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DATE: 7 June 2011

To: Members of the  
**ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY COMMITTEE**

Councillor William Huntington-Thresher (Chairman)  
Councillor Ellie Harmer (Vice-Chairman)  
Councillors Reg Adams, Kathy Bance, Julian Grainger, David Hastings,  
Samaris Huntington-Thresher, Nick Milner, Ian F. Payne, George Taylor and  
Stephen Wells

A meeting of the Environment Policy Development and Scrutiny Committee will be held at Bromley Civic Centre on **THURSDAY 16 JUNE 2011 AT 7.30 PM**

MARK BOWEN  
Director of Resources

*Copies of the documents referred to below can be obtained from*  
[www.bromley.gov.uk/meetings](http://www.bromley.gov.uk/meetings)

## **A G E N D A**

### **PART 1 AGENDA**

**Note for Members:** Members are reminded that Officer contact details are shown on each report and Members are welcome to raise questions in advance of the meeting.

### **STANDARD ITEMS**

- 1 APOLOGIES FOR ABSENCE AND NOTIFICATION OF ALTERNATE MEMBERS**
- 2 DECLARATIONS OF INTEREST**
- 3 QUESTIONS FROM COUNCILLORS AND MEMBERS OF THE PUBLIC ATTENDING THE MEETING**  
To hear questions to the Committee received in writing by the Democratic Services Team by 5pm on Friday 10<sup>th</sup> June 2011 and to respond.
- 4 MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON 5TH APRIL 2011 (Pages 5 - 24)**

## **HOLDING THE PORTFOLIO HOLDER TO ACCOUNT**

### **5 QUESTIONS TO THE PORTFOLIO HOLDER FROM MEMBERS OF THE PUBLIC AND COUNCILLORS ATTENDING THE MEETING**

To hear questions to the Environment Portfolio Holder received in writing by the Democratic Services Team by 5pm on Friday 10<sup>th</sup> June 2011 and to respond.

### **6 ENVIRONMENT PORTFOLIO - PREVIOUS DECISIONS (Pages 25 - 38)**

To note decisions of the Portfolio Holder made since the previous meeting of the Committee.

### **7 PRE-DECISION SCRUTINY OF REPORTS TO THE ENVIRONMENT PORTFOLIO HOLDER**

The Environment Portfolio Holder to present scheduled reports for pre-decision scrutiny on matters where he is minded to make decisions.

**a PROVISIONAL OUTTURN 2010/11 (Pages 39 - 54)**

**b CHISLEHURST AND ST.PAUL'S CRAY COMMONS CONSERVATORS - NOMINATIONS FOR ELECTION (Pages 55 - 58)**

**c APPOINTMENTS TO THE COUNTRYSIDE CONSULTATIVE PANEL AND THE LEISURE GARDENS AND ALLOTMENTS PANEL 2011/12 (Pages 59 - 62)**

**d ENVIRONMENT PORTFOLIO PLAN 2011/14 (Pages 63 - 84)**

### **8 MINOR TRAFFIC/PARKING SCHEME REPORTS TO THE ENVIRONMENT PORTFOLIO HOLDER**

**a ST. PHILOMENA'S SCHOOL - PEDESTRIAN CROSSING (Pages 85 - 90)**

## **POLICY DEVELOPMENT AND OTHER ITEMS**

### **9 REVIEW OF RANGERS, COUNTRYSIDE SERVICES AND STRUCTURAL CHANGES TO THE PARKS AND GREENSPACE SECTION**

Report to follow.

### **10 SELECTION, DESIGN AND CONSULTATION POLICY FOR TRAFFIC SCHEMES (Pages 91 - 100)**

### **11 FORWARD WORK PROGRAMME, MATTERS ARISING FROM PREVIOUS MEETINGS AND CONTRACTS REGISTER (Pages 101 - 108)**

## **PART 2 AGENDA**

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

The Chairman to move that 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.

#### **Items of Business**

#### **Schedule 12A Description**

### **13 EXEMPT MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON 5TH APRIL 2011 (Pages 109 - 110)**

Information relating to the financial or business affairs of any particular person (including the authority holding that information)

### **14 ENVIRONMENT PORTFOLIO - PREVIOUS DECISION (Pages 111 - 112)**

To note a Part 2 decision of the Environment Portfolio Holder made since the previous meeting of the Committee.

Information relating to the financial or business affairs of any particular person (including the authority holding that information)

### **15 PRE-DECISION SCRUTINY OF REPORT TO THE EXECUTIVE**

#### **a CHISLEHURST ROAD BRIDGE REPLACEMENT - CONTRACT AWARD**

As this report will also be considered by the Executive and Resources PDS Committee on 15th June 2011 and the Executive on 22nd June 2011, the report is provided to Members under separate cover. Members are requested to bring their copy of the report with them to any of the meetings considering this item.

Information relating to the financial or business affairs of any particular person (including the authority holding that information)

## **DATES OF FUTURE ENVIRONMENT PDS COMMITTEE MEETINGS**

19<sup>th</sup> July 2011  
13<sup>th</sup> September 2011  
15<sup>th</sup> November 2011  
10<sup>th</sup> January 2012  
28<sup>th</sup> February 2012  
17<sup>th</sup> April 2012

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## ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY COMMITTEE

Minutes of the meeting held at 7.30 pm on 5 April 2011

### Present:

Councillor William Huntington-Thresher (Chairman)  
Councillor Lydia Buttinger (Vice-Chairman)  
Councillors Kathy Bance, Jane Beckley, Ellie Harmer,  
Samaris Huntington-Thresher, Nick Milner, Tom Papworth,  
Ian F. Payne, Richard Scoates and Michael Turner

### Also Present:

Councillor Peter Fortune, Councillor Colin Smith and  
Councillor Michael Tickner

### 99 APOLOGIES FOR ABSENCE AND NOTIFICATION OF ALTERNATE MEMBERS

There were no apologies.

### 100 DECLARATIONS OF INTEREST

There were no declarations.

### 101 QUESTIONS FROM COUNCILLORS AND MEMBERS OF THE PUBLIC ATTENDING THE MEETING

There were no questions to the Committee.

### 102 PETITIONS

A petition from Glenn Kelly, Staff Side Secretary, was also submitted to the Council on 10<sup>th</sup> March 2011 and this was considered by the Committee. The petition was headed as follows:

*“Save our services*

*Tell Bromley Council to keep off the grass*

*Stop the attack on your parks services*

*We the undersigned call on Bromley Council to drop their plans to cut the parks services and sack up to 50% of the parks staff “*

In line with the Council's Petitions Scheme, Councillor Colin Smith as Environment Portfolio Holder, responded on 20th March 2011. Following receipt of the Portfolio Holder's response and in view of the petition having exceeded 250 signatures, it was the wish of the petitioners to present the petition to the Environment PDS Committee as permitted under the Petition Scheme.

Mr Glenn Kelly addressed the Committee as head petitioner. He referred to the extent of Bromley's open spaces and the number of parks in the borough highlighting the current number of staff supporting the Parks service. He briefly highlighted the range of responsibilities covered and commented that the workforce was already overstretched. Mr Kelly also referred to the role of Park Keepers being long discontinued and to the vulnerability of about a third of the Park service workforce. As he saw it, Mr Kelly outlined the implications of a reduced workforce and referring to the Portfolio Holder's reply to the petition, sought the Portfolio Holder's support in maintaining existing resources. He also encouraged the use of Council reserves and referred to the provision of public services.

The Committee considered the points raised by Mr Kelly. Councillor Papworth felt that it was not the time to cut the Park Ranger service and park security but was against any use of the Council's reserves. He suggested that some of the Council's contingency funds could be diverted to the Parks service. The Chairman explained that it was not clear as yet where savings for the Parks service would come from. He referred to responsibility in taking tough decisions and taking account of the needs of the vulnerable; it was necessary for each Department to take its share of savings. The Council had agreed reductions across services ensuring that services for the vulnerable were not reduced. The Chairman suggested that details of the petition be noted and Mr Kelly thanked but that no action is taken and the outcome of the consultation awaited.

Councillor Kathy Bance sought clarification that no decision had been taken to cut the parks service and the Head of Parks and Greenspace explained that budget heads were known for the service and that formal consultation would begin shortly. Councillor Ian Payne commented that it was necessary to go to consultation and hear what others had to say. Councillor Lydia Buttinger explained that difficult decisions had to be made across services with every Department taking some savings. The Portfolio Holder commented that he did not support the use of reserves indicating that a reason for their maintenance was to ensure the provision of resources to protect vulnerable services in the future.

In concluding discussion and with the concerns expressed noted the Committee decided following a vote to take no further action on the petition.

**RESOLVED that no further action be taken by the Committee on the petition.**

At the Committee's previous meeting Members agreed to recommend that the Environment Portfolio Holder note the details of a Petition from Elena Tincu and Sian Thomas objecting to a parking permit scheme for certain roads surrounding Penge East station. This recommendation was one of five recommendations related to further consultation and consideration of possible permit parking/parking restrictions at a number of roads in the area (Report ES11020). By means of an update, details were provided of a Portfolio Holder decision related to the parking review, further details of which were recorded in the Decision Notice at item 7 of the agenda.

**103 MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON 1ST MARCH 2011**

The minutes were agreed.

**104 QUESTIONS TO THE PORTFOLIO HOLDER FROM MEMBERS OF THE PUBLIC AND COUNCILLORS ATTENDING THE MEETING**

Three questions had been received from Mr Colin Willetts for written reply. The questions and replies are at **Appendix A**.

**105 ENVIRONMENT PORTFOLIO - PREVIOUS DECISIONS**

Members were provided with Decisions of the Portfolio Holder taken since the Committee's meeting on 1<sup>st</sup> March 2011.

**106 PRE-DECISION SCRUTINY OF REPORTS TO THE ENVIRONMENT PORTFOLIO HOLDER**

**A) BUDGET MONITORING REPORT 2010/11**

**Report ES11041**

Based on expenditure and activity levels up to January 2011, the controllable budget for the Portfolio was expected to be overspent by £777k at year end after allowing for transfers to and from central contingency for the waste underspend of Cr £756k and recession monies to cover the £316k net shortfall on parking income. A large overspend on winter maintenance was due to the UK experiencing the coldest December in 31 years and the South East in particular suffering two main snow events with as much as 60cm falling in some parts of the Borough.

A £46k under achievement of income on non-controllable budgets was also projected.

**RESOLVED that the Environment Portfolio Holder be recommended to endorse the latest budget projection for the Environment Portfolio.**

**B) COMMUNITY NURSERY DEVELOPMENT**

**Report ES11034**

Members considered a report to the Portfolio Holder seeking approval for the Brook Lane former allotment site (Plaistow and Sundridge Ward) and land south of Cranworth Cottages, between Nos. 17 – 43 Leaves Green Road (Darwin Ward), to be used as a community horticultural nursery and supporting growing area until such time when the land might be sold for development.

For the past year, the Parks and Greenspace Service had delivered the 'Park Time' and 'Grow Time' pilot health initiatives funded by the local Primary Care trust (PCT). Based at the Cray Valley, the programmes sought to improve people's health through involvement in landscape maintenance work and growing projects. Both groups were now formally constituted sitting under the "Friends of Parks" umbrella. Those interested in conservation and horticulture worked with the "Park Time" team and clients of the "Grow Time" team learned to run an allotment site and grow produce.

As a next stage of development it was intended that the programme become sustainable without relying on the Council's financial resources. The vision was to expand the programme to work across all Wards, providing additional maintenance to Bromley's parks and open spaces. Grow Time and Park Time clients needed an area large enough to grow shrubs, trees and plants, as new stock or replacements to help populate Bromley Council's flowerbeds and shrubberies. Training and tools etc would be funded externally through the PCT and other agencies. Existing clients had also raised funds to provide necessary seeds. Surplus land off Leaves Green Road would be used to "grow on" plants once they had left Brook Lane so ensuring they became hardy before planting in parks by the Grow Time and Park Time volunteers.

In time a trading arm would be developed to enable self sufficiency and a viable social enterprise could potentially evolve. The project would be supported by the Friends of Parks and Streets, the Allotments and grassroots sports providers. Adequate external funding would be sought to meet costs at both sites for years 1 and 2 and the project was not expected to require any LBB funding other than 16 hours of officer time per week.

In discussion, Councillor Scoates explained that he would not want to see any hard standing on the Leaves Green site and was concerned that there might be future development on the site which was on green belt land. He advocated the land remaining as a Community Nursery if approved or continuing in its present state should Community Nursery use be rejected. Councillor Lydia Buttinger was also concerned that the Leaves Green site might be sold for development in the future and cautioned that no action should be taken to prejudice the site as green belt land. She encouraged the



Portfolio Holder to take further advice in regard to the protection of the site as Green Belt land.

Councillor Tom Papworth also indicated that should the sites be marketed for development in the future, it might be difficult to remove the Community Nursery interests and there could also be strong feeling from Community Nursery supporters.

Councillor Michael Turner expressed his support for the Brook Lane site being used as community nursery. Members were also advised of an intention to have a café on the site in the future which would also provide a “window” for plants and other produce. The Chairman referred to the “Branching Out” Scheme to help those suffering from conditions such as depression. Referring to allotments not sited on Council land and to help reduce any Council subsidy for them, the Chairman suggested that the allotments holders could take an interest in the Community Nursery development potentially by supporting a social enterprise both financially and through management or just by utilising some of the horticultural stock produced.

Councillor Ian Payne supported the Community Nursery proposal and suggested that any construction on the Brook Lane site be single storey. He also enquired whether there was any direction on what could be constructed on the site.

In concluding debate it was agreed that the recommendations should be supported and should the Environment and Resources Portfolio Holders agree the Community Nursery proposal it was also recommended that the two sites should not be sold for development in the future; the Leaves Green site should continue to be protected as green belt; and the Brook Lane site retained as open space.

**RESOLVED that:**

- (1) the Environment and Resources Portfolio Holders be recommended to agree that the former Allotment Site at Brook Lane, Downham and Land South of Cranworth Cottages, between Nos. 17 – 43 Leaves Green Road, Leaves Green be used to establish community horticulture nursery facilities;**
- (2) the Environment Portfolio Holder agrees to the proposed community horticulture nursery, and growing area, subject to adequate external funding being secured; and**
- (3) should the Community Nursery proposal be approved, the two sites should not be sold for development in the future; the Leaves Green site should continue to be protected as green belt; and the Brook Lane site retained as open space.**

## C) PARKING ENFORCEMENT AND MANAGEMENT ISSUES

### Report ES11016

Members considered a report to the Portfolio Holder examining options for tackling a number of outstanding parking enforcement and management issues. An update was also provided on how the findings of the 2008/09 Parking Working Group had been addressed to date.

Since the Working Group reported a number of parking management issues had arisen including some related to the effectiveness of enforcement. Proposals designed to address the issues were outlined in Report ES11016.

Introduce charges for Plaistow Lane car park - the car park was currently free but well used by all-day parkers. It was proposed to introduce a pay and display scheme based on a 30p per hour rate, with a maximum charge of £3 per day for vehicles left for 6 hours or more. Charging times would be Monday to Saturday 8.30am to 6.30pm. To reduce the risk of displacement, free parking would be allowed for up to 2 hours for a single session once per day. This charge was comparable to other car parks serving smaller railway stations with some local shopping provision.

Convert time-limited parking bays to Pay & Display – it was proposed that the following locations be converted to Pay & Display: Carlton Shopping Parade, Orpington, Croydon Road Shopping Parade (by Elmers End Green), Beckenham, Main Road, Biggin Hill and Mottingham Road, Mottingham. Charges would be set at 30p per hour in line with other similar schemes at small shopping parades, and as with all other on-street locations the tariffs would be linear based. In discussion however Members were advised that the recommendation related to this proposal had been withdrawn as consultation was continuing. Members were also advised that proposed pay and display parking restrictions for Main Road, Biggin Hill, in place of time limited parking bays, would not now be taken forward.

Extension of CCTV parking enforcement to Petts Wood using existing cameras - Petts Wood was enforced by traffic wardens only and it was proposed that traffic enforcement cameras be used within the area to enhance traffic enforcement and support local retailers and visitors by deterring opportunist drivers causing delays to local transport, hindering loading and unloading for retail units and creating unsafe areas for pedestrians. Public Protection division would have priority control of the cameras to support community safety (as they had with all other CCTV cameras in the borough). As with the previous proposal, Members were advised that the related recommendation had been withdrawn as consultation was continuing.

Charges for Blue Badge holders in car parks – a number of organisations were being consulted on the possible introduction of charges for blue badge holders in the Council's car parks. Following the receipt of comments, an equalities impact assessment would be undertaken on the implications of

introducing such charges. It was intended to provide a further report on the outcome of consultation and the impact assessment. Formal consultation would also be necessary in relation to any subsequent Traffic Regulation Order.

Extend CCTV enforcement hours to include evenings and Sundays – there were core hours for CCTV enforcement although restrictions to deter illegal parking remained in place outside of these times, particularly in town centres. CCTV enforcement would concentrate primarily on certain more serious contraventions and it was proposed to increase enforcement hours by CCTV to ensure that evening and Sunday restrictions could be managed, particularly within Bromley, Beckenham, Orpington and Penge town centres. As in core hours of enforcement, Bromley CCTV operators would continue to have priority control of cameras for the detection and prevention of crime.

Additional CCTV vehicles - two further mobile CCTV vehicles had recently been purchased which would assist in improving safety around schools through deterrent and active enforcement of parking restrictions.

Re-deployable cameras - an investigation had been undertaken of the capabilities and functionality of fixed re-deployable cameras which could be relocated around the borough to record and/or relay CCTV images, particularly images of parking contraventions outside schools. The technology would allow more schools to be enforced simultaneously at a potentially lower cost than existing mobile CCTV enforcement. However, operational and budget constraints currently prevented the requirement for a qualified CCTV officer to be present or very near the location when enforcing so preventing this from being an option. Officers would nevertheless continue to investigate the technology and seek to resolve the operational and legislative issues.

Bank holiday enforcement in CPZ residents' permit bays – a review of the enforcement of residents' permit bays in CPZs on Bank Holidays, indicated that the number of PCNs issued for parking in permit bays in CPZs was low. In respect of new Permit schemes, appeals over PCNs issued on Bank Holidays were dealt with sympathetically on the first occasion.

Parking Permit Fees - there were a number of anomalies in the pricing structure of parking permits for residents and it was recommended that for future new schemes an annual price of £35 be set for all residents' permits where enforcement was no more than four hours in any day, and that for any zone operating for more than four hours (normally all day), an annual fee of £75 would be charged, subject to any future review of permit prices. This would improve the clarity and efficiency of administering permit schemes across the borough whilst remaining consistent with the current range of charges. It was also proposed that Business permits be charged at a higher annual rate of £150 and the use of introductory permits be discontinued.

Councillor Turner expressed opposition to the introduction of charges at the Plaistow Lane Car Park. He felt that this could adversely affect the nearby shopping parade where there were already empty shops. The availability of local free parking was a great boon to shoppers and also to those residents

experiencing difficulties parking outside of their home. Councillor Buttinger was also reluctant to support the proposed charges as currently presented.

In relation to charging for blue badge holders at Council car parks, Councillor Papworth suggested that responses from organisations consulted at paragraph 4.4.10 of report ES11016 could be predictable and there might be adverse publicity should it be decided to proceed with the proposal. Councillor Bance expressed her opposition to the measure and Councillor Payne indicated that problems caused by adverse publicity could outweigh benefits; instead he would like to see more enforcement against blue badge offences. The Chairman explained that the Parking Working Group had taken a view that charging Blue Badge Holders in Council Car Parks would encourage the Badge Holders to park on street and on yellow lines and that he remained of the view that the unintended consequences due to changes to resident behaviour following the introduction of charges would be sufficiently detrimental that the cost benefit would not be realised. Councillor Samaris Huntington-Thresher suggested that care be taken on the proximity of disabled parking bays at Council car parks e.g. in relation to parking machines.

In regard to converting on-street time-limited parking bays to pay and display bays at certain locations, the Chairman suggested the use of mobile phone and other payment options as available pay and display machines might be needed elsewhere. Councillor Samaris Huntington-Thresher on the other hand questioned the need for mobile phone payment as the bays would be for short stay.

In concluding debate it was agreed that recommendations 2.1, 2.4 and 2.6 be supported. It was also agreed that recommendation 2.5 be supported with a request for the Committee's comments to be noted. Councillor Turner and Councillor Buttinger asked that their opposition to recommendation 2.1 be recorded.

**RESOLVED that the Portfolio Holder be recommended to:**

**2.1 introduce charges based on a 30p per hour rate for the Plaistow Lane car park as set out in section 4.1 of report ES11016;**

**2.2 extend the hours of enforcement by CCTV cameras as set out in section 4.5 of report ES11016;**

**2.3 note the Committee's comments and receive a further report, following sufficient consultation and the completion of an impact assessment, on the possible introduction of charges for blue badge holders within Council off-street car parks, as set out in section 4.4 of report ES11016; and**

**2.4 standardise the cost of Resident's CPZ Permits for any future new schemes at £35 and £75 with the cost of Business Permits charged at £150 as outlined in section 4.9 of report ES11016.**

**D) VEHICLE CROSSING TO THE REAR OF 75 KENWOOD DRIVE,  
BECKENHAM**

**Report ES11037**

A report to the Portfolio Holder sought a decision on an application for a vehicle crossing in Quinton Close, Beckenham, to serve the rear of 75, Kenwood Drive.

Councillor Michael Tickner attended the meeting for this item and addressed the Committee. He spoke on behalf of Quinton Close residents noting that the width of the close was no wider now than when the matter was considered by the former Environmental Services Committee on 29<sup>th</sup> November 1995. Councillor Tickner described Quinton Close and urged the Committee to support a recommendation that the application be refused. Councillor Tickner outlined his reasons for this approach and noted that little had changed since 1995.

In discussion questions on the matter were raised by Members and comments from the Head of Transport Strategy included background concerning the highway verge and comment on highway rights/powers for the verge. Members were advised that should the application be refused such a decision should be taken on highway considerations alone.

Members concluded their consideration by recommending that the Portfolio Holder refuse the application on the grounds that (1) the creation of such a crossing in Quinton Close would constitute a serious loss in the amenity value of the highway verge and (2) the property is already adequately served for residential purposes by its existing crossing into Kenwood Drive and a further crossing is considered to be inappropriate.

**RESOLVED that the Portfolio Holder be recommended to refuse the application for a vehicle crossing on the grounds that (1) the creation of such a crossing in Quinton Close would constitute a serious loss in the amenity value of the highway verge and (2) the property is already adequately served for residential purposes by its existing crossing into Kenwood Drive and a further crossing is considered to be inappropriate.**

**E) PUBLIC TOILET PROVISION**

**Report ES11013**

Details were outlined of savings proposals related to Public Toilet provision and the introduction of the Community Toilet Scheme in additional locations.

It was proposed that 13 on street and 2 park public toilets be closed with an additional 8 park toilets transferred to business/community management or operated with reduced opening times.



Savings would be made through reduced cleansing and maintenance costs with the outstanding budget being used to clean and maintain toilets remaining open. A proportion would also be used to operate and develop the Community Toilet Scheme and support new management arrangements in parks.

The programme of closures and changes to management arrangements would begin from June 2011 following a further analysis of the feasibility of introducing the Community Toilet Scheme in all locations and consultation with local businesses and ward Councillors.

At the start of discussion Members were handed details of costs associated with public toilets in the borough. This information was originally appended to a previous report.

Councillor Papworth supported the recommendations and Councillor Payne referred to toilet facilities provided by retailers not party to the Community Toilet Scheme. Councillor Scoates referred to public toilets being of assistance to ramblers etc in more rural parts of the borough; he felt that the Community Toilet scheme should be in place before closing identified public toilets.

The Portfolio Holder indicated that the Community Toilet Scheme could also benefit the business model of retailers. Retailers could increase their custom and competition could increase a desire for participation in the scheme.

It was also suggested that retailers who so wanted should be part of the Scheme without being paid by the Council.

Councillor Papworth suggested that a closed public toilet should not only display a closed sign but also display directions to the nearest available toilet. The Assistant Director (Street Scene and Greenspace) also referred to negotiations with cafes and friends of parks concerning new cleaning arrangements for park toilets.

Concerning a proposed closure of the Cudham Recreation toilets, Councillor Scoates commented that he would like to enquire with the local Residents Association whether they would like to take on the upkeep and cleaning of the facilities.

The Chairman also noted a letter he had received during the meeting from Mr Nick Goy.

Members agreed to support the recommendations to the Portfolio Holder with a view taken that the extra budget provision of £20k for community toilets be kept under review – if further proposals were to be brought forward to consider increasing this financial support, as appropriate, to deliver additional facilities.

**RESOLVED that the Portfolio Holder be recommended to agree to:**

- (1) the continued phased closure of public toilets and introduction of new cleaning arrangements in others, to achieve the £223k of savings required, as set out in paragraph 3.7 of report ES11013; and
- (2) continue with funding and further expansion of the Community Toilet Scheme across the borough.

## F) WASTE SERVICE DEVELOPMENTS

### Report 11049

Proposed changes were outlined to current Waste Services arrangements.

On Food Waste Liners, the provision of free liners via local libraries had proved so popular that it was no longer financially sustainable. This provision was in addition to a planned six monthly delivery of free liners to residents.

As part of the Council budget savings, costs of supplying free liners from 2012/13 onwards had been removed and the scheduled October 2011 delivery would have been the final free delivery (unless sponsorship could be identified). However to mitigate the problem in the short term, the planned April delivery of liners would also incorporate the October delivery so providing a final distribution to each household of two rolls or 100 liners each.

To ensure residents were able to obtain liners without an unsustainable budget pressure on the Council, it was proposed to sell liners via the libraries and Council offices at an initial price of £2.00 per roll of 50 covering not only the actual cost but additional administration costs.

Members were also informed of an arrangement in Oldham between the local authority and Co-op stores for the provision of liners and the Co-op had indicated during initial discussions that it was interested in replicating the offer in Bromley. Discussions with other retailers would continue with the aim of finding methods of subsidising the cost of providing liners to residents at the lowest possible cost.

Collection of food waste from flats was not currently covered where bulk communal containers were provided for refuse and dry recyclables. However it was proposed that funding from the London Waste & Recycling Board (LW&RB) be used to expand the Composting for All (CFA) service to all such flats. The cost of delivering communications to affected residents and the cost of delivering the containers would be funded from existing Waste budgets; the additional collection costs would be balanced by savings achieved in diverting the food waste away from landfill.

Concerning textile collections, it was suggested that a potential income of some £180k could be available per annum. Officers had been contacted by several locally-based textile companies suggesting options to improve and expand the current service mainly provided by charity groups. Options

included a revision of current arrangements, tendering the revised service options (to include local SMEs, voluntary organisations and charities) or re-focussing service provision with service providers working as a sub-contractor to Veolia. Portfolio Holder authority was sought to develop such contacts with a view to bringing a further report on options for revising the current service level.

Concerning the proposed charge for cornstarch liners the Chairman suggested that arrangements be made for the liners to be posted for a suitable additional fee. The Head of Waste Services explained that it was also acceptable for residents to wrap their food waste in newspaper. Referring to any exploration of the option of the Council taking over operation of textile collections in the borough, Councillor Samaris Huntington-Thresher expressed a view that that any charity organisations involved in collecting textiles should continue to receive the income for their charity rather than the option being one for Bromley to increase its income. Councillor Samaris Huntington-Thresher asked for her opposition to recommendation 2.3 of report ES11049 to be recorded.

**RESOLVED that:**

**(1) the Environment Portfolio Holder be recommended to agree -**

**(a) the expansion of the CFA service to include all properties in flats serviced by bulk containers for refuse and recyclables, with no changes to the existing frequency of refuse collections, utilising funding provided by the London Waste & Recycling Board, with effect from October 2011;**

**(b) the implementation, with immediate effect, of a charge of £2 per roll of 50 cornstarch liners, with sales points available at libraries and other council offices; and**

**(c) the commencement of negotiations with the Waste Management contractor and other potential contractors to explore options for the Council to obtain an income from the operation of the textile recycling service in the borough.**

**(2) the Executive be recommended to agree that funding of the £521k grant be allocated to support expansion of the CFA scheme.**

**G) IMPACT OF WINTER DAMAGE ON THE PLANNED HIGHWAY MAINTENANCE PROGRAMME 2011/12**

**Report ES11033**

Severe winter conditions had led to accelerated deterioration of some sections of the Network. In certain circumstances required patch repairs for pot holes had been particularly extensive and better value for money could be



achieved by developing resurfacing schemes. The roads in most need of planned maintenance had therefore changed.

The prioritisation process in recent years had relied on data from detailed annual condition surveys on a third of the borough each summer supplemented with other information. However in view of the severe winters it was proposed to undertake an additional condition survey of every road in the borough during the spring, the results of which would form the basis of the 2012/13 works programme. Remaining schemes from the approved 2011/12 programme would be completed along with a number of additional schemes - a revised 2011/12 programme was appended to report ES11033.

The condition survey would also allow additional schemes to be identified for inclusion in the 2011/12 programme and these would be included in the annual highways report for the autumn. In the meantime it was proposed that the Director retained delegated authority, in consultation with the Portfolio Holder, to include additional schemes in the programme where roads had deteriorated and would otherwise require substantial expenditure on reactive maintenance.

Members supported the recommendations with support also expressed for drawing down £419k of Government funds for the repair of pot holes and road patching.

**RESOLVED that:**

- (1) the Portfolio Holder be recommended to agree -**
  - (a) the amended initial tranche of the 2011/12 planned highway maintenance programme at Appendix 2 of Report 11033;**
  - (b) that a report be presented in the autumn detailing the remainder of the 2011/12 maintenance programme and the provisional programme for 2012/13; and**
  - (c) delegated authority being retained by the Director of Environmental Services, in consultation with the Environment Portfolio Holder, for amending the approved programme where necessary.**
- (2) The Executive be recommended to draw down £419k of Government funds for the repair of pot holes and road patching.**

**H) DRAFT ENVIRONMENT PORTFOLIO PLAN 2011-14**

**Report ES11042**

Advice was sought on whether the scope of the draft Environment Portfolio Plan for 2011/14 was set at the right level to outline priorities and enhance accountability or whether the final Plan should have a narrower focus.

It was intended that the final draft of the Plan, following input from the Committee and Portfolio Holder, would be presented to the Committee's first meeting of the new municipal year to facilitate:

- accountability for the achievement of 2010/11 targets;
- understanding of the Portfolio's objectives for the coming year; and
- the setting of milestones and local performance expectations for 2011/14

The approach recommended was that of consistency with the priorities of the 2010/13 Portfolio Plan but with some changes to reflect the restructuring of the Environmental Services Department in 2010. Alternatively, it was suggested that the Portfolio Plan could focus on a shorter list of high level priorities and the 2010/11 list of Building a Better Bromley commitments, including performance to the end of Quarter 3, was provided to illustrate the potential for such an alternative approach.

The national performance framework had changed since the 2010/13 Portfolio Plan was drafted and the following indicators were affected:

- NI 17 (perception of problems with litter, graffiti, etc) had been abolished with the Place Survey;
- NI 194 (Council NO<sub>x</sub> and PM<sub>10</sub> emissions) had been abolished;
- NI 195 (street cleansing) data was now held by Keep Britain Tidy rather than DEFRA;
- NI 198 (children's travel to school) was derived from the School Census, under review by the DfE; and
- NI 199 (children's satisfaction with parks) was abolished with the Tellus survey

To reflect a local priority - Condition of Footway Surface - a non-statutory indicator was highlighted for consideration of inclusion in the Plan; the former indicator measuring residents' satisfaction with the service was no longer collected due to the abolition of the national Place Survey.

The Committee continued to want some form of benchmarking so that it could assess the performance of the Portfolio plus judge the value for money delivered by the services offered and it was content with the scope and content of the draft Portfolio Plan as presented. The Committee would consider replacing the existing benchmarking methods with a superior method, if available, to establish residents' satisfaction with all the services delivered by the department.

**RESOLVED that the Portfolio Holder be recommended to agree:**

**(1) the scope and content of the draft Portfolio Plan to facilitate accountability for measuring progress and value for money; and**

**(2) the receipt of a further report recommending a final draft of the Portfolio Plan, including 2010/11 performance data, and the setting out an appropriate level of specific milestones and local performance expectations for the period 2011/14.**

**107 PRE-DECISION SCRUTINY OF REPORTS TO THE EXECUTIVE**

**A) IMPLICATIONS OF THE FLOODING AND WATER MANAGEMENT ACT 2010**

**Report ES11017**

Members considered action necessary by the Council following the introduction of the Flood and Water Management Act 2010 (FWMA).

As a Lead Local Flood Authority (LLFA) Bromley would be required to assume a leadership role in managing flood risk and would be accountable for ensuring effective management of flooding incidents due to surface water and groundwater.

In December 2010 the Department for Environment, Food and Rural Affairs (DEFRA) announced new grants that would be provided to local authorities to fully cover their costs in putting in place and carrying out the new responsibilities under the FWMA. For LB Bromley the grant would be £141,600 in 2011/12 and £252,700 in 2012/13.

The FWMA required all LLFAs to develop, maintain, apply and monitor a strategy for local flood risk management in its area. The LLFA had responsibility for ensuring that a strategy was in place but local partners could agree how to develop it in the way that suited them best. Although the duties related to all Council departments it was proposed that responsibilities for the FWMA be delegated to the Director of Environmental Services.

The FWMA required LLFAs to produce a Surface Water Management Plan (SWMP) and Preliminary Flood Risk Assessment (PFRA) and the 'Drain London Forum', co-ordinating work for the whole of the capital, received £3.2m from DEFRA In 2009 to develop a SWMP and PFRA for each of the boroughs. LBB would be required to submit their SWMP and PFRA to the Environment Agency in June 2011 but as these would not be available from Drain London until May 2011 it was recommended that the documents be reviewed by the Director of Environmental Services in consultation with the Portfolio Holder prior to their submission. Details were also provided of future tasks that the Council would be required to carry out in its LLFA role.

A sum of £141,600 had been set aside in the Council's 2011/12 Central Contingency Sum. With the additional duties imposed on the Council from the FWMA it would be necessary to provide additional resources to manage the responsibilities and it was proposed that £110k be drawn down from the 2011/12 Central Contingency Sum.

**RESOLVED that the Executive be recommended to:**

- (1) note the duties, roles and responsibilities within the Flood and Water Management Act;**
- (ii) delegate all responsibilities for the Flood and Water Management Act 2010 to the Director of Environmental Services; and**
- (iii) release a sum of £110,000 from the 2011/12 Central Contingency Sum to implement the proposals detailed in report ES11017.**

**108 ENVIRONMENTAL SUSTAINABILITY ANNUAL REVIEW:  
2010/11**

**Report ES11027**

Members were apprised of progress made on environmental sustainability during 2010/11 reflecting a renewed emphasis on integrating Council environmental management with the efficiency agenda.

Highlights of Bromley's 2010/11 environmental sustainability activity included:

- successful preparation for the Carbon Reduction Commitment scheme;
- decreasing operational carbon emissions by 14.5% (2009/10 compared with 2006/07);
- delivering further cost and carbon savings through the Carbon Management Fund;
- expanding the Environmental Champions Network to further green the workplace;
- celebrating residents' achievements at Bromley's Environment Awards 2010;
- contributing to the Bromley Sustainable Schools Forum; and
- working with partner organisations in the Bromley Environment Working Group.

**RESOLVED that:**

- (1) the environmental sustainability activities set out in the annual review be noted; and**
- (2) a further environmental sustainability review be presented to the Committee in April 2012 to allow PDS Members to scrutinise progress made during 2011/12.**

## 109 SELECTION, DESIGN AND CONSULTATION POLICY FOR TRAFFIC SCHEMES

### Report ES10185

In relation to traffic schemes in the Borough a report was provided on matters concerned with scheme selection, design and consultation procedures.

It was noted that the final sentence of paragraph 3.48 of the report should be corrected to read: *“Members are asked to endorse this process and to suggest any improvements”*

At paragraph 3.33 of the report reference was also made to examples of public consultation being made available at Committee. Accordingly, consultation examples were tabled for Members and it was agreed that they would be taken away for consideration with the item brought back for discussion at the Committee’s next meeting in June.

The Head of Traffic and Road Safety outlined the number of questionnaires sent out with each consultation tabled along with the rate of return as follows:

<u>Consultation</u>	<u>Number of Questionnaires circulated</u>	<u>Response Rate</u>
Main Road/Sunningvale Avenue, Biggin Hill	100	33%
Lennard Road Proposed Zebra Crossing	110	70%
White Horse Hill Area/ Red Hill - Local Safety Scheme	320	14%
Avalon Road Area Local Safety Scheme	2650	11%
Proposed Right Turn Ban, Midfield Way, St Pauls Cray	150	21%
Southborough Road, Width Restriction Scheme	Not consulted on – information leaflet only	Not consulted on
Crown Lane, Bromley Traffic Improvement Scheme	110	37%

Copers Cope Controlled Parking Scheme	1847	17%
Review of Parking Arrangements, Petts Wood Area	4800	30%
Turners Meadow Way – Controlled Parking Zone – Review	110	61%

**RESOLVED** that consideration of Report ES10185 on the Selection, Design and Consultation Policy for Traffic Schemes be deferred to the Committee's next meeting for consideration.

**110 FORWARD WORK PROGRAMME, MATTERS ARISING FROM PREVIOUS MEETINGS AND CONTRACTS REGISTER**

**Report ES11032**

Members noted a draft work programme for 2011/12 along with progress on requests from previous meetings and a summary of contracts related to the Environment Portfolio.

It was explained that the Committee's first meeting for the 2011/12 Municipal Year was likely to be on 16<sup>th</sup> June 2011 (*Democratic Services note: this was confirmed following the General Purposes and Licensing Committee meeting held on 7<sup>th</sup> April 2011*).

**RESOLVED that:**

- (1) the draft work programme for 2011/12 be noted;**
- (2) progress related to previous Committee requests be noted; and**
- (3) a summary of contracts related to the Environment Portfolio be noted.**

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

**112 PRE-DECISION SCRUTINY OF PART 2 REPORTS TO THE ENVIRONMENT PORTFOLIO HOLDER**

**A) CONTRACT EXTENSION - INSPECTION OF STREET WORKS  
2010**

**Report ES11026**

Members considered a report to the Portfolio Holder seeking approval to extend by a further year the contract to deliver inspection and enforcement duties prescribed in the New Road and Street Works Act 1991 (NRSWA), the London Permit Scheme for Road Works and Street Works (LoPS) and the Traffic Management Act 2004 (TMA).

**APPENDIX A**

**QUESTIONS TO THE ENVIRONMENT PORTFOLIO HOLDER FROM  
MR COLIN WILLETTS FOR WRITTEN REPLY**

**Question 1**

Could the Portfolio Holder i) replace missing parking plate in Curtismill Close junction with Curtismill Way (reported on 16/1/11)?, & ii) rectify/replace damaged signpost Dawson Avenue junction Broomwood Road (reported 25/1/11)?

**Reply**

I am advised that these issues have been addressed.

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**Question 2**

Could the Portfolio Holder give me the approximate number of households in Cray Valley West using the food waste recycling bins?

**Reply**

A participation survey was carried out in the extended trial area of 27,500 properties in June 2010, and this demonstrated participation rates varying from 74% to 85% with an overall average of 79% across the borough.

I would anticipate Cray Valley West's current take up sitting somewhere within this range.

-----

**Question 3**

Could the Portfolio Holder rectify lamp column outside Treval steel fabricators in Cray Avenue nr jcn Poverest Road which has been 'dayburn' for the last 3 weeks?

The site has been attended and no fault was found at that time.

-----

The Meeting ended at 10.17 pm

Chairman



**STATEMENT OF EXECUTIVE DECISION**

The Portfolio Holder for Environment, Councillor Colin Smith, has made the following executive decision:

**BUDGET MONITORING REPORT 2010-11**

**Reference Report:**

*ENV PDS 050411 item 8a Budget Monitoring Report 2010-11*

*ENV PDS 050411 item 8a Budget Monitoring Report 2010-11 Appendix 1*

*ENV PDS 050411 item 8a Budget Monitoring Report 2010-11 Appendix 1a*

**Decision:**

The 2010/11 budget projection for the Environment Portfolio based on expenditure and activity levels up to January 2011 be endorsed.

**Reasons:**

Based on expenditure and activity levels up to January 2011, the controllable budget for the Portfolio was expected to be overspent by £777k at year end after allowing for transfers to and from central contingency for the waste underspend of Cr £756k and recession monies to cover the £316k net shortfall on parking income.

A large overspend on winter maintenance was due to the UK experiencing the coldest December in 31 years and the South East in particular suffering two main snow events with as much as 60cm falling in some parts of the Borough.

A £46k under achievement of income on non-controllable budgets was also projected.

The proposed decision was scrutinised by the Environment PDS Committee on 5th April 2011 and the Committee supported the proposal.

.....  
Councillor Colin Smith  
Environment Portfolio Holder

**Mark Bowen**  
**Director of Resources**  
**Bromley Civic Centre**  
**Stockwell Close**  
**Bromley BR1 3UH**

**Date of Decision:** 15 Apr 2011  
**Implementation Date (subject to call-in):** 26 Apr 2011  
**Decision Reference:** ENV10055

**LONDON BOROUGH OF BROMLEY**

**STATEMENT OF EXECUTIVE DECISION**

The Portfolio Holder for the Environment, Councillor Colin Smith, has made the following executive decision:

**VEHICLE CROSSING TO THE REAR OF 75 KENWOOD DRIVE, BECKENHAM**

**Reference Report:**

*ENV PDS 050411 item 8d Vehicle Crossing to the rear of 75 Kenwood Drive, Beckenham*

*ENV PDS 050411 item 8d Vehicle Crossing to the rear of 75 Kenwood Drive, Beckenham Appendix 1*

*ENV PDS 050411 item 8d Vehicle Crossing to the rear of 75 Kenwood Drive, Beckenham Appendix 2*

**Decision:**

The application for a vehicle crossing to serve the rear of 75 Kenwood Drive be refused on the grounds that (1) the creation of such a crossing in Quinton Close would constitute a serious loss in the amenity value of the highway verge and (2) the property is already adequately served for residential purposes by its existing crossing into Kenwood Drive and a further crossing is considered to be inappropriate.

**Reasons:**

The application for a vehicle crossing in Quinton Close, Beckenham, to serve the rear of 75, Kenwood Drive is refused on the grounds that (1) the creation of such a crossing in Quinton Close would constitute a serious loss in the amenity value of the highway verge and (2) the property is already adequately served for residential purposes by its existing crossing into Kenwood Drive and a further crossing is considered to be inappropriate.

Report ES11037 was considered by the Environment PDS Committee on 5th April 2011.

.....  
Councillor Colin Smith  
Environment Portfolio Holder

**Mark Bowen**  
**Director of Resources**  
**Bromley Civic Centre**  
**Stockwell Close**  
**Bromley BR1 3UH**

**Date of Decision:** 15 Apr 2011  
**Implementation Date (subject to call-in):** 26 Apr 2011  
**Decision Reference:** ENV10058

**LONDON BOROUGH OF BROMLEY**

**STATEMENT OF EXECUTIVE DECISION**

The Portfolio Holder for Environment, Councillor Colin Smith, has made the following executive decision:

**PUBLIC TOILET PROVISION**

**Reference Report:**

*ENV PDS 050411 item 8e Public Toilet Provision*

**Decision:**

- (1) The continued phased closure of public toilets and introduction of new cleaning arrangements in others, to achieve the £223k of savings required, as set out in paragraph 3.7 of report ES11013, be agreed; and
- (2) Funding and further expansion of the Community Toilet Scheme across the borough be continued.

**Reasons:**

It is proposed that 13 on street and 2 park public toilets be closed with an additional 8 park toilets transferred to business/community management or operated with reduced opening times.

Savings would be made through reduced cleansing and maintenance costs with the outstanding budget being used to clean and maintain toilets remaining open. A proportion would also be used to operate and develop the Community Toilet Scheme and support new management arrangements in parks.

The programme of closures and changes to management arrangements will begin from June 2011 following a further analysis of the feasibility of introducing the Community Toilet Scheme in all locations and consultation with local businesses and ward Councillors.

The proposed decision was scrutinised by the Environment PDS Committee on 5th April 2011 and the Committee supported the proposals. Following the Committee's scrutiny, consideration will also be given to (i) offering retailers who so wanted an opportunity of being part of the Community Toilet Scheme without being paid by the Council and (ii) keeping the extra budget provision of £20k for community toilets under review; further proposals could be brought forward to increasing this financial support, if appropriate, to deliver additional facilities.

The proposed decision was scrutinised by the Environment PDS Committee on 5th April 2011 and the Committee supported the proposals.

.....  
Councillor Colin Smith  
Portfolio Holder for Environment

**Mark Bowen  
Director of Resources  
Bromley Civic Centre  
Stockwell Close  
Bromley BR1 3UH**

**Date of Decision:** 15 Apr 2011  
**Implementation Date (subject to call-in):** 26 Apr 2011  
**Decision Reference:** ENV10059

## LONDON BOROUGH OF BROMLEY

### STATEMENT OF EXECUTIVE DECISION

The Portfolio Holder for the Environment, Councillor Colin Smith, has made the following executive decision:

#### WASTE SERVICE DEVELOPMENTS

##### Reference Report:

*ENV PDS 050411 item 8f Waste Service Developments*

##### Decision:

- (1) With effect from October 2011, the CFA service be expanded to include all properties in flats serviced by bulk containers for refuse and recyclables, with no changes to the existing frequency of refuse collections and utilising funding provided by the London Waste & Recycling Board;
- (2) A charge of £2 per roll of 50 cornstarch liners be implemented with immediate effect with sales points available at libraries and other council offices;
- (3) Negotiations be commenced with the Waste Management contractor and other potential contractors to explore options for the Council obtaining an income from the operation of the textile recycling service in the borough.

##### Reasons:

Food Waste Liners - the provision of free liners via local libraries has proved so popular that it is no longer financially sustainable.

The costs of supplying free liners from 2012/13 onwards has been removed as part of the Council budget savings and the final delivery of free liners to residents will be in April when each household will be provided with two rolls or 100 liners.

To ensure residents are able to obtain liners without an unsustainable budget pressure on the Council, it is proposed to sell liners via libraries and Council offices at an initial price of £2.00 per roll of 50 covering not only the actual cost but additional administration costs. For the future, consideration can also be given to ordering and paying for the liners via the website for a charge to cover the extra costs incurred such as delivery postage.

Food waste collection from flats - this is not currently covered where bulk communal containers are provided for refuse and dry recyclables. However, funding from the London Waste & Recycling Board (LW&RB) can be used to expand the Composting for All (CFA) service to all such flats. The cost of delivering communications to affected residents and the cost of delivering the containers will be funded from existing Waste budgets; the additional collection costs will be balanced by savings achieved in diverting the food waste away from landfill.

Textile collections - Officers have been contacted by several locally-based textile companies suggesting options to improve and expand the current service mainly provided by charity groups. Options include a revision of current arrangements, tendering the revised service options (to include local SMEs, voluntary organisations

and charities) or re-focussing service provision with service providers working as a sub-contractor to Veolia. The Decision at (3) above provides authority to develop such contacts with a view to providing a further report on options for revising the current service level; a potential income of some £180k could be available per annum.

The proposed decision was scrutinised by the Environment PDS Committee on 5th April 2011 and the Committee supported the proposals.

.....  
Councillor Colin Smith  
Environment Portfolio Holder

**Mark Bowen**  
**Director of Resources**  
**Bromley Civic Centre**  
**Stockwell Close**  
**Bromley BR1 3UH**

**Date of Decision:** 15 Apr 2011  
**Implementation Date (subject to call-in):** 26 Apr 2011  
**Decision Reference:** ENV10060

## LONDON BOROUGH OF BROMLEY

### STATEMENT OF EXECUTIVE DECISION

The Portfolio Holder for the Environment, Councillor Colin Smith, has made the following executive decision:

#### **IMPACT OF WINTER DAMAGE ON THE PLANNED HIGHWAY MAINTENANCE PROGRAMME 2011/12**

##### **Reference Report:**

*ENV PDS 050411 item 8g Impact of Winter damage on the Planned Highway Maintenance Programme 2011-12*

*ENV PDS 050411 item 8g Impact of Winter Damage on the Planned Highway Maintenance Programme Appendix 1a*

##### **Decision:**

- (1) The amended initial tranche of the 2011/12 planned highway maintenance programme at Appendix 2 of Report 11033 be agreed;
- (2) A report be presented in the autumn detailing the remainder of the 2011/12 maintenance programme and the provisional programme for 2012/13;
- (3) Delegated authority be retained by the Director of Environmental Services, in consultation with the Environment Portfolio Holder, for amending the approved programme where necessary.

##### **Reasons:**

Severe winter conditions have led to accelerated deterioration of some sections of the Network. In certain circumstances required patch repairs for pot holes have been particularly extensive and better value for money can be achieved by developing resurfacing schemes. The roads in most need of planned maintenance have therefore changed.

The prioritisation process in recent years has relied on data from detailed annual condition surveys on a third of the borough each summer supplemented with other information. However in view of the severe winters it is proposed to undertake an additional condition survey of every road in the borough during the spring, the results of which will form the basis of the 2012/13 works programme. Remaining schemes from the approved 2011/12 programme will be completed along with a number of additional schemes - a revised 2011/12 programme is appended to report ES11033.

The condition survey will also allow additional schemes to be identified for inclusion in the 2011/12 programme and these will be included in the annual highways report for the autumn. In the meantime the Director will retain delegated authority, in consultation with the Portfolio Holder, to include additional schemes in the programme where roads have deteriorated and will otherwise require substantial expenditure on reactive maintenance.

.....  
Councillor Colin Smith  
Environment Portfolio Holder

**Mark Bowen**  
**Director of Resources**  
**Bromley Civic Centre**  
**Stockwell Close**  
**Bromley BR1 3UH**

**Date of Decision:** 15 Apr 2011  
**Implementation Date (subject to call-in):** 26 Apr 2011  
**Decision Reference:** ENV10061



**LONDON BOROUGH OF BROMLEY**

**STATEMENT OF EXECUTIVE DECISION**

The Portfolio Holder for Environment, Councillor Colin Smith, has made the following executive decision:

**DRAFT ENVIRONMENT PORTFOLIO PLAN 2011/14**

**Reference Report:**

*ENV PDS 050411 item 8h Draft Environment Portfolio Plan 2011-14*

*ENV PDS 050411 item 8h Draft Environment Portfolio Plan 2011-14 Appendix 1*

*ENV PDS 050411 item 8h Draft Environment Portfolio Plan 2011-14 Appendix 2*

**Decision:**

- (1) The scope and content of the draft Portfolio Plan be agreed to facilitate accountability for measuring progress and value for money;
- (2) A further report be provided recommending a final draft of the Portfolio Plan, including 2010/11 performance data, and setting out an appropriate level of specific milestones and local performance expectations for the period 2011/14.

**Reasons:**

It is intended that the final draft of the Environment Portfolio Plan 2011/14 will be presented in June 2011 to facilitate:

- accountability for the achievement of 2010/11 targets;
- understanding of the Portfolio's objectives for the coming year; and
- the setting of milestones and local performance expectations for 2011/14

The proposed decision was scrutinised by the Environment PDS Committee on 5th April 2011 and the Committee supported the proposal.

.....  
Councillor Colin Smith  
Environment Portfolio Holder

**Mark Bowen**  
**Director of Resources**  
**Bromley Civic Centre**  
**Stockwell Close**  
**Bromley BR1 3UH**

**Date of Decision:** 15 Apr 2011  
**Implementation Date (subject to call-in):** 26 Apr 2011  
**Decision Reference:** ENV10062

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## LONDON BOROUGH OF BROMLEY

### STATEMENT OF EXECUTIVE DECISION

The Portfolio Holder for the Environment, Councillor Colin Smith, has made the following executive decision:

#### COMMUNITY NURSERY DEVELOPMENT

##### Reference Report:

*ENV PDS 050411 item 8b Community Nursery Development*

##### Decision:

(1) Subject to the agreement of the Resources Portfolio Holder, the former Allotment Site at Brook Lane, Downham and Land South of Cranworth Cottages, between Nos. 17 – 43 Leaves Green Road, Leaves Green be used to establish community horticulture nursery facilities.

(2) The proposed community horticulture nursery and growing area be agreed subject to adequate external funding being secured.

(3) The Leaves Green site is, and must continue to be protected as Green Belt land; no hard-standings, sheds or other buildings are to be installed on the land as part of this scheme.

##### Reasons:

For the past year, the Parks and Greenspace Service have delivered the 'Park Time' and 'Grow Time' pilot health initiatives funded by the local Primary Care Trust (PCT). Based at the Cray Valley, the programmes have sought to improve people's health through involvement in landscape maintenance work and growing projects. Both groups are now formally constituted sitting under the "Friends of Parks" umbrella. Those interested in conservation and horticulture work with the "Park Time" team and clients of the "Grow Time" team learn to run an allotment site and grow produce.

As a next stage of development it is intended that the programme becomes sustainable without relying on the Council's financial resources. The vision is to expand the programme to work across all Wards, providing additional maintenance to Bromley's parks and open spaces. Grow Time and Park Time clients need an area large enough to grow shrubs, trees and plants, as new stock or replacements to help populate Bromley Council's flowerbeds and shrubberies. Training and tools etc are to be funded externally through the PCT and other agencies. Existing clients have also raised funds to provide necessary seeds. Surplus land off Leaves Green Road would be used to "grow on" plants once they had left Brook Lane so ensuring they become hardy before planting in parks by the Grow Time and Park Time volunteers.

In time a trading arm would be developed to enable self sufficiency and a viable social enterprise could potentially evolve. The project would be supported by the Friends of Parks and Streets, the Allotments and grassroots sports providers. Adequate external funding would be sought to meet costs at both sites for years 1 and 2 and the project was not expected to require any LBB funding other than 16 hours of officer time per week.

.....  
Councillor Colin Smith  
Environment Portfolio Holder

**Mark Bowen**  
**Director of Resources**  
**Bromley Civic Centre**  
**Stockwell Close**  
**Bromley BR1 3UH**

**Date of Decision:** 18 April 2011  
**Implementation Date (subject to call-in):** 27 April 2011  
**Decision Reference:** ENV10056

# LONDON BOROUGH OF BROMLEY

## STATEMENT OF EXECUTIVE DECISION

The Portfolio Holder for the Environment, Councillor Colin Smith, has made the following executive decision:

### PARKING ENFORCEMENT AND MANAGEMENT ISSUES

#### Reference Report:

*ENV PDS 050411 item 8c Parking Enforcement and Management Issues*

#### Decision:

- (1) Charges based on a 30p per hour rate be introduced for the Plaistow Lane car park as set out in section 4.1 of report ES11016 Monday to Friday only;
- (2) The hours of enforcement by CCTV cameras be extended as set out in section 4.5 of report ES11016;
- (3) Following sufficient consultation and the completion of an impact assessment, a further report be provided on the possible introduction of charges for blue badge holders within Council off-street car parks as set out in section 4.4 of report ES11016; and
- (4) The cost of Resident's CPZ Permits for any future new schemes be standardised at £35 and £75 with the cost of Business Permits charged at £150 as outlined in section 4.9 of report ES11016.

#### Reasons:

Plaistow Lane car park is currently free but well used by all-day parkers. A pay and display scheme based on a 30p per hour rate will be introduced with a maximum charge of £3 per day for vehicles left for 6 hours or more. Charging times will be Monday to Friday 8.30am to 6.30pm. To reduce the risk of displacement, free parking will be allowed for up to 2 hours for a single session once per day.

A number of organisations are being consulted on the possible introduction of charges for blue badge holders in the Council's car parks. Following the receipt of comments an equalities impact assessment will be undertaken on the implications of introducing such charges. A further report will be provided on the outcome of the consultation and the impact assessment. Formal consultation will also be necessary in relation to any subsequent Traffic Regulation Order.

There are core hours for CCTV enforcement although restrictions to deter illegal parking remain in place outside of these times particularly in town centres. CCTV enforcement hours will therefore be extended to include evenings and Sundays to ensure that evening and Sunday restrictions can be managed, particularly within Bromley, Beckenham, Orpington and Penge town centres with the enforcement concentrating primarily on certain more serious contraventions. As in core hours of enforcement, Bromley CCTV operators will continue to have priority control of cameras for the detection and prevention of crime.

Concerning Parking Permit Fees there are a number of anomalies in the pricing structure of parking permits for residents and for future new schemes an annual price

of £35 will cover all residents' permits where enforcement is no more than four hours in any day and that for any zone operating for more than four hours (normally all day) an annual fee of £75 will be charged subject to any future review of permit prices. This will improve the clarity and efficiency of administering permit schemes across the borough whilst remaining consistent with the current range of charges. It is also proposed that Business permits be charged at a higher annual rate of £150 and the use of introductory permits be discontinued.

Note 1: A proposed conversion of time-limited parking bays to Pay & Display at (i) Carlton Shopping Parade, Orpington, (ii) Croydon Road Shopping Parade (by Elmers End Green), Beckenham and (iii) Mottingham Road, Mottingham is withdrawn as consultation is continuing; proposed pay and display parking restrictions for Main Road, Biggin Hill to replace time limited parking bays will not now be taken forward.

Note 2: A proposed extension of CCTV parking enforcement to Petts Wood using existing cameras has also been withdrawn as consultation is continuing.

.....  
Councillor Colin Smith  
Environment Portfolio Holder

**Mark Bowen**  
**Director of Resources**  
**Bromley Civic Centre**  
**Stockwell Close**  
**Bromley BR1 3UH**

**Date of Decision:** 20 April 2011  
**Implementation Date (subject to call-in):** 03 May 2011  
**Decision Reference:** ENV10057

Report No.  
ES11056

London Borough of Bromley

PART 1 - PUBLIC

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**Decision Maker:** Environment Portfolio Holder

**For Pre-decision scrutiny by the Environment PDS  
Committee on 16 June 2011**

**Date:** 16 June 2011

**Decision Type:** Non-Urgent Executive Non-Key

**Title:** PROVISIONAL OUTTURN 2010/11

**Contact Officer:** Claire Martin, Head of Finance  
Tel: 020 8313 4286 E-mail: [claire.martin@bromley.gov.uk](mailto:claire.martin@bromley.gov.uk)

**Chief Officer:** Nigel Davies, Director of Environmental Services

**Ward:** Boroughwide

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1. Reason for report

This report provides the Portfolio Holder with the provisional final outturn position for 2010/11.

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2. **RECOMMENDATION(S)**

2.1 The Portfolio Holder is requested to endorse the 2010/11 provisional outturn position for the Environment Portfolio.

### Corporate Policy

1. Policy Status: Existing policy. Sound financial management
  2. BBB Priority: Excellent Council.
- 

### Financial

1. Cost of proposal: N/A
  2. Ongoing costs: Recurring cost.
  3. Budget head/performance centre: All Environment Portfolio Budgets
  4. Total current budget for this head: £37.5m
  5. Source of funding: Existing revenue budgets
- 

### Staff

1. Number of staff (current and additional): 232
  2. If from existing staff resources, number of staff hours: N/A
- 

### Legal

1. Legal Requirement: Statutory requirement. The statutory duties relating to financial reporting are covered within the Local Government Act 1972; the Local Government Finance Act 1998; the Accounts and Audit Regulations 1996; the Local Government Act 2000 and the Local Government Act 2002
  2. Call-in: Call-in is applicable
- 

### Customer Impact

1. Estimated number of users/beneficiaries (current and projected): The services covered in this report affect all Council Taxpayers, Business Ratepayers, those who owe general income to the Council, all staff, Members and Pensioners.
- 

### Ward Councillor Views

1. Have Ward Councillors been asked for comments? N/A.
2. Summary of Ward Councillors comments:



### **3. COMMENTARY**

- 3.1 The 2010/11 provisional outturn for the Environment Portfolio is an overspend of £7,006k. This includes variations for capital charges and inter-committee recharges of £6,126k, leaving a variance of Dr £880k against the controllable budget of £34,120k representing a 2.58% variation. This is after allowing for the transfers to and from the central contingency for the waste underspend of Cr £701k and the recession monies to cover the £185k net shortfall of income in parking. This compares with a projected Dr £777k variation previously reported to the April meeting of the PDS committee. The detailed variations are shown in Appendix 1, however the main reason for the overspend is due to the adverse weather conditions during the winter months.
- 3.2 Costs attributable to individual services have been classified as “controllable” and “non-controllable” in Appendix 1. Budget holders have full responsibility for those budgets classified as “controllable” as any variations relate to those factors over which the budget holder has, in general, direct control. “Non-controllable” budgets are those which are managed outside of individual budget holder’s service and, as such, cannot be directly influenced by the budget holder in the shorter term. These include, for example, building maintenance costs and property rents which are managed by the Property Division but are allocated within individual departmental/portfolio budgets to reflect the full cost of the service. As such, any variations arising are shown as “non-controllable” within services but “controllable” within the Resources Portfolio. Other examples include cross departmental recharges and capital financing costs. This approach, which is reflected in financial monitoring reports to budget holders, should ensure clearer accountability by identifying variations within the service that controls financial performance. Members should specifically refer to the “controllable” budget variations relating to portfolios in considering financial performance. These variations will include the costs related to the recession.

### **4. POLICY IMPLICATIONS**

- 4.1 The Resources Portfolio Plan for 2009/10 includes the aim of effective monitoring and control of expenditure within budget and includes the target that each service department will spend within its own budget.
- 4.2 Bromley’s Best Value Performance Plan “Making a Difference” refers to the Council’s intention to remain amongst the lowest Council Tax levels in outer London and the importance of greater focus on priorities.
- 4.3 The four year financial forecast report highlights the financial pressures facing the Council. It remains imperative that strict budgetary control continues to be exercised in 2010/11 to minimise the risk of compounding financial pressures in future years.
- 4.4 Chief Officers and Departmental Heads of Finance are continuing to place emphasis on the need for strict compliance with the Council’s budgetary control and monitoring arrangements.

## 5. FINANCIAL IMPLICATIONS

- 5.1 The table below summarises the financial position for the controllable budget of the Environment Portfolio and takes account of the savings in waste tonnage transferred to the central contingency sum as well as the utilisation of the central contingency sum for the recession related costs (parking): -

<b>SUMMARY OF VARIATION</b>	<b>£'000</b>
Shortfall of parking income due to the recession	185
Reduction of waste tonnage partly due to the recession and Recycling & Composting for all'	(658)
Impact of snowfall on winter maintenance and waste collection service	818
Other minor variations	19
	<u>364</u>
Savings in waste tonnage transferred to Council's central contingency	701
Shortfall of parking income to be met from Council's recession fund	(185)
<b>Net variation after allowing for transfers to and from the central contingency</b>	<u><b>880</b></u>
Variation in non-controllable budgets	6,126
<b>Net variation projected for overall Environment Portfolio Budget (Appendix 1)</b>	<u><u><b>7,006</b></u></u>

- 5.2 Refuse disposal tonnages continue to drop which is due to a combination of factors including for example, the impact of the recession and greater public awareness of the benefits of recycling. This will also include the impact of any further reduction in disposal tonnage compared with the savings assumed in the 'Recycling and Composting for All: Phase 2 Business case' report to a previous Executive meeting.

### 5.3 Earmarked Reserve of £1m for Residents Priorities

For 2009/10, Members agreed to set aside £1m in an earmarked reserve for Residents Priorities. The table below shows that the budget has now been fully spent.

<b>Schemes agreed by the Portfolio Holder</b>	<b>Spend to 31.3.10 £'000</b>	<b>Spend to 31.3.11 £'000</b>	<b>Total £'000</b>
Tree Maintenance	102	2	104
Bromley North	14	48	62
Belmont Lane	54	0	54
Courtlands Avenue	60	41	101
Edward Road	10	1	11
Glentrammon Road (Footway)	94	100	194
Lovibonds Avenue	36	109	145
Uplands Road	84	29	113
Walnut Road	55	3	58
Glentrammon Road (Carriageway)	0	87	87
Elmstead Lane	0	60	60
Polsteeple Hill	0	11	11
<b>Total Spend</b>	<u><b>509</b></u>	<u><b>491</b></u>	<u><b>1000</b></u>

## 5.4 Earmarked Reserve of £1m for Members Priorities

For 2010/11, Members agreed to set aside a further £1m in an earmarked reserve for Members Priorities. The table below sets out the latest position, which shows that £823k was spent before 31<sup>st</sup> March 2011 and the balance of £177k relate to orders for works that have been raised but have not been completed: -

Schemes agreed by the Portfolio Holder	Spend	Spend	Commitments	Total
	to 31.3.11	from 1.4.11		
	£'000	£'000	£'000	£'000
Bromley North	0	0	38	38
Barnhill Avenue	43	0	0	43
Brookmead Way	31	0	0	31
Broomhill Road	42	0	0	42
Charterhouse Road	7	0	0	7
Chelsfield Lane	18	0	0	18
Cray Valley	51	0	0	51
Dunkery Road	55	0	0	55
Eldred Drive	9	0	0	9
Farnaby Road	44	0	0	44
Homefield Rise	43	0	0	43
Kechill Gardens	44	0	0	44
Lubbock Road	59	0	0	59
Pickhurst Park	32	0	0	32
Ravensbourne Avenue	104	0	0	104
St Keverne Road	49	0	0	49
Station Hill	20	0	0	20
Sydenham Avenue	17	0	0	17
Leamington Avenue	18	0	0	18
Main Road	40	0	0	40
Cudham Road	45	0	0	45
Petten Grove	52	0	0	52
Other highway programme schemes	0	0	139	139
<b>Total Spend</b>	<b>823</b>	<b>0</b>	<b>177</b>	<b>1000</b>

<b>Non-Applicable Sections:</b>	Legal, Personnel
Background Documents: (Access via Contact Officer)	2010/11 budget monitoring files within ES finance section

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## Environmental Services Portfolio Budget Monitoring Summary

2009/10 Actuals £'000	Division Service Areas	2010/11 Original Budget £'000	2010/11 Latest Approved £'000	2010/11 Projection £'000	Variation £'000	Notes	Variation Last Reported £'000	Full Year Effect £'000
(5,044)	<b>Customer &amp; Support Services</b>							
	Parking	(5,715)	(5,700)	(5,515)	185	1,2,3,4,5	316	560
1,477	Support Services	1,462	1,622	1,605	(17)	6	0	0
<b>(3,567)</b>		<b>(4,253)</b>	<b>(4,078)</b>	<b>(3,910)</b>	<b>168</b>		<b>316</b>	<b>560</b>
	<b>Public Protection - ES</b>							
112	Emergency Planning	117	114	112	(2)	7	0	0
<b>112</b>		<b>117</b>	<b>114</b>	<b>112</b>	<b>(2)</b>		<b>0</b>	<b>0</b>
	<b>Street Scene &amp; Green Space</b>							
5,675	Area Management/Street Cleansing	5,736	5,831	5,803	(28)	8	0	0
(10)	Markets	(84)	(59)	(65)	(6)	9	0	0
5,652	Parks and Green Space	5,725	5,793	5,809	16	10	0	0
832	Street Regulation	862	566	567	1	7	0	0
15,103	Waste Services	16,504	16,496	16,091	(405)	11	(647)	(700)
<b>27,252</b>		<b>28,743</b>	<b>28,627</b>	<b>28,205</b>	<b>(422)</b>		<b>(647)</b>	<b>(700)</b>
	<b>Transport &amp; Highways</b>							
8,663	Highways	8,956	9,400	10,025	625	12	673	0
203	Highways Planning	206	152	147	(5)	7	0	0
0	London Permit Scheme	(166)	(592)	(583)	9	13	0	0
971	Traffic & Road Safety	1,034	848	843	(5)	7	(5)	0
170	Transport Strategy	229	220	216	(4)	7	0	0
<b>10,007</b>		<b>10,259</b>	<b>10,028</b>	<b>10,648</b>	<b>620</b>		<b>668</b>	<b>0</b>
	Transfer of underspend on tonnage to central contingency		(701)		701		756	
	Transfer of recession monies from central contingency to cover parking shortfall		185		(185)		(316)	
<b>33,804</b>	<b>TOTAL CONTROLLABLE</b>	<b>34,866</b>	<b>34,175</b>	<b>35,055</b>	<b>880</b>		<b>777</b>	<b>(140)</b>
(1,469)	<b>TOTAL NON CONTROLLABLE</b>	311	288	7,054	6,766	14	46	0
2,997	<b>TOTAL EXCLUDED RECHARGES</b>	3,035	3,054	2,414	(640)	14	0	0
<b>35,332</b>	<b>PORTFOLIO TOTAL</b>	<b>38,212</b>	<b>37,517</b>	<b>44,523</b>	<b>7,006</b>		<b>823</b>	<b>(140)</b>

Reconciliation of latest approved budget £'000

Original budget 2010/11 38,212

Review of management overheads (222)

Contract price inflation above 2.3% 302

Adjustment for single status 27

Repairs & maintenance - inflation & savings adjustment (24)

Underspend on waste tonnage returned to central contingency (701)

Net drawdown from recession fund for parking shortfall of income 185

Part year savings relating to rollout of kitchen waste collection service (200)

Multi Function Device (MFD's) savings adjustments (62)

**Latest Approved Budget for 2010/11 37,517**

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**Environmental Services - Variations – 31 March 2011****1. Bus Lane Enforcement Dr £17k**

Actual income is £17k below budget. This is made up of £5k less income from a reduced number of contraventions occurring during the year and £12k less income being received for tickets issued in previous years.

**2. Off Street Car Parking Dr £497k**

Off street car parking income is £470k below budget due to the continuing effects of the economic climate. There was a shortfall of £425k for the Hill, Westmoreland and Civic Centre car parks compared to budget and only £5k below the income received for 2009/10. Income from the other surface car parks is also below budget by £23k mainly due to a loss of income from West Wickham car parks totalling £14k and £7k from the part year closure of the Orpington College car park due to the college building works. The effect of the increase in VAT of 2.5% since January has meant that income has fallen by £22k.

There is also a small overspend on specialist equipment £10k and £16k for additional emergency maintenance works required for some car parks..

**3. On Street Car Parking Cr £49k**

There was a surplus of £123k received from the extra temporary spaces provided for Orpington which offset the deficit of £70k within Bromley CPZ . There was also a shortfall of income from parking dispensations for the year.

**4. Parking Enforcement Cr £266k**

A surplus in income of £254k has been achieved for 2010/11. There was a small increase in tickets issued from the mobile and static CCTV cameras due to more effective utilisation of resources £134k partly offset by a less income (Dr £15k) received for tickets issued last year. The performance of the parking contractor has improved significantly during the year and has led to a surplus of £150k being achieved partly offset by £15k less income being received for tickets issued in previous years.

Other minor variations total Cr £12k.

**5. Permit parking and disabled parking Cr £14k**

The permit parking system has been upgraded which has led to an overspend of £5k which has been more than offset by additional income of £19k.

<b>Summary of variations within Parking</b>	
<b>Reasons</b>	<b>£'000</b>
Deficit in income from off street parking	471
Surplus income within on-street parking	(49)
Deficit in bus routes enforcement	17
Surplus income within parking enforcement - PCN numbers	(254)
Variation in running expenses	19
Resident's and disabled permit income	(19)
<b>Total reported variation</b>	<b>185</b>

The recession fund held within the central contingency has met the shortfall of income for parking.

6. Support Services Cr £17k

This variance is made up of an underspend of £10k on staffing due to vacancies occurring during the year and other minor variations on running expenses of £7k.

7. Other areas Cr £15k

This variation is the result of defaults issued to the parking contractor for school crossing patrols (Cr £11k), lower postage costs (Cr £6k) and other minor variations totalling Dr £2k).

8. Area Management Cr £28k

A combination of a reduced contract and a decrease in the number of abandoned vehicle has led to an underspend of £20k together with an underspend on advertising of staff (£8k) has resulted in a total variation of Cr £28k for Area Management.

9. Markets Cr £6k

Income from outstanding invoices was received during the year which has released a provision for bad debt resulting an overall underspend of £6k for markets.

10. Parks and Green Space Dr £16k

Increase in costs is due to the receipt of backdated bills for gas and water which were previously estimated.

11. Waste Management Cr £405k

Disposal

Refuse disposal tonnage finished the year 9,700 below budget resulting in an underspend of £701k . This is lower than the previously projected variation of 12,700 and £931k. For the first time in the year tonnage was over 1,250 tonnes above budget for both months.

However, higher than budgeted inflation of 5.1% (2.3% budgeted) chargeable from February 2011 is expected to result in an additional £20k of costs. Therefore the net projected underspend from tonnage will be £682k.

It should be noted that income received as a result of the payment mechanism built into the contract was £337k, £23k lower than budget.

Collection

There is an overspend of £126k within the collection contract.

This is due to overspends within green waste satellite sites £27k, and emergency depot works £40k.

It also includes £77k additional collection costs as a result of the December snowfalls – please see table below for further details.

There are other minor variations totalling £18k across various other items within the contract which partly offset these deficits.

Roll Out of Kitchen Waste Service

Overspend as a result of hire vehicles charges for roll out of £26k.

Due to a higher level of demand than originally anticipated, there is an overspend on purchasing liners for libraries of £37k.



Additional missed bin collections have resulted in an additional cost of £26k – the service was originally anticipated to run for 6 weeks, but was extended to 3 months.

Other items

£20k additional costs were incurred for business rates at the incineration site following legislative changes.

£58k extra income was received for trade waste delivered and collected, which partly offsets the £9k income deficit from special and clinical collections.

£8k additional costs incurred in respect of staff overtime, associated with the roll-out of the kitchen waste service.

£72k relates to general overspends within running expense budgets. Of this, £64k relates to an overspend on additional & replacement bins.

There is also an underspend of £13k from reduced expenditure on hazardous waste and non-contract items.

<b>Summary of variations within Waste Services</b>	
<b>Reasons</b>	<b>£'000</b>
<u>Disposal Contract</u>	
Reduction in disposal tonnages	(701)
Impact of 5.1% inflation in February 2011	20
Payment mechanism	23
<u>Collection Contract</u>	
Green waste satellite sites	27
Emergency Depot Works	40
Additional costs due to snow	77
Various underspends across contract	(18)
<u>Roll-Out of Kitchen Waste Service</u>	
Retainer cost for vehicle hire	26
Additional liners in libraries	37
Missed bin vehicles	26
<u>Other items</u>	
Business rates at incineration site	20
Additional income for trade waste collected & delivered	(58)
Deficit on other income	9
Overtime - kitchen waste service	8
Other items within running expenses	72
Underspends on hazardous waste & non-contract items	(13)
	<b>(405)</b>
Balance returned to central contingency	701
<b>Total reported variation</b>	<b>296</b>

	<b>Projected Spend</b>
	<b>£'000</b>
<b>Snow waste collection costs</b>	
Redeployment of collection staff to snow clearance	17
Additional loaders deployed on rounds to facilitate collection of outstanding waste	60
<b>Total</b>	<b>77</b>

12. Highways Dr £625k

Agreement has now been reached with Thames Water about the level of sample inspection billing for last year (2009/10) and as a result the bad debt provision raised for 2009/10 is not sufficient to cover the full loss of income, leaving a shortfall of income for 2009/10 of £52k since invoices were revised.

A surplus in NRSWA income of £61k is due to an increase in defect notices, S74 notices and Fixed Penalty Notices.

There is also a small surplus for other income of £3k which includes a £22k deficit within skip licence income as a result of fewer building improvement works being undertaken, £13k deficit from miscellaneous income which is offset by £38k surplus from street traders licences and advertising.

There is an underspend on staffing of £29k due to vacancies occurring during the year and other variations in general running expenses have resulted in an underspend of £45k due to delays in ordering updated Confirm software caused by the need to confirm compatibility with current systems. Other minor underspends across various running expenses total £30k.

Street lighting energy is purchased through a flexible contract which means that the price is not fixed. For administration purposes a billing rate is fixed for each year and a rebate is calculated at the year end. The rebate is the difference between the billing rate and the actual price of the delivered electricity during the 12 months. Latest indications show that the rebate for 2010/11 will be £32k.

Planned footway schemes were suspended later on in the year to prioritise carriageway repairs due to the impact of the snow. This has led to a variance of Cr £90k on footway repairs partly offsetting £121k overspend on carriageway pothole repairs, drainage and road markings renewals.

Reasons	£'000
Winter maintenance	741
Planned footway repairs	(90)
Carriageway pothole repairs, drainage & road markings	121
Staffing	(29)
Other running expenses	(75)
Income	(11)
Underspend on street lighting electricity	(32)
	<b>625</b>

Costs relating to winter maintenance due to the snow during December have resulted in an overspend of £741k. The table below gives a breakdown of winter maintenance budgets and the projected variances: -

<b>Winter Maintenance</b>	<b>Budget</b>	<b>Projected Spend</b>	<b>Projected Variance</b>
	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>
Gritting and Snow Clearance	207	638	431
Met Office Costs	32	23	(9)
Salt Usage	32	150	118
Vehicle/plant maintenance & repairs	106	162	56
Salt Barn improvements	0	110	110
<b>Total Winter Maintenance costs</b>	<b>377</b>	<b>1,083</b>	<b>706</b>
Additional emergency tree works		35	35
<b>Total additional highways costs due to the snow</b>	<b>377</b>	<b>1,118</b>	<b>741</b>

The reason for the large overspend for winter maintenance is that the UK experienced the coldest December in 31 years, the South East suffered from two main snow events, with as much snow as 60cm falling in some parts of the Borough.

Due to the high demand of salt during the latter part of the fiscal year, the average purchase price per tonne increased by £5.80. 4,830 tonnes were used during December, January and February costing £150k, an additional £34k compared to 2009/10.

The salt barn at Shire Lane needed to be re-surfaced and improved in order to better preserve the salt and to provide more efficient and adequate storage facilities.

Due to the high volume of snow, the weight caused significant damage to the Borough's trees and additional works to the value of £35k have been carried out. The current contractor is continuing to assess and remedy all emergency safety works to the trees and more costs may be incurred as the works are progressed throughout the Borough.

<b>Breakdown of gritting and snow clearance expenditure</b>	<b>£'000</b>
Additional labour and plant for footway clearance	213
Primary routes 1 and 2 operation	168
JCBs and demounts for areas outside Primary routes 1/2 network	106
Salt transfer from Shire Lane to Baths Road	24
Salt bin filling (x3 Oct-Jan)	8
Farmers' snow clearance	13
Standby, overtime, training and other costs	106
	<b>638</b>

### 13. London Permit Scheme Dr £9k

The financing of the London Permit is expected to break even. Although the controllable budgets show a deficit of £9k, the non-controllable budgets show a credit of £9k therefore making the scheme self-financing.

### 14. Non-controllable variations Dr £6,126k

A breakdown of the Dr £6,126k variation in non-controllable budgets is shown in the table below: -

**Non-controllable Variations**

	£'000	£'000
<b>Non-controllable budgets</b>		
FRS17 adjustments	829	
Landlord repairs and maintenance	(298)	
Insurance	380	
Capital Charges	5,867	
Property Rental Income	<u>(12)</u>	6,766
<b>Excluded Recharges</b>		
Support Service recharges	(172)	
Admin Buildings	(276)	
Computer charges	(55)	
Other net recharges	<u>(137)</u>	(640)
		<u><b>6,126</b></u>

FRS17 adjustments Dr £829k

An actuarially assessed adjustment to the employer's pension fund contribution is required to be made under FRS17. This is to reflect the Current Service Cost (the cost of the extra accrual of benefit for active members net of employee contributions, based on assumptions at the start of the year) in our accounts rather than the actual employer contributions. This has resulted in an overall variation of Dr £829k for this portfolio.

Variation in repairs and maintenance Cr £298k

For operational reasons and client unit requirements a number of repair and maintenance projects that were scheduled for completion by 31 March 2011 will not be complete until sometime later in 2011. A carry forward request has been made for £748k to continue funding on-going works in the new financial year.

The Property and Finance Sub-Committee in December 2001 agreed for a carry forward to be made at the end of each financial year of revenue underspends on landlord building maintenance on the basis that the Chief Property Officer will continue to seek to contain total expenditure within approved annual budgets.

Insurances Dr £380k

Insurance recharges are partly based on actual premiums paid in the year and partly on the actual claim payments made. While the premium-based element is known in advance and does not produce significant variations, the claims-based element can vary significantly between years. This has resulted in an overall variation of Dr £380k for this portfolio.

Variation in capital charges, etc Dr £5,867k.

Various entries relating to capital expenditure and fixed assets are required to be charged to service revenue accounts, although it is important to note that these are all reversed out and are therefore cost-neutral.

These comprise:

- Depreciation – variations in the charge for the depreciation of fixed assets arise from revaluations carried out during the year. This has resulted in an overall variation of Cr £219k for this portfolio.
- Revenue expenditure funded by capital under statute - capital expenditure on assets over which the Council has no direct control or which does not add value to the Council's fixed asset base is shown as a charge to revenue services. Variations mainly arise due to re-phasing of expenditure between years or as the result of new expenditure / grant funding. This has resulted in an overall variation of Dr £1,619k for this portfolio.
- Capital grants and contributions – prior to 2010/11, a credit was allocated to revenue services in respect of capital grant income and contributions receivable and matched with fixed assets. Due to a technical accounting change, however, this is now no longer credited to services, but is instead credited to the general "taxation and non-

specific grant income” line in the Comprehensive Income and Expenditure Statement. This has resulted in an overall variation of Dr £4,352k for this portfolio.

- Fixed asset impairment – all of the Council’s fixed assets are re-valued by the Property Division at least every 5 years and an impairment charge is made to revenue services in respect of downward revaluations. These revaluations are completed towards the end of the financial year and no budgetary provision is made for them. Impairment losses totalling Dr £115k have been charged to this portfolio.

Variation in rental income Cr £12k:

For information here, the variations relate to a small surplus within property rental income budgets across the division. Property department are accountable for these variations.

Excluded recharges Cr £640k

Variations in cross-departmental recharges are offset by corresponding variations within other portfolio budgets and have no impact on the overall position.

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Report No.  
ES11063

London Borough of Bromley

PART 1 - PUBLIC

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**Decision Maker:** Environment Portfolio Holder

**For Pre-decision scrutiny by the Environment PDS  
Committee on**

**Date:** 16th June 2011

**Decision Type:** Non-Urgent Executive Non-Key

**Title:** CHISLEHURST AND ST. PAULS CRAY COMMONS  
CONSERVATORS - NOMINATIONS FOR ELECTION

**Contact Officer:** Patrick Phillips, Head of Parks and Greenspace  
Tel: 020 8 313 4322 E-mail: patrick.phillips@bromley.gov.uk

**Chief Officer:** Nigel Davies, Director of Environmental Services

**Ward:** Chislehurst, Cray Valley West

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1. Reason for report

This report details nominations to the Board of Conservators. The Environment Portfolio Holder is requested to approve the appointment of two nominees to serve for the three-year period to 30th June 2014.

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2. **RECOMMENDATION(S)**

**The Portfolio Holder is recommended to:**

- 1) **appoint the two nominees to serve on the Board of Conservators for the next three years until 30<sup>th</sup> June 2014 and**
- 2) **record the vacancy that exists and authorise the Chislehurst and St Pauls Cray Commons Conservators to appoint as and when a suitable candidate volunteers, reporting such details at the next nomination report in 2012 to this Committee.**

### Corporate Policy

1. Policy Status: Existing policy.
  2. BBB Priority: Quality Environment.
- 

### Financial

1. Cost of proposal: No cost
  2. Ongoing costs: N/A.
  3. Budget head/performance centre: Parks and Greenspace - Parks Management
  4. Total current budget for this head: £42,310
  5. Source of funding: Existing Revenue budget 2011/12
- 

### Staff

1. Number of staff (current and additional): Less than 0.1 FTE
  2. If from existing staff resources, number of staff hours: 30 hours pa
- 

### Legal

1. Legal Requirement: Non-statutory - Government guidance.
  2. Call-in: Call-in is applicable
- 

### Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Approximately 50,000 visits per annum to the Commons as visitors or passing through
- 

### Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes.
2. Summary of Ward Councillors comments: These will be reported on the evening if any are received



### 3. COMMENTARY

3.1 There are currently 14 members on the Board of the Chislehurst and St Paul's Cray Commons Conservators. Up to five appointments can be made to the Board annually with each member serving for a period of three years. The 1888 Act, establishing the Conservators, requires that up to eight Conservators be elected from the Chislehurst vestry and seven by the St Paul's Cray vestry. There is currently one vacancy caused by a mid-term resignation of a member.

3.2 In addition the Lord of the Manor can appoint one person to the Board. The London Government Order (1966) makes reference to the requirement that four members of the Board shall be landowners with property fronting the St Paul's Cray Common (Frontagers). There are four existing frontagers on the Board so there is no requirement for the two nominees to be frontagers.

3.3 The two Conservators whose term of office has expired are:

David Howard  
Elizabeth Greenwood

(Ray Gittins has also resigned)

The Nominees are detailed below:

<b>Nominee</b>	<b>Nominating Organisation</b>
<b>Ian Leonard</b>	Board of Conservators
<b>Peter Woodward</b>	Board of Conservators

3.4 Members requested in May 1990 that efforts were made to ensure that suitable local organisations were invited to submit nominations in the future. However, in this instance no other organisations than the Chislehurst Board of Conservators has put forward nominations.

3.5 Given the unexpected early retirement of one member, and the current lack of additional nominations; it is suggested that the Board of Conservators are simply given authority to appoint a suitable new member in due course, should a volunteer with the necessary skills and attributes present themselves. This will need to be ratified by this committee at the next annual nominations report during 2012.

### 4. POLICY IMPLICATIONS

4.1 The Authority has for a number of years made a financial contribution to the management and maintenance of the Chislehurst and St Pauls Cray Commons Conservators, rather than undertake direct responsibility itself.

### 5. FINANCIAL

5.1 The Environment Portfolio Holder has agreed a 5 year fixed grant of £36,300 per annum commencing April 2011. This has in effect brought forward the £6k saving for 2012/13. A further saving will be made in the following 4 years from not having to pay the inflation increase.

## 6. LEGAL IMPLICATIONS

- 6.1 The Chislehurst and St Pauls Cray Commons Conservators under the Metropolitan Commons (Chislehurst and St Paul's Cray) Supplemental Act 1888 *'may from time to time appoint a fit and proper person, or fit and proper persons, to be their clerk and treasurer, and shall appoint or employ such common-keepers, collectors, and other officers and servants as may be necessary and proper for the preservation of order on, and the enforcement of bye-laws with respect to, the Commons, and otherwise for the purposes of this scheme, and may make rules for regulating the duties and conduct of the several officers and servants so appointed and employed (altering such rules as occasion may require); and the Conservators may pay, out of the moneys to be received under this scheme, to such officers and servants such reasonable wages, salaries, or allowances as they may think proper, and every such officer and servant shall be removable by the Conservators at their pleasure'*.

<b>Non-Applicable Sections:</b>	Personnel
Background Documents: (Access via Contact Officer)	Minutes of the Board Meeting 26.4.2011

Report No.  
RES11029

London Borough of Bromley

Agenda  
Item No.

PART 1 - PUBLIC

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**Decision Maker:** Environment Portfolio Holder

**For Pre-decision Scrutiny by the Environment PDS  
Committee on**

**Date:** 16<sup>th</sup> June 2011

**Decision Type:** Non-Urgent Executive Non-Key

**Title:** **APPOINTMENTS TO THE COUNTRYSIDE CONSULTATIVE  
PANEL AND THE LEISURE GARDENS AND ALLOTMENTS  
PANEL 2011/12**

**Contact Officer:** Keith Pringle, Democratic Services Officer  
Tel: 020 8313 4508 E-mail: keith.pringle@bromley.gov.uk

**Chief Officer:** Mark Bowen, Director of Resources

**Ward:** N/A

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1. Reason for report

1.1 There are four Consultative Panels, two of which are within the remit of the Environment Portfolio namely the Countryside Consultative Panel and the Leisure Gardens and Allotments Panel.

1.2 It is necessary to confirm the appointment of Members to these Panels for 2011/12.

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2. **RECOMMENDATION**

2.1 **The Portfolio Holder is asked to confirm the 2011/12 Membership of the Countryside Consultative Panel and the Leisure Gardens and Allotments Panel.**

### Corporate Policy

1. Policy Status: N/A.
  2. BBB Priority: Quality Environment.
- 

### Financial

1. Cost of proposal: No cost
  2. Ongoing costs: N/A.
  3. Budget head/performance centre: N/A
  4. Total current budget for this head: £N/A
  5. Source of funding: N/A
- 

### Staff

1. Number of staff (current and additional): N/A
  2. If from existing staff resources, number of staff hours: N/A
- 

### Legal

1. Legal Requirement: No statutory requirement or Government guidance.
  2. Call-in: Call-in is applicable
- 

### Customer Impact

1. Estimated number of users/beneficiaries (current and projected): N/A
- 

### Ward Councillor Views

1. Have Ward Councillors been asked for comments? N/A.
2. Summary of Ward Councillors comments: N/A

### 3. COMMENTARY

3.1 The following nominations for the Countryside Consultative Panel have been received:

Councillors Julian Benington, William Huntington-Thresher, Gordon Norrie and Richard Scoates.

3.2 The following nominations for the Leisure Gardens and Allotments Panel have been received:

Councillors Ellie Harmer, Sarah Phillips, Harry Stranger and Michael Turner.

<b>Non-Applicable Sections:</b>	Policy, Financial, Legal and Personnel
Background Documents: (Access via Contact Officer)	N/A

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Report No.  
ES11065

London Borough of Bromley

PART 1 - PUBLIC

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**Decision Maker:** Environment Portfolio Holder

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

**Date:** 16 June 2011

**Decision Type:** Non-Urgent Executive Key

**Title:** ENVIRONMENT PORTFOLIO PLAN 2011/14

**Contact Officer:** Gavin Moore, Assistant Director Customer & Support Services  
Tel: 020 8313 4539 E-mail: gavin.moore@bromley.gov.uk

**Chief Officer:** Nigel Davies, Director of Environmental Services

**Ward:** All

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1. Reason for report

The report recommends the final draft of the Environment Portfolio Plan for 2011/14, including information on performance in 2010/11.

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2. **RECOMMENDATION(S)**

That the Portfolio Holder:

- a. Agrees the scope, aims and outcomes proposed in the Portfolio Plan, taking into consideration the budget for 2011/14 which has already been agreed; and
- b. Agrees to the specific milestones and local performance expectations set out in the Plan, taking account of performance during 2009/10 and 2010/11.

### Corporate Policy

1. Policy Status: Existing policy.
  2. BBB Priority: Quality Environment.
- 

### Financial

1. Cost of proposal: N/A
  2. Ongoing costs: N/A.
  3. Budget head/performance centre: Environment Portfolio Revenue Budget 2011/2012 & LIP
  4. Total current budget for this head: £36.2 million and £3.994m LIP
  5. Source of funding: 2011/12 revenue budget and 2011/12 LIP funding agreed by TfL
- 

### Staff

1. Number of staff (current and additional): 221 fte
  2. If from existing staff resources, number of staff hours: As above
- 

### Legal

1. Legal Requirement: Non-statutory - Government guidance.
  2. Call-in: Call-in is applicable
- 

### Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Entire borough
- 

### Ward Councillor Views

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



### 3. COMMENTARY

- 3.1 A report to the Environment Policy Development and Scrutiny Committee on 29<sup>th</sup> November 2010 provided Members with an opportunity to comment on the draft aims and priorities of the Environment Portfolio Plan for 2011/14. The Committee resolved that it wished to see the Plan retained in order to provide a clear statement of Portfolio priorities for the benefit of staff and the public, and to provide a yardstick to measure achievement against objectives that could be used by the public and Members to hold the Portfolio Holder and Director accountable.
- 3.2 The Portfolio Holder subsequently agreed the proposed structure of the Plan and asked specifically that it should:
- include proposals to mitigate the impact of carbon tax;
  - refer to continued enhancement of green spaces across the borough; and
  - minimise non-statutory contents and targets
- 3.3 A draft Environment Portfolio Plan for 2011/14 was then brought to Environment PDS Committee on 5<sup>th</sup> April 2011. The Committee continued to want some form of benchmarking so that it could assess the performance of the Portfolio, plus judge the value for money delivered by the services offered, and it was content with the scope and content of the draft Portfolio Plan as presented. Subsequent to the meeting of the Committee, the Environment Portfolio Holder agreed the scope, aims and outcomes of the draft Plan.
- 3.4 The final draft of the Plan, attached as an Appendix, reflects the Council's "Building a Better Bromley" priorities, and takes account of legislative requirements. It includes performance information from 2010/11 and 2009/10. The Plan is presented to facilitate:
- Accountability for the achievement of 2010/11 targets
  - Understanding of the Portfolio's objectives for the coming year
  - Setting milestones and local performance expectations for 2011/14
- 3.5 The abolition of the Place Survey means that there will no longer be national benchmarking data on residents' satisfaction with services such as street cleaning, waste collection, recycling, parks, and roads & footway maintenance. The Council's corporate approach to the future measurement of resident satisfaction with services is still under review. At its April meeting, the Environment PDS Committee said that consideration should be given to replacing existing benchmarking methods with a superior method, if available, to establish residents' satisfaction with the services delivered by the department. The potential for a new approach is being actively investigated for the Environment Portfolio, but for the moment targets relating to resident satisfaction have not been set in the Plan.
- 3.6 The Environment PDS Committee will receive an update on progress in implementing the final agreed Plan in November 2011, as part of its role in scrutinising the Executive.
- 3.7 **Performance Highlights from 2010/11**
- 3.7.1 Performance on street cleaning and graffiti removal is measured by NI 195, and set out on page 5 of the Portfolio Plan. The 2010/11 targets were inherited from the Local Area Agreement negotiated with the former Government Office for London, and have been clearly exceeded in recent years. More demanding expectations for the service have therefore been set for 2011/12 and future years, with a caveat that particular attention will need to be given to maintaining standards when the new cleansing contract is introduced in 2012/13.

3.7.2 Performance on waste has continued to meet and in some senses exceed expectations. Recycling (NI 192) was exactly on target, demonstrating the success of the detailed plan for roll out of Recycling and Composting for All borough-wide. In addition there continues to be a significant reduction in the amount of residual waste left by households, and it is proposed that a more demanding level of performance should be expected in future.

3.7.3 Road safety performance in 2010 is also highlighted, and shows a further significant reduction in casualties. In the light of this sustained improvement, expectations for the service have been reviewed and set at a more ambitious level. The long-term objective proposed is to achieve, by 2018, a 33% reduction in injuries compared to the mean casualty rate over the period 2007/10.

#### 4 POLICY IMPLICATIONS

4.1 The desired outcomes for the Environment Portfolio are set out in the draft Portfolio Plan:

- Improving the street scene
- Minimising waste, and increasing recycling and composting
- Enhancing Bromley’s parks and open spaces
- Securing our transport infrastructure
- Improving transportation
- Customer services and cross-cutting themes

4.2 Policy and financial priorities for the Council are set out in “Building a Better Bromley”. The proposed outcomes of the 2011/14 Portfolio Plan support these priorities, in particular that of a quality environment.

- An excellent Council
- Safer communities
- A quality environment
- Vibrant, thriving town centres
- Supporting independence
- Ensuring all children and young people have opportunities to achieve their potential.

#### 5. FINANCIAL IMPLICATIONS

The draft Plan will be implemented using: the agreed Environment revenue budget for 2011/12 of £36.2m; TfL funding for the Local Implementation Plan (LIP) of 3.994m; any extra TfL funding if approved; and additional resources from the London Waste and Recycling Board.

<b>Non-Applicable Sections:</b>	Legal implications, Personnel implications
Background Documents: (Access via Contact Officer)	Environment Portfolio Plan 2010/13 <a href="http://www.bromley.gov.uk/NR/rdonlyres/9799C692-00F0-43C8-A64A-FBA2142E1F81/0/EnvironmentPortfolioPlan200912.pdf">http://www.bromley.gov.uk/NR/rdonlyres/9799C692-00F0-43C8-A64A-FBA2142E1F81/0/EnvironmentPortfolioPlan200912.pdf</a>  Report (29 November 2010): Priorities for the Environment Portfolio Plan <a href="http://sharepoint.bromley.gov.uk/mgConvert2PDF.aspx?ID=5427">http://sharepoint.bromley.gov.uk/mgConvert2PDF.aspx?ID=5427</a>  Report (5 April 2011) Draft Environment Portfolio Plan

	2011-14
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<http://sharepoint.bromley.gov.uk/ielistDocuments.aspx?Cid=127&Mid=3383&Ver=4>

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# Environment Portfolio Plan 2011/14

## Introduction

Services provided within the Environment Portfolio affect the daily lives of every Bromley resident. We aim to maintain and enhance the local environment in which people live and work, and provide a high quality of life for all. Protecting the borough now and for future generations is a top priority.

Many of our services compare favourably with those of other authorities. We nevertheless strive to improve our performance further still, so that our environmental services are seen as excellent in the eyes of local people. A 'clean and green' Bromley is one of the main reasons people enjoy living or working in the borough. Residents rightly expect services such as street cleaning, waste collection, highways maintenance, and parks to meet high standards of effectiveness and efficiency.

The department continues to meet the demanding Customer Service Excellence standard, one of the first council services nationally to do so. We have built on the award to develop even higher standards of customer service.

The Environment Portfolio also leads the Council's carbon reduction programme. The Council itself is seeking to become more energy efficient to reduce our carbon emissions and costs, including liabilities under the coalition government's carbon tax. We will also seek to work with and support partner organisations, to ensure they play their part in reducing carbon emissions and improving energy efficiency borough-wide.

## Improving the Street Scene

The quality of the street scene continues to be a priority for Bromley. A well maintained street scene is closely related to how safe residents feel and how satisfied they are with their area. The cleanliness of the borough's streets has been consistently identified by residents as a particularly important issue. In recent years, real progress has been made. This has been a result of a range of initiatives to improve cleanliness including spring cleanups, deep cleansing, new ashtray/litter bins, recycling bins, bus stop cleaning beats, chewing gum removal, and awareness raising campaigns. We will continue to enforce on-the-spot fines for littering and dropping of chewing gum. The Council continues to make progress on the Rights of Way Improvement Plan. The street traders we license, and the markets we manage, also add vitality to the borough's street scene.

A new contract for street cleaning will begin in April 2012. We have taken the opportunity to thoroughly review our approach to street cleaning to seek efficiencies and maintain a high standard of service, and these aims will underpin the new contract.

We have now reached landmark agreements with the police, and our parks contractor Ward Security, for their officers and staff to serve Fixed Penalty Notices for enviro-crime offences - including the damage caused by graffiti. We have built on the success of Operation Monica, identifying offenders through a co-operative multi-agency approach to reduce the fear of crime and improve the quality of the environment.

Over the past few years we have also had significant success in reducing the incidence of fly-tipping and abandoned vehicles. The Council offers a service for the removal and disposal of unwanted vehicles free of charge, which has contributed to this success. In addition, devolved powers from the DVLA enable us to take enforcement action against untaxed vehicles. We will ensure that this approach is sustained.

### **Recycling and Waste**

With the Landfill Tax increasing year on year there is an important financial benefit in recycling more and sending less of our waste to landfill. The environmental benefits of reducing waste and increasing the level of recycling are also important. Bromley's recycling performance is exceptional by both national and London standards, yet the borough remains a relatively high waste-producing area.

In the longer term producing less waste in the first place is the real answer, and manufacturers and retailers have an important role to play in achieving this. Until they do, the cost of waste services will remain a bigger issue for Bromley residents than should be the case. We will therefore encourage and support the Government to bring forward proposals to tackle this problem. We will continue to work with residents to help them reduce the amount of rubbish they generate.

From October 2010, the Composting for All kitchen waste recycling scheme was expanded across the borough for all street-level properties. Early indications demonstrate a reduction in the overall tonnage produced, and an increased recycling rate to 48% in the second half of the year. We will continue to enhance the service through our Recycling for All programme and ensure our waste advisors work with residents, visiting households and encouraging greater participation.

We will continue to expand Composting for All in the coming year and, in partnership with the London Waste and Recycling Board, we will extend the separate kitchen waste collection to flatted properties in the borough.

Over the course of the coming year we will continue to promote and facilitate further recycling by schools and local businesses, to supplement the success of our domestic waste initiatives.

### **Enhancing Parks and Green Spaces**

The high standard of our parks and open spaces, and access to nature, figure highly amongst the issues identified by residents as a vital part of making the borough a good place to live in.

In the last year we worked closely with residents in Penge and Anerley to enhance their wellbeing through our 'Park Fit' and 'Grow Time' initiatives. We also successfully facilitated a pilot voluntary action scheme to encourage young people living in the Cray Valley to support their community.

We continue to support Friends groups, and seek to link Street Friends to Parks Friends wherever possible. Since 2006 the number of accredited Park Friends groups has increased from 19 to 51. Friends groups can help to raise external funding that local authorities acting alone are unable to access. Last year, Friends groups secured over £265,000 of additional funding and provided over 30,000 hours of voluntary work to enhance our landscapes. We will continue to work with local groups in seeking additional funding to enhance their local parks and green spaces.

We plan to provide additional reserved areas to help alleviate pressures on the borough's remaining burial spaces. We will seek additional spaces to reduce the borough's allotment waiting list.

Last year we planted over 600 trees, and 39 abandoned vehicles were removed from our parks. More than 1 in 5 of all trees had a comprehensive health and safety inspection. Park security has been improved, including the delivery of fixed penalty notices for dog-related crime. We are liaising closely with the Police to facilitate a joint approach to dangerous dog offences. We will continue our work in improving the safety and security in parks, and the cleanliness and tidiness of all our green spaces.

### **Transport Improvements**

Traffic congestion has been identified by residents as a priority issue facing the borough. Solutions will, however, be both long-term and costly. Major highway and traffic schemes which the borough wishes to see developed are often dependent upon funding from Transport for London (TfL), and this could be uncertain in the future. As part of our programme to reduce traffic congestion through better highway design, this year we will focus on the northern section of the Orpington Bypass (A224) and parts of the A234-A222-A2015 route through Penge and Beckenham.

Local people themselves should be able to play their part, for example by reducing the proportion of home to school journeys by car. All of our schools have travel plans in place, and we will continue to review and update existing plans. We are working with primary schools to find new ways to ensure primary school children can walk to school unaccompanied.

We will continue to work with local businesses to develop workplace travel plans. We are also committed to supporting the development of travel planning and advice for the Council's own staff.

We will continue to seek improvements in public transport to provide more choice. We will maintain our programme of re-surfacing bus routes to improve the journey experience. We will also make improvements to local cycling and walking facilities, including Court Road, and will contribute to the development of the Bromley North Village project.

Congestion should also be tackled in conjunction with neighbouring boroughs, as motorists avoiding more congested areas can impact on others. We will work through the new sub-regional bodies and maintain contact with our partners from the former Seltrans partnership, to identify and lobby for projects which will deliver benefits for travellers across south and south-east London.

Bromley has a good record in road accident reduction, with record low levels of serious and fatal accidents. We have an active programme of educating road users, with a particular focus on children and teenagers as they approach driving age. We will continue our programme of targeted safety improvements to reduce deaths and injuries on our roads.

Mobile phone payment for parking has been introduced to provide more choice for motorists. A number of parking schemes are under development, including reviews of Penge and Beckenham town centre areas and the possible extension of Lennard Road car park in Beckenham.

### **Transport Infrastructure**

The condition of Bromley's roads and pavements has been consistently identified by residents as a particularly important issue, and their maintenance continues to be a priority for the Council.

We intend to commence a programme of major repairs to the A233 Main Road, Biggin Hill, and begin work on a £6 million scheme to renew Chiselhurst Bridge.

The London Permit Scheme was successfully introduced in Bromley. We will seek to reduce traffic congestion caused by utility companies' street works even further.

The Council played an effective role in keeping traffic moving and safe through the winter snowfall. We are reviewing the lessons learned from this experience to ensure that key services can continue to operate during adverse weather conditions.

A programme of repairs to potholes caused by the severe weather during the winter of 2009/10 was successfully undertaken. Further work will be carried out to repair damage caused by the snowfall in December 2010.



<b>Outcome 1</b>	<b>Improving the Street Scene</b>
Issues	Clean streets are a high priority for residents
	Satisfaction with the street scene has a significant impact on residents' confidence in the Council

<b>Aim</b>	<b>Maintaining street cleanliness</b>	
In the coming year we will ...	Resources required beyond those currently available	
Continue to support our partners, including the police, to issue Fixed Penalty Notices for a range of offences		
Maintain residents' satisfaction with street cleaning standards		
Expand the Street Friends scheme and establish a Junior Friends Network.		
Continue to monitor street cleanliness standards effectively and accurately		
Develop the Community Toilet scheme to provide facilities for the public		

Performance Indicators	09/10 Actual	10/11 Target	10/11 Actual	11/12 Target	12/13 Target	13/14 Target
NI 196: Enforcement actions taken against fly-tipping; and	238	240	212	220	220	220
Number of illegal fly-tipping incidents	2516	<2500	2886	<2500	<2500	<2500
Street & environmental cleanliness (% streets below standard)						
- litter	7%	13%	4%	6%	6%	6%
- detritus	8%	11%	8%	8%	8%	8%
- graffiti	3%	3%	2%	3%	3%	3%
- fly-posting	1%	1%	1%	1%	1%	1%
(NI 195; now reported to Keep Britain Tidy)						

<b>Outcome 2</b>	<b>Minimising Waste, and Increasing Recycling and Composting</b>
Issues	Encouraging greater public involvement in waste minimisation and recycling

Aims	Increasing the proportion of waste recycled and composted
	Reducing the amount of waste sent to landfill
	Maintain public satisfaction with refuse and recycling services
In the coming year we will ...	Resources required beyond those currently available
Consolidate the borough-wide implementation of our Recycling for All policy	
Enhance recycling through an innovative food waste collection service for flats	London Waste and Recycling Board
Through our waste advisers, assist residents to minimise their waste and recycle more	
Improve our facilities for producing energy and fertiliser from organic waste	
Support schools and businesses to recycle on a greater scale	
Maintain public satisfaction with waste collection	

Performance Indicators	09/10 Actual	10/11 Target	10/11 Actual	11/12 Target	12/13 Target	13/14 Target
Household waste recycled/composted (%) NI 192	40.2%	44%	44%	48%	50%	52%
Municipal waste land-filled NI 193 (%)	35.1%	36%	34%	30%	25%	22%
Residual household waste (kg per household) NI 191	589kg (1,298 lb)	571kg (1,259 lb)	524 kg (1,155 lb)	490kg (1,080 lb)	470kg (1,036 lb)	450kg (992 lb)

<b>Outcome 3</b>	<b>Enhancing Bromley's Parks and Green Spaces</b>
Issues	Develop community involvement in our parks
	Conserve and enhance Bromley's parks and green spaces

<b>Aim</b>	<b>Maintain public satisfaction with parks and green spaces</b>	
In the coming year we will:	Resources required in addition to those currently available	
Maintain at least 51 accredited Friends of Parks groups, and assist them to seek at least £300,000 of external funding for park improvements	Grant funding	
Continue to develop healthy and active play schemes for both young and old	Grant funding	
Maintain the cleanliness of parks, open spaces and verges		
Improve safety and security in parks and green spaces, including Crystal Palace		
Promote responsible dog ownership; and work with the police to enable owners of dangerous dogs to be prosecuted.		
Integrate Country Parks and Rangers within the comprehensive Parks and Greenspace service		
Maintain public satisfaction with parks and open spaces		

<b>Outcome 4</b>	<b>Securing our transport infrastructure</b>
Issues	Satisfaction with the condition of roads and pavements has a significant impact on residents' confidence in the Council
	Ensure maintenance of the borough's infrastructure is carried out in a timely and effective way.

Aim	Maintain roads, pavements and street lighting in a good condition
In the coming year we will ...	Resources required beyond those currently available
Follow up the successful energy-saving pilot on the dimming of street lighting at appropriate times	
Review the effectiveness and priorities of the winter maintenance service in the light of experience	
Further develop the Snow Friends scheme prior to Winter 2011/12	
Commence work on the renewal of Chiselhurst Bridge	TfL
Initiate a major programme of refurbishments to the A233 Main Road, Biggin Hill	TfL
Maintain public satisfaction with the condition of roads and footways	

Performance Indicators	09/10 Actual	10/11 Target	10/11 Actual	11/12 Target	12/13 Target	13/14 Target
Condition of principal roads (NI 168) (% should be considered for maintenance)	4%	<7%	3%	<7%	<7%	<7%
Condition of non-principal roads (NI 169) (% should be considered for maintenance)	4%	<8%	5%	<8%	<8%	<8%
Condition of footway surface (% should be considered for maintenance)	28%	<30%	18%	<30%	<30%	<30%

Aim	Improve the standard of work carried out by the utilities
In the coming year we will ...	
Continue to inspect 40% of utilities works, 10% more than expected in the code of practice	
Work with utility companies to improve the speed and quality of their work, taking enforcement action where necessary	
Build on the successful introduction of the London Permit Scheme to reduce delays and traffic congestion	

Aim	Minimise the risk of flooding
In the coming year we will ...	
Complete final drafts of the Preliminary Flood Risk Assessment (PRFA) and the Surface Water Management Plan (SWMP)	
Demonstrate that the SWMP is being followed and developed	
Adopt the statutory role of Lead Local Flood Authority	

<b>Outcome 5</b>	<b>Improving Transportation</b>	
	Predicted long-term increase in car ownership	
	Transport needs of those without private cars	
Aims	Promotion of cycling, walking and public transport to: improve access to services, facilities, and employment; reduce peak time congestion; improve journey times; and lower carbon emissions	
	Improve the road network for all users	
	Promote safe and secure parking provision	
In the coming year we will ...		Resources required beyond those currently available
Continue implementing the traffic element of the Bromley Town Centre Area Action Plan, including a strategy to meet parking demand after the planned closure of Westmoreland Road MSCP		
Plan a medium-term 10% modal shift reduction in journeys by car to Bromley Town Centre		TfL
Prepare to examine in 2012/13 the potential benefits of a new "park and ride" scheme		
Agree a new Local Implementation Plan (LIP) in response to the Mayor of London's revised Transport Strategy		
Review the Council's transport policies and contribute to the Council's Local Development Framework		
Lobby for extensions of the Docklands Light Railway and Tramlink into the borough		
Decrease congestion and reduce journey times on priority routes focusing on: <ul style="list-style-type: none"> <li>the Orpington bypass (A224)</li> <li>parts of the A234/A222/A2015 route through Penge and Beckenham</li> </ul>		TfL
Improve priority bus routes and, where practicable, reduce bus journey delays		TfL

Continue to support developers and businesses in introducing Work Based Travel Plans	TfL
Continue the reviews of School Travel Plans, working with schools and parents to reduce traffic congestion, improve road safety, and encourage walking and cycling.	
Provide cycle training to at least 1,600 people; and continue the successful programme of Complete Driving Courses	TfL
Improve pedestrian and cycle access to local facilities, parks and the countryside, including a major scheme for Court Road, Orpington	TfL
Seek to extend the New Beckenham (Lennard Road) car park	TfL
Complete the Penge parking review, and undertake a comprehensive review of parking provision in Beckenham town centre	TfL

Performance Indicators	09/10 Actual	10/11 Target	10/11 Actual	11/12 Target	12/13 Target	13/14 Target
%age of children traveling to school by car (from School Census; former NI 198)	31%	27%	31%	31%	31%	31%

Aim	Fewer road accident casualties
In the coming year we will ...	Resources required beyond those currently available
Implement a programme of accident reduction measures in key locations	TfL
Identify and prioritise locations for accident reduction measures in 2012/13	
Deliver a programme of skid resistant road surfacing to improve safety	TfL

Performance Indicators	2009 Actual	2010 Target	2010 Actual	Target		
				2011	2012	2013
People killed/seriously injured in road accidents NI 47	127	No more than 121	90	No more than 128	No more than 123	No more than 119
Children killed/seriously injured in road accidents NI 48	7	No more than 13	5	No more than 11	No more than 11	No more than 11
Total road accident injuries and deaths	877	No more than 860	816	No more than 850	No more than 819	No more than 788



## Customer Services and Cross-cutting Themes

Aim	Contribute to wider environmental improvements
In the coming year we will:	
<p>Lead a programme of activity, including energy efficiency improvements, to reduce the Council's carbon emissions and mitigate the impact of the carbon tax</p> <p>Provide exemplars of good practice and celebrate the achievements of Bromley's residents and businesses at the Bromley Environment Awards</p> <p>Network with other local private and public sector organisations to improve energy efficiency and reduce carbon emissions across the borough</p>	

	08/09 Actual	09/10 Target	09/10 Actual	10/11 Target	11/12 Target	12/13 Target
NI 185 % annual reduction in CO <sub>2</sub> emissions due to Council operations	Base-line	4%	12.9%	4%	4%	4%
NI 186 annual reduction in borough-wide CO <sub>2</sub> emissions	3.9% (Target 2.83%)	2.83%	n/a	2.83%	2.83%	2.83%
Adaptation to climate change (level of preparedness – former NI 188)	0	1	1	2	3	3

Aims	Increase customer satisfaction
	Improvement and Efficiency
	Fair and effective parking enforcement
In the coming year we will:	
Sustain the improvement in our standards of customer service	
Embed coherent and effective service planning	
Identify and implement further efficiency savings	
Continue to achieve demanding service objectives within the context of tightened budget constraints	
Maintain control of our contracts at both Member and operational level, including reviewing our approach to services whenever contracts are renewed	
Support the Environment PDS Committee in exercising its powers of scrutiny over a range of public bodies, including the Council itself	
Continue to improve the effectiveness and fairness of the Council's parking enforcement activities	
Provide a choice of parking payment methods for motorists	
Ensure that good parking facilities and reasonable charges support the vitality of the borough's town centres	

## Communications Issues

### Improving the street scene

- Improve public understanding of, and support for, the Council's approach to tackling fly-tipping, litter and graffiti
- Promote Bromley's image as a clean and green borough
- Increase public awareness of the Community Toilet scheme

### Minimising waste, and increasing recycling and composting

- Increase resident participation to secure environmental and other benefits through recycling and waste minimisation, in support of our Recycling and Composting for All programme
- Promote recycling in schools
- Explain how home composting and real nappies can reduce waste and save money

### Improving transportation

- Promote the advantages of cycling, walking and using public transport to pupils in our schools
- Promote cycling, walking and the use of public transport to businesses, visitors and residents, focusing on town centre locations
- Ensure that our messages on road safety are communicated effectively to the public

### Enhancing Bromley's Environment

- Promote the activities of Friends groups and others in enhancing the borough's parks and street scene
- The Bromley Environment Awards will celebrate the achievements of local residents and businesses in protecting and improving the quality of the local environment

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Report No.  
ES11059

London Borough of Bromley

PART 1 - PUBLIC

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**Decision Maker:** Environment Portfolio Holder

**For any pre-decision scrutiny questions by the Environment PDS Committee on**

**Date:** 16 June 2011

**Decision Type:** Non-Urgent Executive Non-Key

**Title:** ST. PHILOMENA'S SCHOOL - PEDESTRIAN CROSSING

**Contact Officer:** Farzaneh Ziarati, Traffic Engineer  
Tel: 020 8313 4593 E-mail: farzaneh.ziarati@bromley.gov.uk

**Chief Officer:** Nigel Davies, Director of Environmental Services

**Ward:** Cray Valley East

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1. Reason for report

- 1.1 A request has been received from St Philomena's RC Primary School for the installation of a crossing facility outside the school.
  - 1.2 This report seeks the approval of the Portfolio Holder for the installation of a Zebra crossing in Chelsfield Road, St Mary Cray, outside the school.
- 

2. **RECOMMENDATION(S)**

- 2.1 That the Portfolio Holder agrees the plan to install a Zebra crossing on Chelsfield Road near the entrance to St Philomena's School, as illustrated in drawing labelled ESD10805-1 and explained in section 3.9 of this report.

### Corporate Policy

1. Policy Status: Existing policy.
  2. BBB Priority: Quality Environment.
- 

### Financial

1. Cost of proposal: Estimated cost £20,000
  2. Ongoing costs: N/A.
  3. Budget head/performance centre: TfL LIP funding for Pedestrian Crossings and Minor Walking Schemes 2011/12
  4. Total current budget for this head: £66,330 is the uncommitted balance available
  5. Source of funding: Transport for London
- 

### Staff

1. Number of staff (current and additional): 1
  2. If from existing staff resources, number of staff hours: 60
- 

### Legal

1. Legal Requirement: Non-statutory - Government guidance.
  2. Call-in: Call-in is applicable
- 

### Customer Impact

1. Estimated number of users/beneficiaries (current and projected): All local residents and people attending St Philomena's School.
- 

### Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes.
2. Summary of Ward Councillors comments: Two Councillors responded and are supportive of the scheme.

### 3. COMMENTARY

- 3.1 In 2010 the Council was contacted by St Philomena's RC Primary School. The school were concerned that as the Council's contractor had been unable to recruit a reliable School Crossing Patrol, parents were unwilling to allow their children to travel to school unescorted. There was a lack of certainty that support to cross Chelsfield Road would always be present.
- 3.2 The school has requested a formal crossing, either Pelican or Zebra, be installed as close to the operating location of the Patrol as possible.
- 3.3 This approach was supported by a ward Member, Cllr Fortune.
- 3.4 The site was investigated by a traffic engineer who concluded that the provision of a Zebra crossing could create a safer crossing point for local residents and pupils attending St Philomena's School. A safety audit of the site was conducted, which concluded that a Zebra crossing could be safely installed here.
- 3.5 This proposal is in line with the Council's aims of improving safety outside schools, increasing the number of pupils travelling to school by foot thus reducing traffic congestion, and also helps avoid the ongoing costs of employing a School Crossing Patrol, which is just under £5,000 p/a.
- 3.6 This report seeks the approval of the Portfolio Holder to allow the installation of a zebra crossing in Chelsfield Road, St. Mary Cray, as shown in the plan.

#### Consultation

- 3.7 Pre-consultation documents were sent out to Ward Members inviting their comments. Two Ward Members responded and are both supportive of the scheme.
- 3.8 On 19<sup>th</sup> May 2011 local residents were consulted to seek their views concerning the proposal to install a Zebra crossing at this location. Twenty six questionnaires were delivered and at the date this report went to print, two responses had been received.

#### Summary of Consultation Response

No of questionnaires circulated	No of questionnaires returned	In favour	Against	Undecided
26	2	2	0	0

Comments Received	Officer's Response
Resident supportive of zebra, but concerned that zebra will encourage more people to cross near her driveway, as her wall blocks sight lines when emerging. Also, her neighbour reverses into the road where the crossing might be.	Officers will meet resident on site to look at options for improving sight lines.
School supportive of controlled crossing but would have preferred a Pelican.	Due to site restrictions (narrow footway) a Pelican cannot be installed at this location.

## Conclusion

- 3.9 It is therefore recommended that a Zebra crossing be installed in Chelsfield Road, outside St. Philomena's RC Primary School, as illustrated in ESD10805-1. Detailed design issues, such as the extent of anti-skid surface used on the approaches and the precise locations of the Belisha beacons, should be decided by the Director at the detailed design stage. Detailed design is subject to an investigation of the statutory utilities under the footway.

## **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 In "Building a Better Bromley 2020 Vision – Quality Environment", two stated issues to be tackled are: (i) Promoting safe motoring; and (ii) Improving the road network for all users.

## **5. FINANCIAL IMPLICATIONS**

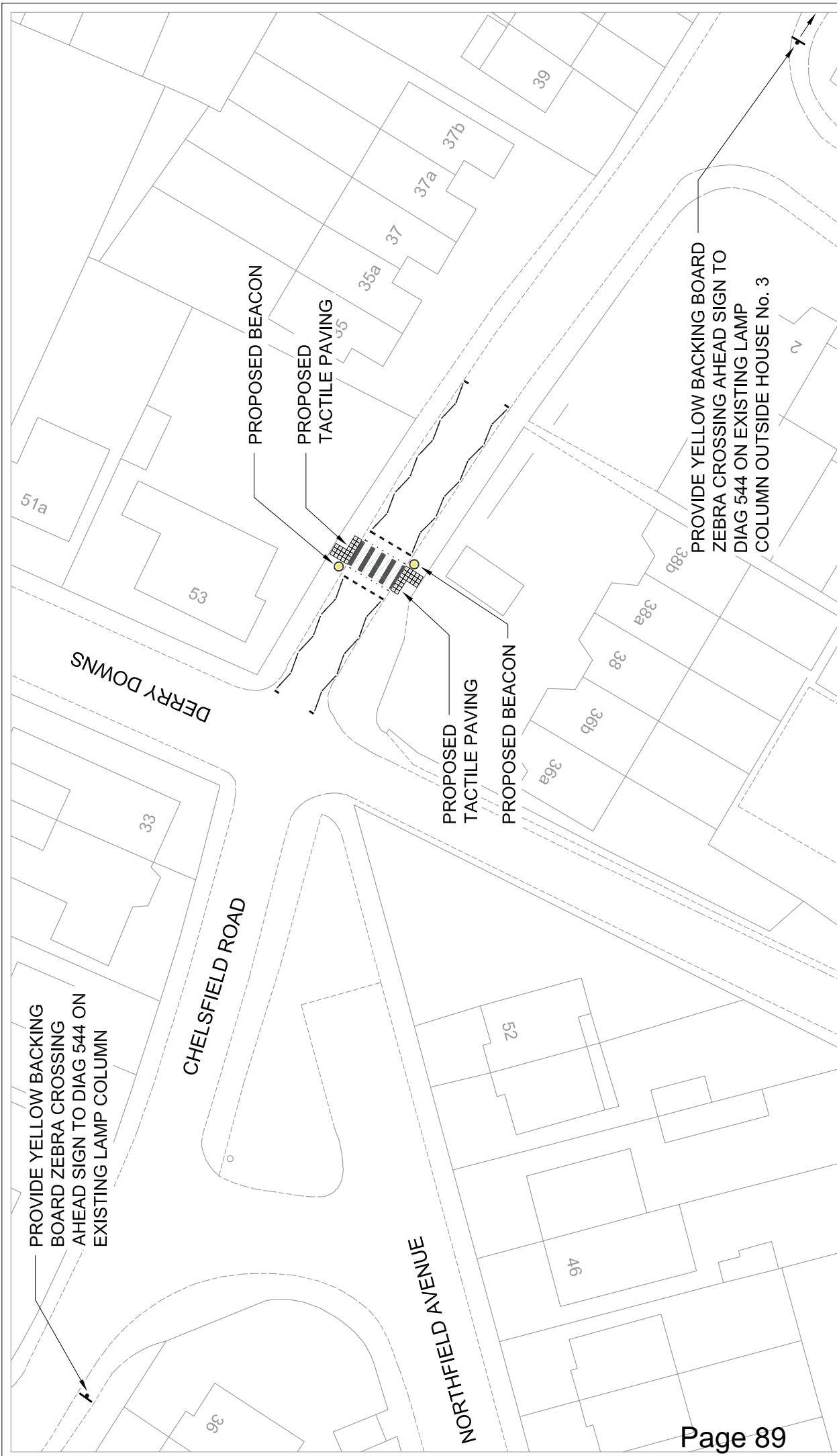
The estimated cost of this scheme is £20,000 and will be funded from the TfL LIP funding for Pedestrian Crossings and Minor Walking Schemes 2011/12, which has an uncommitted balance of £66,330. A Traffic Management Order will be required, but to minimise the financial impact the cost will be divided between this and other current schemes requiring Orders.

## **6. LEGAL IMPLICATIONS**

A Traffic Management Order will be required under Section 9 of the Traffic Regulation Act 1984.

<b>Non-Applicable Sections:</b>	Personnel Implications
Background Documents: (Access via Contact Officer)	Consultation document filed in Traffic and Highways Office, St Blaise Building





PROVIDE YELLOW BACKING BOARD ZEBRA CROSSING AHEAD SIGN TO DIAG 544 ON EXISTING LAMP COLUMN


CHELSEFIELD ROAD

NORTHFIELD AVENUE

DERRY DOWNS

PROVIDE YELLOW BACKING BOARD ZEBRA CROSSING AHEAD SIGN TO DIAG 544 ON EXISTING LAMP COLUMN OUTSIDE HOUSE No. 3

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 <p><b>Nigel Davies</b> Director of Environmental Services</p>	<p>Environmental Services Civic Centre, Stockwell Close, Bromley, BR1 3UH Tel: 020 8464 - 3333 Fax: 020 8313 - 4555 Email: <a href="http://www.bromley.gov.uk">www.bromley.gov.uk</a></p>	<p>Scale @ A4 1:500</p>	<p>Date 16/02/11</p>	<p>Checked FZ</p>	<p>By RL</p>	<p>Drawing Number ESD-10805-1</p>	<p>Revision -</p>	<p>Title <b>PROPOSED ZEBRA CROSSING</b></p>	
								<p>Rev</p>	<p>Date</p>

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Report No.  
ES10185

London Borough of Bromley

PART 1 - PUBLIC

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**Decision Maker:** Environment PDS Committee

**Date:** 16 June 2011

**Decision Type:** Non-Urgent                      Non-Executive                      Non-Key

**Title:** **SELECTION, DESIGN AND CONSULTATION POLICY FOR TRAFFIC SCHEMES**

**Contact Officer:** Deirdre Farrell, Traffic Engineering Manager  
Tel: 020 8313 4543 E-mail: deirdre.farrell@bromley.gov.uk

**Chief Officer:** Nigel Davies, Director of Environmental Services

**Ward:** All Wards

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1. Reason for report

- 1.1 This report is to set out the methods that are used in selecting traffic schemes to design, consult on and if approved, implement in the Borough.

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2. **RECOMMENDATION**

- 2.1 That the Environment PDS comments on the selection, design and consultation methods, set out in this report.

### Corporate Policy

1. Policy Status: N/A.
  2. BBB Priority: Quality Environment.
- 

### Financial

1. Cost of proposal: No cost
  2. Ongoing costs: N/A.
  3. Budget head/performance centre: Transport for London LIP Formula Funding / Transport and Highways budget
  4. Total current budget for this head: £3.2M / £52K
  5. Source of funding: Transport for London and existing revenue budget 2011/12
- 

### Staff

1. Number of staff (current and additional): 15
  2. If from existing staff resources, number of staff hours: N/A
- 

### Legal

1. Legal Requirement: Non-statutory - Government guidance.
  2. Call-in: Call-in is not applicable.
- 

### Customer Impact

1. Estimated number of users/beneficiaries (current and projected):
- 

### Ward Councillor Views

1. Have Ward Councillors been asked for comments? N/A.
2. Summary of Ward Councillors comments:

### 3. COMMENTARY

#### Introduction

- 3.1 In 2010 the Environment PDS asked for a report to be brought forward giving more information about the process undertaken to select, prioritise, design, consult and decide upon traffic related improvements to the highway network.
- 3.2 Traffic schemes are wide ranging, including the areas listed below.
- 3.3 Road Safety and Antisocial Driving: This covers many aspects of Road Safety including accident investigation and prevention, local safety schemes and accident reduction measures. It includes design and installation of features to slow inappropriate traffic speeds, improve safety for all road users and quality of life for residents blighted by antisocial driving.
- 3.4 Parking: This relates to all forms of parking on the public highway. It covers issues such as requests for parking controls in areas where parking has become a problem and modifications to existing parking regulations are needed. Parking controls include such things as waiting and loading restrictions (yellow lines), controlled parking zones (which may include residents' parking permits), footway parking, disabled parking bays and any other parking controls that may be installed on the public highway.
- 3.5 Traffic Flow and Congestion: The flow of traffic is key to public and personal transport on our borough roads. On many major routes traffic flow is regulated by traffic signals. These are controlled centrally by Transport for London, but with input from Bromley. Officers also monitor any congestion issues in the borough and look to improve traffic management in order to keep the traffic moving.
- 3.6 Pedestrians: Pedestrian facilities are also installed at locations where a need has been identified and facilities have been agreed through consultation and reporting. This includes footway improvements and better crossing facilities such as pelican crossings, zebra crossings, pedestrian traffic islands and tactile paving facilities.
- 3.7 Accessibility: Accessibility is key to reaping the benefit of the various transport options in the borough. Much of the work which is carried out by officers in this area involves linking various transport modes. It promotes the usage of combined modes of transport with recent examples including the making up of roads and footways to make public transport more accessible to all.
- 3.8 Vulnerable Road Users: There are some road users that are more vulnerable than others and they sometimes need facilities which are specifically aimed at their needs. This includes road users such as children, people with disabilities, cyclists and motorcyclists. The provisions which may be conceived initially will be designed to facilitate all road users although they may be of particular benefit to vulnerable road users.

#### Resources and Prioritisation

- 3.9 Much of the design work for schemes is now carried out in-house as this is more cost-effective than using consultants. There is a revenue budget of £52K to implement minor traffic schemes, such as introducing some double yellow lines or a warning sign. For larger schemes, funding is obtained through the LIP process from TfL; the 2010/11 budget was £3.26M. Some of these larger schemes do however require additional input from specialist consultants. The LIP funded schemes are all developed to target Bromley priorities. The previous TfL funding system was highly dependent on meeting specific criteria for each particular funding stream. There is a far greater flexibility in the new system to identify schemes which are a priority for Bromley.

- 3.10 Previous funding was very prescriptive and there were set criteria for each funding stream. This meant that there needed to be empirical evidence on which to base each bid. This included such things as calculations for accident rates, proposed accident savings and subsequent rates of return for investment.
- 3.11 In terms of congestion, this required evidence related to savings on journey times, including bus journeys. Previously there was not a funding stream that related to parking and so this did not have an indicator. Parking issues were mainly dealt with in relation to how they impacted on other aspects of traffic, for example as an aspect of a local safety scheme or to alleviate congestion at a particular location.
- 3.12 The new system allows for a more pragmatic approach in order to use a combination of the numerical methods of identifying problems in relation to accidents and congestion as well as priorities identified locally by Members and residents. This can include schemes which would not previously have fitted the constraints of the funding streams but are priorities locally.
- 3.13 Each year officers go through issues identified from their assessments and via requests received from Members and residents, to see which might be developed to become potential schemes. Those measures that officers believe to be buildable, cost-effective and in line with Bromley's priorities are listed. Once a list of possible schemes has been put together and possible funding has been identified, this is brought to the attention of Members through a report to the Environment PDS Committee.
- 3.14 Where possible schemes are ranked in order of cost-benefit. This is relatively straightforward for safety schemes, where national guidance exists on how to assess the effect of each measure proposed and how to put a value on each collision projected to be prevented. A value can also be placed on congestion, so that cost-benefit can be calculated in respect to congestion-relief schemes. However, it is not always possible to put a numerical value on the benefit to the borough's residents of each scheme proposed, so the input of ward Members is particularly helpful in respect of such proposals.

### **Selection of Schemes**

- 3.15 The selection of schemes is based on the following factors plus any that present themselves for consideration at individual sites.
- 3.16 Local Safety / Accident Reduction Schemes
- a. Accidents must be identified and assessed in terms of numbers and severity of accidents.
  - b. Potential cost savings to the wider community if these accidents were prevented.
  - c. Whether the accidents are treatable in terms of engineering measures (eg. If the accident was a result of drink driving, poor driving ability, using a mobile phone etc. then this would not be treatable in the engineering sense)
  - d. There must be suitable measures available to prevent, or mitigate against, such accidents.
  - e. In situations where speed is a factor and reduction in speeds will reduce the likelihood of accidents and also reduce the severity in the event of an accident.
  - f. Particular note is taken of the environment in terms of schools or residential areas which are used by children and other vulnerable road users.
  - g. The analysis of all these factors is quite complex and is also conducted in relation to what changes have been made to the traffic environment in the recent past. In order to assess

the effect of other changes to traffic it is also important to look at trends. There may have been a notable number of accidents in the previous three years but if the trend is reducing then we need to look closely at the effect that new measures may have on it. The selection of potential schemes therefore is considered in depth before being added to the list presented to Members in the PDS report.

### 3.17 Traffic Flow and Congestion

- a. Congestion areas were identified by a Member working party on congestion and analysis by officers.
- b. Lists of the sites are prepared and an assessment of each site made in terms of congestion and delays.
- c. Issues causing flow problems are assessed and traffic surveys carried out if required.
- d. Following that the data is analysed in light of other measures that have been carried out in the area recently or any other issues that may impact on the congestion such as road closures or utility works.
- e. Areas are selected based on where the best cost benefit can be achieved at that time in terms of linking with other works and bearing in mind any future schemes in the area.
- f. A list is prepared and brought forward to Members in order to gather views in relation to progressing the schemes in the coming financial year.

As in the case of the selection of local safety schemes there is considerable investigation that goes into all sites before a list is presented to Committee and the Portfolio Holder, and a decision is made on whether to take these schemes forward. This takes place usually over a period of months prior to submission of the list of schemes.

### 3.18 Parking Schemes

- a. Parking Schemes are identified in a number of ways but usually they come initially in the form of a request from end users, either directly to officers or through their local ward Members.
- b. The range of requests is from a small local issue such as parking on a junction to the larger requests for a Controlled Parking Zone in an area with Residents' parking permits.
- c. It is important to separate requests into the different categories and deal with them appropriately. For example safety and access problems at specific locations are generally dealt with in batches and when approved by the Portfolio Holder or by Director's delegated decision they are combined in one Traffic Management Order.
- d. Disabled Bays in residential streets have their own procedure and criteria which involves the potential recipient being assessed by the Council's Doctor. In addition these must fulfil specific criteria designed to ensure that the bay will be used effectively.
- e. Requests for parking schemes by residents as a result of parking problems they are experiencing in their areas are more complex and need a detailed and bespoke assessment of the area. These issues are dealt with in more detail in paragraphs 3.19 to 3.30.
- f. The smaller more day-to-day parking issues such as safety issues, access issues and disabled bays are generally consulted on by officers and then reported for decision.

- g. The larger schemes that are at the request of users are more involved and as detailed below are the subject of in-depth consultation with residents, businesses, Members and other local interest groups.

## **Parking Schemes**

- 3.19 Parking schemes are one area of traffic management where it is hard to objectively measure, prioritise and, to an extent, design schemes, and where input from Members and local road users is vital. As parking issues can have a major impact on the residents and visitors to an area, parking schemes that are for more than safety or minor congestion relief require considerable consultation. In the more densely populated urban areas of the borough, where demand for spaces at peak periods is likely to exceed supply, decisions are needed on the allocation of the available space amongst the various categories of potential users. Priority is often given to the demands of local residents and short-stay shoppers first, with long-stay parking for commuters and local workers being facilitated afterwards if there is a sufficient supply of parking spaces.
- 3.20 Suitable measures to control parking might be a simple yellow line scheme, perhaps with a two-hour restriction in the middle of the day to prevent long-term parking, and leaving parking space available for local residents at other times of the day when they might otherwise find nowhere to park. For this type of scheme consideration will need to be given to where the displaced parked vehicles might end up: we wish to avoid simply moving a problem to another road or another area. Simply 'cleansing' an area of long-term parking is not in itself ever a goal.
- 3.21 White 'H-bars' are sometimes used in place of yellow lines, to indicate to drivers that they should not park in front of a drop kerb. However, in order to prevent the widespread use of these advisory markings, which could lead to their being ignored, they are normally only used to indicate entrances to multiple premises, such as an apartment block.
- 3.22 Charging for on-street parking can be a suitable way of managing how long visitors to an area park for and achieving vehicle turnover. This is particularly important to consider in and around town centres.

## Parking Permits

- 3.23 Parking permits schemes can be a useful way of maximising parking in an area, so that residents will always have spaces available to park in, without long term parking by commuters or shoppers impinging on this availability. Residents with a permit are generally permitted to park in bays at any time. If there is the capacity these may be shared with other users who may pay and display to park for a certain period of time.
- 3.24 Parking permits zones can form part of a Controlled Parking Zone (CPZ), or the restrictions in an area can be signed individually. A CPZ requires fewer signs and so less street clutter. Either way, within a permit area there can be a mixture of bays (e.g. pay and display, shared use or resident-only) or just the resident-only bays. Resident-only bays normally operate for specified hours, and the restriction can be for selected days. Most existing zones operate Monday to Friday or include Saturdays. Some zones allow for local businesses to apply for permits as well as residents.

## Permit Fees

- 3.25 Local authorities normally charge residents and businesses for permits. Bromley sets the price of its permits based on the level of enforcement that will be needed to ensure the scheme is effective. A proportion of the permit fee covers the cost to Bromley of administering the permits. Residents' permits have ranged in price from £35 to £75, the price normally reflecting the hours of operation of the permit bays. However, for historic reasons, there are a number of anomalies



in the pricing structure. These prices are amongst the lowest in London: Bexley charge a flat rate of £75 or £90, Croydon charge £48 plus a £25 administration fee in the first year, Greenwich charge from £15 to £50, Lambeth charge from £117 to £260 (although very low emission vehicles are free of charge), and Lewisham charge £60.

- 3.26 Visitors vouchers can be purchased in all areas except for Bromley Town Centre, whether a resident has a car of their own or not. Where a local business needs to be able to park vehicles near its premises in order to carry out its business, arrangements can be made to issue business permits. These would normally allow for shared use of bays with residents, in order to avoid sterilising an area when the business vehicles are not present.
- 3.27 Other types of permits can be offered where appropriate, including arrangements for carers, medical permits and permits for Council staff required to make visits in the community as part of their work duties.
- 3.28 As indicated above, Bromley does not have a rolling programme of implementing residents parking schemes, but instead responds to residents' and Members' concerns, or officers' assessments, by investigating possible parking solutions. Sometimes yellow line schemes can be the most appropriate measure to help residents – for example introducing a one-hour yellow line to stop commuters using a road as a car park. Sometimes a permit-scheme for residents can be a better solution, although it obviously involves a cost to residents and doesn't necessarily guarantee a space will be available.

#### Suitable Areas for Permits

- 3.29 In the design of a permit scheme smaller areas have often proved unsuitable with fewer options for residents to find an available space to park in. For example, creating parking bays in a road of 30 residencies may deliver only 15 bays, so if more than 15 residents purchase a permit, there will be times when their permit will not help a resident to park. In a larger area, there will normally be a bay available, even if it is in a neighbouring road. Permit schemes work best where there are natural boundaries, such as a main road or a railway line. The main problem with schemes of this nature can be that they displace a problem to a road or roads nearby, upsetting other residents. This can result in designing a scheme in an adjacent area where previously there was no problem. Therefore a whole-area approach is best.

### **Consultation**

#### Member Consultation

- 3.30 There are a number of levels of consultation carried out when a potential scheme is identified. The first level of consultation is contained in discussions with local Members and the Portfolio Holder in order to ascertain whether there is a desire for the scheme locally. This is also a point where it is possible to get some informal feedback from Members as to what they see as being the problem which needs to be targeted.
- 3.31 When this informal discussion has taken place, officers then proceed to draft an initial proposal that can be taken forward to consultation.
- 3.32 The next element of consultation again involves the local Members and Portfolio Holder. The initial proposals and draft designs are presented to them and they are asked for comments prior to the consultation being sent out to the wider public. This allows Ward Members to see whether any initial discussions they may have had with their constituents are accurately represented. The Members are asked to comment within two weeks of receiving the documents. If there are no objections from Members, the consultation documents are sent out to residents and other stakeholders. Any comments that are received from Members at this stage allow for a revised consultation document to be prepared and subsequently sent out to residents.

## Public Consultation

- 3.33 The next stage of the process is the public consultation. Letters and plans are delivered to residents and businesses in the area and they are asked to give their views and any comments that they consider pertinent. (Examples of these will be made available at committee.) In addition to residents this will also include other stakeholders such as residents associations and groups with an expressed interest in traffic matters.
- 3.34 Not all schemes will have a full consultation and some smaller parking issues relating to road safety will simply lead to an information letter being sent to residents. This still allows them to send back any relevant comments but it does not necessarily ask their view in terms of whether they want a parking restriction. This mainly relates to situations such as protection of a junction with yellow lines. Public consultation will generally allow three weeks for residents to comment and these responses are summarised and reported to the PDS/Portfolio Holder or Director as appropriate.
- 3.35 For large proposals, such as an area-based parking review, it is essential to obtain feedback from as many residents as possible, as in effect the residents contribute substantially to the design of such a scheme. Such reviews will require at least two stages to the consultation: the first to ascertain the extent of the perceived problem and subsequent ones to help clarify with residents what changes they want.
- 3.36 Feedback from residents is not considered as a referendum, but as important information that will help Members take a view on whether a scheme should proceed. As noted previously, in the case of an essential minor scheme, residents are informed of what has been decided and why.

## Statutory Consultation

- 3.37 Statutory consultation is obligatory and is part of the formal process of making a Traffic Management Order. This is required for anything which needs legislation in place for enforcement to take place. In terms of Bromley this will apply to anything with parking restrictions, weigh limits, width limits, banned traffic movements or prescribed routes. This process is dealt with as part of the Traffic Order making process and it includes consultees such as the emergency services, transport operators, freight groups and special interest groups.

## Consultation Response Rates

- 3.38 The response rates from consultations can vary greatly from scheme to scheme, as can be seen in the examples below:
- Penge Parking Review = 21% response rate
  - Chislehurst Station Area Parking Improvements:
  - Elms Estate = 74% response rate
  - Blackbrook Lane and Barfield Road = 44% response rate
  - Copers Cope CPZ = 17% response rate
  - Copers Cope CPZ Review = 9% response rate
  - Bromley Road, Shortlands, yellow lines = 28% response rate
  - Kelsey Lane and Kelsey Square, yellow lines = 68% response rate
  - Main Road / Sunningvale, Biggin Hill, local safety & traffic management scheme = 32% response rate
  - Croydon Road, Beckenham, local safety scheme = 16% response rate
  - Widmore Road local safety scheme = 16% response rate
  - Avalon Road Area/Ramsden Estate safety scheme = 10% response rate

- 3.39 The consultation documents do advise people to reply in order to have their views taken on board; however it is not possible to make a person respond. It is often the case that those with a specific view (either in favour or against a proposal) are more likely to respond. Every effort is made to ensure that those potentially affected by any proposal receive the consultation documents: hand deliveries are utilised, using casual staff who know the Borough well and can give feedback regarding any delivery issues.
- 3.40 As a result a decision needs to be made on the basis of those that have replied. On many occasions residents have complained about a particular decision once it was made, but they had not responded themselves. For larger schemes involving resident parking schemes, public exhibitions are held and public meetings. However, even with significant community engagement with some local groups there may not be a high response rate overall.
- 3.41 Officers are keen to use a variety of approaches to engage with residents, as the better the response rate the clearer the picture in terms of local views. This helps to design the best scheme possible. In future, for resident-led local schemes, such as a Controlled Parking Zone, Members will be advised of the response rate, so that this can be taken into account.

### **Reporting**

- 3.42 All consultation responses are reported to the Portfolio Holder or the Director of Environmental Services. There is a threshold value for schemes, set at £5,000, below which a decision may be made by the Director, in consultation with the Portfolio Holder and Ward Members. All other schemes must be reported to the Portfolio Holder for a decision, after scrutiny by the PDS.

### **Post Reporting / Implementation**

- 3.43 Once a decision has been made by the Director or Portfolio Holder, the traffic engineer leading the scheme will write to the residents informing them of the outcome of the consultation and reporting process. In some instances there will be agreed changes to the original proposals as a result of responses received and this will be fed back to residents.
- 3.44 There are many aspects of work involved in different schemes and sometimes a Traffic Management Order will need to be made before work can commence on site. As a result the initial letter to residents will detail the decision made, and then contractors will drop letters to residents just before work starts on site. These contractor letters go to the areas where work will affect residents when it is underway.

### **Monitoring and Review**

- 3.45 It is the responsibility of officers to monitor schemes once they have been installed. In some cases this will involve visiting the site to see that the scheme is having the desired effect and not causing any knock-on problems in surrounding areas.
- 3.46 Other larger schemes will need a formal review before they are finally signed off. This is the case in situations such as controlled parking zones and large area based safety schemes. In these types of review a consultation will generally be held along with parking and other traffic or collision surveys as appropriate. Results of a review will be reported to the Director or Members and a decision made by the Director or Portfolio Holder for any changes to the scheme. In those situations where a large scale review is to be held this will be indicated in the original report or agreed with Members and residents at a later stage.

### **Conclusions**

- 3.47 The current process of identifying and prioritising traffic schemes is robust and input from Members is sought for any improvements that might be made.

- 3.48 In respect of consultation, the views of residents and businesses are always sought where they will be affected. However, the feedback received is not considered to be a referendum, but as evidence for or against a scheme being taken forward. Members are asked to endorse this process and to suggest any improvements.
- 3.49 Members should be advised of any particularly low response rates in large area schemes or where it is felt that additional resident's views are required.

<b>Non-Applicable Sections:</b>	Policy, Financial, Legal, Personnel
Background Documents: (Access via Contact Officer)	TfL Funded Work Programme for 2011/2012 (Environmental PDS Report – 28 September 2010)  Environmental Services Departmental Plan

Report No.  
ES11058

London Borough of Bromley

PART 1 - PUBLIC

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**Decision Maker:** Environment PDS Committee

**Date:** 16th June 2011

**Decision Type:** Non-Urgent                      Non-Executive                      Non-Key

**Title:** **FORWARD WORK PROGRAMME, MATTERS ARISING FROM PREVIOUS MEETINGS, AND CONTRACTS REGISTER**

**Contact Officer:** Linda Winder, Office Resources Manager  
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**Chief Officer:** Nigel Davies, Director of Environmental Services

**Ward:** Borough wide

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1. Reason for report

1.1 Members are asked to review the Committee's work programme for 2011/12 and to consider:

- progress on decisions from previous meetings of the Committee;
  - the Contracts summary for the Environment Portfolio.
  - the establishment of Working Groups for 2011/12
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2. **RECOMMENDATION(S)**

2.1 **That the Committee:**

- (a) **Review the draft work programme attached as Appendix 1;**
- (b) **Review the progress report related to previous Committee requests as set out in Appendix 2;**
- (c) **Note the Environment Portfolio contracts listed in Appendix 3; and**
- (d) **Consider the establishment of Working Groups for 2011/12.**

### Corporate Policy

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

1. Cost of proposal: No cost
  2. Ongoing costs: N/A.
  3. Budget head/performance centre: Environment Portfolio 2011/12 approved budget
  4. Total current budget for this head: £36.2m and £3.994m of LIP funding from TfL.
  5. Source of funding: 2011/12 revenue budget and 2011/12 LIP funding agreed by TfL
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### Staff

1. Number of staff (current and additional): 225 fte
  2. If from existing staff resources, number of staff hours: N/A
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### Legal

1. Legal Requirement: No statutory requirement or Government guidance.
  2. Call-in: Call-in is not applicable.
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### Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Whole borough
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### Ward Councillor Views

1. Have Ward Councillors been asked for comments? N/A.
2. Summary of Ward Councillors comments:

### **3. COMMENTARY**

#### **3.1 Forward Programme**

- 3.1.1 The table in **Appendix 1** sets out the Environment Forward Programme for the remainder of 2011/12, as far as it is known. The Environment Forward Programme indicates which division is providing the lead author for each report. The Committee is invited to comment on the schedule and propose any changes it considers appropriate.
- 3.1.2 Other reports may come into the programme. Schemes may be brought forward or there may be references from other Committees, the Portfolio Holder or the Executive.

#### **3.2 Previous Requests by the Committee**

The regular progress report on previous requests by the Committee is given at **Appendix 2**. This list is rigorously checked after each Committee meeting so that outstanding issues can be addressed at an early stage.

#### **3.3 Contracts Register**

Information extracted from the current Contracts register, in a format which addresses the responsibilities of the Environment Portfolio, is attached as **Appendix 3**. Future contracts are marked in *italics*. The Appendix indicates in the final column when the Committee's input to contracts will next be sought. Unless otherwise stated this is the date when contract approval, or approval to an extension, will be sought.

#### **3.4 Working Groups**

The Committee is empowered to establish Working Groups for examining priority issues in depth with the aim of bringing a detailed report to the PDS Committee itself on completion of the review.

In this regard Members are asked to consider whether the Working Group on Waste Minimisation should continue and if so its membership will need to be agreed.

It is also recommended that the Transport Statement Working Group continues into 2011/12 so that consideration can be given to an LBB transport strategy statement following completion and submission of the Council's LIP (Local Implementation Plan). If approved, membership for this Working Group will also need to be agreed for 2011/12.

Additionally, and in the context of its consideration of the Carbon Management Programme Progress Report 2009/10, the Committee agreed the following at its meeting on 11<sup>th</sup> January 2011 (Minute 81A):

*“RESOLVED that the Executive be recommended to:*

- (4) note support by the Environment PDS Committee for the establishment of a PDS Highways Asset Working Group in the new municipal year, the scope of which should include matters concerned with street lighting, street signage and energy efficiency.”*

### **4. POLICY IMPLICATIONS**

- 4.1 Each PDS Committee is required to prepare a forward work plan.

<b>Non-Applicable Sections:</b>	Financial, Legal and Personnel
Background Documents: (Access via Contact Officer)	Environment PDS agendas and minutes for the years 2006/07 to 2011/12  <a href="http://sharepoint.bromley.gov.uk/default.aspx">http://sharepoint.bromley.gov.uk/default.aspx</a>



## APPENDIX 1

### ENVIRONMENT PDS COMMITTEE FORWARD PROGRAMME FOR MEETINGS 2011/12

Environment PDS – 19 July 2011		
Forward Work Programme, Matters Arising from Previous Meetings and Contracts Register	C&SS	PDS Committee
Police traffic enforcement	Partner	Presentation
Approval of the Council's Final Local Implementation Plan (LIP)	T&H	For pre-decision scrutiny
Anerley Park Safety Improvements	T&H	For pre-decision scrutiny
Cray Valley Area Congestion Relief	T&H	For pre-decision scrutiny
Siward Road Speed Reducing Measures	T&H	For pre-decision scrutiny
Parking Blue Badges/Enforcement	C&SS	For pre-decision scrutiny
Environment PDS – 13 September 2011		
Forward Work Programme, Matters Arising from Previous Meetings and Contracts Register	C&SS	PDS Committee
Budget Monitoring 2011/12	Finance	For pre-decision scrutiny
Parking ICT	C&SS	For pre-decision scrutiny
Cleansing Contract – Tender Award Recommendations	SS&G	Environment PDS: 13 Sept 2011 E&R PDS: 12 Oct 2011 Executive: 19 Oct 2011
Area Management Review	SS&G	For pre-decision scrutiny
Environment PDS – 15 November 2011		
Forward Work Programme, Matters Arising from Previous Meetings and Contracts Register	C&SS	PDS Committee
Budget Monitoring 2011/12	Finance	For pre-decision scrutiny
2011/12 Progress on Environment Portfolio Plan	C&SS	PDS Committee
Structure of Environmental Portfolio Plan 2012/15	C&SS	For pre-decision scrutiny

## APPENDIX 2

### Progress Report on Previous Requests of the Committee

PDS Cttee Minute & Date	Committee Request	Progress
29.11.10	One-off informal meeting for Members to be held as part of the feasibility study on a park and ride scheme	Meeting will be organised once feasibility work has commenced
11.1.11	Street lighting energy savings, from light spacing, dimming and reduced wattage, to be kept under review	A further report on progress will be made in 2011/12
01.03.11	Penge town centre second stage parking consultation leaflets to include more detail for residents	Completed
01.03.11	Bromley police to be invited to Committee to make a presentation on their traffic enforcement activities	Scheduled for July PDS meeting
05.04.11	Review budget for community toilet scheme	
05.04.11	Approach residents' association regarding the future of Cudham recreation park toilets	
05.04.11	Continue to deal with Blue Badge fraud	Enforcement exercise undertaken April 2011

### Appendix 3

#### Contracts Register Summary

<b>Contract</b>	<b>Start</b>	<b>Complete</b>	<b>Extension granted to</b>	<b>Contractor</b>	<b>Total Value £</b>	<b>Annual Value £</b>	<b>Environment PDS</b>
Gully Cleansing	01.08.05	31.07.09	31.07.11	Conways	840,000	210,000	Will be merged with Street Cleaning contract from March 2012
Street Cleaning	29.03.05	28.03.10	28.03.12	Keir	19.6m	4.52m	
<i>Street Cleaning</i>	<i>29.03.12</i>	<i>28.03.17</i>	<i>Possible extension by two years</i>		<i>24.5m</i>	<i>4.9m</i>	<i>Env PDS – 13 Sep 2011 E&amp;R PDS – 12 Oct 2011 Executive - 19 Oct 2011</i>
<i>Parking ICT</i>	<i>1.04.12</i>	<i>31.03.17</i>	<i>n/a</i>		<i>750k est.</i>	<i>150k est.</i>	<i>Env PDS – 13 Sep 2011</i>
Transportation Consultancy	01.04.11	Up to 31.03.17		TfL Framework	1.2m (assumes max. length of 6 years)	200,000	Contract review 17 April 2012
Removal of surface vegetation from Public Rights of Way	01.05.10	30.04.12	Option for one year extension	Holwood GM Ltd	19,850	59,580	
Removal of Abandoned Vehicles	01.10.10	30.09.12	Option for a one year extension	Pick a Part	10,600	31,980	
Fleet Hire	05.11.06	04.11.12		London Hire	674,383	112,383	
Bus Route design (Pan-London contract)	01.01.08	01.01.13		Mott Macdonald	1.5m	300,000	
Bus Route design (Pan-London contract)	01.01.08	10.01.13		Buchanan	1.5m	300,000	
Street Lighting Maintenance	01.04.07	31.03.11	31.03.13 Further extension possible to 31.03.15	May Gurney	7.1m	1.8m	
Inspection of Street Works	01.04.10	01.04.13		B&J	900,000	312,000	
Ambulance hire	05.11.07	04.11.13		London Hire	2.03m	339,000	
Playground maintenance	01.01.08	31.12.13		Safeplay	369,300	61,550	

Depot Security	01.04.10	31.03.15	N/A	Sight and Sound	126,000	126,000	
Waste Disposal	24.02.02	23.02.16	N/A	Veolia		9.19m	
Waste Collection	01.11.01	23.02.16	N/A	Veolia	37.3m	6.21m	
Parking	01.10.06	30.09.11	30.09.16	Vinci Park	10.79m	2.16m	
Maintenance & repair of vehicles	01.04.10	31.03.17	Option for 2 year extension	KCC	940,000		
Highway Maintenance – Minor & Reactive	01.07.10	30.06.17	Option for one year extension	O'Rourke	17m	2.4m	
Highway Maintenance – Major	01.10.10	30.09.17	Option for one year extension	FM Conway	26m	3.7m	
Arboriculture	18.07.08	17.07.17		Gristwood and Toms	5.12m	568,860	
Grounds Maintenance	01.01.08	31.12.17		English Landscapes	26.1m	2.75m	
Landfill Site Monitoring	28.07.10	27.07.17	Option for 2 year extension	Enitial	952,000	136,000	
Parks Security	01.04.10	31.03.20		Ward Security	4.2m	420,000	
<i>Floral Displays</i>	<i>30.05.11</i>	<i>30.04.12</i>	<i>n/a</i>	<i>Window Flowers &amp; Amethyst</i>	<i>90.000</i>	<i>90.000</i>	<i>Contract review to include longer contract period.</i>
<i>Rural Grass cutting</i>	<i>30.5.11</i>	<i>29.0.13</i>	<i>29.05.14</i>	<i>Landmark Services</i>	<i>90.000</i>	<i>30.000</i>	

# Agenda Item 13

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

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# Agenda Item 14

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