCs has declined since 2010 (although the excellent weather this year has seen tonnages rise slightly). The table below shows tonnages from April-September for recent years.

	2010	2011	2012	2013	2014
WALDO & CHURCHFIELDS	6,563	5,746	5,146	4,365	4,596

3.10 With 15,500 customers having joined the new GGW collection service, and an average of 493 new customers signing up each month over the last 6 months, the original objective of the Satellite Sites – to address the congestion issues near the HWRC sites – has become less crucial. Improvements to the customer areas at both sites have also helped address the congestion pressures.

3.11 In light of this, negotiations have been held with Veolia to explore alternative options for reducing the cost of operating the Satellite Sites. Four options are being considered:

1. Close all five sites
2. Reduce the number of weeks the sites operate for
3. Reduce the number of sites
4. Operate 3 sites each Saturday and 2 sites each Sunday

3.12 Ceasing to operate the sites, including the Christmas tree recycling weekend, would result in a budget saving of £271k. It would be expected that a proportion of residents would become customers of the new GGW collection service, whilst others would revert to using one of the HWRCs. The risk that congestion at the HWRCs would worsen is therefore high. The risk of illegal depositing of waste (fly tipping) would also increase, particularly in parks, rural areas and at the locations where the sites previously operated from. An allowance of £5k has been made for additional fly tipping costs should either option be approved.

3.13 Whilst the GGW collection service has proved to be popular and subscriptions continue to increase, at this time a full or partial closure of the GGW Satellite Sites is not recommended. However, officers will continue to monitor the impact of the increasing number of subscribers to the GGW Collections Service, on the usage of satellite sites, the HWRC and present options on further savings in the future.

3.14 Instead, at this time it is recommended that two options be considered:

Option 1: Open 3 sites on Saturdays and 2 different sites on Sundays between April and November – Annual saving = £131k

Option 2: Open 3 sites on Saturdays and 2 different sites on Sundays between April and October – Annual saving = £146k

- 3.15 Operating three of the sites each Saturday only, with the other two sites open on Sundays only, would ensure that residents were still able to visit their most local site. This would result in a saving of £131k per annum. If the sites were operated only to the end of October, a further saving of £15k would result. As highlighted above, there is likely to be additional fly tipping costs of £5k per annum.
- 3.16 At present, the sites open on both Saturday and Sunday. Approximately 48% of the tonnage is delivered on Saturdays, and 52% delivered on Sundays, although this proportion varies each year. The cost of operating the sites is highest on Sundays, due to the additional wage costs of Sunday working. The opening hours on Sundays are also more limited due to the restrictions on the HWRCs' opening hours on Sundays, and the need to empty the vehicles ready for their normal work on Mondays. This is why the proposed option has more sites open on Saturdays, to maximise the availability of the sites to residents and avoid congestion.
- 3.17 Based on the pattern of tonnages and allowing for customer numbers, the proposed opening days would be:

Saturdays	11am to 4pm:	Shire Lane, Cotmadene Crescent, Biggin Hill
Sundays	8am to 12 noon:	Norman Park, Unicorn School

Site	Day	2013 tonnage
Normans Park, Hook Farm	Saturday	119
	Sunday	148
Charles Darwin, Biggin Hill	Saturday	151
	Sunday	152
Unicorn School	Saturday	102
	Sunday	207
Shire Lane, Green-St-Green	Saturday	176
	Sunday	180
Cotmadene	Saturday	181
	Sunday	188

- 3.18 Any change in service would need to be communicated to residents. This would include using Environment Matters (the costs of which are covered by Veolia), adaptations to the publicity informing residents about the sites, signage at the HWRCs, and signage at the sites themselves.
- 3.19 The GGW Satellite Site budget also includes provision for the operation of the sites for one weekend in January, to enable residents to recycle their Christmas trees. It has been assumed this provision will continue, with three sites open on the Saturday and two open on the Sunday.
- 3.20 It should be noted that the Council continues to promote Home Composting to residents. This represents the most cost-effective way for residents to deal with their GGW, since it not only keeps green waste out of the waste stream altogether but also creates a useful soil improver for residents' use. The Council offers for sale a 220 or 330 litre home composting bin at £10/£13 plus delivery fee. delivery fee of £5.99.

4. POLICY IMPLICATIONS

- 4.1 The Environment Portfolio Plan 2014/17 includes the key aims “Increasing the proportion of waste recycled and composted” and “Reducing the amount of waste sent to landfill”.

5. FINANCIAL IMPLICATIONS

- 5.1 The potential savings represented by the two options proposed are shown below:

Proposals	Option 1	Option 2
	£'000	£'000
Existing budget	271	271
Operate 3 sites Saturdays only & 2 sites Sundays only	135	120
Additional fly tipping costs	5	5
Saving	131	146

- 5.2 In Option 1 the sites continue to operate through to the end of November. In Option 2, they would only operate through to the end of October.
- 5.3 It is expected that any reduction in the level of service at the GGW Satellite Sites would lead to an increase in demand for the wheelie bin collection service. As a fourth collection vehicle has recently been added to this service, there is more than adequate capacity for any resultant increase in customer numbers.

6. LEGAL IMPLICATIONS

- 6.1 All proposals will be compliant with the Environmental Protection Act 1990, Controlled Waste Regulations 2012, Household Waste Recycling Act 2003 and the Waste (England and Wales) (Amendments) Regulations 2012, which specify the Council's statutory and non-statutory duties with regard to household waste.

Non-Applicable Sections:	Personnel Implications
Background Documents: (Access via Contact Officer)	Invest to Save Green Garden Waste Collection ; report to Environment PDS Committee, 23 September 2014

Report No.
ES14092

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment Portfolio Holder

For Pre-Decision Scrutiny by the Environment PDS Committee on:

Date: 4th November 2014

Decision Type: Non-Urgent Executive Non-Key

Title: CONGESTION RELIEF SCHEME – HEATHFIELD ROAD / WESTERHAM ROAD; PROPOSED ROUNDABOUT

Contact Officer: Malcolm Harris, Traffic Engineer, Transport & Highways
Tel: 020 8313 4166 E-mail: Malcolm.Harris@bromley.gov.uk

Chief Officer: Nigel Davies, Executive Director of Environment & Community Services

Ward: Bromley Common and Keston

1. Reason for report

- 1.1 This report updates Members on the progress of the proposed Heathfield Road/Westerham Road congestion relief scheme, since last reported to Environment PDS Committee on 1st October 2013 (Report ES13094 attached). It provides a summary of the results of the consultation exercise which concluded at the end of September 2014.
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2. **RECOMMENDATIONS**

That the Environment Portfolio Holder approves:

- 2.1 The proposed congestion relief scheme previously set out in Report ES13094 and shown on the attached drawing number ESD/11473-01 (large scale copies of the drawing will be available at the meeting of the Environment PDS Committee); and
- 2.2 Agrees to delegate the decision on the detailed final scheme design to the Executive Director of Environment and Community Services, following consultation with Ward Councillors and the Environment Portfolio Holder.

Corporate Policy

1. Policy Status: Existing Policy
 2. BBB Priority: Quality Environment
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Financial

1. Cost of proposal: Estimated Cost: £37k
 2. Ongoing costs: Recurring Cost: N/A
 3. Budget head/performance centre: TfL LIP funding for congestion relief.
 4. Total current budget for this head: £51k is allocated to this scheme, of which £37k is the uncommitted balance.
 5. Source of funding: Transport for London LIP funding 2014/15
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Staff

1. Number of staff (current and additional): One
 2. If from existing staff resources, number of staff hours: 75 hours to prepare detailed design drawings and contract package.
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Legal

1. Legal Requirement: Non-Statutory - Government Guidance
 2. Call-in: Applicable
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Customer Impact

1. Estimated number of users/beneficiaries (current and projected): All residents and businesses in the Keston Village area, as well as the more than 14,000 drivers that pass through this location on average daily (as reported previously in Report No. ES13094).
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes

After the initial report was presented in October 2013, Councillor Michael commented "I am very pleased to hear about junction improvement at Heathfield Road / Westerham Road" and Cllrs Carr and Bennett were keen to seek public opinion in the wider area regarding the implications of improved traffic flow. Any further comments will be reported at Committee..

3. COMMENTARY

- 3.1 Report No. ES13094 set out a proposed congestion relief scheme for Heathfield Road/Westerham Road, including a roundabout. Members of the public were subsequently invited to submit comments on the proposal, shown on drawing no. ESD/11473-01, between 8th and 29th September 2014.
- 3.2 Consultation documents, including the plan, covering letter and questionnaire were delivered to residents in the area shown on drawing no. ESD/11473-02. Some 850 consultation documents were delivered with a total of 220 being completed and returned – a good response rate of over 26%.
- 3.3 A summary of the results of the consultation is shown in the table below (an update on the results will be reported to the PDS Committee and Portfolio Holder subject to receipt of any further responses received following publication of this report):

	YES	NO	NO VIEW	Majority Percentage	Total Responses
Q1. Do you support the proposals as shown on the attached plan?	131	75	14	60%	220
Q2. Would you prefer an alternative congestion relief scheme be considered for this location?	61	97	62	44%	220
Response Rate					26%

- 3.4 Additionally Keston Village Residents Association has submitted its own proposal for engineering measures at this location. This was submitted on the 15 September 2014 on behalf of Keston Village Residents' Association (KVRA), Friends of Keston Common, Keston Avenue Residents' Association and Keston and Nash Property Watch. A response has been prepared to the many requests made in this submission, which will be available to Members at the Committee. Most of the requests were not directly related to the junction proposals and include a request for a width restriction to prevent HGVs from passing through Keston Village.
- 3.5 A response to the consultation exercise was also received from the Blackness Lane Residents' Association Committee (slightly outside of the consultation area) which expressed its full support for the proposal. The main reasons for its support related to the anticipated improvements in both road safety and to the flow of traffic through this junction.
- 3.6 In summary; the majority of objections and negative comments received appear to be based on the belief that the proposal will encourage more traffic to avoid Keston Mark traffic signals and divert through Keston Village. Opponents to the proposed roundabout believe that more should be done to restrict HGV movements through the village.
- 3.7 However, it is very likely that drivers heading south from the north-west will already choose to divert through Keston Village, avoiding Keston Mark, as this offers the most direct route south.

- 3.8 As shown by the consultation result, a clear majority of those consulted are in favour of the proposed roundabout.
- 3.9 Many of those who responded favourably commented that the proposed roundabout would be effective at reducing vehicle speeds along Westerham Road, known to have had a number of speed related personal injury collisions in recent years.
- 3.10 Further supportive comments were received stating that the roundabout would be effective at improving traffic flow through this particular junction.
- 3.11 This location has previously been identified as a congestion 'pinch point' by the Members Working Group and the proposed scheme, clearly supported by the public, would address this.
- 3.12 A full copy of all of the comments received during the informal public consultation will be made available to the PDS Committee on the night of the meeting or a copy can be forwarded to Councillors requesting so in advance.

4. POLICY IMPLICATIONS

- 4.1 Policy T5 of the Unitary Development Plan states: "The Council will seek to improve the environmental quality, capacity and safety of local roads where appropriate, either by minor improvement or suitable traffic management schemes".
- 4.2 The Environment Portfolio Plan 2013-16 includes the key aims: 'Improve the road network and journey times for all users'; and 'Promote safe and secure travel'.

5. FINANCIAL IMPLICATIONS

- 5.1 The estimated implementation cost of the proposal is currently £37k. The cost will be met from TfL LIP funding for congestion relief 2014/15. £51k was allocated to this scheme and an uncommitted balance of £37k is available to meet the costs of the works proposed in this report.

6. LEGAL IMPLICATIONS

- 6.1 It will be necessary to undertake highway improvement works under powers granted through The Highways Act 1980 Part V.

Non-Applicable Sections:	Personnel Implications
Background Documents: (Access via Contact Officer)	1. Report no. ES13094 Congestion Relief Scheme: Heathfield Road / Westerham Road, Proposed Roundabout plus Minutes 2. Submission to the London Borough of Bromley for Public Consultation: Proposed Congestion Relief Scheme Heathfield Road / Westerham Road