



BROMLEY CIVIC CENTRE, STOCKWELL CLOSE, BROMLEY BRI 3UH

TELEPHONE: 020 8464 3333

CONTACT: Keith Pringle
keith.pringle@bromley.gov.uk

DIRECT LINE: 020 8313 4508

FAX: 020 8290 0608

DATE: 7 November 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, David Jefferys, Nick Milner, Ian F. Payne and
Stephen Wells

A meeting of the Environment Policy Development and Scrutiny Committee will be held at Bromley Civic Centre on **TUESDAY 15 NOVEMBER 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

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**

In accordance with the Council's Constitution, questions to this Committee must be received in writing four working days before the date of the meeting. Therefore please ensure questions are received by the Democratic Services Team by 5pm on Wednesday 9th November 2011.

- 4 MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON 4TH OCTOBER 2011 (Pages 5 - 26)**

HOLDING THE PORTFOLIO HOLDER TO ACCOUNT

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

In accordance with the Council's Constitution, questions to the Portfolio Holder must be received in writing four working days before the date of the meeting. Therefore please ensure questions are received by the Democratic Services Team by 5pm on Wednesday 9th November 2011.

6 ENVIRONMENT PORTFOLIO - PREVIOUS DECISIONS (Pages 27 - 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 BUDGET MONITORING 2011-12 (Pages 39 - 46)**
- b CAPITAL PROGRAMME MONITORING - Q2 2011/12 (Pages 47 - 52)**
- c CROSSINGS AND SAFETY MEASURES NEAR SCHOOLS (Pages 53 - 58)**
- d STREET LIGHTING ANNUAL REPORT (Pages 59 - 74)**
- e PLANNED HIGHWAY MAINTENANCE PROGRAMME 2012-13 (Pages 75 - 98)**
- f REVIEW OF WINTER SERVICE POLICY (Pages 99 - 104)**
- g INTRODUCTION OF TRIAL OF REVISED GREEN GARDEN WASTE COLLECTION SERVICE AND TEXTILE COLLECTIONS (Pages 105 - 132)**
- h ENVIRONMENT PORTFOLIO PLAN 2012-13 (Pages 133 - 138)**

8 PRE-DECISION SCRUTINY OF REPORT TO THE EXECUTIVE

- a FORMAL CONSULTATION ON OUTLINE SERVICE PROPOSALS AND PROCUREMENT STRATEGY - STREET LIGHTING MAINTENANCE AND IMPROVEMENTS CONTRACT**

As this report will also be considered by the Executive and Resources PDS Committee on 14th November 2011 (for any further pre-decision scrutiny) and the Executive on 16th November 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.

POLICY DEVELOPMENT AND OTHER ITEMS

- 9 **ENVIRONMENT PORTFOLIO PLAN 2011-12 - HALF-YEAR PROGRESS REPORT**
(Pages 139 - 154)
- 10 **FORWARD WORK PROGRAMME, MATTERS ARISING FROM PREVIOUS MEETINGS AND CONTRACTS REGISTER** (Pages 155 - 162)

PART 2 AGENDA

- 11 **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.

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

	<u>Items of Business</u>	<u>Schedule 12A Description</u>
a	EXTENSION OF WASTE MANAGEMENT CONTRACT As this report will also be considered by the Executive and Resources PDS Committee on 14 th November 2011 (for any further pre-decision scrutiny) and the Executive on 16 th November 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)
b	STREET ENVIRONMENT CONTRACT 2012-2017/19; STREET CLEANSING; GRAFFITI REMOVAL; PUBLIC CONVENIENCES; & HIGHWAY DRAINAGE CLEANING (Pages 163 - 178)	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

10th January 2012
28th February 2012
17th April 2012

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ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY COMMITTEE

Minutes of the meeting held at 7.30 pm on 4 October 2011

Present:

Councillor William Huntington-Thresher (Chairman)
Councillor Ellie Harmer (Vice-Chairman)
Councillors Reg Adams, Kathy Bance, Julian Grainger,
Samaris Huntington-Thresher and Sarah Phillips

Also Present:

Councillor Colin Smith

30 APOLOGIES FOR ABSENCE AND NOTIFICATION OF ALTERNATE MEMBERS

Apologies were received from Councillors Nicholas Milner, David Hastings and Ian Payne. Councillor Sarah Phillips attended as alternate for Councillor Nicholas Milner.

31 DECLARATIONS OF INTEREST

There were no declarations.

32 QUESTIONS FROM COUNCILLORS AND MEMBERS OF THE PUBLIC ATTENDING THE MEETING

There were no questions to the Committee.

33 MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON 19TH JULY 2011

The minutes were agreed.

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

Four questions to the Portfolio Holder had been received for written reply – one from Councillor Tom Papworth, two from Mr Colin Willetts and one from Mr Andy Wilson.

A question from Councillor Tom Papworth for oral reply had also been received and following the Portfolio Holder's reply, Councillor Papworth asked a supplementary question.

Details of all questions and replies are at **Appendix A**.

35 ENVIRONMENT PORTFOLIO - PREVIOUS DECISIONS

Decisions taken by the Portfolio Holder since the Committee's previous meeting were noted including minutes of the Environment Portfolio Holder meeting held on 6th September 2011.

36 PRE-DECISION SCRUTINY OF REPORTS TO THE ENVIRONMENT PORTFOLIO HOLDER

A) CAPITAL PROGRAMME - FIRST QUARTER MONITORING 2011/12 AND FINAL OUTTURN 2010/11

Report ES11113

On 20th July 2011 the Executive agreed a revised Capital Programme from 2011/12 to 2014/15. All changes on schemes in the Environment Programme agreed since the Executive meeting on 2nd February 2011 (the base position) were highlighted and a revised Capital Programme for the Portfolio was also provided.

Additionally, and in view of capital schemes being subject to a post-completion review within a year of completion, the Portfolio Holder was asked to receive a post-completion report on Environmental Improvements (funded by LPSA Reward Grant) later in the current year.

Concerning a reference in Report ES11113 to £75k having been re-phased from 2011/12 to 2012/13 for the Walnuts Centre ramp repair scheme, it was agreed to investigate the background and advise Members.

RESOLVED that the Portfolio Holder be recommended to:

- (1) note the Committee's comments and changes agreed to the Capital Programme by the Executive in July and**
- (2) agree that a post-completion report on Environmental Improvements (funded by LPSA Reward Grant) be received later in the year.**

B) TFL FUNDED WORK PROGRAMME FOR 2012/13

Report ES11106

Bromley's formula allocation from TfL for 2012/13 would be £2.829m. Ring-fenced funding would also be available to support a number of other programmes, including local transport priorities, Principal Road maintenance, bridges and structures (including Chislehurst Bridge) and Bromley North Village.

Although it was largely for boroughs to determine how the formula funding would be spent, the Council was nevertheless required to submit a list of schemes to TfL in early October 2010. Formal approval was sought for a recommended list of such schemes. The formula allocation was not a grant and it was necessary to draw down funds as work was completed.

The process of developing and consulting upon schemes could generate technical and financial changes and also result in implementation delays or changed priorities. No significant difficulty was envisaged should it be necessary in future to change the list of schemes following submission of the original list and the report recommendations suggested a mechanism by which officers would be able to make necessary changes following consultation with the Portfolio Holder. Furthermore, approval of the recommended list for submission to TfL did not imply the approval of any specific scheme for implementation and all such schemes would be subject to consultation and formal approval in the usual way.

Commentary in Report ES11106 was provided on the following:

- Local Transport Priorities;
- Maintenance Programmes (on Bridge Strengthening and Assessment, the Council would not know how much of its bid had succeeded until the funding settlement was announced by TfL in the autumn);
- Major Schemes (again the amount to be allocated for 2012/13 would be announced as part of the TfL funding settlement);
- Biking Boroughs and cycling initiatives (physical projects to be delivered under the programme would be brought forward separately for approval at the appropriate time);
- Congestion relief (including multi-year schemes)
- Network infrastructure
- Congestion relief / casualty reduction programme
- Casualty reduction programme – individual locations
- Casualty Reduction - Mass Action
- Cycle Training and Promotion
- Support for the Bromley Town Centre Area Action Plan (the main element of the programme in 2012/13 being a study of possible permanent park and ride, envisaged for the third phase of the Area Action Plan)

- Parking – Assess, Review and Update (enabling implementation of relatively minor changes to local parking controls, including safety-related changes and matters raised by Members and residents)
- Parking - Town Centres (for 2012/13 comprising the completion of measures in Beckenham town centre and the investigation, design, consultation and implementation of measures in the Green Street Green area)
- Decluttering
- Cycling and Walking Schemes
- Walking - Green spaces and recreational walking
- Light Against Crime
- Scheme Development
- Travel Planning Activities
- Road Safety Education

In discussion a number of comments and suggestions were made by Members including the following -

- For congestion relief on the A224 it was suggested that the Leasons Hill junction with Sevenoaks Way caused delay and that something to improve this should be included.
- In regard to a £110k investment on School Travel Planning (Monitoring and Review) it was suggested that travel changes resulting from School Travel Plans may be difficult to measure.
- Some maintenance funds should be allocated to smaller roads.
- Whole roads would not need surfacing.
- It was important to obtain value for money from the maintenance programme – funds were allocated to roads that were necessary to repair.
- Heavy Goods Vehicles caused damage and principal roads needed more repair – it was important to treat roads in time before problems worsened – the sum from TfL would not generally remedy the deterioration across all of Bromley’s Principal Roads and the position in 2014/15 would require a significantly larger sum to bring the network up to standard.

Responding to comments made, Members were advised that objective processes were used to determine maintenance priorities and schemes were reviewed each year. On school travel plans, a report would be presented in January 2012; there had been a reduction in funding for this activity and it was explained that TfL favoured the “hands up” survey as the best and cheapest way of taking measurement.

On any parking measures for the Green Street Green area, funds would depend on the outcome of the design process; funds were available but if they were not spent they could be moved to other Member priorities. Residents’ views would be taken into account in developing parking schemes in the Green Street Green area and Beckenham Town Centre.

Concerning congestion relief along the A224 Orpington by-pass northern section, Leasons Hill was a junction being looked at with the Nugent Shopping Centre and other locations along the Cray Valley and proposals would be brought back at a later date.

RESOLVED that the recommendations to the Portfolio Holder be supported namely that:

- (1) the programme of formula funded schemes for 2012/13 contained at Appendix 1 of Report ES11106 be approved for submission to Transport for London;**
- (2) the bid for Bridges and Structures contained in Appendix 2A of Report ES11106 be approved for submission to Transport for London;**
- (3) the programme for Principal Road Maintenance contained at Appendix 2B of Report ES11106 be approved; and**
- (4) in the interests of efficient use of resources, the Director of Environmental Services, in consultation with the Portfolio Holder, be authorised to make post-submission changes to the programme to reflect necessary changes to priority, potential delays to implementation following detailed design and consultation, or other unforeseen events.**

C) FIXED PENALTY NOTICES FOR VARIOUS HIGHWAY OFFENCES

Report ES11090

In accordance with The London Local Authorities and Transport for London Act 2003 the introduction of Fixed Penalty Notices (FPNs) was proposed for certain offences on the highway so enabling quick and effective enforcement action.

The provisions of the 2003 Act enabled authorised officers from London Boroughs to issue the FPNs. Their use could run alongside existing sanctions and discretion could be used to prosecute if this seemed the most effective mechanism given the circumstances.

The fixed penalty level of £100 and the model form of fixed penalty notice had been agreed by the London Councils' Transport and Environment Committee. The relevant offences were appended to Report ES11090 (*Note: "marketing" should be replaced with "marking" in the description of offence at Offence Codes 05 and 06*)

If the penalty was paid within 14 calendar days following the date of the notice, the penalty level would be reduced from £100 to £50. If the penalty was not paid within a 28-day period, legal proceedings for the offence could be started.

As a way of advertising the introduction of FPNs it was intended to publish a public notice for two consecutive weeks in a local newspaper and also on the Council's web site. It was proposed to introduce the FPNs for certain highway offences on 1st April 2012.

In discussion Councillor Grainger sought advice on how Members could scrutinise ways in which FPNs were applied. Councillor Grainger also sought policy and guidance for the application of FPNs and enquired about the appeal process. Councillor Grainger suggested having some Member input in difficult cases where individuals feel aggrieved. Members had involvement in matters concerned with Licensing and Planning applications and Councillor Grainger advocated their involvement in disputed FPN cases.

Members were advised that Enforcement Officers used their discretion and written representations were considered; if there was any doubt, advice could be sought from the Council's legal team. There was no formal appeal process associated with FPNs unlike the statutory position with Parking PCNs. The Chairman felt in any case that it would be inappropriate to involve Members in decision making on appeals and this was not the practice with Parking PCNs. He supported the approach taken by officers. If Members became concerned with the way FPNs were being applied, the PDS could revisit the FPN enforcement strategy and make recommendations as necessary. The Portfolio Holder felt that FPNs were helpful tools for officers to use. It was important to be proactive against offences being committed.

With a change in approach a Member asked whether enforcement officers might think it easier to issue a FPN; in such circumstances the Member urged that enforcement officers continue to apply the same discretion. Concerning appeals, the Assistant Director referred to dealing with appeals on an informal basis and exercising discretion.

In concluding debate it was agreed to support the recommendation to the Portfolio Holder and to add a further recommendation that notice of the introduction of FPNs be fed through to the Bromley Residents Association for disseminating to individual resident associations.

RESOLVED that the Portfolio Holder be recommended to:

(1) adopt the legislation and the statutory fine level for the FPNs, as the appropriate enforcement action in dealing with certain highways offences from 1st April 2012; and

(2) agree that notice of the introduction of FPNs be fed through to the Bromley Residents Association for disseminating to individual resident associations.

**D) PARKING BAILIFF AND DEBT COLLECTION SERVICES:
GATEWAY REPORT**

Report ES11109

Portfolio Holder agreement was sought for the procurement of bailiff services to provide effective debt recovery for Parking and to use a framework agreement for the future provision of bailiff and debt collection services. In the interim period continued use would be made of existing bailiff services to ensure efficient collection and recovery of Penalty Charge Notice debts.

The service agreement with current bailiffs had been reviewed and to continue provision of an effective collection service it was necessary to ensure that market testing had taken place and that robust contractual arrangements were made with an effective service specification in place.

A European Union compliant procurement framework had been identified – the Eastern Shires Purchasing Organisation (ESPO) Bailiff Services Contract 984CC. The ESPO framework agreement had an expiry of 31st December 2011 but was being extended for a further year whilst a new framework was put in place for January 2013. Currently the ESPO framework agreement included four suitable suppliers who had been pre-qualified. Use of the framework agreement would negate the need for LB Bromley to carry out its own pre-qualification assessment.

However it was recommended that use of the ESPO agreement be delayed until after the end of the extension period to allow the review to be completed and an assessment of the revised agreement to be made, taking into account feedback from local authorities using the agreement. In addition there were a number of other companies who might wish to tender for the work for LB Bromley including both current contractors who had significant experience of working within the borough. During the review period it was suggested in the report that these companies, and others, might wish to take the opportunity to seek inclusion within the revised framework.

Parking Services would inform the bailiffs' trade association of the intention to use the ESPO framework agreement so ensuring that companies interested in tendering for work with LBB understood that they would need to be within the ESPO framework agreement if they were to be considered. This would include contractors currently used by the Council.

The possibility of using bailiff companies whom Liberata currently employ for the collection of outstanding LB Bromley Council Tax had also been investigated. It was recommended that Parking Services test the services of Phoenix and Chandlers who were Liberata's current service providers, and if the standards sought by the Council were met then the option of extending the existing Council Tax contract to embrace parking fine collection could also be considered.

To ensure that a formal agreement remains in place, Legal Services would be requested to extend the agreement with the current service suppliers until 31st March 2013.

In discussion the process for recalling debts was briefly outlined including situations where a foreign vehicle was involved. Certain background related to costs that could be included in a bailiff company's fee was also briefly outlined. It was confirmed that a warrant could be pulled back from a bailiff at any stage in the process and enforcement action halted where there was a problem e.g. incorrect documentation. Against benchmarking, a 20-25% collection rate was highlighted as a good achievement.

RESOLVED that the Environmental Portfolio Holder be recommended to:

(1) approve in principle the use of the Eastern Shires Purchasing Organisation (ESPO) Bailiff Services Contract 984CC for Bailiff Services from 1st April 2013, as described in section 4 of Report ES11109;

(2) approve the retention of JBW and Swift Credit Services to provide parking bailiff services up to 31st March 2013;

(3) approve the placement of a sample of Penalty Charge Notice debt collection cases with the Council's existing Council Tax bailiffs; and

(4) approve the agreement for use for three years commencing on 1st April 2013 with an optional one year extension - if the new framework agreement did not meet the Council's requirements a further report to Members would be made to recommend an alternative way forward.

E) KENT HOUSE STATION APPROACH, BECKENHAM

Report ES11118

In accordance with the Private Street Works Code forming part of the Highways Act 1980 a first resolution was required to be made for the making-up of the carriageway and footway in part of Kent House Station Approach, Beckenham. Kent House Station Approach is an unmade, unadopted highway, providing access to both Kent House Station and Alexandra Infants School. The road is in a poor state restricting access to the station.

A First Resolution under the Private Street Works Code was made on 14th November 2001 in respect of a combined cycle route and footway on the south western side of the street to assist cyclists and pedestrians access the station and school. On 30th January 2002 the Council made a Resolution of Approval under the Private Street Works Code in respect of the combined cycle route and footway. During 2002 the Council built the combined cycle route and footway which was later adopted.

The remaining area in Kent House Station Approach was highlighted on Drawing ESD-10935-1 with a proposed new layout of the carriageway and remaining footway. As part of the statutory procedure and to enable the works to be undertaken a first resolution is required. Under the Private Street Works Code contained in the Highways Act 1980, the Council must first declare by resolution that the carriageway and footway on the south east section is not made up to its satisfaction.

Councillor Kathy Bance reported that she had received no negative feedback on the proposal. She also referred to support for retaining the small green roundabout area and questioned whether there was enough provision for cycle parking. Members were advised that the roundabout would be retained but on a smaller scale and an assessment could be made of the provision for cycle parking.

Councillor Reg Adams highlighted that there was also an unmade road on the southern side of the station and Councillor Sarah Phillips supported Councillor Adams in hoping that a precedent would be set for works to take place on the southern side. She understood that the approach on the southern side was on a private estate. Members were advised that there was no proposal at present for works on the southern side but further information could be provided if Members request. The Chairman indicated that in his view this should not set a precedent, the future making up of unmade roads should be on their merits and with a cost benefit. The Head of Transport Strategy explained that the Council saw the road as unadopted highway and any works would have to be funded against a reducing amount of TfL funding. It could be possible to resolve to make up the road and charge residents fronting the area thereby making it only partly necessary to use TfL funding but to move forward without charging residents would be difficult in times of financial constraint.

Councillor Adams felt there was no rush to examine the southern approach and he would be happy for works on the northern side to bed in. A comment was made that it was simply necessary to smooth the surface between Beckenham Road and the station. The roads nearby had a strong residents association and would come back with their plans.

Councillor Phillips felt that any works to the southern approach amounted to an access strategy providing a classic transport link. She suggested that this was the type of initiative that TfL should be helping the Council with. Although adoption of the whole road was the objective, initially a footway would help.

The Portfolio Holder indicated that it was not viable to undertake works soon to the southern side as the resident associations had different plans. There were also footway priorities in other parts of the borough.

In concluding it was agreed to support the recommendations to the Portfolio Holder and to add a further recommendation noting demand for a footway on the southern approach to Kent House Station and to take the matter forward if and when deemed appropriate and with the availability of TfL funding.

RESOLVED that the recommendations in report ES11118 be supported namely that:

(1) the Environment Portfolio Holder be asked to recommend to Council that -

**(i) a First Resolution under s.205(1) of the Highways Act 1980 be made in respect of Kent House Station Approach, as follows:-
“The Council do hereby declare that part of the street be sewered, levelled, paved, metalled, flagged, channelled, made good and lighted under the provisions of the Highways Act 1980.”**

Schedule of Limits

From the junction of Kent House Station Approach with Kings Hall Road to the south eastern end of the street and from the north eastern boundary of Kent House Station Approach in a south eastern direction throughout its length, all as more particularly shown on drawing no. ESD-10935-1;

(ii) it (the Council) resolves to bear the whole of the cost of making up Kent House Station Approach; and

(2) the Environment Portfolio Holder be further asked to approve the layout of the combined carriageway and footway on the south eastern side of Kent House Station as shown on drawing no. ESD-10935-1.

It is further RESOLVED that the Portfolio Holder be recommended to:

(3) note demand for a footway on the southern approach to Kent House Station and that he takes matters forward if and when deemed appropriate and with the availability of TfL funding.

F) NEW BECKENHAM STATION CAR PARK EXTENSION

Report ES11117

As the New Beckenham railway station car park had insufficient capacity to meet demand and the Council owned land adjacent to the station, it was recommended that the land be incorporated into the car park to increase its capacity and income to the Council. Pressure caused by commuter parking in nearby residential roads would also be eased.

Agreement was therefore sought for the submission of an application for planning approval to develop the area of unused land shown on drawing ESD-10934-1 along with any subsequent consents required.

The report explained that it might be possible and desirable at some future stage to sell the land for housing development should the market be right and access issues could be resolved. However, it was not felt that this should prevent utilisation of the land for car parking at the present time. It was possible that TfL, who would fund the project, might require recompense if the

car park was later sold to be redeveloped for housing, but this was thought to be an acceptable and limited risk.

In discussion there were a number of comments. It was confirmed to Members that any extended part of the car park may have less parking capacity than the existing car park given the number of trees on the unused land.

A number of Members supported an extended car park but Councillor Kathy Bance opposed the scheme and asked for her opposition to be recorded. She had received a negative response from certain residents in Kings Hall Road whose properties backed on to the unused land. All day parking in Kings Hall Road was prevented by an 11am to Noon parking restriction and she asked whether the land, if it were to be sold, would be placed on the open market. Councillor Bance referred to the unused land being a pocket of nature in the area and asked how many trees had a Tree Preservation Order. Neighbours in Kings Hall Road would also be disturbed with noise and car fumes. There was also a large car park by the Iceland store at the Blenheim Shopping Centre whose top level was rarely used.

Supporting the proposal a Member explained that he had received only positive feedback although one resident had questioned why it was necessary to charge for parking on a Saturday morning. Another Member in support indicated that it would help reduce the number of vehicles parked on local roads.

Members were advised there was no proposal at the moment to seek to sell the unused land. Parking was not an issue in Kings Hall Road although it was indicated that other roads would benefit from an enlarged car park - the number of cars was not expected to diminish. It was also explained that the Iceland car park was multi-storey and not so popular - open car parks were more popular. It was also possible to consider signage for the Iceland Car Park.

RESOLVED that the Portfolio Holder be recommended to agree:

(1) that officers seek planning approval to develop the land labelled 'unused land' on drawing ESD-10934-1 as a car park extension, subject to any other necessary approvals;

(2) to fund the re-development of the site from the TfL LIP funding for 2011/12 and 2012/13, subject to achieving any other necessary approvals; and

(3) to delegate minor details, such as car bay dimensions and location of P&D machines, to the Director of Environmental Services.

37 MINOR TRAFFIC/PARKING SCHEME REPORTS TO THE ENVIRONMENT PORTFOLIO HOLDER

A) PICKHURST LANE, HAYES - PROPOSED ZEBRA CROSSING

Report ES11116

Ward Members had requested that consideration be given to installing measures for improving pedestrian safety at Pickhurst Lane near Station Approach. The junction had experienced a number of personal injury collisions over the past five years and it was felt that improvements to the crossing facilities would benefit road safety, improve driver awareness and assist pedestrians crossing the road.

Installation of a zebra crossing would assist those crossing Pickhurst Lane as shown on plan ESD-10670-4. The proposed scheme also recommended that the existing refuge island on Pickhurst Lane junction with Station Approach remained in place to enable an assessment on whether to keep, alter or remove it after the crossing had been installed. As part of the detailed scheme design, a need for additional road markings and signage would be taken into consideration.

RESOLVED that the Portfolio Holder be recommended to:

(1) agree to the proposed scheme shown on drawing number ESD-10670-4 being implemented; and

(2) delegate authority to make any minor modifications which might arise as a result of any considerations to the Director of Environmental Services, in consultation with the Environmental Portfolio Holder.

B) MILL BROOK ROAD - ZEBRA CROSSING

Report ES11120

The Cray Valley Study (London Greenways) identified a new walking and cycling route through parks and open spaces and highlighted various options to improve road safety at locations along the route. This included a new pedestrian crossing in Mill Brook Road, St Mary Cray near its junction with Market Meadow.

In January 2010 a pedestrian count revealed a high number of people crossing at this location. Observations indicated a high desire for a formal crossing due to nearby facilities such as the Nugent Centre on one side of Mill Brook Road and local shops on the other side around Sandway Road. Traffic engineers concluded that a pedestrian crossing would create a safer crossing point for local residents and shoppers and approval was sought for the installation of a zebra crossing in Mill Brook Road, as detailed in drawing number ESD-10936-1.

The approval was needed as a matter of urgency so that so that works could be completed in advance of the impending closure of Chislehurst Road bridge.

RESOLVED that the Portfolio Holder be recommended to:

(1) urgently agree to the installation of a Zebra crossing in Mill Brook Road near to the street junction of Market Meadow, as detailed in drawing labelled ESD-10936-1, subject to an investigation of the statutory utilities under the footway; and

(2) agree to delegate minor design details of the crossing to the Director of Environmental Services in consultation with the Environmental Portfolio Holder.

38 PRE-DECISION SCRUTINY OF REPORTS TO THE EXECUTIVE

A) PROPOSED GOVERNANCE OF CRYSTAL PALACE PARK

Report DRR11/091

The Committee considered a report concerning a mechanism by which the approved Masterplan for Crystal Palace Park (which was subject to a judicial review) could be implemented recognising the need to attract significant external support and funding whilst retaining and increasing the support of local residents, interest groups and associations.

The report examined different options for the future governance of the park recommending the further investigation of a 'not-for-profit' organisation for managing the park. Pursuing discussions with experienced organisations such as the National Trust, English Heritage and other industry sectors with a history and reputation for managing green spaces was also suggested.

Although specialist parks authority governance was not a preferred option, the report recommended some investigations into the model to ensure the accuracy of such an evaluation. A Crystal Palace Park Management Board would explore opportunities for the management, restoration, development and protection of Crystal Palace Park investigating alternative options for the Park's future governance.

The Park's infrastructure required significant financial investment to ensure it could be enjoyed by generations to come and LBB had not been able to guarantee the required investment level for the park as a national asset - with competing priorities on local authority funding this was unlikely to improve.

It was suggested that the Management Board members be subject to monitoring and evaluation by LBB and work towards the following aims:

- to examine and agree a legal structure for the future management of Crystal Palace Park;
- to challenge the Lee Valley Regional Park Act 1966 in collaboration with neighbouring boroughs to obtain agreement to reinvest Bromley's funds into Crystal Palace Park;

- to approve and champion capital and revenue projects that improve the usage and visitor experience at Crystal Palace Park;
- to examine and pioneer different opportunities for investment at Crystal Palace Park;
- to work closely with the Mayor of London to (i) explore a regional status for Crystal Palace Park and (ii) enter into discussions with the National Trust, English Heritage and other industry sectors about the future governance of Crystal Palace Park; and
- develop employment and skills opportunities at Crystal Palace Park.

It was proposed that the Management Board take the form of: (i) Crystal Palace Park Executive Project Board overseeing and implementing the Board's work by making recommendations as appropriate to LBB's Executive; (ii) LBB Project Team of existing LBB officers supporting the Management Board by establishing the Crystal Palace Park Stakeholder Groups and providing on going support and (iii) four Crystal Palace Park Stakeholder Groups established by the Executive Project Board - Community, Site Management, Heritage and Borough Councils – with each group supported by Council officers and given responsibility to investigate and deliver options for the park as directed by the Project Board.

In discussion it was suggested that the estimate of visitors to Crystal Palace Park and national Sports Stadium under “*customer impact*” might represent visits rather than visitors – in response it was agreed to investigate and provide further advice.

Councillor Tom Papworth visiting the Committee and a ward Member for Crystal Palace ward welcomed the report. He supported the model of a “not for profit” organisation for the Park's future governance. He also referred to the Management Board's Stakeholder Groups having representatives from within and outside of the borough.

Councillor Papworth referred to local accountability and welcomed the strengthening of Member representation.

Concerning reinvestment of Bromley's contribution to the Lee Valley Regional Park for Crystal Palace Park, Councillor Papworth commented that other boroughs could make similar claims for local reinvestment of their contributions. He was also glad to see positions for two community representatives on the Executive Project Board.

Committee Members whose wards were close to Crystal Palace park also made comments including the following:

- the proposed structure of the Management Board was impressive and showed a change of approach to positive action – it provided for all the people who ought to be on the Board;
- on the Project Timetable a desire was expressed to see rapid progress on recommendations so that views could be reviewed in a year's time;

- it was suggested there should be more than one Ward Councillor position on the Executive Project Board - Crystal Palace Park was used by residents from a number of wards;
- a question was asked on whether there should be representation from boroughs adjacent to the park; and
- reference was made to statutory restrictions on the use of the park.

The Portfolio Holder commended officers on bringing the report forward referring to the Park being under utilised and a good asset. Potential funding was needed and the Portfolio Holder expressed his opposition to Bromley having to pay a contribution to Lee Valley Regional Park. The Leader had also raised the matter at London Councils. The Portfolio Holder further referred to the importance of driving the initiative forward – with investment increased, footfall could be attracted which in turn would attract further footfall; it was necessary to draw in the investment.

The Chairman suggested that the composition of the proposed bodies be reviewed over the coming year as the process is taken forward and if other boroughs were to invest funding they would merit representation. The Chairman also suggested that work be undertaken to explore which other boroughs could contribute to the park.

RESOLVED that the Executive be recommended to:

- (1) take account of the Committee's comments;**
- (2) approve the creation of the Crystal Palace Park Management Board (Appendix 1 to Report DRR11/091) and**
- (3) agree that Officers support members of the Crystal Palace Park Management Board to:**
 - **explore the 'not-for-profit' organisation governance option for the park;**
 - **pursue discussions with established organisations who have the experience and capability of managing green spaces, such as the National Trust and English Heritage;**
 - **investigate options for a challenge of the Lee Valley Regional Park Act 1966 in collaboration with neighbouring boroughs to obtain agreement to reinvest Bromley's funds into Crystal Palace Park; and**
 - **agree that the Crystal Palace Park Executive Project Board bring back further reports to the Executive with recommendations on the future management of Crystal Palace Park and any other significant developments.**

B) FORMAL CONSULTATION ON OUTLINE SERVICE PROPOSALS AND PROCUREMENT STRATEGY - INSPECTION OF STREETWORKS CONTRACT

Report ES11112

The contract for the inspection of streetworks, currently let to B&J Enterprises (Kent), would expire on 31st March 2013. As the Contract fell within the EU procurement regulations it was necessary to consider options for the future of the service at an early stage.

The estimated contract value was £355k p.a, with an expected income recovery of £1.2m based on 2011/12 budget and levels of service. It was proposed that a contract is tendered and a new framework agreement in place from 1st April 2013 for a period of three years with the option of extending by a further two years at the Councils discretion.

In discussion the Chairman favoured a contract based on a three year initial period with the option of extending for two years along with a further option to extend another two years (3 + 2 + 2).

An enquiry was made on whether any connection existed between street works inspections and other categories of inspection and, if so, whether the different inspection types could be consolidated; faults might then be reported which were not normally looked for as part of an inspector's remit e.g. a street works inspector checking a utility company's re-instatement could also look for other faults in the road not associated with utility works.

Members were advised that highways inspectors could track back on a fault to determine whether it was the responsibility of a utility company. An option for the future procurement of the service was in-house provision. With any consolidation of inspection types there was a risk that the reliability of inspections would be diluted. Given the nature of utility works the street works inspectors were mobile and particularly productive – there were four inspectors covering the borough. The street works inspectors operated from cars - if they saw faults these would be reported back.

The Chairman referred to the importance of street works inspections highlighting the income provided from the process.

RESOLVED that the Executive be recommended to:

(1) endorse the proposal that a new Contractor be appointed to undertake the inspection of streetworks from 1st April 2013, following a competitive tendering process based on the arrangements identified in Report ES11112; and

(2) consider tendering a contract for an initial three year period with the option of extending for two years along with a further option to extend another two years (3 + 2 + 2).

**39 UPDATE ON THE COUNCIL'S FINANCIAL STRATEGY 2012/13
TO 2015/16**

Report RES11105

At its meeting on 7th September 2011 the Executive considered a report (RES11075) updating Members on the Council's financial strategy and the various issues that would continue to shape the strategy over the medium and longer term. This was the first in a series of reports leading up to the final budget proposals to be considered in February next year.

The report provided latest budget projections and highlighted the further budget gap identified for 2012/13 to 2014/15.

The Executive resolved that the report be referred to individual PDS Committees for their consideration and for any comments to be reported back to the Executive.

In discussion it was indicated that a lot of effort was being applied to identifying funding for school crossing patrols – this included discussion on sponsorship. Reference was also made to engineering solutions and the Chairman referred to questions the Portfolio holder had already put to TfL through officers to see whether TfL would agree to LBB using some of its TfL funding to support some school crossing patrols. Councillor Kathy Bance, who was opposed to the deletion of school crossing patrols and requested that her comments be recorded, referred to the health and safety of children. She also indicated her opposition to the closure of public conveniences. The Chairman also referred to exploring where TfL funding could be used in place of Council expenditure. Cllr Reg Adams opposed the cuts in funding for school crossing patrols and opposed the phased closure of Public Conveniences. Earlier in the meeting when considering the TfL Funded Work Programme for 2012/13 he felt that the provision of School Crossing Patrols should be considered an important pan-London road safety item - which had been run by the Metropolitan Police prior to April 2000 - and he felt that this area would be suitable for TfL funding and control.

On food waste, reference was made to work at looking to obtain sponsorship for caddie liners. Concerning invest to save measures, Members were advised that energy efficiency schemes were being looked at and reference was also made to the rollout of food waste collections to the remaining flats in the borough. Proposals for a Green Garden Waste collection service could also be considered an invest to save initiative – it was intended to bring a report on the proposals at the next Environment PDS meeting. Textiles were also found in residual waste and the Waste Minimisation Working Group was looking at the possibility of a collection service being introduced for textiles. This would provide a possible income stream and contribute to reducing the Council's landfill tax liabilities.

The Chairman also referred to carriageway and footway maintenance and a Member referred to useful discussions at the Highway Assets Working Group.

The Chairman highlighted that outcomes from the Group's work would go to the Committee's meeting in November.

RESOLVED that the Committee's comments above be referred to the Executive.

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

Report ES11104

The Committee's work programme, matters arising from previous meetings and a summary of contracts related to the Environment Portfolio was presented.

RESOLVED that:

- (1) the work programme be noted, less items on Mill Brook Road Zebra Crossing and Kent House Station Approach, Beckenham;**
- (2) progress related to previous Committee requests be noted; and**
- (3) a summary of contracts related to the Environment Portfolio be noted.**

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

42 EXEMPT MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON 19TH JULY 2011

The previous Part 2 minutes were agreed.

APPENDIX A

QUESTIONS TO THE ENVIRONMENT PORTFOLIO HOLDER FOR ORAL REPLY

Question from Councillor Tom Papworth

1. To ask the Portfolio Holder for Environment, in light of his written answer to my question to the Executive on 8 August, in which he said that *"the results of the traffic survey of Selby Road, conducted in 2011, will be made available to Members and to the public [in] August 2011"*

- (i) Where is the report?
- (ii) Why was it not made available to residents and members of the public in August as promised?
- (iii) Why is it necessary to chase this up in October, almost a year after this was first raised?

Reply

- (i) You have a copy of the report.
- (ii) The report has been available since August 15th as promised.
- (iii) Had you reminded officers of your requirements (who I agree should have been sharper in getting it to you), the report would have been passed to you in August.

Supplementary Question

In his supplementary question Councillor Papworth sought assurance from the Portfolio Holder that there would be consultation with residents.

Reply

In reply the Portfolio Holder indicated that this was a matter for the Council's Traffic Engineers and a written response would be provided.

QUESTIONS TO THE ENVIRONMENT PORTFOLIO HOLDER FOR WRITTEN REPLY

Question from Councillor Tom Papworth

1. To ask the Portfolio Holder for Environment how much it costs the Council to buy, to install and to maintain a new salt/grit bin?

Reply

Given the unreliability of salt bins in recent years, for reasons ranging from the use of their contents by individuals keen to clear their own paths and driveways, through to outright theft on an industrial scale by third parties unknown, the Council is keenly exploring a new and more reliable model of salt provision by way of its 'Snow Friends' initiative.

Where it proves possible to do so and willing volunteers can be found, working alone or in partnership through local Residents Associations, the concept being to provide stocks of salt/grit to individuals who are able to secure it under lock and key until it is needed most, then dispense it intelligently on their local roads and pavements in line with its intended

purpose.

Where further new bins might be considered the cost of procuring and installing them would be £292. There are no maintenance costs per se, although it does cost £15 every time one is re-filled.

Questions from Mr Colin Willetts

2. Following a child being knocked over by a vehicle in Saxville Road adjacent entrance to Selwyn Place on 19/9/11 at 5-15pm and ferried to hospital (which incidentally occurred with my own daughter several years ago) by air ambulance, would the Portfolio Holder consider the installation of a kerbside 'no parking zone' / or 'double yellow waiting restrictions' directly fronting the entrance of Selwyn Place to include 'slow' road markings either side of this location?

Reply

The Council's road safety team is currently assessing what measures, if any, might prove of value locally. As soon as they have arrived at a conclusion, I have asked them to notify you in writing.

3. At the recent meeting to discuss the Chislehurst Road bridge reconstruction our Vice Chairman, Mr John Eveson supported the Head Teacher's request for a continuance of the Leasons Primary school crossing guards after April 2012. Although we firmly believe that the Council should continue to fund this service, particularly at this location, your suggestion that the Council is looking for sponsors could be an opportunity to prevent further cuts. With that in mind, could the Portfolio Holder approach the main bridge contractors with a request to sponsor the two crossing guards East and West of Leasons School for the duration of the reconstruction ?

Reply

All crossing patrols currently remain under review and alternative arrangements are being considered for each of them Borough-wide.

That said, Cllr John Ince has already drawn his own concerns about the extra volume of traffic which will be generated locally by the impending diversion to my attention, and his comments are currently being very carefully considered by the road safety team in conjunction with Leeson Primary school's headmistress.

As soon as they have reached a conclusion, I know he can be counted on to relay their findings to you.

Question from Mr Andy Wilson

4. Can the Portfolio Holder please confirm if the school crossing guards at Leasons Hill and Chipperfield Road are to be retained for the entire period of the bridge closure programme?

Reply

All crossing patrols currently remain under review and alternative arrangements are being considered for each of them Borough-wide.

That said, Cllr John Ince has already drawn his own concerns about the extra volume of traffic which will be generated locally by the impending diversion to my attention, and his comments are currently being very carefully considered by the road safety team.

As soon as they have reached a conclusion, I know he can be counted on to relay their findings to you.

The Meeting ended at 10.20 pm

Chairman

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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:

MILL BROOK ROAD - ZEBRA CROSSING

Reference Report (ES11120)

ENV%20PDS%20041011%20item%208b%20Mill%20Brook%20Road%20-%20Zebra%20Crossing

ENV%20PDS%20041011%20item%208b%20Mill%20Brook%20Road%20-%20Zebra%20Crossing%20Drawing

Decision:

(1) A Zebra Crossing be urgently installed in Mill Brook Road near to the street junction of Market Meadow as detailed in drawing ESD-10936-1 subject to an investigation of the statutory utilities under the footway.

(2) Minor design details of the crossing be delegated to the Director of Environmental Services in consultation with the Environmental Portfolio Holder.

Reasons:

The Cray Valley Study (London Greenways) indentified a new walking and cycling route through parks and open spaces and highlighted various options to improve road safety at locations along the route. This included a new pedestrian crossing in Mill Brook Road, St Mary Cray near its junction with Market Meadow.

In January 2010 a pedestrian count revealed a high number of people crossing at this location. Observations indicated a high desire for a formal crossing due to nearby facilities such as the Nugent Centre on one side of Mill Brook Road and local shops on the other side around Sandway Road. Traffic engineers conclude that a pedestrian crossing will create a safer crossing point for local residents and shoppers and with this approval a zebra crossing will be installed in Mill Brook Road as detailed in drawing number ESD-10936-1.

This approval is given as a matter of urgency so that so that works can be completed in advance of the impending closure of Chislehurst Road bridge.

The proposed urgent decision was scrutinised by the Environment PDS Committee on 4th October 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: 4 Oct 2011

Implementation Date: 4 Oct 2011 (Urgent Decision – not subject to call-in)

Decision Reference: ENV11011

LONDON BOROUGH OF BROMLEY

STATEMENT OF EXECUTIVE DECISION

The Portfolio Holder for the Environment, Councillor Colin Smith, has made the following executive decision replacing Decision Statement ENV11012 dated 10 October 2011.

KENT HOUSE STATION APPROACH, BECKENHAM

Reference Report (ES11118):

ENV PDS 041011 item 7e Kent House Station Approach, Beckenham

ENV PDS 041011 item 7e Kent House Station Approach, Beckenham Drawing

Decision:

(1) A First Resolution under s.205(1) of the Highways Act 1980 be made in respect of Kent House Station Approach, as follows –

“The Council do hereby declare that part of the street be sewered, levelled, paved, metalled, flagged, channelled, made good and lighted under the provisions of the Highways Act 1980.”

Schedule of Limits

From the junction of Kent House Station Approach with Kings Hall Road to the south eastern end of the street and from the north eastern boundary of Kent House Station Approach in a south eastern direction throughout its length, all as more particularly shown on drawing no. ESD-10935-1.

(2) The Council resolves to bear the whole of the cost of making up Kent House Station Approach.

(3) The layout of the combined carriageway and footway as shown on drawing no. ESD-10935-1 be approved.

Reasons:

In accordance with the Private Street Works Code forming part of the Highways Act 1980 a first resolution is required to be made for the making-up of the carriageway and footway in part of Kent House Station Approach, Beckenham.

Kent House Station Approach is an unmade, unadopted highway, providing access to both Kent House Station and Alexandra Infants School. The road is in a poor state restricting access to the station.

A First Resolution under the Private Street Works Code was made on 14th November 2001 in respect of a combined cycle route and footway on the south western side of the street to assist cyclists and pedestrians access the station and school. On 30th January 2002 the Council made a Resolution of Approval under the Private Street Works Code in respect of the combined cycle route and footway. During 2002 the Council built the combined cycle route and footway which was later adopted.

The remaining area in Kent House Station Approach is highlighted on Drawing ESD-10935-1 with a proposed new layout of the carriageway and remaining footway. As part of the statutory procedure and to enable the works to be undertaken a first

resolution is required. Under the Private Street Works Code contained in the Highways Act 1980, the Council must first declare by resolution that the carriageway and footway on the south east section is not made up to its satisfaction.

The proposed decision was scrutinised by the Environment PDS Committee on 4th October 2011 and the Committee supported the proposal. This Decision Statement replaces an earlier Decision Statement (dated 10 October 2011) for this item.

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

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

Date of Decision: 26 October 2011
Implementation Date (subject to call-in): 02 November 2011
Decision Reference: ENV11012/1

LONDON BOROUGH OF BROMLEY

STATEMENT OF EXECUTIVE DECISION

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

CAPITAL PROGRAMME - FIRST QUARTER MONITORING 2011/12 AND FINAL OUTTURN 2010/11

Reference Report (ES11113):

ENV PDS 041011 item 7a Capital Programme – First Quarter Monitoring 2011-12 and Final Outturn 2010-11

ENV PDS 041011 item 7a Capital Programme – First Quarter Monitoring 2011-12 and Final Outturn 2010-11 Appendix A

Decision:

(1) The Capital Programme for the Environment Portfolio be endorsed following changes to the Capital Programme as a whole agreed by Executive in July; and

(2) A post-completion report on Environmental Improvements (funded by LPSA Reward Grant) be received later in the year.

Reasons:

On 20th July 2011 the Executive agreed a revised Capital Programme from 2011/12 to 2014/15.

Changes on schemes in the Environment Programme, agreed since the Executive meeting on 2nd February 2011 (the base position), are highlighted in Report ES11113 which also provides a revised Capital Programme for the Portfolio.

In view of capital schemes being subject to a post-completion review within a year of completion, a post-completion report on Environmental Improvements (funded by LPSA Reward Grant) will be provided later in the current year.

The proposed decision was scrutinised by the Environment PDS Committee on 4th October 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: 19 Oct 2011
Implementation Date (subject to call-in): 26 Oct 2011
Decision Reference: ENV11013

LONDON BOROUGH OF BROMLEY

STATEMENT OF EXECUTIVE DECISION

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

TFL FUNDED WORK PROGRAMME FOR 2012/13

Reference Report (ES11106):

ENV PDS 041011 item 7b TFL Funded Work Programme for 2012-13

ENV PDS 041011 item 7b TFL Funded Work Programme for 2012-13 Appendix 1

ENV PDS 041011 item 7b TFL Funded Work Programme for 2012-13 Appendices 2A and 2B

Decision:

- (1) The programme of formula funded schemes for 2012/13 contained at Appendix 1 of Report ES11106 be approved for submission to Transport for London.**
- (2) The bid for Bridges and Structures contained at Appendix 2A of Report ES11106 be approved for submission to Transport for London.**
- (3) The programme for Principal Road Maintenance contained at Appendix 2B of Report ES11106 be approved.**
- (4) in the interests of efficient use of resources, the Director of Environmental Services, in consultation with the Portfolio Holder, be authorised to make post-submission changes to the programme to reflect necessary changes to priority, potential delays to implementation following detailed design and consultation, or other unforeseen events.**

Reasons:

Bromley's formula allocation from TfL for 2012/13 will be £2.829m. Ring-fenced funding will also be available to support a number of other programmes, including local transport priorities, Principal Road maintenance, bridges and structures (including Chislehurst Bridge) and Bromley North Village.

Although it is largely for boroughs to determine how the formula funding will be spent, the Council is nevertheless required to submit a list of schemes to TfL in October 2011.

The proposed decision was scrutinised by the Environment PDS Committee on 4th October 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: 19 Oct 2011
Implementation Date (subject to call-in): 26 Oct 2011
Decision Reference: ENV11014

LONDON BOROUGH OF BROMLEY

STATEMENT OF EXECUTIVE DECISION

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

FIXED PENALTY NOTICES FOR VARIOUS HIGHWAY OFFENCES

Reference Report (ES11090):

ENV PDS 041011 item 7c Fixed Penalty Notices for Various Highway Offences

ENV PDS 041011 item 7c Fixed Penalty Notices for Various Highway Offences Appendix A

Decision:

(1) The legislation and statutory fine level for the Fixed Penalty Notices (FPNs) be adopted as the appropriate enforcement action in dealing with certain highways offences from 1st April 2012.

(2) Notice of the introduction of FPNs be fed through to the Bromley Residents Association for disseminating to individual resident associations.

Reasons:

In accordance with The London Local Authorities and Transport for London Act 2003 the introduction of Fixed Penalty Notices (FPNs) for certain offences on the highway will enable quick and effective enforcement action.

The provisions of the 2003 Act enable authorise officers from London Boroughs to issue the FPNs. Their use can run alongside existing sanctions and discretion can be used to prosecute if this seems the most effective mechanism given the circumstances.

The fixed penalty level of £100 and the model form of fixed penalty notice have been agreed by the London Councils' Transport and Environment Committee. The relevant offences are appended to Report ES11090 (*Note: "marketing" should be replaced with "marking" in the description of offence at Offence Codes 05 and 06*)

If the penalty is paid within 14 calendar days following the date of the notice, the penalty level will be reduced from £100 to £50. If the penalty is not paid within a 28-day period, legal proceedings for the offence can be started.

As a way of advertising the introduction of FPNs it is intended to publish a public notice for two consecutive weeks in a local newspaper and also on the Council's web site. The Environment PDS Committee also recommended that notice of the introduction of FPNs be fed through to the Bromley Residents Association for disseminating to individual resident associations.

It is proposed to introduce the FPNs for certain highway offences on 1st April 2012.

The proposed decision was scrutinised by the Environment PDS Committee on 4th October 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: 19 Oct 2011
Implementation Date (subject to call-in): 26 Oct 2011
Decision Reference: ENV11015

LONDON BOROUGH OF BROMLEY

STATEMENT OF EXECUTIVE DECISION

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

PARKING BAILIFF AND DEBT COLLECTION SERVICES: GATEWAY REPORT

Reference Report (ES11109):

ENV PDS 041011 item 7d Parking Bailiff and Debt Collection Services - Gateway Report

ENV PDS 041011 item 7d - supplementary information

Decision:

(1) Use of the Eastern Shires Purchasing Organisation (ESPO) Bailiff Services Contract 984CC be approved in principle for Bailiff Services from 1st April 2013, as described in section 4 of Report ES11109.

(2) Retention of JBW and Swift Credit Services to provide parking bailiff services up to 31st March 2013 be approved.

(3) The placement of a sample of Penalty Charge Notice debt collection cases with the Council's existing Council Tax bailiffs be approved.

(4) The agreement be approved for use for three years commencing 1st April 2013 with an optional one year extension - if the new framework agreement does not meet the Council's requirements a further report will be made to recommend an alternative way forward.

Reasons:

The decision above provides agreement for the procurement of bailiff services to provide effective debt recovery for Parking.

Agreement in principle is provided to use a framework agreement for the future provision of bailiff and debt collection services. In the interim period continued use will be made of existing bailiff services to ensure efficient collection and recovery of Penalty Charge Notice debts.

The proposed decision was scrutinised by the Environment PDS Committee on 4th October 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: 19 Oct 2011
Implementation Date (subject to call-in): 26 Oct 2011
Decision Reference: ENV11016

LONDON BOROUGH OF BROMLEY

STATEMENT OF EXECUTIVE DECISION

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

NEW BECKENHAM STATION CAR PARK EXTENSION

Reference Report (ES11117):

ENV PDS 041011 item 7f New Beckenham Station Car Park Extension

ENV PDS 041011 item 7f New Beckenham Station Car Park Extension Plan

Decision:

(1) Officers seek planning approval to develop the land labelled 'un-used land' on drawing ESD-10934-1 as a car park extension, subject to any other necessary approvals.

(2) Re-development of the site be funded from the TfL LIP funding for 2011/12 and 2012/13, subject to achieving any other necessary approvals.

(3) Minor details, such as car bay dimensions and location of P&D machines, be delegated to the Director of Environmental Services.

Reasons:

As the New Beckenham railway station car park has insufficient capacity to meet demand and the Council owns land adjacent to the station, it is recommended that this land be incorporated into the car park to increase its capacity and income for the Council. Pressure caused by commuter parking in nearby residential roads will also be eased.

Agreement is therefore provided for the submission of an application for planning approval to develop the area of unused land shown on drawing ESD-10934-1, and any subsequent consents required.

The proposed decision was scrutinised by the Environment PDS Committee on 4th October 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: 19 Oct 2011
Implementation Date (subject to call-in): 26 Oct 2011
Decision Reference: ENV11017

LONDON BOROUGH OF BROMLEY

STATEMENT OF EXECUTIVE DECISION

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

PICKHURST LANE, HAYES - PROPOSED ZEBRA CROSSING

Reference Report (ES11116):

ENV PDS 041011 item 8a Pickhurst Lane, Hayes - Proposed Zebra Crossing

ENV PDS 041011 item 8a Pickhurst Lane, Hayes - Proposed Zebra Crossing Drawing

Decision:

(1) The proposed scheme shown on drawing number ESD-10670-4 be implemented.

(2) Authority to make any minor modifications which might arise as a result of any considerations be delegated to the Director of Environmental Services in consultation with the Environment Portfolio Holder.

Reasons:

Ward Members have requested that consideration be given to installing measures for improving pedestrian safety at Pickhurst Lane near Station Approach. The junction has experienced a number of personal injury collisions over the past five years and improvements to the crossing facilities will benefit road safety, improve driver awareness and assist pedestrians crossing the road.

The proposed decision was scrutinised by the Environment PDS Committee on 4th October 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: 19 Oct 2011
Implementation Date (subject to call-in): 26 Oct 2011
Decision Reference: ENV11018

Report No.
ES11130

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: Environment Portfolio Holder

**For Pre-decision scrutiny by the Environment PDS
Committee on 15th November 2011**

Date: 15 November 2011

Decision Type: Non-Urgent Executive Non-Key

Title: BUDGET MONITORING 2011/12

Contact Officer: Claire Martin, Head of Finance
Tel: 020 8313 4286 E-mail: claire.martin@bromley.gov.uk

Chief Officer: Nigel Davies, Director of Environmental Services

Ward: Boroughwide

1. Reason for report

This report provides an update of the latest budget monitoring position for 2011/12 for the Environment Portfolio based on expenditure and activity levels up to 31st August 2011. This shows a projected underspend of £149k.

2. **RECOMMENDATION**

2.1 The Portfolio Holder is requested to endorse the latest 2011/12 budget projection 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: £43.6m
 5. Source of funding: Existing revenue budgets 2011/12
-

Staff

1. Number of staff (current and additional): 225ftes
 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 2011/12 projected outturn is detailed in Appendix 1, with a forecast of projected spend for each division compared to the latest approved budget and identifies in full the reason for any variances.
- 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 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 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 2011/12 to minimise the risk of compounding financial pressures in future years.
- 4.3 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 controllable budget for the Environment Portfolio is projected to be underspent by £164k. Some of the major variations are summarised below with more detailed explanations included in Appendix 1.
- 5.2 Parking services is projected to generate additional net income of £77k mainly from on street parking fees.
- 5.3 As a result of increasing trade waste collection prices by over 10% for the last two years there has been a reduction in customers of just over 11%. This has meant that income projections are £97k below budget. There has been a corresponding reduction in contract costs and waste disposal costs of Cr £71k to partly offset the shortfall. The balance of Dr £26k is being met by a reduction in disposal tonnage costs Cr £114k. Waste Services has other minor variations totalling Dr £18k.

5.4 The remaining variances are due to surplus income from S74 notices (Cr £40k) and staff savings from vacancies and the transfer of staffing costs to TfL funding (Cr £64k). These underspends offset additional costs within Street Scene and Greenspace as a result of delays to staffing reviews as well as the recession impact on market income.

Non-Applicable Sections:	Legal, Personnel
Background Documents: (Access via Contact Officer)	2011/12 budget monitoring files within ES finance section

Environmental Services Portfolio Budget Monitoring Summary

2010/11 Actuals £'000	Division Service Areas	2011/12 Original Budget £'000	2011/12 Latest Approved £'000	2011/12 Projection £'000	Variation £'000	Notes	Variation Last Reported £'000	Full Year Effect £'000
(5,515)	Customer & Support Services							
	Parking	(5,366)	(5,366)	(5,443)	(77)	1,2,3,4	30	50
1,605	Support Services	1,554	1,540	1,540	0		0	0
(3,910)		(3,812)	(3,826)	(3,903)	(77)		30	50
	Public Protection - ES							
112	Emergency Planning	114	114	114	0		0	0
112		114	114	114	0		0	0
	Street Scene & Green Space							
5,803	Area Management/Street Cleansing	5,975	5,971	5,971	0		0	0
2,165	Highways	0	1,987	1,987	0		0	0
(65)	Markets	(47)	(21)	3	24	5	0	0
6,225	Parks and Green Space	6,153	6,137	6,170	33	6	43	0
567	Street Regulation	519	549	579	30	7	25	0
16,091	Waste Services	16,892	16,892	16,822	(70)	8	(108)	(50)
30,786		29,492	31,515	31,532	17		(40)	(50)
	Transport & Highways							
7,277	Highways incl London Permit Scheme	9,236	7,147	7,070	(77)	9	0	0
147	Highways Planning	144	144	144	0		0	0
843	Traffic & Road Safety	790	690	663	(27)	10	(20)	0
216	Transport Strategy	235	235	235	0		0	0
8,483		10,405	8,216	8,112	(104)		(20)	0
35,471	TOTAL CONTROLLABLE	36,199	36,019	35,855	(164)		(30)	0
7,151	TOTAL NON CONTROLLABLE	(692)	5,292	5,307	15	11	0	0
2,596	TOTAL EXCLUDED RECHARGES	2,348	2,301	2,301	0		0	0
45,218	PORTFOLIO TOTAL	37,855	43,612	43,463	(149)		(30)	0

Reconciliation of latest approved budget	£'000
Original budget 2011/12	37,855
Shortfall of tra Repairs & Maintenance (Non-controllable)	348
Supplementary estimate for capital accounting adjustment relating to Government Grants Deferred	5,670
Lead Local Flood Authorities Grant income - transferred to Local Services Support Grant	110
Transfer of design studio to Corporate Services (Resources Portfolio)	(61)
Transfer of Post 11599 from Parks to Customer Service Centre	(16)
Rental Income budget adjustments (Non-controllable)	(34)
Transfer of NRSWA income to central contingency	(260)
Latest Approved Budget for 2011/12	43,612

Environment Portfolio - Budget Monitoring Notes as at 31.8.11**1. Bus Lane Enforcement Cr £12k**

There is a projected net surplus of £12k as follows:

- 2011/12 projected deficit of £5k (net of the bus lane works below)
- Anticipated increase in income from PCNs issued in prior years of £17k

The above figures include the projected shortfall of income of £50k, (full-year effect £100k) as a result of the suspension of bus lane restrictions in Cray Avenue, following the diversion of traffic as a result of the bridge replacement at Chislehurst Road.

2. Off Street Car Parking £0k

Off-street car parking income is projected to be £100k below budget expectation. This is mainly due to reduced demand and parking fees not having been increased to match inflation added to the budget as a result of the normal estimate process, nor the loss of income as a direct result of the increase in VAT.

This projected shortfall is from the four multi-storey car parks where income was £52k below budget for April-August, with a sizeable proportion (£23k) occurring in April, probably due to the high number of bank holidays.

This projected shortfall in income is offset by £50k savings as a result of management action, and a balance from a provision of £50k no longer required for contract payments following successful negotiations with the parking contractor.

3. On Street Car Parking Cr £50k

There is currently projected to be a surplus of £50k from on-street car parking income, £12k from within the Bromley CPZ and £38k from elsewhere across the borough. This will be used to balance the shortfall of off street parking income for 2012/13.

4. Parking Enforcement Cr £15k

There is currently a surplus of £15k due to projected higher income from PCNs issued in previous years.

5. Markets Dr £24k

There is a projected shortfall in income of £34k mainly due to the continuing effects of the recession, which is partly offset by underspends across supplies and services budgets of £10k, giving a net overall deficit of £24k.

6. Parks & Green Space Dr £33k

There is an overspend on staffing of £39k due to the 2011/12 budget savings relating to the ranger service review of £156k not being fully met in year. This is partly offset by an underspend of £6k due to a reduction in grant to the Chislehurst Common Conservators.

7. Street Regulation Dr £30k

There is an overspend on staffing of £30k. This is due to:

- Dr £25k 2011/12 budget savings not being fully met in year
- Dr £5k net costs incurred as cover for staff on long-term sick

8. Waste Management Cr £70k

Prices for trade waste collections were increased by 15% in April 2011 and 13% in April 2010. For 2010/11 the fall-out of customers equated to 3.8%, however in 2011/12 this percentage has nearly trebled, to currently 11.2%. When setting the new fees and budgets an assumption was made that there would be reduction of a further 5% of customers and therefore the additional reduction of 6.2% has meant that income is currently projected to be £97k below budget.

It should be noted that this is partly offset by a corresponding reduction in contract collection costs of £15k and £56k for disposal costs due to a projected reduction of 700 tonnes from the decrease in customers.

There is an additional underspend of £114k disposal costs due to a projected reduction of 1,400 tonnes.

There are deficits in income of £10k from Trade Waste delivered and £15k from the sale of Garden Waste stickers, which are partly offset by a small surplus of £7k from the income received for the school recycling service.

All variations are summarised in the table below :-

Summary of Variations:-	£'000
Shortfall of trade waste collection income due to reduction in customers	97
Corresponding reduction in trade waste collection contract costs	(15)
Reduction in disposal tonnage from trade waste collection customers	(56)
Reduction in disposal tonnages (other than trade waste collected)	(114)
Surplus in income from Schools recycling service	(7)
Deficit in income from Trade waste delivered	10
Deficit in income from sale of Garden Waste stickers	15
Total variation for waste management	(70)

9. Highways Cr £77k

There is a projected underspend on salaries of £37k through a combination of vacancies and reduced hours following an early retirement.

There is a projected surplus of NR&SWA income from Section 74 notices.

It should be noted that Thames Water had indicated in 2010/11 that they were intending to improve their performance. Income had dropped significantly from 2010/11 by £440k compared to 2009/10 and officers anticipated a further drop of income of £350k from defect notices during 2011/12. The actual drop in 2011/12 compared to 2010/11, appears to be just under £100k, however officers feel that Thames Water will continue to improve their performance and therefore it is not expected that this surplus will continue into 2012/13.

Following the information received from Thames Water, the income budget for defect notices was reduced by £385k for 2011/12. The Executive have agreed to transfer the windfall income of £260k projected for defect notices back to the central contingency for 2011/12 and the budget has been adjusted accordingly.

10. Traffic & Road Safety Cr £27k

There is a projected underspend of £27k through a combination of transferring staffing costs to Transport for London earlier than previously anticipated, and reduced working hours.

11. Non-controllable budgets Dr £15k

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

Report No.
RES11132

London Borough of Bromley

Agenda
Item No.

PART 1 - PUBLIC

Decision Maker: Environment Portfolio Holder

**For pre-decision scrutiny by the Environment PDS
Committee on 15th November 2011**

Date: 15th November 2011

Decision Type: Non-Urgent Executive Non-Key

Title: CAPITAL PROGRAMME MONITORING - Q2 2011/12

Contact Officer: Martin Reeves, Group Accountant (Technical)
Tel: 020 8313 4291 E-mail: martin.reeves@bromley.gov.uk

Chief Officer: Director of Resources

Ward: All

1. Reason for report

On 16th November 2011, the Executive will receive the 2nd quarterly capital monitoring report for 2011/12 and will be asked to agree a revised Capital Programme for the four year period 2011/12 to 2014/15. This report highlights in paragraphs 3.1 to 3.4 changes proposed to the Executive in respect of the Capital Programme for the Environment Portfolio. The revised programme for this portfolio is set out in Appendix A and detailed comments on individual schemes are included at Appendix B.

2. **RECOMMENDATION(S)**

The Portfolio Holder is asked to endorse the changes recommended to the Executive in November and confirm that the following post-completion report be received later in the year:

Environmental Improvements (funded by LPSA Reward Grant)

Corporate Policy

1. Policy Status: Existing policy. Capital Programme monitoring and review is part of the planning and review process for all services. The capital review process requires Chief Officers to ensure that bids for capital investment provide value for money and match Council plans and priorities.
 2. BBB Priority: Excellent Council.
-

Financial

1. Cost of proposal: Estimated cost N/A
 2. Ongoing costs: N/A.
 3. Budget head/performance centre: N/A (Capital Programme)
 4. Total current budget for this head: £Total £20.5m for Environment Portfolio over four years 2011/12 to 2014/15
 5. Source of funding: Capital grants, capital receipts and revenue contributions
-

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? No.
2. Summary of Ward Councillors comments: N/A

3. COMMENTARY

Capital Monitoring – variations reported to the Executive on 16th November 2011

3.1 A revised Capital Programme is being considered by the Executive on 16th November, following a detailed monitoring exercise carried out after the 2nd quarter of 2011/12. The base position was the revised programme approved by the Executive on 20th July 2011, as amended by any variations approved at subsequent Executive meetings. In response to the major level of slippage at the end of 2010/11, the process has been made more robust by the introduction of considerably more challenge and review. The monitoring exercise resulted in a number of amendments to the approved programme for the Environment Portfolio and these are shown in the table below. Further details are included in paragraphs 3.2 to 3.4. The revised Programme for the Environment Portfolio is attached as Appendix A and comments on individual schemes, together with latest expenditure figures, are shown in Appendix B.

	2011/12	2012/13	2013/14	2014/15	TOTAL
	£000	£000	£000	£000	£000
Approved Programme (Executive 20/7/11)	7,211	5,425	3,284	4,050	19,970
Addition of New Scheme (para 3.2)					
– Composting For All	521	-	-	-	521
Deletion of Residual Budget (para 3.3)					
– Environmental Improvements	-1	-	-	-	-1
Re-phasing of Expenditure (para 3.4)					
– Chislehurst Road Bridge	-194	258	-64	-	-
– The Hill Multi-Storey Car Park - strengthening	-62	62	-	-	-
Revised Environment Capital Programme	7,475	5,745	3,220	4,050	20,490

3.2 Composting For All – expansion of collection service from flats (addition of £521k in 2011/12)

On 5th April 2011, this Committee considered a report entitled “Waste Service Developments”, which recommended that funding of £521k from the London Waste & Recycling Board be used to expand the Composting For All (CFA) service to flats not currently covered, where bulk communal containers were provided for refuse and dry recyclables. Ongoing revenue costs of £66k in a full year were reported, offset by savings arising from tonnage diversion and reduction. Following scrutiny, the Portfolio Holder resolved that the Executive be asked to agree that funding of the £521k grant be allocated to support expansion of the CFA scheme and this is being recommended to the Executive on 16th November.

3.3 Deletion of residual budgets and budgets no longer required (reduction of £1k)

The LPSA-funded Environmental Improvement scheme has completed with a small underspend and the Executive is being asked on 16th November to confirm the deletion of the residual budget of £1k from the 2011/12 programme. The PDS Committee noted at its last meeting that a post-completion report on the scheme will be submitted during 2011/12.

3.4 Scheme Rephasing

In final outturn reports in June and July, the Executive and all the PDS Committees were informed of the major slippage at the 2010/11 year end, as a result of which some £25.2m had been rephased from 2010/11 into 2011/12. Members were advised that slippage of capital spending estimates has been a recurring theme over the years and it is clear that a more realistic approach towards anticipating slippage still needs to be taken. This is the first monitoring report since July and, as reported, additional challenge and review has been introduced into the process. This has resulted in the changes set out in paragraphs 3.2 to 3.4 above and also in an additional appendix (Appendix B) that provides an update on the progress of all schemes in the Environment Capital Programme. Schemes are now being monitored more

closely and, in this quarter, expenditure estimates for two schemes, the Chislehurst Road Bridge and The Hill Multi-Storey Car Park, have been rephased from 2011/12 into later years.

Post-Completion Reports

3.5 Under approved Capital Programme procedures, capital schemes should be subject to a post-completion review within one year of completion. Following the major slippage of expenditure at the end of 2010/11, Members have confirmed the importance of these as part of the overall capital monitoring framework. These reviews should compare actual expenditure against budget and evaluate the achievement of the scheme’s non-financial objectives. At the October meeting, the PDS Committee agreed that a post-completion report on the following scheme should be submitted to the Environment Portfolio Holder during 2011/12:

Environmental Improvements (funded by LPSA Reward Grant)

This will continue to be included in quarterly monitoring reports to the Executive and to the PDS Committee until the post-completion report is submitted.

4. POLICY IMPLICATIONS

4.1 Capital Programme monitoring and review is part of the planning and review process for all services. The capital review process requires Chief Officers to ensure that bids for capital investment provide value for money and match Council plans and priorities.

5. FINANCIAL IMPLICATIONS

5.1 These are being reported in full to the Executive on 16th November 2011. Changes recommended for approval by the Executive to the Capital Programme for the Environment Portfolio are set out in the table in paragraph 3.1.

Non-Applicable Sections:	Legal and Personnel Implications
Background Documents: (Access via Contact Officer)	Departmental monitoring returns October 2011. Approved Capital Programme (Executive 20/7/11). Capital Programme Outturn 2010/11 report (Executive 22/6/11). Q2 Capital Monitoring Report 2011/12 (Executive 16/11/11)

ENVIRONMENT PORTFOLIO - APPROVED CAPITAL PROGRAMME 2nd QUARTER MONITORING - EXECUTIVE 16/11/11

Capital Scheme/Project	2011/12					2012/13	2013/14	2014/15	Responsible Officer	Remarks
	Total Approved Estimate	Actual to 31.3.11	Approved Estimate 20/7/11	Actual to 31/10/11	Revised Estimate	Revised Estimate	Revised Estimate	Revised Estimate		
	£'000's	£'000's	£'000's	£'000's	£'000's	£'000's	£'000's	£'000's		
SCHEMES FULLY FUNDED BY TFL	0							4000		
London Bus Priority Network (LBPN)	1836	1836		0					Iain Forbes/ Angus Culverwell	100% TfL funding, based on Borough Spending Plan submission to TfL and will only proceed if 100% funding is agreed by TfL. The Capital Programme will be adjusted to reflect revised TfL approvals as these are received
Cycle Route Network	1279	1279		0					Malcolm Harris	
Safer Routes to Schools	945	945		-16					Angus Culverwell/Louise French	
SELTRANS	2131	2021	110	-30	110				Alan Lucking	
Travel Awareness	68	68		0					Iain Forbes	
Bromley Town Centre Access Plan	31	31		0					Iain Forbes	
20 mph Zones	629	629		-4					Deirdre Farrell/Angus Culverwell	
Bus Stop accessibility	134	134		0					Iain Forbes/ Angus Culverwell	
Downe & Environs WHS bid Access Plan	18	18		0					Peter Martin	
*Local Safety Schemes	1865	1865		62					Deirdre Farrell/Angus Culverwell	
*Bridge Strengthening /Assessment	675	675		0					Garry Warner	
*Structural Maintenance - Principal Roads LBB	1474	1474		0					Garry Warner	
Walking	147	147		0					Angus Culverwell/Alan Lucking	
Education, training and publicity	134	134		0					Iain Forbes/ Angus Culverwell	
Cycle Improvements off London Cycle	436	436		0					Malcolm Harris	
TfL - Borough Support	137	114	23	4	23				Alan Lucking	
Local Area Accessibility - Orpington Town Centre	20	20	0	0					Iain Forbes	
Parallel initiatives	24	24		0					Alan Lucking	
Station Access	161	161	0	5					Alan Lucking	
Controlled parking zones	122	122		3					Deirdre Farrell	
LEPT	574	574		-1					Iain Forbes/ Angus Culverwell	
Cycling on Greenways	181	181	0	-28					Malcolm Harris	
Borough Transport Priorities (not allocated)	397	97	100	5	100	100	100		Iain Forbes/ Angus Culverwell	
Biking Boroughs	0	0	0	6					Malcolm Harris	
Car Clubs	15	0	15	0	15				Alan Lucking	
Chislehurst Road Bridge replacement	4114	0	2454	0	2260	1854	0		Paul Redman	
<u>TfL - New funding streams</u>										100% TfL funding; approved by Executive 22/06/11
Maintenance	3112	1116	706	845	706	645	645		Iain Forbes/ Angus Culverwell	
Corridors	5518	1536	1434	530	1434	1372	1176		Iain Forbes/ Angus Culverwell	
Neighbourhoods	3522	658	1031	234	1031	987	846		Iain Forbes/ Angus Culverwell	
Smarter Travel	1788	431	484	155	484	470	403		Iain Forbes/ Angus Culverwell	
TOTAL SCHEMES FULLY FUNDED BY TFL	31487	16726	6357	1770	6163	5428	3170	4000		
ROADS - GENERAL										
Road Safety Schemes	100	67	33	0	33				Deirdre Farrell/Angus Culverwell	Funded by revenue
Bromley Town Centre - transport and parking strategy	51	45	6	0	6				Iain Forbes/ Angus Culverwell	Funded by Town Centre Development Fund
TOTAL ROADS - GENERAL	151	112	39	0	39	0	0	0		
OTHER										
Walnuts Centre - elevated ramp repair	150	25	50	0	50	75			Garry Warner	£100k from head lessee
Winter maintenance - gritter replacement	850	600	0	0	0	170	40	40	Paul Chilton	
Environmental improvements	249	249	1	0	0				Peter Martin	LPSA Reward Grant funded scheme
Carbon Management Programme (Invest to Save funding)	500	213	287	-54	287				Alastair Ballie	Revenue savings (schemes to be worked up); £250k funded by Salix
Orpington Public Realm Improvements	2200	2097	103	37	103				Garry Warner	£1.2m TfL funding
Kitchen waste collection - extension of trial	1443	1380	63	0	63				John Woodruff	£240k revenue contribution; £703k LAA Reward Grant; £500k Waste Regulation Authority
Composting For All - expansion of collection service from flats	521				521				John Woodruff	100% grant from London Waste & Recycling Board
Feasibility Studies	40	0	10	0	10	10	10	10	Claire Martin	
TOTAL OTHER	5953	4564	514	-17	1034	255	50	50		
CAR PARKING										
Station Road Car Park - Miscellaneous works relating to sale	508	487	21	0	21				Heather Hosking	Funded by capital receipt from disposal of car park
The Hill Multi-Storey Car Park - strengthening works	280	0	280	13	218	62			Paul Redman	Approved by Executive 29/09/10
TOTAL CAR PARKING	788	487	301	13	239	62	0	0		
TOTAL ENVIRONMENT PORTFOLIO	38379	21889	7211	1766	7475	5745	3220	4050		

Schemes overspent as at 31/03/2011 (under review)

None

ENVIRONMENT PORTFOLIO - APPROVED CAPITAL PROGRAMME 2nd QUARTER MONITORING - EXECUTIVE 16/11/11					
Capital Scheme/Project	2011/12				COMMENTS FOR Q2 MONITORING
	Actual to 31.3.11	Approved Estimate 20/7/11	Actual to 31/10/11	Revised Estimate	
	£'000's	£'000's	£'000's	£'000's	
SCHEMES FULLY FUNDED BY TFL					
London Bus Priority Network (LBP)	1836		0		
Cycle Route Network	1279		0		
Safer Routes to Schools	945		-16		Sundry Creditor raised, I-proc order 4003930 - not required, associated invoice paid in 2008/9. Will journal to off-set against sundry costs elsewhere.
SELTRANS	2021	110	-30	110	Various Sundry Creditors raised, if not required will journal to off-set against sundry costs elsewhere.
Travel Awareness	68		0		
Bromley Town Centre Access Plan	31		0		
20 mph Zones	629		-4		Balance of Sundry Creditor raised. No further expenditure expected. Will journal to off-set sundry costs elsewhere
Bus Stop accessibility	134		0		
Downe & Environs WHS bid Access Plan	18		0		
*Local Safety Schemes	1865		62		Schemes were part of TFL programme for 2008-09 Grant income claimed to cover these costs. No further expenditure expected.
*Bridge Strengthening /Assessment	675		0		
*Structural Maintenance - Principal Roads LBB	1474		0		
Walking	147		0		
Education, training and publicity	134		0		
Cycle Improvements off London Cycle	436		0		
TFL - Borough Support	114	23	4	23	Expected to be fully spent by end March 2012.
Local Area Accessibility - Orpington Town Centre	20	0	0		
Parallel initiatives	24		0		
Station Access	161	0	5		
Controlled parking zones	122		3		Schemes were part of TFL programme for 2008-09 Grant income claimed to cover these costs. No further expenditure expected.
LEPT	574		-1		Sundry Creditor raised, I-proc order 4003199 - not required, associated invoice paid in 2008/9. Will journal to off-set against sundry costs elsewhere.
Cycling on Greenways	181	0	-28		Adjustment in line with TFL funding allocations for 2010-11 No further expenditure expected.
Borough Transport Priorities (not allocated)	97	100	5	100	Programme of works identified, site inspections underway. Report to Environment PDS (ES11119 Crossings and Safety Measures near Schools) for pre-decision scrutiny in November 2011
Car Clubs	0	15	0	15	Expected to be fully spent by end March 2012.
Chislehurst Road Bridge replacement	0	2454	0	2260	Main contractor start on site November 2011.Works programmed to last 12 months. Profiled spend to end March totalling £2.2 million
TFL - New funding streams					
Maintenance	1116	706	845	706	Expected to be fully spent by 31 March 2012. Capital scheme is made up of multiple projects.
Corridors	1536	1434	530	1434	Expected to be fully spent by 31 March 2012. Capital scheme is made up of multiple projects. Including: FA165 Casualty Reduction Individual Locations: 10 potential schemes identified Expect spend of around 175K by end March 2012. FA168 Skidding Accident Sites: Schemes identified Expect spend of around 250K by end March 2012
Neighbourhoods	658	1031	234	1031	Expected to be fully spent by 31 March 2012. Capital scheme is made up of multiple projects. FA176 Parking Town Centres:4 schemes identified, majority of 225K spend anticipated January to March 2012. FA178 Programme of works identified, site inspections underway. Report to Environment PDS (ES11119 Crossings and Safety Measures near Schools) for pre-decision scrutiny in November 2011 Anticipated spend of £90K by end March 2012. FA180 Cray Valley: Works out to tender Expect to spend 60K by end March 2012.
Smarter Travel	431	484	155	484	Expected to be fully spent by 31 March 2012. Capital scheme is made up of multiple projects. Including:FA191 & FA192 Programme of works identified, site inspections underway. Report to Environment PDS (ES11119 Crossings and Safety Measures near Schools) for pre-decision scrutiny in November 2011 Anticipated spend of £285K by end March 2012.
Biking Boroughs	0	0	6		Number of projects underway. Estimate underspend of around 20K for 2011/12 this will either be reprofiled into future years or allocated elsewhere within the TFL Programme
TOTAL SCHEMES FULLY FUNDED BY TFL	16726	6357	1770	6163	
ROADS - GENERAL					
Road Safety Schemes	67	33	0	33	Project complete. No further expenditure anticipated. To be deleted in Q3 monitoring.
Bromley Town Centre - transport and parking strategy	45	6	0	6	Project complete. No further expenditure anticipated. To be deleted in Q3 monitoring.
TOTAL ROADS - GENERAL	112	39	0	39	
OTHER					
Walnuts Centre - elevated ramp repair	25	50	0	50	Project not going ahead. No further expenditure anticipated. To be deleted in Q3 monitoring.
Winter maintenance - gritter replacement	600	0	0	0	
Environmental improvements	249	1	0	0	Scheme completed. Residual balance of £1k deleted from programme. Post completion report due.
Carbon Management Programme (Invest to Save funding)	213	287	-54	287	Additional schemes being developed.
Orpington Public Realm Improvements	2097	103	37	103	Expected to be fully spent by end March 2012.
Kitchen waste collection - extension of trial	1380	63	0	63	Funds are being spent. The remaining 63K costs are expected to be transferred to Capital at year end.
Composting For All - expansion of collection service from flats				521	Recommended to the Executive on 16 November 2011. Funds are being spent. The budgeted cost of the scheme is expected to be transferred to Capital at year end.
*Feasibility Studies	0	10	0	10	No expenditure anticipated in 2011/12. To be deleted in Q3 monitoring.
TOTAL OTHER	4564	514	-17	1034	
CAR PARKING					
Station Road Car Park - Miscellaneous works relating to sale	487	21	0	21	Expected to be fully spent by end March 2012.
The Hill Multi-Storey Car Park - strengthening works	0	280	13	218	Majority of works practically complete. Payment of 120K to main contractor to be made imminently.
TOTAL CAR PARKING	487	301	13	239	
TOTAL ENVIRONMENT PORTFOLIO	21889	7211	1766	7475	
Schemes overspent as at 31/03/2011 (under review)					
None					

Report No.
ES11119

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: Environment Portfolio Holder

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

Date: 15th November 2011

Decision Type: Non-Urgent Executive Non-Key

Title: **CROSSINGS AND SAFETY MEASURES NEAR SCHOOLS**

Contact Officer: Louise French, Team Leader, School Travel Team
Lisa Allen, Team Leader, Traffic Engineering Section
Tel: 020 8461 7461 E-mail: louise.french@bromley.gov.uk

Chief Officer: Nigel Davies

Ward: All wards

1. Reason for report

In February 2011 the Council decided to withdraw funding for the school crossing patrol service to make an annual saving of £233,000. In some cases physical measures may be desirable outside schools to facilitate safe crossing by pupils. In light of the tight timescale to implement measures, authority is sought to delegate such measures to the Director of Environmental Services.

2. **RECOMMENDATION(S)**

That the Portfolio Holder:

- 2.1 **Delegates authority to the Director of Environmental Services to approve installation of physical measures, such as a zebra crossing, near to schools where such measures are deemed necessary, after consultation with Ward Members and the Portfolio Holder. This will apply to measures costing less than £25,000 and only until 31st July 2012.**

Corporate Policy

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

Financial

1. Cost of proposal: Estimated cost Up to £250k
 2. Ongoing costs: Recurring cost. Energy and maintenance costs for electronic signage ~ £2k
 3. Budget head/performance centre: TfL LIP funding for Pedestrian Crossings and Minor Walking Schemes 2011/12, along with School Travel Planning Activities 2011/12 and Local Transport Fund 2011/12
 4. Total current budget for this head: £90k, with an uncommitted balance of £27k, £285k with an uncommitted balance of £178k, and £100k with an uncommitted balance of £95k respectively, plus £51k revenue budget
 5. Source of funding: Capital funding from TfL. Running/maintenance costs annual budget for Minor Traffic Management Schemes
-

Staff

1. Number of staff (current and additional): 3
 2. If from existing staff resources, number of staff hours: 150
-

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): Pupils at affected schools, plus passing motorists who will receive the benefits of less congestion.
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? No.
2. Summary of Ward Councillors comments: Ward Councillors will be consulted on each proposal as it is developed.

3. COMMENTARY

- 3.1 In February 2011 the Council's Executive Committee decided to withdraw funding for the School Crossing Patrol (SCP) service to make an annual saving of £233k.
- 3.2 There are 88 primary schools across the Borough and there are currently 48 SCP sites serving 47 of these primary schools. Each school crossing patrol costs the Council just over £5k per annum.
- 3.3 Following the announcement by the Council's Executive Committee the Road Safety Unit carried out an audit across all 48 sites in the Borough to determine the number of pupils assisted by the school crossing patrols. A count was undertaken at each crossing patrol site, both morning and afternoon, on two separate occasions during January 2011 and March 2011. Officers counted the number of unaccompanied children and accompanied children (children using the crossing patrol with parents/carers).
- 3.4 The results listed below show the *highest* number of unaccompanied children recorded using the sites.

School	Location	Number of pupils assisted per day (unaccompanied)
Red Hill Primary	Red Hill (<i>On zebra crossing</i>)	62
Hayes Primary	Hayes Street	48
Perry Hall Primary	Perry Hall Road	47
Biggin Hill Primary	Old Tye Ave	46
Alexandra Junior	Cator Road	42
Tubbenden Primary	Tubbenden Lane/Tile Farm Rd	32
Highfield Junior	South Hill Rd	30
St Georges Primary	Tylney Road/ Nightingale Lane	29
Valley Primary	Beckenham Lane	29
Green Street Green Primary	Worlds End Lane	25
Raglan Primary	Southlands Road	24
Leesons Primary	Chipperfield Road	20
Churchfields Primary	Churchfield's Road/Clement Rd	19
Oaklands Primary	Norheads Lane	19
Farnborough Primary	Farnborough Hill/Tubbenden Lane	18
St Christopher's	Bromley Road	17
St Philomena's RC Primary	Chelsfield Road/Derry Downs	17
Warren Road Primary	Warren Rd / Sevenoaks Rd	16
Scotts Park Primary	Plaistow Lane/Orchard Road	15
St James RC Primary	Southborough Lane (<i>uses a zebra crossing</i>)	15
Grays Farm Primary	Sevenoaks Way (<i>on a pelican crossing</i>)	14
Leesons Primary	Leesons Hill/Silverdale Rd	14
Marian Vian Primary	Upper Elmers End Road	14
St Marks Primary	Westmoreland Road	13
Crofton Junior	Towncourt Lane/ Jersey Drive	12
Parish Primary	London Lane	12
St Mary's RC Primary	Foxgrove Road	12
Midfield Primary	Midfield Way	11
St Marks Primary	Queen Anne Avenue	11
Worsley Bridge Junior	Southend Rd/ Brackley Rd	11
Crofton Infant	Crofton Lane/ Towncourt Lane	10
Stewart Fleming Primary	Marlow Road	10
Burnt Ash Primary	Southover Rd /Rangefield Rd	9
Darrick Wood Infant & Junior	Starts Hill Road	9

School		
Royston Primary	High Street, Penge	9
Alexandra Infants	Kent House Road	8
Bickley Park School	Page Heath Lane	7
Oak Lodge Primary	Wickham Road	7
St Georges Primary	Tylney Road/ Canon Rd	7
Unicorn Primary	South Eden Park Road	6
Highfield Infants	Hayes Lane	5
Blenheim Primary	Eldred Drive	4
Hawes Down Infant & Junior School	Glebe Way	4
Poverest Primary	Poverest Road	4
Princes Plain Primary	Magpie Hall Lane	4
Mottingham Primary	Dunkery Road	3
Southborough Primary	Southborough Lane (On a zebra crossing)	2
Bishop Challoner	Bromley Road	0

- 3.5 Bromley's practice has been to only install school crossing patrols at sites that meet a PV^2 value (a combined pedestrian and vehicle flow calculation), with a minimum of 15 children crossing to make the site worth having. Where it is identified that usage has fallen below 15 unaccompanied children, consideration would have been given to withdrawing the SCP at that location.
- 3.6 The above results show that since some school crossing patrols were introduced usage numbers have dropped and many sites do not now meet the 15 unaccompanied children threshold.
- 3.7 In June 2011 all schools were sent a letter outlining the withdrawal of funds for the school crossing patrols and suggesting ways the Council can help schools that wish to find a way to replace the facility – either with an alternatively funded Patrol or with physical/engineering measures.
- 3.8 Since then schools with more than 15 unaccompanied children using the site have been prioritised for visits by the School Travel Team. A School Travel Officer along with a Traffic Engineer have since met with a number of schools to discuss the removal of this service and opportunities for alternative funding i.e. sponsorship / PTA fundraising, a volunteer service or appropriate engineering measures. Further meetings will continue this term.
- 3.9 Possible measures include zebra crossings, part-time 20mph limits, signs with coloured road surfaces, vehicle activated signs or part-time electronic warning signs. The cost of such measures varies from a few hundred pounds to about £20k for a zebra crossing.
- 3.10 If and when suitable measures are proposed and supported by a school, Ward Members and the Portfolio Holder, any scheme costing over £5k but less than £25k would normally be reported to the Environment Portfolio Holder for approval. However, as these measures need to be in place, as much as is possible, by the end of March, it is proposed that the Director of Environmental Services decides on the introduction of any engineering measures to replace Patrols, provided that the cost of any scheme does not exceed £25k. Ward Members and the Portfolio Holder will still be consulted before the Director approves installation. This delegated authority would only extend until 31st July 2012.

4. POLICY IMPLICATIONS

- 4.1 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

- 5.1 The estimated cost of schemes could be up to £250k and will be funded from the TfL LIP funding for Pedestrian Crossings and Minor Walking Schemes 2011/12, which has an uncommitted balance of £27k, along with School Travel Planning Activities, which has an uncommitted balance of £178k, and the Local Transport Fund which has an uncommitted balance of £95k.
- 5.2 The estimated on-going annual revenue maintenance costs of £2k will be funded from the budget for minor traffic management schemes.

6. LEGAL IMPLICATIONS

- 6.1 Traffic Management Orders may be required under Section 9 of the Traffic Regulation Act 1984.

Non-Applicable Sections:	Personnel Implications
Background Documents: (Access via Contact Officer)	Letters sent to schools

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Report No.
ES11127

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: Environment Portfolio Holder
For pre-decision scrutiny by the Environment PDS
Committee on

Date: 15th November 2011

Decision Type: Non-Urgent Executive Non-Key

Title: Street Lighting Annual Report

Contact Officer: Paul Redman, Highway Asset Manager
Tel: 020 8313 4930 E-mail: paul.redman@bromley.gov.uk

Chief Officer: Nigel Davies, Director of Environmental Services type name here

Ward: All

1. Reason for report

- 1.1 This report proposes the street lighting replacement programme for 2012/13, outlines the programme for future years and additionally provides an update on issues brought forward at recent meetings of the Highway Assets Working Group.
-

2. **RECOMMENDATIONS**

2.1 The Environment Portfolio Holder is asked to:

- i) agree the schemes listed in Appendix 'A' to form the basis of the Council's programme of street lighting replacement works for 2012/13 and, subject to budgetary provision, for the works to be progressed;
- ii) note the outline programme for future years, as listed in Appendix 'B'; and
- iii) note the issues discussed at the recent meetings of the Highway Assets Working Group.

Corporate Policy

1. Policy Status: Existing policy. Undertaking Street Lighting Improvements contributes directly to a number of policy aims evident in Building a Better Bromley including Safer Communities, Quality Environment, Vibrant Town Centres.
 2. BBB Priority: Quality Environment. Improving the Street Scene - Maintain roads, pavements and street lighting in a good condition.
-

Financial

1. Cost of proposal: Estimated cost £606k for column replacement & £1.291m for maintenance
 2. Ongoing costs: Recurring cost.
 3. Budget head/performance centre: Highways
 4. Total current budget for this head: £1.897m pa
 5. Source of funding: Existing revenue budget 2011/12
-

Staff

1. Number of staff (current and additional): 4
 2. If from existing staff resources, number of staff hours: 4 fte
-

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): Borough wide
-

Ward Councillor Views

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

3. COMMENTARY

- 3.1 The Council has a programme of street lighting improvements where, on a road by road basis, the lighting stock is removed and replaced with new equipment. The replacement strategy was derived as a result of a number of incidents (one locally) where columns had suffered complete failure and collapsed on to the highway. The strategy seeks to prioritise replacement of the Council's ageing lighting stock to reduce the risk of potential performance and structural failures.
- 3.2 Replacement columns are made from galvanised steel with added coating protection along the column root. This level of specification should ensure a column replacement cycle of 30 years, although in favourable conditions this may extend to 40 years. High quality lanterns complete the replacement work. Given these are appropriately maintained (regularly changing lamps and cleaning) these should offer a life of approximately 20 years. Work is implemented on site through the Council's Street Lighting Improvement and Maintenance Contract 2007 with May Gurney Limited (Cartledge). This is a schedule of rates contract where schemes are called off as and when required.
- 3.3 During last financial year (2010/11) 530 columns and lanterns were replaced as part of the improvement programme. Given the street lighting stock comprises approximately 27,500 units a column replacement rate based on the improvement programme of once every 46 years is being achieved. This exceeds the predicted life of 25 to 30 years of most existing columns and represents an on-going risk to the Council. This risk is being managed through a programme of supplementary testing and by monitoring the results of condition assessments carried out as part of routine maintenance. Last year 47 steel columns were replaced as a result of failing structural testing of columns located in the Borough's unadopted roads. In addition any structural faults identified during routine condition assessments (TR 22) are fixed on an ad hoc basis. This may entail single columns being replaced, recommendations for sleeving (where concrete columns are trimmed and capped with a galvanised metal sleeve) - 95 columns were replaced last year. A further 22 columns were replaced located along the borough's footpaths, to mitigate risks associated with the health and safety of maintenance staff.
- 3.4 The current improvement programme principally targets the remaining concrete columns in the borough. Records indicate there are of the order of 6,000 concrete columns. However, certain makes of older steel columns may also need to be replaced, on a scheme basis, where there are concerns about condition. Column type, age (where known) and condition information has been used in conjunction with the highway maintenance footway programmes of work to ensure schemes are ordered in appropriate priority. This year the prioritisation process has been the subject of further discussions at meetings of the Highway Assets Working Group. This is dealt with later in this report under the working HAWG section at 3.9 and beyond.
- 3.5 The schemes listed in Appendix A form the basis of the Council's programme of street lighting replacement works for 2012/13. This has been developed on the basis that the current year's funding will be made available with an allowance for inflation. The roads listed in Appendix B will largely form the basis of future programmes of work, subject to the results of condition surveys .
- 3.6 In order to limit the impact of UK Power Network's fees (UKPN charge the Council to carry out all electrical connections/disconnections and to provide new services etc) a trial is being developed where suitably qualified contractors will be employed on a day basis (rent a jointer) to complete connections which will enable the Council to have greater control over the programming of all aspects of the works. Once the trial has been completed it will be evaluated to determine whether there have been service efficiencies and improvements and hence whether to extend the trial in the future.

- 3.7 All new schemes will be designed to meet the requirements of the current British and European standards where appropriate and will use the latest street lighting equipment. Since 2008 this has included using dimming, where appropriate, following the successful dimming trial at Pickhurst Green. The improvement programme brings the added benefits of modern lanterns which direct and control emitted light downwards, increasing lamp spacing and reducing light pollution. All new street lighting uses a white light which provides better colour perception for users over and above older low pressure sodium lamps which emit orange light.
- 3.8 Customer satisfaction surveys of completed improvement schemes are undertaken on a regular basis. This comprises distributing a questionnaire in leaflet form to all households in the location of the scheme. Approximately 50% of the schemes completed each year are targeted in this way. Satisfaction with the scheme/work is consistent with 80% of questionnaires returned indicating satisfaction with overall impression of the scheme as better than fair.

Highway Assets Working Group

- 3.9 The Highway Assets Working Group (HAWG), commissioned by the Environment PDS Committee at its meeting on 16th June 2011, has met twice since July 2011 to consider levels of service and investment strategies for highway and street lighting maintenance. A paper was presented to the last meeting held in September 2011 to stimulate discussion in respect of the justification of street lighting replacement projects and levels of service for street lighting.

Justification of street lighting replacement projects

- 3.10 The main drivers for the street lighting improvement programme include helping to meet the Council's duties in ensuring a safe network according to the Highways Act 1980 and the Council's Environment Portfolio Plan. The programme contributes to meeting published Environment Portfolio Outcomes 4, Securing our Transport Infrastructure and 5, Improving Transportation and the cross cutting theme, Contribute to Wider Environmental Improvements.
- 3.11 The HAWG reviewed the improvement programme prioritisation system and endorsed the priority to continue to replace the concrete column stock. However, there is scope to further refine the prioritisation process by selecting those columns most at risk (generally pre-tensioned concrete columns manufactured by Concrete Utilities) and for these to be replaced on a whole of road basis. Where roads have concrete columns that can be classified as a lower risk (generally those columns manufactured in standard reinforced concrete, say by GEC) these could be replaced on an individual basis. There is a further residual risk from certain older steel columns and these would be replaced subject to the results of testing, this could be on an individual or whole of street basis depending on the extent of faulty columns. This is consistent with current practice.

Levels of Service

Lighting Levels

- 3.12 The HAWG discussed options which could introduce part night lighting and switching off to the borough. However, these options were not received favourably and there was no desire to trial this level of service at this stage.
- 3.13 Dimming of new improvement schemes had been trialled previously and, where conditions allow, was an accepted level of service. Many unclassified roads now have 60 watt Cosmopolis white lamps installed that are dimmed between midnight and dawn. The HAWG acknowledged there may be scope to extend dimming in the borough to encompass traffic routes. This is particularly suited to traffic routes with lamps of higher outputs (up to 250W). A business case

is to be investigated, and given the availability of funding and subject to consultation is to be considered further for implementation.

- 3.14 The technology supporting variable lighting is developing quickly and although use of variable electronic ballasts is a trusted and reliable solution and is the current system of choice, it is likely that the flexibility and benefits of Central Management Systems will need to be considered in the not too distant future. Central Management Systems can facilitate infinitely variable light, but they also monitor lamps, ballasts and mains supply and can measure energy and power factor which can lead to reduced routine maintenance and energy costs.

4 POLICY IMPLICATIONS

- 4.1 Environment Portfolio Plan – Outcome 1 Improving the street scene, maintain roads pavements and street lighting in good condition, in particular follow up the successful energy-saving pilot on the dimming of street lighting at appropriate times.
- 4.2 Undertaking a street lighting improvement programme of street lighting replacement, including variable lighting equipment, is a demonstration of the commitment to achieving the above outcome.

5 FINANCIAL IMPLICATIONS

- 5.1 It is proposed that the programme of replacement columns as listed in Appendix A, will be funded from the 2012/13 street lighting replacement (revenue) budget which, until decisions are made regarding future budgets, will be assumed to be the same level as the current year's budget, £606k.
- 5.2 Other street lighting maintenance and improvement works are funded from the balance of the 2011/12 revenue budget as shown below : -

Activity	2011/12 Budget £'000
Maintenance Works	
Routine maintenance	677
Non-routine maintenance	323
Lamp column painting	55
Unrecovered impact damage	107
	<hr style="width: 100%; border: 0.5px solid black;"/>
	1,162
Improvement Works	
Minor improvements	129
	129
Total maintenance budget	<hr style="width: 100%; border: 0.5px solid black;"/> 1,291 <hr style="width: 100%; border: 0.5px solid black;"/>

- 5.3 It should be noted that these budgets are subject to change following any decisions taken during the forthcoming 2012/13 budget setting process.

6 LEGAL IMPLICATIONS

- 6.1 The Highways Act 1980 empowers the Council as Highway Authority to provide lighting. The Council has a duty of care to the highway user and must ensure it can demonstrate it has systems and programmes in place to ensure the safety of all highway lighting equipment.

Non-Applicable Sections:	Personnel implications
Background Documents: (Access via Contact Officer)	None

APPENDIX A

STREET LIGHTING IMPROVEMENT PROGRAMME 2012-2013

ROAD NAME	COLUMN TYPE	IN F/WA	DISTRICT	WARD
Abbotsbury Road	C.U. Byway X type	Yes	Hayes	Hayes & Coney Hall
Ainsdale Close	steel (subject to test)	No	Orpington	Farnborough & Crofton
Alpine Copse	concrete	No	Bickley	Bickley
Aviemore Way	C.U. Byway X type	No	Elmers End	Kelsey & Eden Park
Beckenham Grove	C.U. Byway X type	Yes	Beckenham	Copers Cope
Beverley Road	C.U. Byway X type	No	Anerley	Crystal Palace
Birkdale Close	steel (subject to test)	No	Orpington	Farnborough & Crofton
Bolderwood Way	C.U. Byway X type	No	West Wickham	West Wickham
Claremont Road	steel (subject to test)	Yes	Bickley	Bickley
Clifford Avenue	steel (subject to test)	Yes	Chislehurst	Chislehurst
Copse Avenue	C.U. Byway X type	No	West Wickham	West Wickham
Crofton Avenue	C.U. Byway X type	Yes	Orpington	Farnborough & Crofton
Dowding Road	concrete	Yes	Biggin Hill	Biggin Hill
Durham Avenue	C.U. Byway X type	Yes	Shortlands	Shortlands
Durham Road	C.U. Byway X type	Yes	Shortlands	Shortlands
Eagles Drive	C.U. Byway X type	Yes	Biggin Hill	Biggin Hill
Eastry Avenue	C.U. Byway X type	Yes	Hayes	Hayes & Coney Hall
Ferndown Avenue	steel (subject to test)	No	Orpington	Farnborough & Crofton
Forde Avenue	steel (subject to test)	Yes	Bromley	Bromley Town
Garden Road	steel (subject to test)	Yes	Bromley	Plaistow & Sundridge
Gleneagles Close	steel (subject to test)	No	Orpington	Farnborough & Crofton
Goodhart Way	C.U. Byway X type	Yes	West Wickham	West Wickham
Hartfield Crescent	C.U. Byway X type	Yes	West Wickham	Hayes & Coney Hall
Harvest Bank Road	C.U. Byway X type	No	West Wickham	Hayes & Coney Hall
Holland Way	C.U. Byway X type	Yes	Hayes	Hayes & Coney Hall
Kingswood Close	mixed	No	Orpington	Farnborough & Crofton
Lancing Road	mixed concrete	Yes	Orpington	Orpington
Martins Road	steel (subject to test)	Yes	Bromley	Bromley Town
Merewood Close	concrete	No	Bickley	Bickley
Place Farm Avenue (pt)	mixed	No	Orpington	Farnborough & Crofton
Queensway	C.U. Byway X type	No	West Wickham	Hayes & Coney Hall
Ryarsh Crescent	C.U. Byway X type	Yes	Orpington	Chelsfield & Pratts Bottom
Shrewsbury Road	C.U. Byway X type	Yes	Beckenham	Clockhouse
South Hill Road	C.U. Byway X type	Yes	Shortlands	Shortlands
Southbourne	steel (subject to test)	Yes	Hayes	Hayes & Coney Hall
Southfleet Road	C.U. Byway X type	Yes	Orpington	Chelsfield & Pratts Bottom
Springpark Drive	C.U. Byway X type	Yes	Beckenham	Copers Cope
St Augustines Avenue	steel (subject to test)	Yes	Bickley	Bickley
The Alders	C.U. Byway X type	No	West Wickham	West Wickham
Wadhurst Close	C.U. Byway X type	No	Anerley	Crystal Palace
Woodcote Drive	mixed	No	Orpington	Farnborough & Crofton
Woodlea Drive	C.U. Byway X type	Yes	Bromley	Shortlands

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APPENDIX B

Roads with one or more concrete columns to form the basis of future years programme.

ABBEY LANE	BECKENHAM	BANCROFT GARDENS	ORPINGTON
ABERDARE CLOSE	WEST WICKHAM	BANKSIDE CLOSE	BIGGIN HILL
ABINGDON WAY	ORPINGTON	BARGROVE CLOSE	PENGE
ACACIA GARDENS	WEST WICKHAM	BARK HART ROAD	ORPINGTON
ACACIA ROAD	BECKENHAM	BARSON CLOSE	PENGE
ACER ROAD	BIGGIN HILL	BARWOOD AVENUE	WEST WICKHAM
ACORN CLOSE	CHISLEHURST	BAY TREE CLOSE	BROMLEY
ADAMS ROAD	BECKENHAM	BEAGLES CLOSE	ORPINGTON
ALBERT ROAD	ST MARY CRAY	BEAVER CLOSE	PENGE
ALBERT ROAD	PENGE	BECK WAY	BECKENHAM
ALDERSMEAD ROAD	BECKENHAM	BECKETT WALK	BECKENHAM
ALEXANDRA ROAD	SYDENHAM	BEDFORD ROAD	ORPINGTON
ALEXANDRA ROAD	BIGGIN HILL	BEECH ROAD	CHELSEFIELD
ALLANDALE PLACE	CHELSEFIELD	BEECH ROAD	BIGGIN HILL
ALLEN ROAD	BECKENHAM	BEECHES CLOSE	PENGE
ALLEN ROAD	BECKENHAM	BEECHWOOD RISE	CHISLEHURST
ALLEN ROAD	BECKENHAM	BEEKEN DENE	FARNBOROUGH
ALLENBY ROAD	BIGGIN HILL	BELCROFT CLOSE	BROMLEY
ALMA ROAD	ORPINGTON	BELLE VUE ROAD	DOWNE
		BELMONT ROAD	BECKENHAM
ALTYRE CLOSE	BECKENHAM	BELVEDERE ROAD	BIGGIN HILL
ALTYRE WAY	BECKENHAM	BELVOIR CLOSE	MOTTINGHAM
AMBERLEY CLOSE	CHELSEFIELD	BENEDICT CLOSE	ORPINGTON
AMBROSE CLOSE	ORPINGTON	BENNETTS COPSE	CHISLEHURST
ANCASTER ROAD	BECKENHAM	BERESFORD DRIVE	BICKLEY
		BERRYFIELD CLOSE	CHISLEHURST
ANERLEY GROVE	ANERLEY	BERRYLANDS	ORPINGTON
ANGLESEA ROAD	ST MARY CRAY	BERRY'S GREEN ROAD	CUDHAM
APERFIELD ROAD	BIGGIN HILL	BERRYS HILL	CUDHAM
APEX CLOSE	BECKENHAM	BERWICK WAY	ORPINGTON
APOLLO AVENUE	BROMLEY	BETHERSDEN CLOSE	BECKENHAM
APRIL CLOSE	ORPINGTON	BETTS WAY	PENGE
ARAGON CLOSE	BROMLEY		
ARBOR CLOSE	BECKENHAM	BEVINGTON ROAD	BECKENHAM
ARDEN GROVE	FARNBOROUGH	BICKNOR ROAD	ORPINGTON
ARNE GROVE	ORPINGTON	BIRCH ROW	BROMLEY
ARRAGON GARDENS	WEST WICKHAM	BIRCH TREE AVENUE	WEST WICKHAM
ARROL ROAD	BECKENHAM	BIRCHINGTON CLOSE	ST MARY CRAY
ARTHUR ROAD	BIGGIN HILL	BIRCHWOOD AVENUE	BECKENHAM
ARTINGTON CLOSE	FARNBOROUGH	BISHOP BUTT CLOSE	ORPINGTON
ARUNDEL DRIVE	ORPINGTON	BISHOPS AVENUE	BROMLEY
ASH CLOSE	PENGE	BLACKNESS LANE	KESTON
ASH GROVE	WEST WICKHAM	BLACKTHORN ROAD	BIGGIN HILL
ASH ROAD	ORPINGTON	BLAKES GREEN	WEST WICKHAM
ASHDOWN CLOSE	BECKENHAM	BLANDFORD AVENUE	BECKENHAM
ASHMERE AVENUE	BECKENHAM	BLANDFORD ROAD	BECKENHAM
ASHURST CLOSE	PENGE	BLEAN GROVE	PENGE
AVALON CLOSE	ORPINGTON	BLENHEIM ROAD	ORPINGTON
AVARD GARDENS	FARNBOROUGH	BLYTH ROAD	BROMLEY
AVENUE ROAD	BECKENHAM		
		BOLEYN GARDENS	WEST WICKHAM
AYCLIFFE CLOSE	BICKLEY	BOLTON GARDENS	BROMLEY
AYLESHAM ROAD	ORPINGTON	BONAR PLACE	CHISLEHURST
AYNSCOMBE ANGLE	ORPINGTON	BORKWOOD PARK	ORPINGTON
BAILEY PLACE	SYDENHAM	BOSWELL CLOSE	ORPINGTON
BALGOWAN ROAD	BECKENHAM	BOUGHTON AVENUE	HAYES
BALMORAL AVENUE	BECKENHAM		
BANAVIE GARDENS	BECKENHAM	BRABOURNE RISE	BECKENHAM
BRACKEN HILL CLOSE	BROMLEY	CHAMBERLAIN CRESCENT	WEST WICKHAM
BRACKEN HILL LANE	BROMLEY	CHAPMANS LANE	ST PAULS CRAY
BRACKLEY ROAD	BECKENHAM	CHARLEVILLE CIRCUS	SYDENHAM
BRAEMAR GARDENS	WEST WICKHAM	CHARLTON DRIVE	BIGGIN HILL
BRAESIDE	BECKENHAM	CHARTWELL DRIVE	ORPINGTON
BRAMBLEDOWN CLOSE	WEST WICKHAM	CHARTWELL WAY	PENGE
BRAMLEY WAY	WEST WICKHAM	CHATSWORTH CLOSE	WEST WICKHAM
BRANTWOOD WAY	ST PAULS CRAY	CHELSEFIELD HILL	CHELSEFIELD
BRIARSWOOD WAY	ORPINGTON	CHELTHENHAM ROAD	ORPINGTON
BRICKFIELD FARM GARDEN	ORPINGTON	CHERRY TREE WALK	WEST WICKHAM

BRIDGE ROAD	ST MARY CRAY	CHERRY TREE WALK	BECKENHAM
BRIDGEWOOD CLOSE	PENGE	CHERRYCOT HILL	FARNBOROUGH
BRIDLE WAY	FARNBOROUGH		
BRIDLINGTON CLOSE	BIGGIN HILL		
BROADOAKS WAY	BROMLEY	CHESINGTON WAY	WEST WICKHAM
BROADWATER GARDENS	FARNBOROUGH	CHESTERFIELD CLOSE	ST MARY CRAY
BROGRAVE GARDENS	BECKENHAM	CHESTNUT AVENUE	WEST WICKHAM
BROKE FARM DRIVE	ORPINGTON	CHEYNE CLOSE	BROMLEY
BROMLEY GROVE	SHORTLANDS	CHILHAM WAY	HAYES
BROOKMEAD CLOSE	ORPINGTON	CHILTERN GARDENS	SHORTLANDS
BROOKMEAD WAY	ORPINGTON	CHIPSTEAD CLOSE	ANERLEY
BROOKWOOD CLOSE	BROMLEY	CHISLET CLOSE	BECKENHAM
BROOMFIELD ROAD	BECKENHAM	CHRISTY ROAD	BIGGIN HILL
BROOMHILL ROAD	ORPINGTON	CHURCH AVENUE	BECKENHAM
BROUGHTON ROAD	ORPINGTON	CHURCH DRIVE	WEST WICKHAM
BROW CLOSE	ORPINGTON	CHURCH HILL	ORPINGTON
BROW CRESCENT	ORPINGTON	CHURCH HILL WOOD	ST MARY CRAY
BRUCE GROVE	ORPINGTON	CHURCH ROAD	SHORTLANDS
BRUTON CLOSE	CHISLEHURST	CHURCH ROAD	FARNBOROUGH
BUCKINGHAM DRIVE	CHISLEHURST	CHURCH ROAD	CHELSEFIELD
BUCKLAND ROAD	ORPINGTON	CHURCH ROAD	BIGGIN HILL
BUCKS CROSS ROAD	CHELSEFIELD	CHURCHILL WAY	BIGGIN HILL
BULLERS WOOD DRIVE	CHISLEHURST	CHURCHSIDE CLOSE	BIGGIN HILL
BURHAM CLOSE	PENGE	CLAREMONT CLOSE	FARNBOROUGH
BURLINGTON CLOSE	FARNBOROUGH	CLAREVILLE ROAD	ORPINGTON
BURRELL ROW	BECKENHAM	CLAY WOOD CLOSE	ORPINGTON
BUSHELL WAY	CHISLEHURST	CLEMENT ROAD	BECKENHAM
BUSHEY AVENUE	PETTS WOOD	CLIFTON CLOSE	FARNBOROUGH
BUSHEY WAY	BECKENHAM	CLOONMORE AVENUE	ORPINGTON
BUTTERMERE ROAD	ST PAULS CRAY	CLOVELLY WAY	ORPINGTON
CAIRNDALE CLOSE	BROMLEY	COLERIDGE WAY	ORPINGTON
CALVERLEY CLOSE	BECKENHAM	COLESBURG ROAD	BECKENHAM
CAMBRAY ROAD	ORPINGTON	COLIN CLOSE	WEST WICKHAM
CAMBRIDGE GROVE	PENGE	COLLIERS SHAW	KESTON
CAMELOT CLOSE	BIGGIN HILL	COLLINGWOOD CLOSE	PENGE
CANTERBURY CLOSE	BECKENHAM	CONEY HILL ROAD	WEST WICKHAM
CARDINAL CLOSE	CHISLEHURST	CONTESSA CLOSE	FARNBOROUGH
CAREW WAY	ORPINGTON	CONVENT CLOSE	BECKENHAM
CAROLYN DRIVE	ORPINGTON	COODEN CLOSE	BROMLEY
CASTLE CLOSE	SHORTLANDS	COPLEY DENE	BROMLEY
CAVENDISH WAY	WEST WICKHAM	COPPERFIELD WAY	CHISLEHURST
CAYGILL CLOSE	SHORTLANDS	COPPERGATE CLOSE	BROMLEY
CEDAR CRESCENT	BROMLEY		
CELTIC AVENUE	SHORTLANDS	COTMANDENE CRESCENT	ST PAULS CRAY
CHADD DRIVE	BICKLEY	COTSWOLD RISE	ORPINGTON
CHAFFINCH ROAD	BECKENHAM	COURT DOWNS ROAD	BECKENHAM
CHALKENDEN CLOSE	PENGE	COURT ROAD	ORPINGTON
CHALLIN STREET	PENGE	COURTENAY ROAD	PENGE
CHALLOCK CLOSE	BIGGIN HILL	COURTFIELD RISE	WEST WICKHAM
CRABBS CROFT CLOSE	FARNBOROUGH	COWDEN ROAD	ORPINGTON
CRANBROOK CLOSE	HAYES	DURRANT WAY	FARNBOROUGH
CRANLEIGH CLOSE	PENGE	DYKES WAY	SHORTLANDS
CRAVEN ROAD	ORPINGTON	DYMCHURCH CLOSE	ORPINGTON
CREDENHALL DRIVE	BROMLEY		
CROCKENHILL ROAD	ST MARY CRAY	EAST HILL	BIGGIN HILL
CROFT AVENUE	WEST WICKHAM	EASTCOTE	ORPINGTON
		EASTERN VIEW	BIGGIN HILL
		EASTMEAD CLOSE	BICKLEY
CROMLIX CLOSE	CHISLEHURST	EASTWELL CLOSE	BECKENHAM
CROSS ROAD	ST MARY CRAY	EBURY CLOSE	KESTON
CROSSLEY CLOSE	BIGGIN HILL	EDEN ROAD	BECKENHAM
CROUCH CLOSE	BECKENHAM	EDEN WAY	BECKENHAM
CUDHAM LANE SOUTH	CUDHAM	EDGEBOROUGH WAY	BROMLEY
CUDHAM PARK ROAD	CUDHAM	EDISON ROAD	BROMLEY
CUMBERLAND ROAD	SHORTLANDS	EDWARD ROAD	BIGGIN HILL
CUNNINGHAM CLOSE	WEST WICKHAM	EDWARD ROAD	PENGE
CUOLA CLOSE	BROMLEY	ELDER OAK CLOSE	PENGE
CURTISMILL WAY	ST PAULS CRAY	ELDERSLIE CLOSE	BECKENHAM
CURZON CLOSE	ORPINGTON	ELDRED DRIVE	ORPINGTON
DALE WOOD ROAD	ORPINGTON	ELGAL CLOSE	FARNBOROUGH
DALESIDE	CHELSEFIELD	ELHAM CLOSE	BROMLEY
DALESIDE CLOSE	CHELSEFIELD	ELLESMERE AVENUE	BECKENHAM
DALTON CLOSE	ORPINGTON	ELM ROAD	BECKENHAM
DANE CLOSE	FARNBOROUGH		

DARGATE CLOSE	PENGE	ELM ROAD	ORPINGTON
DARRICK WOOD ROAD	ORPINGTON	ELMCROFT ROAD	ORPINGTON
DARWIN CLOSE	FARNBOROUGH	ELMDENE CLOSE	BECKENHAM
DAWELL DRIVE	BIGGIN HILL	ELMERSIDE ROAD	BECKENHAM
DEACONS LEAS	ORPINGTON	ELMFIELD PARK	BROMLEY
DEEPPDALE AVENUE	BROMLEY	ELWILL WAY	BECKENHAM
DEER PARK WAY	WEST WICKHAM	ERNEST CLOSE	BECKENHAM
DELLFIELD CLOSE	BECKENHAM	ERNEST GROVE	BECKENHAM
DEN CLOSE	BECKENHAM	EVELINA ROAD	PENGE
DEN ROAD	BROMLEY	EVERGLADE	BIGGIN HILL
DENSOLE CLOSE	BECKENHAM	FARLEIGH AVENUE	HAYES
DERRICK ROAD	BECKENHAM	FARM CLOSE	WEST WICKHAM
DICKENS DRIVE	CHISLEHURST	FARNBOROUGH HILL	GREEN STREET GREEN
DIXON PLACE	WEST WICKHAM	FARO CLOSE	BICKLEY
DORADO GARDENS	ORPINGTON	FAVERSHAM ROAD	BECKENHAM
DORRIT WAY	CHISLEHURST	FENN CLOSE	BROMLEY
DORSET ROAD	BECKENHAM	FENTON CLOSE	CHISLEHURST
DOVENEY CLOSE	ST PAULS CRAY	FERGUSON CLOSE	BROMLEY
		FERNDALE WAY	FARNBOROUGH
DOWLerville ROAD	ORPINGTON	FERNWOOD CLOSE	BROMLEY
DOWNE ROAD	DOWNE	FIELDSIDE CLOSE	ORPINGTON
DOWN HILL	BECKENHAM	FLAMBOROUGH CLOSE	BIGGIN HILL
DOWN ROAD	BECKENHAM	FLETCHERS CLOSE	BROMLEY
DOWN VIEW CLOSE	CHELSEFIELD	FLORENCE ROAD	BECKENHAM
DRUIDS WAY	SHORTLANDS	FOLEY ROAD	BIGGIN HILL
DRYLAND AVENUE	ORPINGTON	FORDWICH CLOSE	ORPINGTON
DUDDINGTON CLOSE	MOTTINGHAM	FOREST RIDGE	BECKENHAM
DUKES WAY	WEST WICKHAM	FORGEFIELD	BIGGIN HILL
DUNBAR AVENUE	BECKENHAM	FORSTAL CLOSE	BROMLEY
DURA DEN CLOSE	BECKENHAM	FORSTER ROAD	BECKENHAM
DURA DEN CLOSE	BECKENHAM	FOXBURY DRIVE	CHELSEFIELD
DURBAN ROAD	BECKENHAM	FOXEARth CLOSE	BIGGIN HILL
		FOXES DALE	SHORTLANDS
		FOXFIELD ROAD	ORPINGTON
		HARROW GARDENS	ORPINGTON
		HART DYKE ROAD	ORPINGTON
DURLEY GARDENS	ORPINGTON	HARTFIELD ROAD	WEST WICKHAM
FOXGROVE AVENUE	BECKENHAM	HARTLEY CLOSE	BICKLEY
FOXHOME CLOSE	CHISLEHURST		
FRANKLIN ROAD	PENGE		
FRANT CLOSE	PENGE		
FREESIA CLOSE	ORPINGTON		
FRESHWOOD CLOSE	BECKENHAM		
FRINSTEAD GROVE	ORPINGTON	HASSOCK WOOD	KESTON
FYFIELD CLOSE	SHORTLANDS	HATHAWAY CLOSE	BROMLEY
GAINSBOROUGH CLOSE	BECKENHAM	HAVERTHWAITe ROAD	ORPINGTON
GARDEN COTTAGES	ST PAULS CRAY	HAWFIELD BANK	ORPINGTON
GARDEN WALK	BECKENHAM	HAWKHURST WAY	WEST WICKHAM
GARDINER CLOSE	ST PAULS CRAY	HAWKSHEAD CLOSE	BROMLEY
GEORGIAN CLOSE	HAYES	HAWSTEAD LANE	CHELSEFIELD
GLANFIELD ROAD	BECKENHAM	HAWTHORN DRIVE	WEST WICKHAM
GLEESON DRIVE	ORPINGTON	HAWTHORNE AVENUE	BIGGIN HILL
GLENDALE MEWS	BECKENHAM	HAYES CHASE	WEST WICKHAM
GLENDOWER CRESCENT	ORPINGTON	HAYES MEAD ROAD	HAYES
GLOAD CRESCENT	ORPINGTON	HAYNE ROAD	BECKENHAM
GLYNDEBOURNE PARK	ORPINGTON	HAZELHURST	BECKENHAM
GODDARD ROAD	BECKENHAM	HAZELWOOD ROAD	CUDHAM
GODDINGTON CHASE	ORPINGTON	HEATH GROVE	PENGE
GODDINGTON LANE	ORPINGTON		
GOLDFINCH CLOSE	CHELSEFIELD	HEATHERBANK	CHISLEHURST
		HENGIST WAY	SHORTLANDS
		HENSON CLOSE	ORPINGTON
		HERITAGE HILL	KESTON
		HERON COURT	BROMLEY
		HIGH ELMS ROAD	DOWNE
		HIGH GROVE	BROMLEY
		HIGH VIEW ROAD	DOWNE
		HIGHBROOM CRESCENT	WEST WICKHAM
		HIGHBURY CLOSE	WEST WICKHAM
		HIGHFIELD DRIVE	WEST WICKHAM
		HIGHFIELD DRIVE	SHORTLANDS
		HIGHFIELD ROAD	BIGGIN HILL
		HIGHGROVE CLOSE	CHISLEHURST
		HILBOROUGH WAY	FARNBOROUGH
		HILDENLEA PLACE	SHORTLANDS
GOODMEAD ROAD	ORPINGTON		
GOOSE GREEN CLOSE	ST PAULS CRAY		
GORDON ROAD	BECKENHAM		
GOSSINGTON CLOSE	CHISLEHURST		
GOWLAND PLACE	BECKENHAM		
GRAMPIAN CLOSE	ORPINGTON		
GRAND VIEW AVENUE	BIGGIN HILL		
GRANGE ROAD	ORPINGTON		
GRASMERE AVENUE	ORPINGTON		
GRASMERE GARDENS	ORPINGTON		
GRASMERE ROAD	ORPINGTON		
GRAYLAND CLOSE	BROMLEY		
GRAYS ROAD	BIGGIN HILL		
GREEN CLOSE	SHORTLANDS		

GREEN GARDENS	FARNBOROUGH	HILLCREST CLOSE	BECKENHAM
GREENACRES CLOSE	FARNBOROUGH	HILLCREST VIEW	BECKENHAM
GREENOAK RISE	BIGGIN HILL	HILLINGDALE	BIGGIN HILL
GREENSIDE WALK	BIGGIN HILL	HILLVIEW ROAD	CHISLEHURST
GREENWAYS	BECKENHAM		
GRESHAM ROAD	BECKENHAM	HOLLY CRESCENT	BECKENHAM
GREYCOT ROAD	BECKENHAM	HOLLY ROAD	ORPINGTON
GROSVENOR ROAD	WEST WICKHAM	HOLLYBUSH LANE	CHELSEFIELD
GUMPING ROAD	ORPINGTON	HOLMBURY PARK	BROMLEY
GWYDOR ROAD	BECKENHAM	HOLMDENE CLOSE	BECKENHAM
HACKINGTON CRESCENT	BECKENHAM	HOME LEA	ORPINGTON
HAIG ROAD	BIGGIN HILL	HOMEFIELD RISE	ORPINGTON
HAILEYBURY ROAD	ORPINGTON	HOMEFIELD RISE	ORPINGTON
HALE CLOSE	FARNBOROUGH	HORNING CLOSE	MOTTINGHAM
HALL VIEW	MOTTINGHAM	HORSECROFT CLOSE	ORPINGTON
HAMPDEN AVENUE	BECKENHAM	HOWARDS CREST CLOSE	BECKENHAM
HAMPDEN ROAD	BECKENHAM	HUNTERS GROVE	ORPINGTON
HANOVER DRIVE	CHISLEHURST	HUNTS MEAD CLOSE	CHISLEHURST
HARDCOURTS CLOSE	WEST WICKHAM	HYTHE CLOSE	ST PAULS CRAY
HARDINGS LANE	PENGE	IDEN CLOSE	SHORTLANDS
HARLANDS GROVE	FARNBOROUGH	INGLESIDE CLOSE	BECKENHAM
INGLEWOOD COPSE	BICKLEY	LENNARD AVENUE	WEST WICKHAM
INVICTA CLOSE	CHISLEHURST	LILLIE ROAD	BIGGIN HILL
IRVINE WAY	ORPINGTON	LIME TREE WALK	WEST WICKHAM
ISABELLA DRIVE	FARNBOROUGH	LIMES AVENUE	PENGE
ISLEHURST CLOSE	CHISLEHURST	LINDEN LEAS	WEST WICKHAM
JAIL LANE	BIGGIN HILL	LINDENFIELD	CHISLEHURST
JAY GARDENS	CHISLEHURST	LINDSEY CLOSE	BICKLEY
JULIAN ROAD	ORPINGTON	LINKS ROAD	WEST WICKHAM
JUNIPER CLOSE	BIGGIN HILL	LINSLADE ROAD	ORPINGTON
KELSEY LANE	BECKENHAM	LISKEARD CLOSE	CHISLEHURST
KELSEY PARK ROAD	BECKENHAM	LITTLE ACRE	BECKENHAM
KELSEY WAY	BECKENHAM	LITTLE COURT	WEST WICKHAM
KEMBLESIDE ROAD	BIGGIN HILL	LITTLEJOHN ROAD	ST MARY CRAY
KEMERTON ROAD	BECKENHAM	LITTLESTONE CLOSE	BECKENHAM
KENDALL AVENUE	BECKENHAM	LLOYDS WAY	BECKENHAM
KENDALL ROAD	BECKENHAM	LODGE CLOSE	ORPINGTON
KENNEDY CLOSE	PETTS WOOD	LODGE CRESCENT	ORPINGTON
KENT ROAD	WEST WICKHAM	LODGE GARDENS	BECKENHAM
KENWOOD DRIVE	BECKENHAM	LONG ACRE	ORPINGTON
KESWICK ROAD	WEST WICKHAM	LONGBURY CLOSE	ST PAULS CRAY
KEYMER CLOSE	BIGGIN HILL	LONGMEAD	CHISLEHURST
KILLEWARREN WAY	ORPINGTON	LOTUS ROAD	BIGGIN HILL
KIMBERLEY ROAD	BECKENHAM	LOXWOOD CLOSE	ORPINGTON
KING HENRY MEWS	ORPINGTON	LULLAROOK CLOSE	BIGGIN HILL
KINGS ROAD	ORPINGTON	LULLINGTON ROAD	PENGE
KINGS ROAD	BIGGIN HILL	LUNAR CLOSE	BIGGIN HILL
KINGSDOWN WAY	HAYES	LUSTED HALL LANE	BIGGIN HILL
KINGSGATE CLOSE	ST PAULS CRAY	LUXTED ROAD	DOWNE
KINGSLEY ROAD	ORPINGTON	LYNDHURST CLOSE	FARNBOROUGH
KINGSMEAD	BIGGIN HILL	LYNNE CLOSE	ORPINGTON
KINGSTON CRESCENT	BECKENHAM	LYNSTED CLOSE	BROMLEY
KINGSWOOD AVENUE	SHORTLANDS	LYOTH ROAD	ORPINGTON
		LYSANDER WAY	ORPINGTON
KINGSWOOD ROAD	SHORTLANDS	MABERLEY ROAD	BECKENHAM
KINGSWORTH CLOSE	BECKENHAM	MAGDALEN GROVE	ORPINGTON
KINNAIRD CLOSE	BROMLEY	MAGNOLIA DRIVE	BIGGIN HILL
KIPPINGTON DRIVE	MOTTINGHAM	MAIN ROAD	BIGGIN HILL
KNIGHTS RIDGE	CHELSEFIELD	MAINRIDGE ROAD	CHISLEHURST
KOONOWLA CLOSE	BIGGIN HILL	MAITLAND ROAD	SYDENHAM
KYNASTON ROAD	ORPINGTON	MALAN CLOSE	BIGGIN HILL
LADYCROFT GARDENS	FARNBOROUGH	MALCOLM ROAD	PENGE
LADYCROFT WAY	FARNBOROUGH	MALLING WAY	HAYES
LAKES ROAD	KESTON	MALMAINS CLOSE	BECKENHAM
LAMBERHURST CLOSE	ORPINGTON	MALMAINS WAY	BECKENHAM
LAMBERT CLOSE	BIGGIN HILL	MALTBY CLOSE	ORPINGTON
LANCASTER CLOSE	SHORTLANDS	MALVERN ROAD	ORPINGTON
		MANOR GROVE	BECKENHAM
LANGLEY ROAD	BECKENHAM	MANOR PARK CLOSE	WEST WICKHAM
LANKTON CLOSE	BECKENHAM	MANOR ROAD	WEST WICKHAM
LAPWORTH CLOSE	ORPINGTON	MANOR WAY	BECKENHAM
LARKSPUR CLOSE	ORPINGTON	MANSTON CLOSE	PENGE
LATHAM CLOSE	BIGGIN HILL	MARCELLINA WAY	ORPINGTON

LAWN ROAD	BECKENHAM	MARDEN AVENUE	HAYES
LAWRENCE ROAD	WEST WICKHAM	MARINA CLOSE	BROMLEY
LAWRIE PARK CRESCENT	SYDENHAM	MARLBOROUGH CLOSE	ORPINGTON
LAYHAMS ROAD	WEST WICKHAM	MARSDEN WAY	ORPINGTON
LAYZELL WALK	MOTTINGHAM	MARWELL CLOSE	WEST WICKHAM
LEAVELAND CLOSE	BECKENHAM	MASEFIELD VIEW	ORPINGTON
LEBANON GARDENS	BIGGIN HILL	MAYFAIR CLOSE	BECKENHAM
MAYFORD CLOSE	BECKENHAM	OLD HILL	ORPINGTON
MAYS HILL ROAD	SHORTLANDS	OLD MANOR WAY	CHISLEHURST
MEADOW VIEW	ST PAULS CRAY	OLD TYE AVENUE	BIGGIN HILL
MEADWAY	BECKENHAM	OLEANDER CLOSE	FARNBOROUGH
MELBOURNE CLOSE	ORPINGTON	OLYFFE DRIVE	BECKENHAM
MELDRUM CLOSE	ORPINGTON	ONSLow CRESCENT	CHISLEHURST
MELODY ROAD	BIGGIN HILL	ORCHARD GREEN	ORPINGTON
MERE CLOSE	FARNBOROUGH	ORCHARD ROAD	FARNBOROUGH
MERESIDE	FARNBOROUGH		
		ORLESTONE GARDENS	CHELSEFIELD
MERIDEN CLOSE	BROMLEY	OSBORNE CLOSE	BECKENHAM
MERLIN GROVE	BECKENHAM	OTLINGE ROAD	ORPINGTON
MERRYDOWN WAY	CHISLEHURST	OTTERDEN CLOSE	ORPINGTON
MERRYHILLS CLOSE	BIGGIN HILL	OVERBRAE	BECKENHAM
MEWSEND	BIGGIN HILL	OVERBURY AVENUE	BECKENHAM
MILESTONE ROAD	ANERLEY	OVERHILL WAY	BECKENHAM
MILL LANE	DOWNE	OVERSTAND CLOSE	BECKENHAM
MIMOSA CLOSE	ORPINGTON	OWEN WALK	PENGE
MITCHELL ROAD	ORPINGTON	PACKHAM CLOSE	ORPINGTON
MOAT CLOSE	GREEN STREET GREEN	PADDOCK CLOSE	FARNBOROUGH
MONARCH CLOSE	WEST WICKHAM	PADDOCKS CLOSE	ORPINGTON
MONIVEA ROAD	BECKENHAM	PAGET GARDENS	CHISLEHURST
MONK WAY	BECKENHAM	PALACE ROAD	ANERLEY
MORLAND ROAD	PENGE	PARK AVENUE	WEST WICKHAM
MOSELLE ROAD	BIGGIN HILL	PARK HILL	BICKLEY
MOSYER DRIVE	ORPINGTON	PARK ROAD	ST MARY CRAY
MOUNT COURT	WEST WICKHAM	PARKSIDE AVENUE	BICKLEY
MOUNT PLEASANT	BIGGIN HILL		
MOUNTFIELD WAY	ST MARY CRAY	PARTRIDGE DRIVE	ORPINGTON
MOUNTFIELD WAY	ST MARY CRAY	PATTERSON ROAD	ANERLEY
MOUNTHURST ROAD	HAYES	PAWLEYNE CLOSE	PENGE
MOUNTVIEW ROAD	ORPINGTON	PEMBURY CLOSE	HAYES
MUNNERY WAY	ORPINGTON	PENDENNIS ROAD	ORPINGTON
NELSON CLOSE	BIGGIN HILL	PENN GARDENS	CHISLEHURST
NETTLESTEAD CLOSE	BECKENHAM	PENRITH CLOSE	BECKENHAM
NEW FARM AVENUE	BROMLEY	PEPYS RISE	ORPINGTON
NEW ROAD	ORPINGTON	PERRY HALL CLOSE	ORPINGTON
NEWING GREEN	BROMLEY	PERTH ROAD	BECKENHAM
		PETTEN CLOSE	ORPINGTON
NORHEADS LANE	BIGGIN HILL	PHOENIX CLOSE	WEST WICKHAM
NORLANDS CRESCENT	CHISLEHURST	PICKWICK WAY	CHISLEHURST
NORMAN CLOSE	ORPINGTON	PINCHBECK ROAD	ORPINGTON
NORTH END LANE	DOWNE	PINE AVENUE	WEST WICKHAM
NORTH ROAD	WEST WICKHAM	PINECREST GARDENS	FARNBOROUGH
NORTHOLME RISE	ORPINGTON	PLANTATION DRIVE	ORPINGTON
NURSERY CLOSE	ORPINGTON	PLAXTOL CLOSE	BROMLEY
NUTFIELD WAY	ORPINGTON	POLESTEEPLE HILL	BIGGIN HILL
NUTTALL COURT	ST PAULS CRAY	POLPERRO CLOSE	ORPINGTON
OAK GROVE	WEST WICKHAM	PONDWOOD RISE	ORPINGTON
OAK ROAD	ORPINGTON	POOL CLOSE	BECKENHAM
OAKBROOK CLOSE	BROMLEY	PORCHESTER MEAD	BECKENHAM
OAKFIELD GARDENS	BECKENHAM	POULTERS WOOD	KESTON
OAKHAM DRIVE	BROMLEY	POUND CLOSE	ORPINGTON
OAKLANDS AVENUE	WEST WICKHAM	POUND COURT DRIVE	ORPINGTON
OAKWAY	SHORTLANDS	POWSTER ROAD	BROMLEY
OAKWOOD GARDENS	ORPINGTON	POYNINGS CLOSE	ORPINGTON
OAKWOOD ROAD	ORPINGTON	PRESTONS ROAD	HAYES
OATES CLOSE	SHORTLANDS	PRINCE CONSORT DRIVE	CHISLEHURST
OKEMORE GARDENS	ST MARY CRAY	PRINCES ROAD	PENGE
PRINCES WAY	WEST WICKHAM	SANDHURST ROAD	ORPINGTON
PRIORY CLOSE	BECKENHAM	SANDILAND CRESCENT	HAYES
QUEENS ROAD	BECKENHAM	SANDY LANE	ORPINGTON
QUEENSGATE GARDENS	CHISLEHURST	SAPHORA CLOSE	FARNBOROUGH
		SARRE ROAD	ST MARY CRAY
QUILTER ROAD	ORPINGTON	SCADS HILL CLOSE	ORPINGTON
QUINTON CLOSE	BECKENHAM	SCARBOROUGH CLOSE	BIGGIN HILL

RADNOR CLOSE	CHISLEHURST	SCOTSDALE CLOSE	PETTS WOOD
RALEIGH MEWS	ORPINGTON	SCOTTS AVENUE	SHORTLANDS
RAMSDEN ROAD	ORPINGTON	SEDGEWOOD CLOSE	HAYES
		SELBY CLOSE	CHISLEHURST
RAVENSMEAD ROAD	BROMLEY	SELBY ROAD	PENGE
RAVENSWOOD AVENUE	WEST WICKHAM	SELLINDGE CLOSE	BECKENHAM
RAWLINGS CLOSE	ORPINGTON	SERVIDEN DRIVE	BROMLEY
RAYMOND ROAD	BECKENHAM	SEVENOAKS ROAD	ORPINGTON
RED CEDARS ROAD	ORPINGTON	SEWARD ROAD	BECKENHAM
RED LION CLOSE	ST MARY CRAY	SEYMOUR DRIVE	BROMLEY
REDDONS ROAD	BECKENHAM	SEYMOUR TERRACE	PENGE
REGENTS DRIVE	KESTON	SEYMOUR VILLAS	PENGE
REYNARD CLOSE	BICKLEY	SHAFTESBURY ROAD	BECKENHAM
RICHMOND CLOSE	BIGGIN HILL	SHALFORD CLOSE	FARNBOROUGH
RIDLEY ROAD	BROMLEY	SHANNON WAY	BECKENHAM
RING CLOSE	BROMLEY	SHELDON CLOSE	PENGE
RINGMER WAY	BICKLEY	SHEPHERDS CLOSE	ORPINGTON
RINGWOLD CLOSE	BECKENHAM	SHERIDAN CRESCENT	CHISLEHURST
RINGWOOD AVENUE	CHELSEFIELD	SHERIDAN WAY	BECKENHAM
RIPLEY CLOSE	BICKLEY	SHERLIES AVENUE	ORPINGTON
ROBERTON DRIVE	BROMLEY	SHERWOOD WAY	WEST WICKHAM
ROBIN HILL DRIVE	CHISLEHURST	SHIRLEY CRESCENT	BECKENHAM
ROBINS GROVE	WEST WICKHAM	SHOREHAM WAY	HAYES
RODNEY GARDENS	WEST WICKHAM	SHORTLANDS GROVE	SHORTLANDS
ROEDEAN CLOSE	ORPINGTON		
ROEHAMPTON DRIVE	CHISLEHURST	SHURLOCK DRIVE	FARNBOROUGH
ROLINDEN WAY	KESTON	SIDNEY ROAD	BECKENHAM
ROLVENDEN GARDENS	BROMLEY	SILVER LANE	WEST WICKHAM
ROMANHURST AVENUE	SHORTLANDS	SILVERDALE DRIVE	MOTTINGHAM
ROMANHURST GARDENS	SHORTLANDS	SILVERWOOD CLOSE	BECKENHAM
ROMNEY DRIVE	BROMLEY	SIMPSONS ROAD	SHORTLANDS
ROMSEY CLOSE	FARNBOROUGH	SINGLE STREET	BIGGIN HILL
RONALD CLOSE	BECKENHAM	SLOANE GARDENS	ORPINGTON
ROOKERY ROAD	DOWNE	SNODLAND CLOSE	DOWNE
ROSE WALK	WEST WICKHAM	SOMERVILLE ROAD	PENGE
ROSEBANK	PENGE		
ROSEHILL ROAD	BIGGIN HILL	SOUTH WALK	WEST WICKHAM
ROSEMOUNT DRIVE	BICKLEY	SOUTHBOROUGH LANE	BROMLEY
ROSENEATH CLOSE	CHELSEFIELD	SOUTHCROFT AVENUE	WEST WICKHAM
ROSSLYN CLOSE	WEST WICKHAM		
ROUNDWOOD	CHISLEHURST	SOUTHWARK PLACE	BICKLEY
ROWDEN ROAD	BECKENHAM	SOUTHWOOD CLOSE	BICKLEY
RUNCIMAN CLOSE	CHELSEFIELD	SPARROW DRIVE	ORPINGTON
RUSHDENE WALK	BIGGIN HILL	SPENCER CLOSE	ORPINGTON
RUSHLEY CLOSE	KESTON	SPINNEY WAY	CUDHAM
RUSHMORE HILL	CHELSEFIELD	SPRINGBOURNE COURT	BECKENHAM
RUSLAND AVENUE	ORPINGTON	SPRINGFIELD GARDENS	WEST WICKHAM
RUSSETT CLOSE	ORPINGTON	SPRINGFIELD ROAD	SYDENHAM
RUTLAND GATE	BROMLEY	SPRINGFIELD WALK	ORPINGTON
		SPRINGHOLM CLOSE	BIGGIN HILL
RYE CRESCENT	ORPINGTON	SPRUCE ROAD	BIGGIN HILL
SALTWOOD CLOSE	ORPINGTON	TEMPLE ROAD	BIGGIN HILL
SPUR ROAD	ORPINGTON	TENNYSON ROAD	PENGE
SQUIRES WOOD DRIVE	CHISLEHURST	THAYERS FARM ROAD	BECKENHAM
ST AUBYN'S CLOSE	ORPINGTON		
ST AUBYN'S GARDENS	ORPINGTON	THE AVENUE	BECKENHAM
ST BARNABAS CLOSE	BECKENHAM	THE BIRCHES	FARNBOROUGH
ST DAVID'S CLOSE	WEST WICKHAM	THE CLOSE	BECKENHAM
ST GILES CLOSE	FARNBOROUGH	THE CRESCENT	BECKENHAM
ST HUGH'S ROAD	PENGE	THE DALE	KESTON
ST HUGH'S ROAD	PENGE	THE DRIVE	BECKENHAM
ST JAMES'S AVENUE	BECKENHAM	THE GLADE	WEST WICKHAM
ST JOSEPH'S CLOSE	ORPINGTON	THE GLEN	SHORTLANDS
ST KILDA ROAD	ORPINGTON	THE GROVE	BIGGIN HILL
ST MARGARET'S CLOSE	ORPINGTON	THE HILLSIDE	CHELSEFIELD
ST MARY'S AVENUE	SHORTLANDS	THE KNOLL	BECKENHAM
ST MARY'S GREEN	BIGGIN HILL	THE LIMES	BROMLEY
ST MARY'S GROVE	BIGGIN HILL	THE MEAD	BECKENHAM
ST MATHEWS DRIVE	BICKLEY	THE PANTILES	BICKLEY
ST PAULS SQUARE	BROMLEY	THE RIDGE	ORPINGTON
ST WINIFRED'S ROAD	BIGGIN HILL	THE RIDINGS	BIGGIN HILL
STABLES END	ORPINGTON	THIRLMERE RISE	BROMLEY
STALISFIELD PLACE	DOWNE		

STAMFORD DRIVE	BROMLEY	THISTLEMEAD	CHISLEHURST
STANDARD ROAD	DOWNE	THORNES CLOSE	BECKENHAM
STANHOPE GROVE	BECKENHAM	THORNET WOOD ROAD	BICKLEY
STANLEY AVENUE	BECKENHAM	THORNTON DENE	BECKENHAM
STANTON CLOSE	ORPINGTON	THORPE CLOSE	ORPINGTON
STAPLETON ROAD	ORPINGTON	THYER CLOSE	FARNBOROUGH
STATE FARM AVENUE	FARNBOROUGH	TIMBERTOP ROAD	BIGGIN HILL
STATION APPROACH	CHELSEFIELD	TONGE CLOSE	BECKENHAM
STEEP CLOSE	ORPINGTON	TOOTSWOOD ROAD	SHORTLANDS
STEPHEN CLOSE	ORPINGTON	TOP PARK	BECKENHAM
STEWART CLOSE	CHISLEHURST	TOPCLIFF DRIVE	FARNBOROUGH
STIRLING DRIVE	ORPINGTON	TORVER WAY	ORPINGTON
STONEGATE CLOSE	ST PAULS CRAY	TOVIL CLOSE	PENGE
STOUR CLOSE	KESTON	TOWNCOURT LANE	PETTS WOOD
STOWTING ROAD	ORPINGTON	TOYNBEC CLOSE	CHISLEHURST
STREAMSIDE CLOSE	BROMLEY	TREEBOURNE ROAD	BIGGIN HILL
STRICKLAND WAY	ORPINGTON	TUBBENDEN CLOSE	ORPINGTON
STUDLAND ROAD	SYDENHAM	TUDOR GARDENS	WEST WICKHAM
STUMPS HILL LANE	BECKENHAM	TULSE CLOSE	BECKENHAM
STYLES WAY	BECKENHAM	TUNSTALL CLOSE	ORPINGTON
SULTAN STREET	BECKENHAM	TURNERS MEADOW WAY	BECKENHAM
SUMNER CLOSE	FARNBOROUGH	TURNPIKE DRIVE	CHELSEFIELD
SUNNINGVALE AVENUE	BIGGIN HILL	ULLSWATER CLOSE	BROMLEY
SURREY ROAD	WEST WICKHAM	UPLANDS	BECKENHAM
SUSSEX ROAD	WEST WICKHAM	UPLANDS ROAD	ORPINGTON
SUTHERLAND AVENUE	BIGGIN HILL	UPPER DRIVE	BIGGIN HILL
SUTTON CLOSE	BECKENHAM	VALAN LEAS	SHORTLANDS
SWIEVELANDS ROAD	BIGGIN HILL	VALLEY VIEW	BIGGIN HILL
SWIRES SHAW	KESTON	VICTOR ROAD	PENGE
SYCAMORE GROVE	PENGE	VICTORIA GARDENS	BIGGIN HILL
SYDENHAM AVENUE	SYDENHAM	VIEW CLOSE	BIGGIN HILL
SYLVAN WAY	WEST WICKHAM	VIEWLANDS AVENUE	BIGGIN HILL
TALL ELMS CLOSE	BROMLEY	VILLAGE GREEN AVENUE	BIGGIN HILL
TANNERY CLOSE	BECKENHAM	VILLIERS ROAD	BECKENHAM
TAVISTOCK ROAD	SHORTLANDS		
TAYLOR CLOSE	ORPINGTON	WAKELY CLOSE	BIGGIN HILL
TELSCOMBE CLOSE	ORPINGTON	WALKDEN ROAD	CHISLEHURST
WALNUTS ROAD	ORPINGTON	WICKHAM WAY	BECKENHAM
WALTHAM CLOSE	ORPINGTON	WILLIAM BOOTH ROAD	PENGE
WARNFORD ROAD	ORPINGTON	WILLOW CLOSE	ORPINGTON
WARREN AVENUE	ORPINGTON	WILMAR GARDENS	WEST WICKHAM
WARREN DRIVE	ORPINGTON	WILMINGTON AVENUE	ORPINGTON
WARREN GARDENS	ORPINGTON	WIMBORNE WAY	BECKENHAM
WARWICK CLOSE	ORPINGTON	WINCHESTER PARK	SHORTLANDS
WATERINGBURY CLOSE	ST PAULS CRAY	WINCHESTER ROAD	SHORTLANDS
WATERMEN'S SQUARE	PENGE	WINDERMERE CLOSE	ORPINGTON
WAYNE CLOSE	ORPINGTON	WINDERMERE ROAD	WEST WICKHAM
WEIGHTON ROAD	PENGE	WINDSOR CLOSE	CHISLEHURST
WELLBROOK ROAD	FARNBOROUGH	WINDY RIDGE	BROMLEY
WELLHOUSE ROAD	BECKENHAM	WIRELESS ROAD	BIGGIN HILL
WELLINGTON ROAD	ST MARY CRAY	WOLDS DRIVE	FARNBOROUGH
WENDOVER WAY	ORPINGTON	WOLSEY MEWS	ORPINGTON
WENTWORTH CLOSE	FARNBOROUGH	WOOD DRIVE	CHISLEHURST
WEST HILL	DOWNE		
WEST WAY	WEST WICKHAM	WOOD ROAD	BIGGIN HILL
WESTBOURNE ROAD	SYDENHAM	WOODBASTWICK ROAD	SYDENHAM
WESTBROOK DRIVE	ORPINGTON	WOODBURY CLOSE	BIGGIN HILL
WESTBURY ROAD	BECKENHAM	WOODCHURCH DRIVE	BROMLEY
WESTCOTT CLOSE	BICKLEY	WOODHEAD DRIVE	ORPINGTON
WESTGATE ROAD	BECKENHAM	WOODKNOLL DRIVE	BICKLEY
WESTLAND DRIVE	HAYES		
WESTWELL CLOSE	ORPINGTON	WOODLEY ROAD	ORPINGTON
WESTWOOD CLOSE	BROMLEY	WOODMERE WAY	BECKENHAM
WHATELEY ROAD	PENGE	WOODSIDE	CHELSEFIELD
WHITBY CLOSE	BIGGIN HILL	WOODSTOCK GARDENS	BECKENHAM
WHITE OAK DRIVE	BECKENHAM	WORLDS END LANE	ORPINGTON
WHITECROFT CLOSE	BECKENHAM	WYNCROFT CLOSE	BICKLEY
WHITECROFT WAY	BECKENHAM	WYTHES CLOSE	BICKLEY
WHITEHAVEN CLOSE	BROMLEY	WYVERN CLOSE	ORPINGTON
WHITSTABLE CLOSE	BECKENHAM	YEW TREE ROAD	BECKENHAM
WICHLING CLOSE	ORPINGTON	YORK ROAD	BIGGIN HILL
WICKHAM CRESCENT	WEST WICKHAM		

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Report No.
ES11126

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: Environment Portfolio Holder
For Pre-decision Scrutiny by the Environment PDS
Committee on 15th November 2011

Date: 15th November 2011

Decision Type: Non-Urgent Executive Non-Key

Title: **PLANNED HIGHWAY MAINTENANCE PROGRAMME 2012/13**

Contact Officer: Paul Redman, Highway Asset Manager
Tel: 020 8313 4930 E-mail: paul.redman@bromley.gov.uk

Chief Officer: Nigel Davies, Director of Environmental Services

Ward: All

1. Reason for report

This report identifies the planned highway maintenance programme of work for 2012/13 and future years. The report also brings forward items from the Highway Assets Working Group in respect of footway level of service and treatment of crossovers.

2. **RECOMMENDATION(S)**

The Environment Portfolio Holder agrees:-

- (i) That the schemes listed in Appendix 'A' form the basis of the Council's programme of highway maintenance for 2012/13 and, subject to budgetary provision, for the works to be progressed.
- (ii) That the additional schemes listed in Appendix 'F' are included in the highway maintenance programme for 2011/12.
- (iii) To note the outline programmes for future years, as listed in Appendices 'B' and 'C'.
- (iv) To note the proposed TfL funded programme of works as Appendix 'D'
- (v) To endorse the Highway Assets Working Group's recommendations:-
 - a) to adopt an amended footway level of service and an amended funding bias to help reduce the backlog of planned maintenance on the Council's unclassified road network.

- b) regarding planned maintenance of crossovers and the option for residents to upgrade to a blockwork finish at their expense and for all requests for new crossovers to be built in blockwork.

Corporate Policy

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

Financial

1. Cost of proposal: Estimated cost £2.870m plus capital allocation from TfL.
 2. Ongoing costs: Recurring cost.
 3. Budget head/performance centre: Highways
 4. Total current budget for this head: £2.870m (Revenue), £0.645m from TfL.
 5. Source of funding: Highways revenue funds and principal road maintenance capital allocation from Transport for London
-

Staff

1. Number of staff (current and additional): 5
 2. If from existing staff resources, number of staff hours: 5 fte
-

Legal

1. Legal Requirement: Statutory requirement.
 2. Call-in: Call-in is applicable
-

Customer Impact

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

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes.
2. Summary of Ward Councillors comments:

3. COMMENTARY

3.1 Bromley's highway network comprises 856 miles (1370 km) of footway and 552 miles (884 km) of carriageway. Each year the carriageway and footway networks are inspected to determine their condition, identify those areas that are in most need of planned maintenance, and to determine the relevant condition indicator. A description of each carriageway classification, corresponding length and condition indicator is shown in the table below.

Route Classification	Length	Indicator Reference	Likely in Need of Maintenance (2010/11)
Principal (A roads)	45 miles (72 km)	NI 168	3 %
Non-Principal (B & C roads)	58 miles (93 km)	NI 169	5 %
Unclassified roads	423 miles (677 km)	ES 224b	20 %
Footways (Cat 1, 1A & 2)	26 miles (42 km)	ES 187	18 %

- 3.2 SCANNER surveys are undertaken every year on the classified road network (A, B and C roads). These machine based surveys use vehicle mounted lasers, digital camera's and electronic measuring equipment to identify carriageway defects. Bromley procures SCANNER surveys through a London consortium led by the London Borough of Hammersmith and Fulham.
- 3.3 Detailed Visual Inspections (DVI) of all footways and carriageways are completed each year by accredited survey inspectors. These are walked surveys designed to identify and categorise highway defects. DVI surveys on the principal road network are funded by TfL through the Road 2010 project which is also project managed by the London Borough of Hammersmith and Fulham.
- 3.4 Bromley's prioritisation process relies on data from these annual condition surveys, supplemented with details of location on the network, use, previous maintenance history, officer, Member and public comments. Previous years has seen only a sample of the roads surveyed but recent severe winters prompted the need for a whole of borough condition survey to be carried out, effectively providing a 'snap shot' of the condition of the whole Network. The results indicate that 20% of the unclassified network is likely to be in need of maintenance, an increase from 18% in 2009/10.
- 3.5 The Appendices to this report identify the results of the prioritisation system and show the location of proposed planned maintenance schemes. The proposed 2012/13 works programmes, shown at Appendix 'A' and 'D', identifies schemes in priority order and these will be completed in line with available budgets. Appendix 'B', and 'C' highlight those carriageways and footways that will be subject to ongoing condition assessments and considered for future schemes.
- 3.6 All proposed programmes of maintenance have been drawn up according to current known budget levels and external influences, such as known programmes of utility company works. Any future changes to budgets or utility works may impact on delivery of potential works programmes.

Highway Assets Working Group

- 3.7 The Highway Assets Working Group (HAWG), commissioned by the Environment PDS Committee at its meeting on 16th June 2011, has met twice since July 2011 to consider levels of service and investment strategies for highway and street lighting maintenance. It was agreed that a number of initiatives be recommended for policy changes.
- 3.8 The current 'like-for-like' policy for footway maintenance requires slabbed or modular paving to be retained, and schemes usually involve reconstruction of the footway with existing vehicle crossings being built using block paving, even when they are of concrete or flexible construction. Having considered data from insurance claims, the HAWG accepted that an approach where repairs are restricted to defective areas and existing vehicle crossing materials are retained, could provide a similar level of service at a reduced cost. In the light of current budgetary constraints the HAWG felt that recent footway trials at Oxhath Crescent, where a change in level of service has been adopted, (minimum planned maintenance scheme as opposed to planned improvement works) should continue and should also be adopted for future year's work.
- 3.9 The latest survey results confirm that the condition of unclassified road (carriageway) network is continuing to deteriorate, with 20% of the network now likely to require treatment. In recent years the planned highways maintenance budget has focused on footway maintenance schemes, accounting for 65 percent of the planned maintenance budget. The change in level of service identified in 3.8 above, should not reduce the extent of the programme of planned footway maintenance each year, a similar number of schemes should be completed this year as has been undertaken in the past. However, the schemes will be completed more efficiently, allowing the bias of funding allocation to change, enabling the increasing backlog of carriageway schemes on the unclassified network to be tackled, subject to funding levels for 2012/13.
- 3.10 Adopting a revised level of service for the remainder of the 2011/12 planned footway programme would allow additional carriageway schemes to be completed. A schedule of additional schemes is shown at Appendix 'F', which would otherwise form part of the priority programme for 2012/13.
- 3.11 The HAWG also reviewed the treatment of crossovers in roads that are due for planned maintenance. As identified previously in this report it concluded that existing crossovers should be retained, however residents should be given the opportunity to have a blockwork crossing installed at their expense. The HAWG also identified that where a request from a resident is received to build a new crossover (where one didn't previously exist) the material used shall be blockwork. In either case the whole cost of the works shall be passed to the resident.

4. POLICY IMPLICATIONS

- 4.1 The borough's carriageways and footways have a high profile and are used by most residents and businesses on a daily basis. Maintaining these assets will contribute to the Council's vision of providing a place where people choose to live and do business and links well with policy priorities of a quality environment, vibrant thriving town centres and supporting independence/safer communities.

5. FINANCIAL IMPLICATIONS

- 5.1 Planned maintenance works for Borough roads are funded from the annual revenue highway maintenance budget. The budgets for carriageways and footways are indicated in the table below. It should be noted that these budgets are subject to change following any decisions taken during the forthcoming 2012/13 budget setting process.

5.2 Maintenance of the Principal road network is funded by TfL. This budget can only be used for maintenance works on these Classified Principal roads.

Activity	2011/12 Budget £'000
Revenue	
Carriageway Maintenance	1,138
Footway Maintenance	1,732
Capital	
Primary Route Network - funded by TfL	645
Total current resources	<u>3,515</u>

5.3 As mentioned in 3.11 above, the full cost of a new crossover is met by the resident.

6. LEGAL IMPLICATIONS

6.1 Under the Highways Act 1980 the Council as Highway Authority has duties to ensure the safe passage of users of the highway and to maintain the highway.

Non-Applicable Sections:	7. Personnel implications
Background Documents: (Access via Contact Officer)	ES10129 Planned highway maintenance programme 2011/12. ES 11033 Impact of winter damage on the planned maintenance programme 2011/12.

APPENDIX A

PRIORITY 1 - PLANNED HIGHWAY MAINTENANCE PROGRAMME APRIL 2012 TO MARCH 2013

FOOTWAY SCHEMES ON NON-PRINCIPAL AND UNCLASSIFIED ROADS

PRIORITY	ROAD NAME & DISTRICT	SECTION of ROAD	WARDS
1	Forde Avenue, Bromley	Complete Length	Bromley Town
2	Malmains Way, Beckenham	Whitecroft Way to Wickham Way	Shortlands
3	Southfleet Road, Orpington	Complete Length	Chelsfield and Pratts Bottom
4	The Landway, St Paul's Cray	Complete Length	Cray Valley East
5	Ryarsh Crescent, Orpington	Complete Length	Chelsfield and Pratts Bottom
6	Crowhurst Way, St Mary Cray	Complete Length	Cray Valley East
7	Bassetts Way, Farnborough	Complete Length	Farnborough and Crofton
8	Swievelands Road, Biggin Hill	Scarborough Close to 116, 158 to York Road, Sunningvale to Treebourne Road	Biggin Hill
9	Claremont Road, Bickley	Complete Length	Bickley
10	Whitecroft Way, Beckenham	Wickham Way to Malmain Way	Shortlands
11	Warren Road, Chelsfield	Gleeson Drive to Albert Road	Chelsfield and Pratts Bottom
12	Beaumont Road, Petts Wood	Fairfield to St Johns Road	Petts Wood & Knoll
13	Clarence Road, Bromley	Complete Length	Bickley
14	Plaistow Lane, Bromley	Widmore Road to Roberton Drive	Bickley
15	Keswick Road, Orpington	Complete Length	Petswood and Knoll
16	Overhill Way, Beckenham	Bushey Way to Brabourne Rise	Shortlands
17	Pickhurst Rise, West Wickham	Langley Way to Pickhurst Lane	West Wickham
18	Kevington Drive, Chislehurst	Marlings Close to Wimbourne Avenue Rbt	Chislehurst
19	Poplar Avenue, Orpington	Complete Length	Farnborough and Crofton
20	Rose Dale, Orpington	Complete Length	Farnborough and Crofton
21	Wendover Road, Bromley	Siward Road to Mason Hill	Bromley Town
22	Dunkery Road, Mottingham	House No. 114 to Court Farm Road	Mottingham and Chislehurst North
23	Oakdene Avenue, Mottingham	Complete Length	Mottingham and Chislehurst North
24	Vinson Close, Orpington	Complete Length	Orpington
25	Steyning Grove, Mottingham	Complete Length	Mottingham and Chislehurst North

26	Holland Way, Hayes	Complete Length	Hayes and Coney Hall
27	Ambleside Avenue, Beckenham	Complete Length	Kelsey and Eden Park
28	Copers Cope Road, Beckenham	Park Road to House No. 169.	Copers Cope
29	Park Hill Road, Beckenham	Complete Length	Copers Cope
30	Stambourne Way, West Wickham	Complete Length	West Wickham
31	Polesteeple Hill, Biggin Hill	The Grove to Rickets Hill Road	Biggin Hill
32	Fairfield Road, Beckenham	Complete Length	Copers Cope
33	Farnaby Road, Bromley	Complete Length	Bromley Town
34	Cloonmore Avenue, Orpington	Complete Length	Clelsfield and Pratts Bottom
35	Eden Park Avenue, Beckenham	Crossways Road to Croydon Road.	Kelsey and Eden Park
36	Harwood Avenue, Bromley	Complete Length	Bromley Town
37	Woodlea Drive, Bromley	Complete Length	Shortlands

PRIORITY 1 - PLANNED HIGHWAY MAINTENANCE PROGRAMME APRIL 2012 TO MARCH 2013**CARRIAGEWAY SCHEMES ON NON-PRINCIPAL AND UNCLASSIFIED ROADS**

PRIORITY	ROAD NAME & DISTRICT	SECTION of ROAD	WARDS
1	Plaistow Lane, Bromley	Widmore Road to Upper Park Road	Plaistow and Sundridge
2	Ravenscroft Road, Beckenham	Complete Length	Clock House
3	Clarence Road, Bromley	Complete Length	Bickley
4	Village Way, Beckenham	High Street to Uplands.	Kelsey and Eden Park
5	Orchard Way, Beckenham	Ambleside Avenue to Kennedy Court	Kelsey and Eden Park
	Chelsfield Lane, Orpington	Cockmanning Lane to Cockmanning Road	Orpington
6			
7	Towncourt Lane, Petts Wood	Complete Length	Petts Wood and Knoll
8	Queensway, Petts Wood	Crescent Drive to Towncourt Lane	Petts Wood and Knoll
9	Southlands Grove, Bromley	Complete Length	Bickley
10	The Avenue, Bromley	Complete Length	Bickley
11	Oxhawth Crescent,, Bromley	Complete Length	Bromley Commom and Keston
12	Crescent Drive, Petts Wood	Complete Length	Petswood and Knoll
13	Dyke Drive, Orpington	Complete Length	Orpington
14	High Street, Farnborough Village	A21 to 1st house	Farnborough and Crofton
15	Kingsdale Road, Penge	Complete Length	Penge and Cator
16	Warren Road, Chelsfield	The Highway to Orpington By-Pass	Chelsfield and Pratts Bottom
17	Chislehurst Road, Bromley	Pine Road to Widmore Road	Bickley
18	Mayfield Avenue, Orpington	Knoll Rise to Bicknor Road	Petts Wood and Knoll
19	Hillview Road, Orpington	Complete Length	Petts Wood and Knoll
20	Lynwood Grove, Orpington	Complete Length	Petts Wood and Knoll
21	Oakwood Avenue, Beckenham	Complete Length	Copers Cope
22	Kynaston Road, Orpington	Complete Length	Orpington
23	Minden Road, Penge	Complete Length	Penge and Cator

24	Stembridge Road, Penge	Complete Length	Clock House
25	Abbots Way, Beckenham	Complete Length	Kelsey & Eden Park
26	Old Tye Avenue, Biggin Hill	Complete Length	Biggin Hill
27	Padua Road, Penge	Complete Length	Penge and Cator
28	Stambourne Way, West Wickham	Complete Length	West Wickham
29	Berens Way, Chislehurst	Complete Length	Chislehurst
30	Claremont Road, Bickley	Complete Length	Bickley
31	Southfleet Road, Orpington	Complete Length	Chelsfield and Pratts Bottom
32	The Landway, St Paul's Cray	Complete Length	Cray Valley East
33	Ryarsh Crescent, Orpington	Complete Length	Chelsfield & Pratts Bottom
34	Springfield Road, Crystal Palace	Complete Length	Crystal Palace

PRIORITY 2 - PLANNED HIGHWAY MAINTENANCE PROGRAMME

FOOTWAY SCHEMES ON NON-PRINCIPAL AND UNCLASSIFIED ROADS

ROAD NAME & DISTRICT	SECTION of ROAD	WARDS
Abbotsbury Road, Hayes	Complete Length	Hayes and Coney Hall
Aylesford Avenue, Beckenham	Complete Length	Kelsey and Eden Park
Barnfield Wood Close, Beckenham	Complete Length	West Wickham
Beckenham Grove, Beckenham	Complete Length	Copers Cope
Chesham Road, Penge	Complete Length	Penge and Cator
Clarendon Way, St. Paul's Cray	Leesons Hill to Clarendon Close	Chislehurst / Cray Valley West
Clifford Avenue, Chislehurst	Complete Length	Chislehurst
Cromwell Road, Beckenham	Complete Length	Clock House
Dene Drive, Orpington	Complete Length	Orpington
Dowding Road, Biggin Hill	Complete Length	Biggin Hill
Dunkery Road, Mottingham	Widecombe Road to Ravensworth Road	Mottingham and Chislehurst North
Durham Avenue, Bromley	Complete Length	Shortlands
Eagles Drive, Biggin Hill	Complete Length	Biggin Hill
East Way, Hayes	Complete Length	Hayes nad Coney Hall
Garden Road, Bromley	Complete Length	Plaistow and Sundridge
Highwood Drive, Orpington	Complete Length	Farnborough and Crofton
Lancing Road, Orpington	Complete Length	Orpington
Martins Road, Bromley	Complete Length	Bromley Town
Mells Crescent, Mottingham	Complete Length	Mottingham and Chislehurst North
Orchard Grove, Orpington	Complete Length	Orpington
Park Hill Road, Beckenham	Complete Length	Shortlands
Shrewsbury Road, Beckenham	Complete Length	Clock House
South Hill Road, Bromley	Complete Length	Shortlands

Southbourne, Hayes	Complete Length	Hayes and Coney Hall
Springpark Drive, Beckenham	Complete Length	Copers Cope
St. Augustines Avenue, Bromley	Complete Length	Bickley
Sundridge Avenue, Chislehurst	Orchard Road to Plaistow Lane	Bickley
Valley Road, St Paul's Cray	Complete Length	Cray Valley West
Warren Drive, Chelsfield	Complete Length	Chelsfield and Pratts Botton
Weald Close, Bromley	Complete Length	Bromley Common and Keston
Wyvern Close, Orpington	Complete Length	Orpington

APPENDIX B

PRIORITY 2 - PLANNED HIGHWAY MAINTENANCE PROGRAMME

CARRIAGEWAY SCHEMES ON NON-PRINCIPAL AND UNCLASSIFIED ROADS

ROAD NAME & DISTRICT	SECTION of ROAD	WARDS
Ambleside Avenue, Beckenham	Complete Length	Kelsey & Eden Park
Bassetts Way, Farnborough	Complete Length	Farnborough and Crofton
Beaumont Road, Petts Wood	Complete Length	Petts Wood and Knoll
Blakeney Road, Beckenham	Complete Length	Clock House
	St Georges Road West to Shawfield Park	Chislehurst/Bickley
Chislehurst Road, Chislehurst		
Courtlands Avenue, Hayes	Complete Length	Hayes and Coney Hall
Crowhurst Way, St Mary Cray	Complete Length	Cray Valley East
Cumberland Road, Bromley	Complete Length	Shortlands
Dittisham Road, Mottingham	Complete Length	Mottingham & Chislehurst North
Dowding Road, Biggin Hill	Complete Length	Biggin Hill
Drayton Avenue, Orpington	Complete Length	Farnborough & Crofton
East Way, Hayes	Complete Length	Hayes and Coney Hall
Eden Park Avenue, Beckenham	Crossways Road to Croydon Road.	Kelsey and Eden Park
Elwill Way, Beckenham	Whitecroft Way to Wickham Way	Shortlands
High Beeches, Chelsfield	Complete Length	Chelsfield & Pratts Bottom
Hilldown Road, Hayes	Complete Length	Hayes and Coney Hall
Homesdale Road, Bromley	A21 to Old Homesdale Road	Bromley Town
London Lane, Bromley	Warner Road to Redlands Court	Plaistow and Sundridge
Manor Way, Beckenham	Kelsey Park Road to Greenways	Kelsey and Eden Park
New Street Hill, Bromley	Complete Length	Plaistow & Sundridge
Okemore Gardens, St. Mary Cray	Complete Length	Cray Valley East
Paxton Road, Bromley	Cambridge Road to College Road	Plaistow & Sundridge
Pickhurst Rise, West Wickham	Complete Length	West Wickham

Portland Road, Bromley	Complete Length	Plaistow and Sundridge
Rose Walk, West Wickham	Complete Length	West Wickham
Sefton Rd, Orpington	Complete Length	Cray Valley West
Steyning Grove, Mottingham	Complete Length	Mottingham & Chislehurst North
Stone Park Avenue, Beckenham	Complete Length	Kelsey & Eden Park
Stowe Road, Orpington	Complete Length	Orpington
Sunningvale Avenue, Biggin Hill	Melody Road to Polesteeples.	Biggin Hill
Walsingham Road, St. Paul's Cray	Complete Length	Cray Valley West
Warren Drive, Chelsfield	Complete Length	Chelsfield and Pratts Bottom
Wayside Grove, Mottingham	Complete Length	Mottingham & Chislehurst North
Whitecroft Way, Beckenham	Wickham Way to Malmain Way	Shortlands
Woodlea Drive, Bromley	Complete Length	Shortlands

PRIORITY 3 - PLANNED HIGHWAY MAINTENANCE

ROAD NAME & DISTRICT	SECTION of ROAD	WARD	
Access Road off Chelsfield Road, Chelsfield	Complete Length	Cray Valley East	FW
Addison Road, Bromley	Complete Length	Bromley Common & Keston	CW
Anglesea Road, Orpington	Complete Length	Cray Valley East	CW
Aperfield Road, Biggin Hill	Complete Length	Biggin Hill	CW
Artington Close, Orpington	Complete Length	Farnborough & Crofton	CW
Augustine Road, St Paul's Cray	Complete Length	Cray Valley East	FW
Aylesford Avenue, Beckenham	Complete Length	Kelsey & Eden Park	CW
Balmoral Avenue, Beckenham	Complete Length	Kelsey & Eden Park	CW
Barham Close, Chislehurst	Complete Length	Chislehurst	FW
Baston Manor Road, Hayes	Complete Length	Hayes & Coney Hall	CW
Beadon Road, Bromley	Complete Length	Bromley Town	FW
Beckenham Grove, Beckenham	Park Hill Lane to Scotts Lane	Copers Cope	CW
Belmont Lane, Chislehurst	Edgebury to Green Lane	Chislehurst	CW
Benenden Garden, Bromley	Complete Length	Hayes & Coney Hall	CW
Betts Way, Beckenham	Complete Length	Crystal Palace	CW
Birchington Close, Orpington	Complete Length	Orpington	CW
Blackthorne Road, Biggin Hill	Complete Length	Biggin Hill	CW
Bourne Road, Bromley	Complete Length	Bromley Town	CW
Bournewood Road, Orpington	Complete Length	Orpington	Both
Brabourne Rise, Beckenham	Malmaims Way to Hayes Way	Shortlands	Both
Bramley Close, Orpington	complete Length	Farnborough & Crofton	FW
Broxbourne Road, Orpington	Complete Length	Petts Wood & Knoll	Both
Bucks Cross Road, Chelsfield	Complete Length	Chelsfield & Pratts Bottom	CW
Burnhill Road, Beckenham	Complete Length	Kelsey & Eden Park/Copers Cope	CW
Chatterton Road, Bromley	Complete Length	Bromley Common & Keston	CW
Chesham Road, Penge	Complete Length	Penge and Cator	CW

Church Road, Biggin Hill	Complete Length	Biggin Hill	CW
Church Road, Chelsfield	Complete Length	Chelsfield & Pratts Bottom	CW
Clarendon Way, St. Paul's Cray	Leesons Way to Clarendon Close	Chislehurst / Cray Valley West	CW
Clifford Avenue, Chislehurst	Clifford Avenue, Chislehurst	Chislehurst	CW
Cloonmore Avenue, Orpington	Complete Length	Chelsfield & Pratts Bottom	CW
Cockmannings Road, Orpington	Complete Length	Cray Valley East	CW
Constance Crescent, Hayes	Complete Length	Hayes & Coney Hall	CW
Crofton Avenue, Orpington	Complete Length	Farnborough & Crofton	FW
Cromwell Road, Beckenham	Complete Length	Clock House	CW
Dene Drive, Orpington	Complete Length	Orpington	CW
Devonshire Road,	Complete Length	Petts Wood & Knoll	FW
Durham Road, Bromley	Complete Length	Shortlands	CW
Eagles Drive, Biggin Hill	Complete Length	Biggin Hill	CW
Eastry Avenue, Bromley	Complete Length	Hayes & Coney Hall	Both
Eden Park Avenue, Beckenham	Overstand Close to Upper Elmers End Road	Kelsey & Eden Park	CW
Eden Way, Beckenham	Complete Length	Kelsey & Eden Park	FW
Eldred Drive, Orpington	Complete Length	Orpington	CW
Elizabeth Way, St. Mary Cray	Complete Length	Cray Valley East	CW
Elvington Green, Bromley	Complete Length	Hayes & Coney Hall	CW
Elysian Avenue, Orpington	Complete Length	Cray Valley West	CW
Empress Drive, Chislehurst	Complete Length	Chislehurst	Both
Fairbank Avenue, Orpington	Complete Length	Farnborough & Crofton	CW
Fairfield Road, Beckenham	Complete Length	Copers Cope	CW
Farleigh Avenue, Hayes	Complete Length	Hayes & Coney Hall	CW
Farnaby Road, Bromley	Complete Length	Bromley Town	CW
Fontwell Drive, Bromley	Complete Length	Bromley Common & Keston	CW
Forde Avenue, Bromley	Complete Length	Bromley Town	CW
Gilroy Way, Orpington	Complete Length	Orpington	CW
Glebe Road, Bromley	Complete Length	Bromley Town	Both
Goddington Lane, Orpington	Complete Length	Orpington	CW

Goodhart Way, West Wickham	Complete Length	West Wickham	Both
Gorse Road, Orpington	Complete Length	Cray Valley East	CW
Gravel Road, Bromley	Complete Length	Bromley Common & Keston	CW
Graveney Grove, Penge	Complete Length	Penge and Cator	CW
Haig Road, Westerham	Complete Length	Biggin Hill	CW
Hartfield Crescent, West Wickham	Complete Length	Hayes & Coney Hall	Both
Hartfield Road, West Wickham	Complete Length	Hayes & Coney Hall	CW
Harwood Avenue, Bromley	Complete Length	Bromley Town	CW
Hawthorndene Road, Bromley	Complete Length	Hayes & Coney Hall	CW
Hayes Lane, Bromley	Nuffield Health Centre o/s no 26 to Mead Way Change of surface.	Bromley Town/Hayes and Coney Hall	CW
Hayes Way, Beckenham	Whitcroft Way to Wickham Way	Shortlands	CW
Hayesford Park Drive, Bromley	Complete Length	Hayes & Coney Hall	CW
Haywood Rise, Orpington	Complete Length	Chelsfield & Pratts Bottom	Both
High Street, Bromley	Train station to Mason Hill		CW
Highfield Road, Chislehurst	Complete Length	Chislehurst	Both
Highland Road, Bromley	Complete Length	Bromley Town	CW
Hurstfield, Bromley	Complete Length	Hayes & Coney Hall	CW
Jasmin Close, Orpington	Complete Length	Farnborough & Crofton	FW
Jasmine Close, Orpington	Complete Length	Farnborough & Crofton	CW
Kelsey Park Road, Beckenham	Manor Road to High Street	Kelsey & Eden Park	CW
Kennedy Close, Petts Wood	complete Length	Petts Wood & Knoll	CW
Kent House Road, Beckenham	Beckenham Road to White Hall Road	Penge and Cator	CW
Keswick Road, Orpington	Complete Length	Petts Wood & Knoll	CW
Kevington Drive, Chislehurst	Marlings Park Avenue to Wimbourne Avenue	Chislehurst	CW
Kimmeridge Road, Mottingham	Beaconsfield Road to St. Keverne Road	Mottingham & Chislehurst North	CW
Kings Hall Road, Beckenham	Complete Length	Penge and Cator	CW
Kinnaird Avenue, Bromley	Complete Length	Plaistow & Sundridge	FW
Knowlton Green, Bromley	Complete Length	Hayes & Coney Hall	CW

Lansdowne Avenue, Orpington	Complete Length	Farnborough & Crofton	CW
Lawrie Park Crescent, Crystal Palace	Complete Length	Crystal Palace	CW
Lime Grove, Orpington	Complete Length	Farnborough & Crofton	FW
Mackenzie Road, Beckenham	Complete Length	Clock House	Both
Madeira Avenue, Bromley	Complete Length	Bromley Town	CW
Mapleton Close, Bromley	Complete Length	Hayes & Coney Hall	CW
Marlow Road, Penge	Complete Length	Clock House	CW
Marsham Close, Chislehurst	Complete Length	Chislehurst	FW
Martins Road, Bromley	Complete Length	Bromley Town	CW
Masons Hill, Bromley	Kentish Way to Westmoreland Road (including short section of High Street)	Bromley Town	CW
Matfield Close, Bromley	Complete Length	Hayes & Coney Hall	CW
Morley Close, Orpington	Complete Length	Farnborough & Crofton	FW
Murray Avenue, Bromley	Rochester Avenue to Harwood Avenue	Bromley Town	CW
Newnhams Close, Bromley	complete Length	Bickley	Both
North Drive, Orpington	Complete Length	Chelsfield & Pratts Bottom	CW
Oak Grove Road, Penge	Complete Length	Penge and Cator	CW
Oak Tree Gardens, Bromley	Complete Length	Plaistow & Sundridge	CW
Oakmead Avenue, Hayes	Complete Length	Hayes & Coney Hall	CW
Oregon Square, Orpington	Complete Length	Farnborough & Crofton	CW
Ormonde Avenue, Orpington	Complete Length	Farnborough & Crofton	FW
Overhill Way, Beckenham	Complete Length	Shortlands	CW
Oxenden Wood Road, Chelsfield	Complete Length	Chelsfield & Pratts Bottom	FW
Palace Road, Crystal Palace	Complete Length	Crystal Palace	CW
Palace Square, Crystal Palace	Complete Length	Crystal Palace	CW
Park Hill, Bickley	Complete Length	Copers Cope	CW
Park Road, Beckenham	Park Road to Copers Cope Road	Copers Cope	CW
Parkwood, Beckenham	Complete Length	Copers Cope	CW
Percival Road, Orpington	Complete Length	Farnborough & Crofton	CW
Pickhurst Park, Bromley	Complete Length	Shortlands	CW

Pinewood Drive, Orpington	Complete Length	Chelsfield & Pratts Bottom	CW
Place Farm Avenue, Orpington	Complete Length	Farnborough & Crofton	CW
Plantation Drive, Orpington	Complete Length	Orpington	CW
Pleydell Avenue, Crystal Palace	Complete Length	Crystal Palace	CW
Plymouth Road, Bromley	Complete Length	Plaistow & Sundridge	CW
Poplar Avenue, Orpington	Complete Length	Farnborough & Crofton	CW
Quilter Road, Orpington	Complete Length	Orpington	CW
Rafford Way, Bromley	Complete Length	Bromley Town	CW
Ravensbury Road, St Paul's Cray	Complete Length	Cray Valley West	FW
Romanhurst Gardens, Bromley	Complete Length	Shortlands	CW
Rose Dale, Orpington	Complete Length	Farnborough & Crofton	CW
Roseberry Gardens, Orpington	Complete Length	Chelsfield & Pratts Bottom	CW
Roseneath Close, Pratts Bottom	Complete Length	Chelsfield & Pratts Bottom	CW
Scotts Lane, Shortlands	Complete Length	Copers Cope	CW
Shepperton Road, Petts Wood	Complete Length	Petts Wood & Knoll	CW
Sherborne Road, Orpington	Complete Length	Cray Valley West	CW
Shrewsbury Road, Beckenham	Complete Length	Clock House	CW
Silver Lane, West Wickham	Glebe Way to Hawes Lane	West Wickham	CW
Skeet Hill Lane, Chelsfield	Skibbs Lane to Chelsfield Lane	Cray Valley East	CW
Spinney Oak, Bromley	Complete Length	Bickley	FW
St Augustines Avenue, Bromley	Complete Length	Bickley	CW
St Michaels Close, Bromley	Complete Length	Bickley	Both
St Paul's Square, Bromley	Complete Length	Bromley Town	CW
St. Mary's Avenue, Bromley	Complete Length	Shortlands	CW
St. Thomas Drive, Orpington	Complete Length	Farnborough & Crofton	CW
Stanstead Close, Bromley	Complete Length	Hayes & Coney Hall	CW
Sussex Road, Orpington	Complete Length	Cray Valley East	FW
Sylvan Way, West Wickham	Complete Length	Hayes & Coney Hall	CW
The Knoll, Beckenham	Complete Length	Hayes & Coney Hall	CW
Valley Road, Shortlands	Complete Length	Shortlands	CW
Wadhurst Close, Crystal Palace	Complete Length	Crystal Palace	CW

Warren Road, Chelsfield	Sevenoaks Road to Edith Road	Chelsfield & Pratts Bottom	CW
Weald Close, Bromley	Complete Length	Bromley Common & Keston	CW
Westbury Road, Penge	Complete Length	Penge and Cator	CW
Westmoreland Road, Bromley	Newbury Road to Mason Hill	Shortland / Bromley Town	CW
Wickham Crescent, West Wickham	Complete Length	West Wickham	CW
William Booth Road, Crystal Palace	Complete Length	Crystal Palace	CW
Wiltshire Road, Orpington	Complete Length	Petts Wood & Knoll	FW
Windermere Road, West Wickham	Complete Length	West Wickham	CW
Wistaria Close, Orpington	Complete Length	Farnborough & Crofton	FW
Woldham Road, Bromley	Complete Length	Bromley Town	CW
Wood Lodge Lane, West Wickham	Complete Length	West Wickham	CW
Woodlands Road, Green St. Green	Complete Length	Chelsfield & Pratts Bottom	CW
Wyndham Close, Orpington	Complete Length	Farnborough & Crofton	FW

PRIORITY 1 - PLANNED HIGHWAY MAINTENANCE PROGRAMME APRIL 2012 TO MARCH 2013**CARRIAGEWAY AND ASSOCIATED FOOTWAY SCHEMES ON PRINCIPAL ROADS**

ROAD NAME & DISTRICT	SECTION of ROAD	WARDS
A2212, Burnt Ash Lane, Bromley	Southover to Kynaston Road	Plaistow and Sundridge
A222 Beckenham Lane, Bromley	High Street to Farnaby Road	Bromley Town
A233, Leaves Green Road, Biggin Hill	Downe Road to House No 99	Darwin
A234 Crystal Palace Park Road / High Street Beckenham, Penge	Lawrie Park Road to Anerley Park	Crystal Palace
A208 White Horse Hill / Mottingham Road, Mottingham	Dunkery Road to Mainridge Road	Mottingham and Chislehurst
A208 White Horse Hill, Mottingham	Green Way to Mainridge Road	Mottingham and Chislehurst

PRIORITY 2 - PLANNED HIGHWAY MAINTENANCE PROGRAMME APRIL 2013 TO MARCH 2014

CARRIAGEWAY AND ASSOCIATED FOOTWAY SCHEMES ON PRINCIPAL ROADS

ROAD NAME & DISTRICT	SECTION of ROAD	WARDS
A213, Croydon Road, Penge	Borough boundary to Elmers End Road including the junction	Clock House / Crystal Palace
A214, South Eden Park Road, Beckenham	Monks Orchard Road to St Davids Close	West Wickham
A2022, Addington Rd, West Wickham	Layhams Road to Borough boundary excluding roundabout	West Wickham / Hayes and Coney Hall

PLANNED HIGHWAY MAINTENANCE PROGRAMME APRIL 2011 TO MARCH 2012

ADDITIONAL CARRIAGEWAY SCHEMES ON NON-PRINCIPAL AND UNCLASSIFIED ROADS

ROAD NAME & DISTRICT	SECTION of ROAD	WARDS
Corkscrew Hill, West Wickham	Complete Length	West Wickham
Wickham Court Road, West Wickham	Complete Length	West Wickham
Starts Hill Road, Farnborough	Complete Length	Farnborough and Crofton
Anerley Park, Anerley	High Street to Anerley Park Road	Crystal Palace
Addington Road, West Wickham	From Glebe Way roundabout to Tiepigs	West Wickham
Austin Road, Orpington	House No 35 to Frair Road	Cray Valley West
Belvedere Road, Crystal Palace	Complete Length	Crystal Palace
Lezayre Rd, Green Street Green	Complete Length	Chelsfield and Pratts Bottom
Selby Road, Crystal Palace	Complete Length	Crystal Palace
Mounthurst Road, Hayes	Complete Length	Hayes and Coney Hall
Star Lane, St. Paul's Cray	Hackenden lane to Sweeps lane	Cray Valley East
Saltwood Close, Orpington	Complete Length	Orpington
Hillcrest Road, Orpington	Complete Length	Orpington

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Report No.
ES11125

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: Environment Portfolio Holder

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

Date: 15th November 2011

Decision Type: Non-Urgent Executive Non-Key

Title: REVIEW OF WINTER SERVICE POLICY

Contact Officer: Garry Warner, Head of Highway Network Management & Traffic Manager
Tel: 020 8313 4929 E-mail: garry.warner@bromley.gov.uk

Chief Officer: Nigel Davies - Director of Environmental Services

Ward: All

1. Reason for report

- 1.1 This report considers changes to the winter service policy following the extreme weather conditions encountered during the winter of 2010/11, to achieve an efficient, effective and proportionate response to winter conditions.

2. **RECOMMENDATION(S)**

- 2.1 That the Environment Portfolio Holder approves the following proposed changes to the winter service policy and plan;

- (i) Establish a tertiary carriageway network for snow clearance,
- (ii) During a snow event, carriageway snow clearance is restricted to the primary, secondary and tertiary routes
- (ii) During a snow event footway snow clearance is restricted to the three main areas of priority (e.g. main retail centres, approaches to transport interchanges and outside schools)
- (iii) All existing salt bins are retained, but no additional salt bins be installed

Corporate Policy

1. Policy Status: Existing policy.
 2. BBB Priority: Safer Bromley.
-

Financial

1. Cost of proposal: Estimated cost £385k revenue budget for 2011/12 winter maintenance and £170k capital funding for gritter replacement 2012/13
 2. Ongoing costs: Recurring cost.
 3. Budget head/performance centre: Highways
 4. Total current budget for this head: £385k for 2011/12 winter maintenance
 5. Source of funding: 2011/12 revenue budget for winter maintenance and capital budget for gritter replacements
-

Staff

1. Number of staff (current and additional): 8
 2. If from existing staff resources, number of staff hours:
-

Legal

1. Legal Requirement: Statutory requirement. Highways Act 1980
 2. Call-in: Call-in is applicable
-

Customer Impact

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

Ward Councillor Views

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

3. COMMENTARY

Background

- 3.1 Under the Highways Act 1980 highway authorities are under a statutory duty to maintain the highway, including a duty to ensure, as far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice. Bromley have a Winter Service Policy & Plan in place to address these responsibilities which is reviewed annually to reflect changes to the highway network, road hierarchy and methods of working.
- 3.2 This report considers Member's views and national guidance in proposing changes to the winter service policy for the coming season.

The Winter Service

- 3.3 The winter service consists of three elements;
- (a) Precautionary salting –When carriageway or footway surfaces are forecast to remain wet and temperatures forecast to drop below freezing, salt is spread on the primary carriageway routes and priority footways to prevent the formation of ice. This service runs throughout the winter season, November to April, and forms part of the Minor Highway Works Contract.
 - (b) Clearance of snow – During a snow event carriageways and footways are cleared in accordance with their priority status. The resources used for these will depend on the severity of the snowfall, and can include all the Councils highways and environmental contractors.
 - (c) Salt bins – Salt bins have been provided at 496 locations across the borough to allow local residents to assist in the winter service by spreading salt on carriageways and footways affected by snow and ice.
- 3.4 The Council provides dedicated salting vehicles and plant to the minor highways works and street cleansing contractors to undertake the winter service. Snow ploughs are also provided for local farmers to use in the event of heavy snowfalls,
- 3.5 The Council maintains the largest borough salt stock in London for the winter service; 2,000T in the salt barn at Central Depot and around 8,000T at Green Street Green depot in Shire Lane.

Issues Identified During Last Winter's Snow Emergency

Carriageway Treatments

- 3.6 Priority carriageway treatment routes cover 196 miles (315km) or 40% of the borough's road network, including all main bus routes, and roads leading to transport interchanges, bus garages / depots together with ambulance and fire stations; the A21 and parts of the A232 that run through the Borough are maintained by TfL.
- 3.7 The winter of 2010/11 began with heavy snow falls in November, and again during December, which stretched our usual resources. The current policy indicates that once all primary and secondary routes have been effectively treated, efforts will then be made to clear other non-priority roads. Last year additional contractors plant, JCB's etc were employed to work during the day and night in an effort to clear as many side roads as possible by removing compacted ice and snow, although the prolonged sub-zero temperatures encountered resulted in limited results.

- 3.8 Our duty under the Highways Act to provide a Winter Service is moderated by the term 'as far as reasonably practical'. It is therefore proposed that once the primary and secondary routes are clear of snow and ice, the carriageway snow clearance policy is changed to focus resources on a limited tertiary network, consisting of other steep hills in residential areas. Where possible gritters and snow ploughs will be used, however it may be necessary to employ other contractors plant, JCB's etc to clear the roads. Although this would result in other residential areas not being cleared at all during a snow event, this has often been the case following heavy snow in the past. These proposals would result in manageable treatment networks, reduced salt usage, reduced damage to road surfaces and improved value for money.

Footway Treatments

- 3.9 The borough's footpath and footway network comprises of 875 miles (1400km) including footways on both sides of the carriageway. In periods of hard frost, the Council pre-treats pavements within main retail centres, approaches to transport interchanges and outside schools during the period of normal working hours. This aligns with the boroughs LTP objectives encouraging modal shift towards walking, cycling and public transport use. The pre-treatment involves redeploying resources from the street cleansing contractor by suspending routine street sweeping. There is no additional financial cost to redeploy street cleansing operatives to winter service operations during normal working hours; there will however be reduced functions due to the nature of the snow event with certain duties continuing e.g. litter bin emptying
- 3.10 This level of operation amounts to pre-salting approximately 50 miles (80 km) or 6% of the footpath and footway network. During a snow event the council supplements this workforce with resources from other highway maintenance contracts operating only during daylight hours, normally between 7am to 4pm. Due to budgetary constraints the contract arrangements for street cleansing and routine highway maintenance do not make provision for 24-hour standby for this level of service and footway operations are only carried out as a reactive measure during a snow event when routine services are suspended.
- 3.11 There have been practical difficulties and financial implications in providing comprehensive treatment of all parts of the borough's diverse footway network. This level of operation can involve deploying up to 150 additional operatives with associated transport and machinery from highway related contracts resulting in additional financial costs to the revenue budget. It is therefore proposed that future footway snow clearance operations are restricted to the treatment of the footway priority route network including the three main areas of priority (e.g. main retail centres, approaches to transport interchanges and outside schools). When the priority pavements have been treated resources would only then be deployed onto specific urgent requests for a footway to be cleared. This approach would not apply to general requests for clearing pavements within residential areas and other non-priority locations
- 3.12 The council's method of salting and snow clearance of the footway and footpath network involves a number of techniques and resources following extensive evaluation of the wide range of mechanical and manual machinery on the market. If snow or ice becomes compacted mechanical plant will have difficulties ploughing pavements and this will require a labour-intensive approach involving operatives breaking the ice with hand tools. This problem was experienced during last winter's event reinforcing the necessity to pre-salt pavements whenever possible to assist with snow-melt.

Snow Friends

- 3.13 Part of our preparations for this winter has included expanding last years very successful Snow Friends programme. Working closely with local community groups, schools and residents we have been helping Bromley residents to help themselves, by providing support and guidance to residents to work together with other like-minded residents, to clear snow from footways and

carriageways for the benefit of their local community. The amount of interest has been phenomenal, with over 1500 local residents joining together to create localised communities of Snow Friends. To date, there are over 100 co-ordinated Snow Friends groups within the Borough.

Salt Bins

- 3.14 Salt bins have been provided at various locations across the borough to allow residents to treat roads and footway areas that are not on the priority routes. During recent years evidence suggests that salt from many of the salt bins has been used to treat private driveways, and in some cases has been taken away by third parties and sold. Following a recommendation from Members, it is proposed that all existing salt bins are maintained, although no additional salt bins are to be installed.
- 3.15 As part of the Snow Friends programme, residents who live in the vicinity of a salt bin are also being asked to assist with salt bin maintenance throughout the winter period. By asking the local community to be vigilant, residents can help monitor the use of the salt and report misuse or when levels of salt are low. We are also considering the provision of bagged salt, to be stored on a resident's premises, to enable neighbours to replenish the salt bins themselves during times of bad weather, or if the circumstances permit, for the salt bin to be located on private properties. This will ensure that salt is always available, which may be more beneficial to residents rather than the existing system in place where residents have to wait for bins to be replenished by the contractor.

4 POLICY IMPLICATIONS

- 4.1 The Winter Service Policy & Plan is reviewed annually to reflect changes to the highway network, road hierarchy and methods of working. The proposals identified in this report will be incorporated into the Policy and Plan

5 FINANCIAL IMPLICATIONS

- 5.1 Expenditure on winter service during 2010/11 totalled £1,118k. The 2010/11 revenue budget for the winter service was £377k, an overspend of £741k.
- 5.2 The proposed changes to the winter service policy detailed in this report will be funded from the 2011/12 revenue budget, however, if the severe conditions are repeated it may not be possible to contain the costs within budget.

6 LEGAL IMPLICATIONS

- 6.1 Under Section 41 of the Highways Act 1980 highway authorities are under a statutory duty to maintain the highway. In October 2003 a new clause, section 41.1A, was inserted into the Highways Act introducing a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice, which included footways.
- 6.2 The responsibility for salting the "highway" is not limited just to the area for vehicular traffic but would also cover areas open to the public for foot passage including pavements and cycleways. In order for the Council to comply with its statutory obligations and provide a special defence in action against the authority for damages it is necessary to demonstrate that it simply was not practicable to do more. Bromley have a Winter Service Policy and Plan in place to address these responsibilities which is reviewed annually to reflect changes to the highway network, road and footway hierarchy and methods of working.

Non-Applicable Sections:	PERSONNEL IMPLICATIONS
Background Documents: (Access via Contact Officer)	Highways Act 1980 LB Bromley Winter Service Policy & Plan

Report No.
ES11108

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: 1. **Environment Portfolio Holder**

2. **Executive**

**For pre-decision scrutiny by
Environment PDS Committee on 15th November and
Executive & Resources PDS on 6th December**

Date: 14th December 2011 for Executive

Decision Type: Non-Urgent Executive Non-Key

Title: **INTRODUCTION OF TRIAL OF REVISED GREEN GARDEN
WASTE COLLECTION SERVICE AND TEXTILE COLLECTIONS**

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

Chief Officer: Nigel Davies, Director of Environmental Services

Ward: All

1. Reason for report

- a. This report asks for approval for the introduction of a trial scheme which supplements the current Green Garden Waste Sticker Service with a chargeable wheelie-bin based system.
- b. The Portfolio Holder gave approval on April 11 2011 for Veolia and other potential contractors to explore the options for textile collections in the borough. This report asks for approval to finalise these negotiations and appoint a contractor.

2. **RECOMMENDATIONS**

That the Environment Portfolio Holder: -

2.1 Approves the introduction of a trial of a fixed price fortnightly wheelie bin collection service for Green garden Waste in specified geographical areas.

2.2 Decides which of the following options to adopt for the new service relating to the length and price of the service provided: -

Option 1 - 9 month service at a price of £55 per property

Or

Option 2 - 12 month service at a price of £65 per property

- 2.3 Refer the proposal to the Executive as an 'Invest to Save' scheme to part fund the wheelie bin containers at a cost of £220k using £140k of the current projected underspend for the Environment portfolio with a contribution from the Invest to Save fund, estimated to be £80k.
- 2.4 That the Environment Portfolio Holder approves the replacement of current arrangements for the provision of and collection from textile banks in the borough as set out in paras 3.13 – 3.17.

That the Executive:-

- 2.5 Approve the utilisation of the current projected underspend for the Environment Portfolio to part fund the wheelie bin containers to facilitate the introduction of this trial service, with the balance being met from the Invest to Save fund.

Corporate Policy

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

Financial

1. Cost of proposal: Estimated cost Initial one-off cost of £220k with estimated additional net income of between £178k and £182k per annum from Garden waste, plus income of between £75k and £135k from the sale of bring bank textiles
 2. Ongoing costs: Recurring cost. net additional income of between £253k and £317k depending on volume of customers/tonnage
 3. Budget head/performance centre: Waste Services
 4. Total current budget for this head: £17.75 m
 5. Source of funding: Corporate 'Invest to Save' fund and existing revenue budget for 2011/12
-

Staff

1. Number of staff (current and additional): 2 additional FTE, funded by income from the scheme
 2. If from existing staff resources, number of staff hours: na
-

Legal

1. Legal Requirement: Non-statutory - Government guidance. Environmental Protection Act 1990 & Controlled Waste Regulations 1992
 2. Call-in: Call-in is applicable
-

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Initially 10,000 residents in the initial trial area, with the aim of a borough-wide service in the longer-term
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? No.
2. Summary of Ward Councillors comments: na

3. COMMENTARY

Garden Waste Collection Service

- 3.1 Following the Comprehensive Spending Review, all departments were asked to consider efficiency savings in the way services were delivered. The majority of Waste Services operations are statutory duties, limiting the opportunities for change. However, the collection of green garden waste is not a statutory duty, and the council is allowed to charge for the collection element of any service provided.
- 3.2 At present, we provide 3 options for residents to dispose of their green garden waste (GGW).
- a chargeable collection (via a sticker system)
 - the Household Waste Recycling Centres at Waldo Road and Churchfields
 - the 5 Green Garden Waste Satellite Sites
- 3.3 *The chargeable collection service.* The Controlled Waste Regulations (1992) allow local authorities to levy a charge for the collection of GGW (although we are not allowed to charge for the cost of its subsequent disposal). Residents purchase stickers from the council (by post, at the Civic Centre or at libraries) at a cost of £1.60 per sticker. Residents then book a collection directly with Veolia, either by calling a free-phone number or through an e-mail system. Veolia provide the resident with a collection date, and are able to confirm the probable number of sacks to be collected. The resident simply leaves the stickered sacks at edge of curtilage on the agreed collection day.
- 3.4 Veolia operate the collection service, covering the whole borough over a 2 week period. As residents book their collection, they are allocated a date for their collection, allowing Veolia to allocate appropriate resources. The cost of the service is £1.59 per sack collected for 2011/12. This means that the service effectively breaks even from the council's perspective. Sticker sales for 2010/11 were 58,000.
- 3.5 *Household Waste Recycling Centres.* The Environmental Protection Act 1990 requires authorities to provide a facility where residents can deliver their household waste free of charge. This requirement includes GGW. Both Waldo Road and Churchfields Road Household Waste Recycling centres have extensive facilities for the acceptance of GGW. However, at certain times, particularly Easter and other Bank Holidays, the number of residents wishing to use the sites is such that congestion develops, which can spread into the surrounding roads, leading to complaints both from site users and local residents. The Waldo Road Webcam has assisted with this issue, allowing residents to check whether there is a queue before setting off to the site. However, the major initiative which resolved the congestion was the introduction of the Green Garden Waste Satellite Sites (GGWSS).
- 3.6 *The GGW Satellite Sites* were introduced in 2005, with the aim of reducing the extreme congestion at Waldo Road and Churchfields HWRCs, and also dealing with the high level of complaints regarding the collection service (which was equally overwhelmed at times of high demand). The 5 sites have undergone changes of location for practical and operational reasons, but continue to be extremely popular with the public. In 2010, there were 62,000 customer visits, with 2,000 tonnes of GGW delivered. Veolia provide appropriate vehicles and staffing for the sites, with all material delivered back to Waldo Road. The service is available every weekend from March to November and the budget for this service currently stands at £307k per annum.
- 3.7 This report proposes the introduction of a trial for an alternative scheme, where residents would have the option of replacing the GGW Sticker Service with a wheelie-bin based system in specified geographical areas. Residents would pay an annual charge covering both the fortnightly collection service and a specified container.

- 3.8 Dependant on customer demand, a further option for residents who find it more convenient to use re-useable bags will be considered, with the same annual price providing for the fortnightly collection of up to 3 re-useable 60 litre sacks for garden waste.
- 3.9 Research has shown that other authorities operating a chargeable collection service using this methodology have achieved an average customer base of 20% of residents in accessible properties (generally excluding flats). Bromley has approximately 119,000 street level properties and for the purposes of this trial it has been assumed that 10,000 customers would participate.
- 3.10 Officers have spoken with and visited authorities who have introduced similar schemes. A table of other authority's prices and customer numbers is attached as Appendix A. A paper prepared by the government sponsored Improvement & Efficiency South East team (iESE) summarising local authority experiences in introducing such schemes is also attached as Appendix B.
- 3.11 Using the current Contract schedules of rates, and a projected customer base of 10,000 properties, a costings scenario has been developed, identifying the potential costs and income as shown in 5.4.
- 3.12 Based on latest estimates, it is proposed to use a contribution from the current projected underspend for the Environment Portfolio of £140k to purchase some of the containers with the balance of £80k being funded from a bid to the Executive to use the 'Invest To Save' monies. It is estimated that the fund will be repaid during year 1 of the trial.
- 3.13 Should the scheme be successful in attracting the required number of customers, the on-going net income could be used to offset financial pressures facing the Council in future years.

Textile Collections

- 3.13 As described in Report ES 11049, at present, all textile banks in Bromley are operated by charity groups. Tonnages from textile and shoe banks average 25 tonnes per month.
- 3.14 Initial negotiations with potential contractors indicate that payments ranging from £250 - £450 per tonne can be obtained from this material, representing a potential income of between £75k and £135k per annum. This pricing incorporates the provision of replacement textile banks at all council sites (ie the Bring bank sites). This potential additional income per annum can be used to bridge the gap between the estimated and actual budget savings achieved following successful negotiations with Veolia as described in ES11128 elsewhere on this agenda.
- 3.15 For negotiations to progress, notice will need to be given to the current operators (Scope and Green World Recycling operate the general textile banks, whilst The European Recycling Company operate the dedicated shoe banks). Current government guidelines suggest that a minimum of 3 months notice should be provided to third sector operations.
- 3.16 This will allow officers to finalise negotiations (in partnership with Veolia, as the new operators will work as sub-contractors to Veolia) for the transfer of this service to a new operator, or to reach an arrangement with the current operator which involves payment to the council for the materials collected.
- 3.17 These negotiations will also incorporate options for a monthly kerbside collection of textiles.

4. POLICY IMPLICATIONS

- 4.1 There are no explicit policies which would be affected by the introduction of a revised methodology and costing structure for the collection of green garden waste, or for a change in the contractor supplying and emptying textile banks.

5. FINANCIAL IMPLICATIONS

5.1 It is estimated that the introduction of the alternative Green Garden Waste collection service could generate surplus income of between £178k and £182k per annum depending on which Option is agreed. However, this assumes that at least 10,000 paying customers in a specified geographical area choose to utilise the scheme. Both the number of customers and the size of the geographical area covered are critical in terms of ensuring that the two vehicles are fully utilised but not over extended. It should thus be noted that the level of surplus income is dependent on the number of customers requiring the service.

5.2 It is proposed that the service will be provided by 2 vehicles, each with a driver and 2 loaders, emptying an average of 500 GGW bins per day. Once the service is operating these assumptions will be challenged based on the operational efficiencies that might be realised.

5.3 Examination of the current Green Garden Waste Sticker collection service for the last two years shows that only between 7% and 11% of garden waste is collected during the three month period December to February and therefore based on this evidence (Appendix C), Members are asked to consider an alternative option of providing the service for a period of 9 months as well the annual option. The two Options are summarised below: -

Option 1 A service run over a period of 12 months at a price of £65 per household

Option 2 A service run over a period of 9 months at a price of £55 per household

5.4 The estimated costs and income are shown in the table below for each of the Options.

Summary of expenditure and Income for the two Options

	Option 1 £65 12 Month Service £'000	Option 2 £55 9 Month Service £'000
Proposed price per property		
One-Off costs of containers (purchase & delivery)	220	220
On-going revenue income & expenditure		
Collection service	373	280
Disposal costs	49	38
Additional staffing costs	50	50
Total estimated costs	<u>472</u>	<u>368</u>
Income (assuming 10,000 customers)	(650)	(550)
Net estimated annual surplus	<u>(178)</u>	<u>(182)</u>

5.5 It should be noted that the service breaks even with 7,300 customers under Option 1 and 6,700 customers under Option 2. However, at this lower level of customers, Officers would explore whether or not the service could be run with only one vehicle and crew.

5.6 This net surplus incorporates the cost of 2 FTEs, with one managing and monitoring the service, and one administering the database including the issuing of invoices and reconciliation of customer payments.

5.7 To enable the service, 10,000 240 litre wheeled bins would need to be purchased and delivered to participating residents. At a cost of £22 per bin (£18 purchase, £4 delivery) this represents a one-off cost of £220k.

5.8 It is proposed to request the Executive to agree that Officers can use a contribution from the current projected underspend for the Environment Portfolio of £140k to part fund the

containers and that the Executive consider whether to use part of the 'Invest to Save' monies to fund the balance of £80k. The aim would be to repay this amount during 2012/13.

- 5.9 Another proposal of this report is to enter into a contract with Veolia to sell the textiles collected from the bring banks at a price of between £250 to £450 per tonne. Based on an average of 300 tonnes per annum, this could generate income of between £75k and £135k per annum.

6. LEGAL IMPLICATIONS

- 6.1 None. These proposals are compliant with both the Environmental Protection Act 1990 & the Controlled Waste Regulations 1992, which specify the council's statutory and non-statutory duties with regard to household waste, including the options for levying collection charges.

7. PERSONNEL IMPLICATIONS

- 7.1 The operational management of the trial will require an additional dedicated Waste Advisor. The administration of the charging structure will require an additional dedicated finance administrative support officer who will also be responsible for the customer database and the issuing and reconciliation of invoices and cash received.

Non-Applicable Sections:	None
Background Documents: (Access via Contact Officer)	None

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APPENDIX A

LBB Waste Services - Garden Waste Service analysis

LOCAL AUTHORITY	LA TYPE	MATERIAL	CONTAINER SIZE	PURCHASED / HIRED	COST	SERVICE COST PA	CONCESSION PRICE	COLLECTION FREQUENCY	CUSTOMER BASE	TOTAL PROPERTIES	YEAR INTRODUCED	% POPULATION SERVED	Notes
Gloucester City Council	WCA	Green Waste	240L	all-in cost		£36.00	£18.00	fortnightly (50 weeks)	14000	52157	2005	27%	
Charmwood	WCA	Green Waste	240L	leased		£26.00	£15.00	fortnightly (50 weeks)	25324	68288	2004	37%	£15 per year if by DD
Test Valley BC	WCA	Green Waste	reusable sack (20kg limit)	purchased	£1.00	£24.00	£13.50	fortnightly	10,000	48080	2004	21%	They have a long list of concessions and each extra sack is at the concession price
Shepway DC	WCA	Green Waste	180L	hired one-off	£20.00	£35.00	-	fortnightly	11323	48495	2008	23%	
Thanet DC	WCA	Green Waste	240L	hired one-off	£27.50	£35.00	-	fortnightly	4000	65453	2008	6%	Residents are entitled to a £5.00 discount for renewing their subscription early / pro-rata charge depending on when you join the scheme in the year
Cheltenham BC	WCA	Green Waste	240L	all-in cost		£36.00		fortnightly	10500	52619	2011	20%	initial service was reusable bags which started in 2005
Woking BC	WCA	Green Waste	240L	all-in cost		£37.00	£21.00	weekly (50 weeks)	11000	40373	2009	27%	additional containers @ £15 (£10 concession price)
Ashfield DC	WCA	Green Waste	240L	all-in cost		£20.00	-	fortnightly (40 weeks)	6000	51529	2008	12%	initial pilot service was in 2005 to 6500 properties w/ 15% participation
Mid Suffolk DC	WCA	Green Waste	240L	all-in cost		£40.00	-	fortnightly (50 weeks)	12000	40754	2008	29%	2007 introduced a pilot, chargeable garden waste service to 680 households
East Hampshire DC	WCA	Green Waste	reusable sack (25kg)	purchased	£5.00	£25.00	£9.00	fortnightly	unknown	48282	2004	#VALUE!	£12.50 for subsequent licences
Rushcliffe BC	WCA	Green Waste	240L	all-in cost		£25.00	-	fortnightly (50 weeks)	unknown	46794	2011	#VALUE!	£10 per extra container / charged for in 2011
Cotswold DC	WCA	Green Waste	240L / bag*	all-in cost		£30.00	£15.00	weekly (50 weeks)	18500	39154	2008	47%	can choose wheeled bin or brown paper garden bags @ £1 per bag
Exeter City Council	WCA	Green Waste	240L	hired		£35.00	-	fortnightly	6000	50380	2004	12%	*6000 using w/bin - unknown for bag service
Norwich City Council	WCA	Green Waste	bag (90L) 10Qty	purchased	£6.00			fortnightly	unknown				
Brentwood BC	WCA	Green Waste	240L	all-in cost		£40.00	-	fortnightly (50 weeks)	8200	62325	2008	13%	2007 pilot for 2000 properties
			240L	hired		£40.00	-	fortnightly	3000	31698		9%	
			sack biodegradable	purchased (qty 10)	£2.20			fortnightly	unknown				
South Norfolk Council	WCA	Green Waste	240L	all-in cost		£42.00	£31.00	fortnightly	10000	53243	2005	19%	90p labels for ad hoc GW no longer available
Southend on Sea BC	Unitary	Green Waste	240L	purchase cost	£28.40	£33.25	-	weekly (39 weeks)	18000	78264	2004	23%	
			240L		£28.40	£44.40	-	weekly (52 weeks)					
			sack compostable	purchased (qty 10)	£5.55			ad hoc weekly					
Bath & North East Somerset Council	Unitary	Green Waste		delivery cost	£2.65	£31.95	-	fortnightly	15000	75967	2004	20%	
			sack paper	purchased	£1.25			fortnightly					
LB Merton	Unitary	Green Waste	240L	all-in cost		£65.00	£50.00	fortnightly (50 weeks)	new service	80520	2011	#VALUE!	
			sack paper (75L)	purchased (qty 25)	£65.00		£50.00	fortnightly (50 weeks)	new service				
Elmbridge BC	WCA	Green Waste	240L	all-in cost	£39.00	£33.00	£16.50	fortnightly	15000	54805	2006	27%	20% discount for re-subscribers
			reusable sack (2)	all-in cost		£30.00		fortnightly	inc. in above				
Great Yarmouth BC	WCA	Green Waste	240L	all-in cost		£48.50		fortnightly	5000	45766	2010	11%	4 weekly service in winter
			renewal cost			£37.50							
RB Kingston upon Thames	WCA	Green Waste	240L	all-in cost		£69.00	£59.00	fortnightly	3874	64328	2009	6%	discount price of £53 for renewing customers
Swale BC	WCA	Green Waste	240L	all-in cost		£38.85			5500	59105	2007	9%	
LB Richmond	Unitary	Green Waste	240L	all-in cost	£65.00			fortnightly	12000	65000		18%	

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WIN Focus 7 - August 2010

Subscription based services: Garden Waste

This document provides support to councils who are considering the introduction of a subscription based garden waste collection service. WIN has gathered evidence from a number of councils who are running such schemes and has brought together advice, top tips and lessons learnt. The options are explored and some of the research other councils have done in order to shape their own services is presented. Based on existing practices, WIN provides information and support to local authorities - helping them to develop waste, recycling and related services which are best suited to their local area and that best meet the needs and wishes of residents.

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- 2.0 Approaches to Garden Waste
 - 2.1 Garden waste continues to be accepted into domestic waste collection
 - 2.2 Terminate an existing, free garden waste collection service
 - 2.3 Ban garden waste in the domestic refuse collection service
 - 2.4 Introduction of ‘no-side-waste’ or ‘closed lid’ policy to limit garden waste in domestic refuse service
 - 2.5 Introduce an opt-in subscription-based green waste collection scheme
 - 2.6 Suspension of service over winter months
 - 2.7 Collection of food & garden waste co-mingled
 - 2.8 Promotion of home composting / Using WIN’s Composting Framework
- 3.0 Making savings through suspending collections over winter
- 4.0 Type of collection – Bags vs. Bins
 - 4.1 Bags
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 - 5.1 Consultation
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1.0 Summary

All councils have been tasked with finding efficiencies, reducing costs and improving services. Under the Controlled Waste Regulations 1992, garden waste is classified under Schedule 2 (Regulation 4), as a type of waste for which a charge may be made. This report has found that the **introduction of a subscription-based garden waste service** could:

Pros

- ✓ Increase recycling performance and help councils to meet their recycling targets (- predominantly where no garden waste collection existed prior to introduction of new service)
- ✓ Remove the garden waste element from the domestic waste stream in participating properties
- ✓ Provide additional revenue for the council
- ✓ Provide an opt-in, additional kerbside service, which is inclusive to all residents who wish to take part
- ✓ Maintain a financial incentive for householders to home compost their organic waste, which is the best environmental option
- ✓ Create a fairer system financially for residents in flats, HMOs etc - who do not produce garden waste

Cons

- ✗ Cause public dissatisfaction & negative publicity, particularly if a previously free-of-charge service was offered prior to the introduction of the new subscription-based one
- ✗ May increase garden waste arisings in those properties taking part, as residents are likely to fully utilise the collection service they are paying for (as opposed to taking garden waste to HWRs or home composting it)
- ✗ May reduce tonnages of garden waste collected on commencement of the scheme, thus lowering recycling performance - especially in cases where the council offered a free-of-charge collection service prior to introduction of a new subscription-based one.

Evidence collected from councils who **suspend their subscription-based garden waste collection service over winter** months has suggested that:

Pros

- ✓ Significant cost savings can be achieved
- ✓ Tonnages of garden waste collected are typically much lower during this period
- ✓ It may be a better option environmentally due to decreased carbon emissions through the decommissioning of collection vehicles
- ✓ Residents may be supportive of the suspension, particularly if it helps to keep annual service costs down

Cons

- ✘ Operational issues may occur, particularly when the service resumes after winter
- ✘ Residents may see the suspension of the service as a negative, particularly if they previously been offered an all year round service.
- ✘ A lowering of recycling performance is possible but is unlikely to be significant

With regard to the **type of collection receptacle, wheeled bins and bags** were considered in the report and observations included:

- With the use of bags, operational issues may occur including health & safety considerations and processing problems.
- With the use of wheeled bins, issues identified included higher purchase and administrative costs along with difficulties with traceability and ownership issues.

When councils are considering the **introduction of a new service** this report advises councils to consider costs, risks, operational issues and type of service to be offered. A full public consultation is likely to be required and communications are paramount in order to gain public support, encourage participation and to avoid risk issues such as contamination and low participation.

2.0 Approaches to Garden waste

Many different approaches to dealing with garden waste currently exist among councils. The options are varied, types of collections differ and few authorities follow the same model. For more information on choosing the right recycling collection system see WRAP's 2009 report on recognised Kerbside Collection Methods: [Choosing the right recycling collection system](#).

The table below summarises several approaches to garden waste giving pros and cons and further information.

Approach	Pros	Cons	Notes & Links
2.1 Garden waste continues to be accepted into domestic waste collection	May be popular with residents. Do nothing approach, costs remain neutral. No changes may mean no adverse publicity.	Garden waste remains in domestic waste stream and goes to landfill, loss of recyclable materials, lower diversion rates.	This option is becoming increasingly unacceptable due to rising cost of landfill & recycling targets.
2.2 Terminate an existing, free-of-charge garden waste collection service	Could achieve big cost savings for authority.	Could incur significant contractual costs. Unpopular with residents.	Difficult to terminate a collection service without offering an alternative and accessible disposal route for residents. Please also see related notes regarding Northumberland County Council in section 2.5 below.
2.3 Ban garden waste in the domestic refuse collection service	Enforcement action can be taken against residents who ignore the ban. Some councils consider this an essential element to go alongside introduction of subscription-based collection service.	Ban could be unpopular with residents, difficult to administer and relatively easy for residents to ignore.	One council proposed a 3 month 'amnesty' to ensure that residents were fully aware of the new arrangements before any enforcement action began.
2.4 Introduction of 'no side waste' or closed lid policy to limit garden waste in domestic refuse service	Good alternative to a complete 'ban' on garden waste in domestic refuse. Effective at preventing green & other recyclable wastes from entering the domestic waste stream.	May be unpopular with residents. May be difficult & costly to enforce, particularly if council does not have a dedicated enforcement team.	See WIN's case study on Exeter City Council: Education, Enforcement & Legal Lessons for an example of a contamination related legal proceeding by Exeter CC.

<p>2.5 Introduce an opt-in subscription-based garden waste collection scheme</p>	<p>Additional revenue for the local authority. Opt-in system means a financial incentive remains for householders to home compost their organic waste, which is the best environmental option. See section 2.8 for more on home composting.</p>	<p>May receive adverse publicity & complaints to the council. Full public consultation exercise likely to be necessary. Agreement & support by Members would have to be sought. Cost implications of introduction of new service. Households who take part are less likely to home compost or take garden waste to HWRS, therefore potentially increasing garden waste arisings.</p>	<p>Northumberland introduced a county-wide opt-in subscription-based garden waste collection service in 2009. Prior to this arrangement six districts in the county had differing services varying from a free-of-charge opt-out service through to a £35 opt-in service. The new service gave uniformity to the county's green waste collections. Subscriptions were £20 / year in 2009 and remained at this level for 2010. When the service was introduced, a number of complaints were received from the public, however the level of complaints were lower than expected. The majority were in relation to the new charges but others were concerning lack of collections in the winter and complaints regarding the price difference between the bags and wheeled bin options. The new service also generated adverse coverage in local press.</p>
<p>2.6 Suspension of service during winter months. (Also see section 3.0)</p>	<p>Service not operational when tonnages are lowest. Cost savings during winter months. Vehicles & staff can be decommissioned / re-located. Carbon savings achieved due to not running collection vehicles during low tonnage months. May also contribute towards waste minimisation targets by reducing the kg/head collected each year. For more info see section 3.0.</p>	<p>May be an adverse effect on recycling performance. Difficulties in first cycle of emptying bins on recommencement of service. For more info see section 3.0 below.</p>	<p>See more detail on savings, as identified by councils in section 3.0 below.</p>

<p>2.7 Collection of food & garden waste comingled</p>	<p>May be a popular option with residents, especially if the collections of food & garden waste are weekly in conjunction with alternately weekly collections of domestic waste.</p>	<p>Charges cannot be made for food waste. WRAP's research report released in Feb 2010 indicated that combined organic waste collections (garden & food) are less effective in diverting food waste for recycling compared to food only collections. As a result it will be much more difficult to achieve high diversion / recycling targets with combined food and garden collections systems. Furthermore the food waste remaining in the residual bin will need to be managed at increasingly higher disposal costs.</p>	<p>In February 2010, WRAP released a report titled Performance analysis of mixed food and garden waste collection schemes. This study looked at the effectiveness of recycling food waste via mixed food and garden waste collections. Also see the following WRAP reports:- Managing biowaste - cost benefit analysis (update) October 2008 and Managing biowaste - cost benefit analysis (May 2007)</p>
<p>2.8 Promotion of home composting / Composting Framework</p>	<p>Home composting is environmentally the best option. A cheaper and more flexible alternative for residents in comparison to an annual charge. Good to offer residents alternative options when introducing a new opt-in subscription-based service. Residents can be offered a subsidy to encourage uptake – also possible within the WIN / IESE National Home Composting Framework</p>	<p>Not accessible for all householders e.g. those with no garden or small gardens. Onus is on householder to purchase, set up and maintain composter. Householders may give up composting if problems are encountered.</p>	<p>The WIN / IESE National Home Composting Framework has been set up to give local authorities a simple and efficient solution to providing home composting units, accessories and related communications without having to undertake a tender process. Also see the RecycleNow home composting pages.</p>

3.0 Making savings through suspending collections over winter

- ✓ **Lower tonnages during winter months.** Tonnage of garden waste generated and collected tends to reduce considerably. Information from councils suggests that the tonnage of waste collected falls to less than a third of what would be expected at other times of the year. (Source: Bromsgrove DC)
- ✓ **The environmental benefit vs environmental impact of collections.** The environmental benefits of composting small tonnages of material collected during this period may be outweighed by the overall environmental impact of the collection service – e.g. vehicles would still need to visit every property, emptying all bins on the collection route, regardless of quantity of material put out. Encouraging the diversion of garden waste to home composting and HWRS can be of great value in helping to maintain recycling of garden waste and in preventing this waste entering the domestic waste stream during this period. The [WIN / IESE National Home Composting Framework](#) has been set up to give local authorities a simple and efficient solution to providing home composting units, accessories and related communications without having to undertake a tender process.
- ✓ **Cost savings** can be achieved through the de-commissioning of vehicles and re-locating operatives for the winter period.
- ✓ **Communications** about such a change in service should be far-reaching and include a variety of local groups such as Parish Councils, Libraries, Leisure Centres, Members, local press, local magazine, on refuse and recycling calendars. Some authorities also offer a one off collection for Christmas trees in January. See the WIN document [Waste Communications Budgets: presenting the business case](#) (Mar '10) for help on establishing a business case for communications spend. Also see [Recycle Now Partners](#) for communications support & downloadable resources.

SUSPENSION OVER WINTER....MORE ISSUES TO CONSIDER	
<p>Cost: East Lindsey DC estimated that suspending collections over winter would save the council £170,000 / yr. Bromsgrove DC investigated a re-introduction of collections for the period Dec – Mar in 2007 and estimated that it would cost almost £80,000 to re-introduce & sustain collections during those winter months.</p>	<p>Operational: The first cycle of emptying bins could present a problem if green waste has been left in the bin for the extended winter period and it may be difficult to empty. Also, much larger quantities of green waste may be presented during the first few weeks of the resumed service.</p>

Environmental:

East Lindsey DC reported that suspending collections would reduce the Council's carbon emissions by 145 tonnes each year.

Less recycling?

An adverse effect on recycling performance is possible but research has shown it is not likely to be significant. Waveney DC estimated that as the amount of green waste collected during the winter period was low (approximately 1,400 tonnes) the impact on recycling figures was estimated to be in the region of <2%

Resident support:

Waveney DC consulted their residents in 2004 on whether a 2 month suspension of the green waste collection would be acceptable. 78% of residents surveyed said that this was acceptable.

Lack of resident support:

Residents may see a suspension as a negative, particularly if they are having the service suspended during winter months when it has previously continued all year round. Positive communications can help with this issue. East Lindsey DC produced an excellent document which is available to look at on WIN:

[Green Waste Collections – your questions answered](#)

This document has a list of Frequently Asked Questions for residents and details how the suspension of the service over winter has contributed to an improvement of the service environmentally and financially, saving 145 tonnes of carbon emissions & over £170,00 each year.

4.0 Type of collection – Bags vs Wheeled Bins

Councils will need to consider regularity of collection, how the collections will sit with current refuse & recycling arrangements, participation levels required to make the service cost effective and what vehicle / operative resources will be required. The question of which type of receptacle to use generally falls to two options – bags or wheeled bins. See below for some considerations on each type.

NB: If you are considering purchasing bins, bags or containers for collecting green waste, WIN's [Framework Contracts](#) page provides details of framework agreements that are quick and easy to use and usually mean you can avoid a tender process.

4.1 Bags

Councils should consider the following:-

- ✓ **Type of bag** - re-useable, disposable or bio-degradable.
- ✓ **Capacity** – sack size, volume or dimensions and weight limit per sack. This may be determined by bag supplier and by type of collection / loading methods.
- ✓ **Operational & service issues** regarding bags have been identified by councils. These issues included health and safety concerns associated with the lifting of bags and their loading into collection vehicles; capacity constraints with the vehicles given that an unknown number of bags may be put out for collection; processing difficulties at compost sites due to bags not fully biodegrading resulting in a poorer quality end product that is more difficult to sell.
- ✓ **Level of demand** - With 'pay as you go' bag services, councils have also indicated that it is hard to predict what the demand for the service will be on any particular street on any particular day. Vehicles can travel long distances and pick up nothing, conversely vehicles could travel and fill the vehicle unexpectedly from a few homes and have to go off to tip.
- ✓ **Cost of bags & cost to public** – with re-useable bags some councils offer a sliding scale for example - East Hampshire offer first bag @ £25/yr; second @ £12.50; subsequent bags @ £9. Some authorities offer free replacement of sacks if lost, damaged or stolen, others charge. Some authorities offer discounts for residents on benefits & for senior citizens. N.B There may be a link between levels of participation and the charges levied – e.g. the higher the charge, the lower the participation / tonnage collected, it is therefore important to charge at the right level. (see section 5.3 below for more details on charging)

4.2 Wheeled bins

An opt-in wheeled bin service whereby residents rent or buy the receptacle from the council for the year may give rise to considerations such as:-

- ✓ **Ownership of bin** – If the council retains ownership of the bin it can therefore be retrieved if the resident decides not to continue paying for the service in subsequent years.
- ✓ **Traceability** – With a subscription-based service, it is important to ensure bins are not stolen or lost from the household that has paid for the service. If a bin is stolen from a property the council may have to replace the bin and it may also mean that some other household will be getting the service without having paid for it. To combat this type of situation, ideally each bin would be registered to a property either by serial number, sticker or bin chip.
- ✓ **Customers opting out** – As and when a customer opts out of the service, the bins would need to be collected to ensure that the household did not continue to receive the service free of charge. These administrative and service costs should be accounted for.
- ✓ **Size** – Will be dependent on collection methods, likely tonnages and frequency of collection. As an example, Bromsgrove DC report that they collect 377kg/hh/yr with a 240 litre bin on a fortnightly basis.

5.0 Introducing the Service

5.1 Consultation

Consulting your residents will be an important first step before any decisions can be made.

Example of a Consultation

In 2005 a full public consultation was undertaken by one Borough Council to find views on the proposed subscription-based organic waste collection service and to determine preferred collection options. A questionnaire was sent out with the council's magazine to all properties and a response rate of 1172 households (2.5%) was achieved. Of the 617 responses that opted for the wheeled bin proposal, 67% said they would be prepared to pay for the service with 52% of these being prepared to pay up to 50p per week, (£26.00 per annum). 470 responses opted for the notion of paying for a bag collection service, of which 44% were not prepared to pay anything and 55% were prepared to pay.

Useful consultation documents

[Bromsgrove District Council's Liaison Leaflet](#) this was sent to residents to advise why changes were being introduced and as part of consultation exercise.

5.2 Costs

Councils should consider cost implications including:-

- ✓ Purchase of additional vehicles/equipment
- ✓ Vehicle running costs & fuel
- ✓ Drivers + Loaders / Operatives including overheads
- ✓ Initial purchase of receptacles
- ✓ Delivery of receptacles and on-going replacement costs for damaged / stolen items
- ✓ Administration of scheme – could you centralise this function? See information below on 'keeping administration costs down'
- ✓ Communications budget, marketing, publicity, press, leaflet production & distribution / postage costs
- ✓ Gate fees for organic waste
- ✓ Consultancy fees

But can offset the above with:-

- ✓ Recycling credits
- ✓ Subscriptions

Keeping administration costs down: Have you thought about centralising the function for the administration of the garden waste service across the whole of the County area?

Surrey Waste Partnership with funding from Improvement & Efficiency South East (IESE) is currently looking at a centralised system for administering their green waste services.

All of the waste collection authorities in Surrey operate subscription garden waste collections. The physical delivery of these services is generally managed as part of the overall waste and recycling services in each authority. There are differences in containment methods (predominantly reusable bags or wheeled bins), differences in disposal points and suppliers and differences in approaches to method and timing of subscriptions. Each authority spends a significant sum administering the renewals as well as managing customers in terms of service issues through the year. There is duplication of effort that will result in savings opportunities if back office functions are aligned and amalgamated either through a third party supplier or through a host authority. The centralised system will include;

- Receiving and processing payments – whether by direct debit [preferred], card or cheque
- Receiving service complaints
- Transmitting orders for collection service to collection agency [contractor or DSO]
- Arranging despatch of containers, bags or sacks
- Forwarding income to participating authorities
- Preparation of management reports
- Advising on and/or arranging service promotions and advertising
- Possibly also involvement in other composting initiatives, e.g. centralised sale of bulk discount composter, green cones and wormeries
- Providing expert assistance and advice on composting
- Examining further joint ownership with other key partners, e.g. hospital trusts and private industry

Authorities would have the option of joining into this centralised system on an individual basis as and when appropriate – the system would not necessarily rely on all authorities taking part from the outset in order to function effectively. This would allow the freedom and flexibility for some authorities to join in at a later date, perhaps when the benefits become more apparent.

For further details on this scheme, please contact Christine.batty@southeastiep.gov.uk

5.3 Participation & Subscriptions

It is important to charge at the right level to ensure residents are willing and able to participate. Consideration will first need to be given to the costs associated with introducing and running the service (suggested factors are outlined in section 5.2). There is likely to be a minimum level of participation at which the service becomes economically viable but equally there may be service and capacity constraints which could limit the expansion, particularly at the outset.

Example 1 – across one county in England, the following schemes and subscriptions are currently in operation:-

Example of subscriptions system across county of Hampshire – all councils currently using a bag collection system

Of the thirteen districts & boroughs in Hampshire, eleven offered a subscription-based garden waste collection service (all with bag type collections), one offered a free collection service and one offered no collection service. Subscriptions in the 11 authorities are broken down as follows:-

- Seven authorities offered a fortnightly collection service (six authorities offered one bag, one authority offered two bags). Annual subscription varied - lowest being £23, highest £35 (**Average charge = £27**)
- One authority offered a weekly bag collection @ £25/annum
- Two authorities offered a free-of-charge collection service for the first sack, but residents were asked to pay for subsequent sacks if required.
- One authority made sacks available to purchase charging £1.50 per sack and collected from households fortnightly.

Example 2 – Northumberland simplified the county's system of subscriptions for green waste collections

Northumberland's districts had a variety of subscription levels for green waste collection until a uniform approach was adopted in 2009

Northumberland County Council introduced a county-wide opt-in subscription-based garden waste collection service in 2009. Prior to this arrangement six districts in the county had differing services varying from a free-of-charge opt-out service through to a £35 opt-in service. The new service gave uniformity to the county's green waste collections. Subscriptions were £20 / year in 2009 and remained at this level for 2010.

5.4 Communications

Further along the line, getting your **communications** right is paramount! Here are some top tips we have collected from speaking to councils who have gone through the process

- ✓ **Dealing with queries & complaints** – Ensure that you prepare a list of likely Frequently Asked Questions early on with standard responses. Make sure your help desk, officers and Members all have copies so that a consistent message can be given to the public & press - right from the start.
- ✓ **Give the alternatives** – It is important to highlight the alternative options for dealing with garden waste, for example home composting and HWRS
- ✓ **Highlight the (increasing) costs of continuing with the existing approach**, particularly if garden waste is currently collected within the domestic waste stream. In a so called 'free-of-charge' service all householders are paying for disposal through their council tax, whether they utilise the service or not. With the opt-in service, only those who wish to use it pay for it.
- ✓ Get the **right communications budget** – look at the WIN document [Waste Communications Budgets: presenting the business case](#) (Mar '10) for help on establishing a business case for communications spend.
- ✓ **Be consistent with your campaign** and utilise the resources that are already available. See [Recycle Now Partners](#) for communications support & downloadable resources.

5.5 Operational issues

- ✓ **More tonnage / household**. If garden waste is currently collected without charge, the introduction of a subscription-based service may see much higher volumes of garden waste generated per household as residents get full value for money. Bromsgrove DC introduced a subscription-based wheeled bin service for garden waste and had previously collected in the same way without charge. They reported:- “Pre charge we collected approx 230kg/ household / year as opposed to 377kg with the charge... previously residents may have presented a bin with a few leaves in it now nearly every bin will be full”.
- ✓ **Requests for smaller bins / bags** An assisted collection or different collection receptacle may be an alternative option for those who have difficulty in presenting the standard receptacle offered.

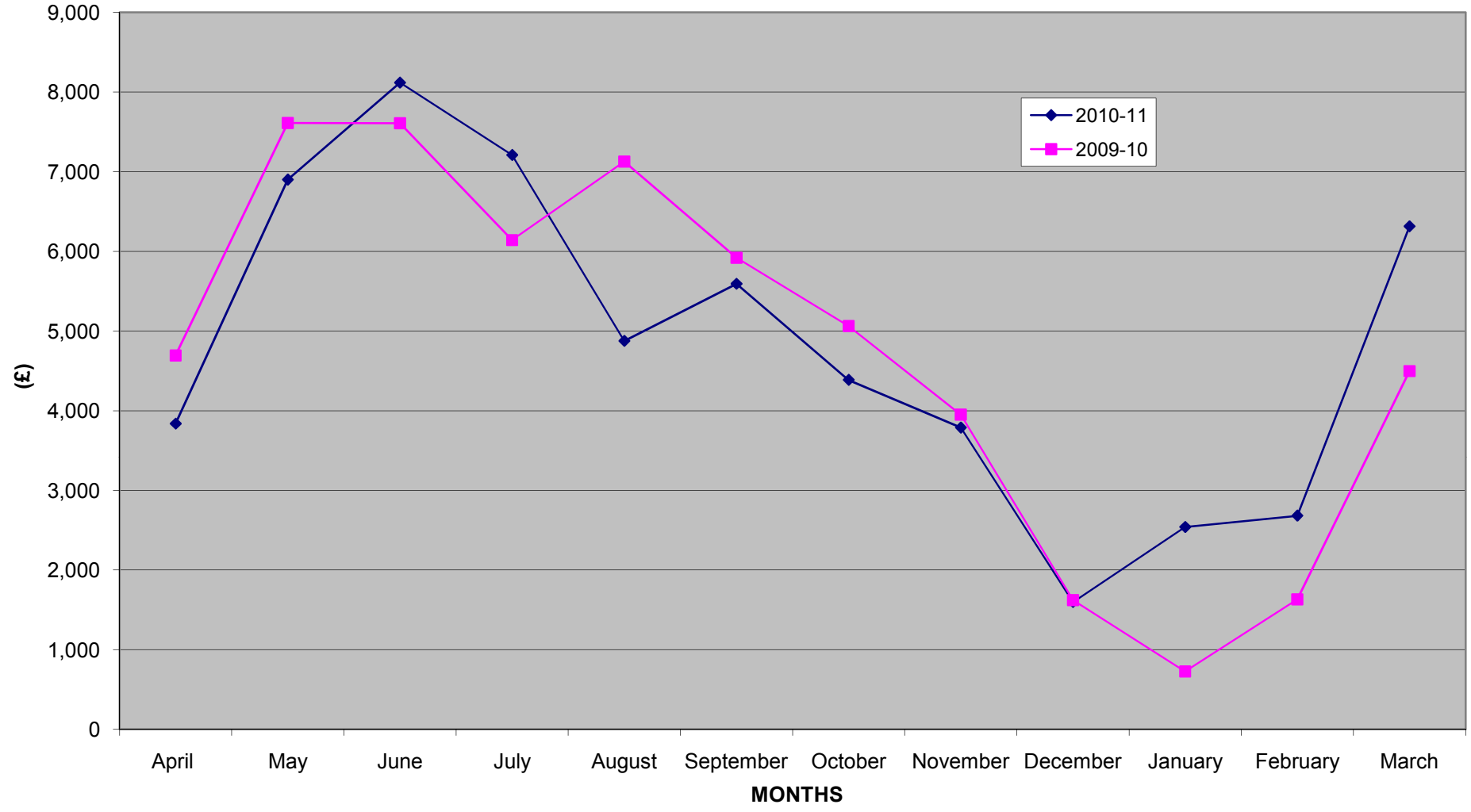
5.6 Risks

Contamination	Low participation	Health & Safety
<p>If communications and public engagement are successfully provided to run alongside the introduction and continuation of a scheme contamination can be managed successfully. Check out the following document on WIN:- Garden Waste Kerbside Recycling Exemplar Campaigning Strategy (Waste Aware Scotland). For excellent and detailed information including:-</p> <ul style="list-style-type: none"> ■ Policies to manage contamination ■ Timing and implementation of the campaign ■ Recommended campaign materials & communication messages with lots of great examples 	<p>Consider coinciding start of service with the start of the growing season. This ensures that the service is available when demand is greatest, encouraging householders to quickly develop the habit of recycling garden waste.</p> <p>Promote home composting & HWRS as alternatives.</p> <p>For help on communication also see the document held on WIN Garden Waste Kerbside Recycling Exemplar Campaigning Strategy (Waste Aware Scotland).</p>	<p>See this excellent document on WIN for Health & Safety good practice guidance : Green waste collection: Health Issues (HSE) It is intended for managers, supervisors and operators working with green waste.</p>

6.0 Contacts & Links

WIN: win@southeastiep.gov.uk & www.win.org.uk

Appendix C - GGW STICKER SALES



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Report No.
ES11132

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: Environment Portfolio Holder

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

Date: 15 November 2011

Decision Type: Non-Urgent Executive Non-Key

Title: ENVIRONMENT PORTFOLIO PLAN 2012/13

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

Chief Officer: Nigel Davies, Director of Environmental Services

Ward: All

1. Reason for report

The report sets out a recommended structure for the 2012/13 Environment Portfolio Plan.

2. **RECOMMENDATION**

2.1 That the Portfolio Holder approves the proposed structure for the Environment Portfolio Plan 2012/13.

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 & LIP funding
 4. Total current budget for this head: £36m, and £6.680m LIP funding from TfL (2011/12 budget)
 5. Source of funding: 2012/13 Revenue budget, and 2012/13 LIP funding agreed by TfL
-

Staff

1. Number of staff (current and additional): 225 fte (2011/12)
 2. If from existing staff resources, number of staff hours:
-

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):
-

Ward Councillor Views

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

3. COMMENTARY

- 3.1 This report provides an early opportunity for Members to consider the priority outcomes recommended for inclusion in the Environment Portfolio Plan for 2012/13. Services provided within the Environment Portfolio affect the daily lives of every Bromley resident. Many of the challenges in delivering a quality environment are long-term.
- 3.2 The Portfolio Plan has been prepared in accordance with the Council's performance management strategy. This is one of the Council's eight corporate Foundation Strategies which have been identified as being the key building blocks on which to grow and improve the authority to be 'excellent in the eyes of local people'.
- 3.3 The Council uses a range of local and national performance indicators and measures to assess whether we are achieving our Building a Better Bromley (BBB) service delivery outcomes. Portfolio Holders are identified by the strategy as having responsibility for ensuring the creation and delivery of their Portfolio Plans; setting the vision and identifying priorities for their service remit. The respective PDS committees provide wider views before those plans are agreed, and then hold the Portfolio Holder to account for performance and delivery of the final plans.
- 3.4 It is intended that a first draft of the Portfolio Plan for 2012/13 will be reported to the Environment PDS Committee at its 17th April 2012 meeting, and subsequently to the Environment Portfolio Holder. The broad approach recommended is that of consistency with the priorities of the 2011/13 Portfolio Plan.
- 3.5 A final draft of the 2012/13 Portfolio Plan will then be presented to the Committee in early summer 2012. The final version will show the progress that has been achieved against the service expectations agreed in the 2011/12 Plan.
- 3.6 The Committee will be aware of the continuing prominence given to environmental issues and the need to take action on this locally. These issues affect not just the Environment Portfolio, but the Council corporately.
- 3.7 In the previous municipal year the Environment PDS Committee expressed its support for the use of the 2011/12 Portfolio Plan to provide a clear statement of Portfolio priorities for the benefit of the public and staff. In particular, the Committee wanted the Plan to provide a yardstick to measure achievement against objectives that could be used by the public and Members to hold the Portfolio Holder and Environmental Services Department accountable. The Committee wanted 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.
- 3.8 In taking this approach forward the 2012/13 Plan will therefore be drafted to facilitate:
- Accountability for the achievement of 2011/12 milestones and performance expectations
 - Understanding of the Portfolio's objectives for 2012/13
 - Setting milestones and local performance expectations for 2012/13
- 3.9 The abolition of the Place Survey in 2010 has meant that there is no longer national benchmarking data available on residents' satisfaction with services such as street cleaning, waste collection, recycling, parks, and roads & footway maintenance. At its April 2011 meeting, the Environment PDS Committee asked that consideration should be given to replacing existing benchmarking methods with a superior method, if available, to establish residents' satisfaction with the services delivered within the Environment Portfolio. In the light of the current financial climate it has not been possible to take this aspiration forward. The 2012/13 Environment Portfolio Plan will therefore not contain measurable targets for public satisfaction services.

3.10 The recommended priorities for the Plan are set out in Section 4 below, together with background on their significance as the key outcomes which should be sought in 2012/13.

4. POLICY IMPLICATIONS

4.1 Improving the street scene

The quality of the street scene (including street cleaning and graffiti reduction) continues to be of major importance to local people. Residents have consistently identified “clean streets” as one of their most important priorities (alongside health and levels of crime) in making Bromley a pleasant place to live. Public expectations of the quality of these services continue to rise, and Members have emphasised the need to further improve the standards of road sweeping. The Council is also seeking to expand the Street Friends scheme.

4.2 Minimising waste, and increasing recycling and composting

Over 520 kg (1,150 lbs) of waste per household was collected in Bromley during 2010/11. Levels of waste have significantly declined in recent years, but this needs to continue being reduced for both environmental and financial reasons. The Council has made a priority commitment to its Recycling and Composting for All policy borough-wide, aiming to divert even more waste from landfill. The Council is also committed to improving facilities for producing energy and fertiliser from organic waste.

4.3 Enhancing our parks and open spaces

There is continuing recognition of the importance of high quality green spaces to the character of the borough. Residents appreciate the importance of a continuing programme of improvements to the borough’s parks and green spaces, and this priority is reflected in the number of active Friends of Parks Groups. The Council is committed to expanding this scheme.

4.4 Improving transportation

Traffic congestion continues to be a major issue. Businesses are concerned about the effect on the local economy, and many local people believe tackling congestion should be a priority. The Council seeks to achieve this aim through better highway design and tackling delays at key junctions. The Council has successfully promoted school travel plans, seeking to reduce congestion at peak times. Road safety is another key priority and here again partnership with schools is important. The Council will continue to lobby for extensions to the Docklands Light Railway and Tramlink into the borough.

4.5 Maintaining our transport infrastructure

Road and pavement repairs are cited as a key issue by many residents. Bromley has a good reputation in responding to snowfall, and this needs to continue. Effective controls on utilities are essential to ensure good standards of work and to minimise traffic delays.

4.6 Customer Services and Cross-Cutting themes

A range of cross-cutting services support improved delivery across the Portfolio, for example in customer focus, communications, ICT, performance management, efficiency, service reviews, and depot & fleet management. The Portfolio plays a leading role in energy efficiency and meeting carbon management responsibilities. In addition, the Council’s parking services are an important customer service for both motorists and residents.

4.7 The Council's overall objectives, as set out in Building a Better Bromley, are:

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

4.8 The objectives recommended for the Environment Portfolio Plan support these overall objectives, predominantly in working towards a quality environment.

5. FINANCIAL IMPLICATIONS

5.1 The priorities, as set out in this report will be delivered within the resources identified in the Portfolio budget for 2012/13 and any external funding that can be secured.

Non-Applicable Sections:	Personnel, Legal implications
Background Documents: (Access via Contact Officer)	Environment Portfolio Plan 2011/12 http://sharepoint.bromley.gov.uk/ielistDocuments.aspx?Cid=127&MId=3746&Ver=4

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Agenda Item 9

Report No.
ES11131

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: Environment PDS Committee

Date: 15th November 2011

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

Title: ENVIRONMENT PORTFOLIO PLAN 2011/12; HALF-YEAR
PROGRESS REPORT

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

Chief Officer: Nigel Davies, Director of Environmental Services

Ward: All

1. Reason for report

The report outlines progress at the half year stage against the commitments made in the 2011/12 Environment Portfolio Plan.

2. **RECOMMENDATION(S)**

The Committee is asked to note and comment on the progress of the 2011/12 Environment Portfolio Plan.

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: £36m, and £6.680m LIP funding from TfL
 5. Source of funding: 2011/12 revenue budget and 2011/12 LIP funding agreed by TfL
-

Staff

1. Number of staff (current and additional): 225 fte
 2. If from existing staff resources, number of staff hours:
-

Legal

1. Legal Requirement: No statutory requirement or 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

- 3.1. The final draft of the Environment Portfolio Plan for 2011/12 was considered by the PDS Committee on 16 June 2011, and then subsequently agreed by the Portfolio Holder.
- 3.2. Earlier this year, in consultation with the Environment Portfolio Holder, a selection of priority aims drawn from the Portfolio Plan was put forward for the Council's 2011/12 Building a Better Bromley commitment. Appendix 1 sets out the progress which has been made on these priority aims.
- 3.3. A summary of half-year performance against the full set of milestones agreed in the Environment Portfolio Plan 2011/12 is then included as Appendix 2.
- 3.4. With regard to measurable performance, a number of indicators in the Portfolio Plan are monitored on an annual basis. For those services where performance is measured quarterly, no issues of concern need to be raised at this stage. Recycling rates are exceeding 50%, ahead of expectations; quantities of residual household waste continue to decline; the standard of street cleaning in respect of litter and detritus has improved; and the number of fly-tipping incidents are within acceptable bounds. Detailed information on these performance indicators will be published corporately via the Are We On Track process.

4. POLICY IMPLICATIONS

Existing policy is set out within the 2011/12 Environment Portfolio Plan.

Non-Applicable Sections:	Financial, legal and personnel implications
Background Documents: (Access via Contact Officer)	Environment Portfolio Plan 2011/12 http://sharepoint.bromley.gov.uk/ielListDocuments.aspx?CId=127&MId=3746&Ver=4

Appendix 1

Building a Better Bromley 2011/12; Quarter 2 Progress Report

Environment Portfolio

Improve recycling and composting rates, building on the success of Recycling and Composting for All to divert even more waste from landfill.

- Monitoring has shown that 50% of waste is currently being recycled or composted, ahead of the 48% target set
- The amount of residual waste produced by residents continues to decline, and this improvement is also ahead of our original expectations.
- Waste Advisors continue to respond to customers, monitor collections and receive feedback from crews where residents appear not to be recycling. Visits are carried out to encourage residents, and ensure they are aware of the recycling options and have the appropriate containers and information.
- Recycling and Composting for All is now being extended to flats. Affinity Sutton will be assisting with the roll-out; ensuring staff are able to deal with any operational problems at each site.

Improve our facilities for producing energy and fertiliser from organic waste.

- We have continued to provide assistance to businesses looking to introduce Anaerobic Digestion (AD) facilities in Bromley, or sufficiently nearby to provide an economic option for the disposal of organic waste
- Planning permission has now been granted to CountryStyle for an AD plant

Sustain our standards of street cleanliness.

- Monitoring of streets in Quarter 2 shows that high standards of cleanliness are being sustained and in some areas continuing to improve
- Monitoring of the contractor's performance also demonstrates that they are providing a good standard of cleaning
- Tender evaluation is under way for the new cleansing contract commencing next April. A decision will be made by the Executive in November

Continue to take effective action to improve road safety and reduce accidents.

- A number of safety schemes are being taken forward in key locations
- Training and road safety education programmes are continuing

Seek to reduce traffic congestion.

- We are building on the successful introduction of the London Permit Scheme to reduce delays and traffic congestion
- Priorities this year include: the Orpington bypass (A224); and parts of the A234/ A222/ A2015 route through Penge and Beckenham
- Measures to reduce congestion in Cray Valley road and the junction with Cray Avenue are being installed
- We have ensured congestion relief measures are in place for when the diversion routes commence for the Chislehurst Bridge reconstruction
- The improvement scheme at Southborough Lane / Blackbrook Lane is complete and working well.
- The schools travel plan team continue to support schools in dealing with local problems concerning congestion and road safety

Improve energy efficiency in the borough.

- By 2010/11 the Council had achieved a 14 % reduction in its own emissions against the baseline year (2006/07)
- The Environmental Champions Network contributes to energy saving in the Civic Centre
- We are sharing good practice and innovation with local public and private sector partners e.g. the Penge Green Gym
- Support for the Bromley Sustainable Schools Forum, including potential schemes for introducing solar energy
- Furniture from the North Block has been largely recycled and reused
- Bromley Environment Awards held in July with over 130 guests

Expand the Street Friends and Friends of Parks schemes

- 56 Friends of Parks Groups are now working, with 52 of these fully accredited.
- Approximately £160k of external funding opportunities have been identified and applied for.
- The Big Bromley was Brushup held in August involving 70 people, and new Street Friends were recruited following the event

Further develop the 'Snow Friends' scheme prior to Winter 2011/12

- Snow Friends Conferences were held in June and September to develop this initiative.
- Further work is in progress to provide more detailed guidance and organise Snow Friends into groups. Bags of salt/number of shovels will be provided to groups pending their size.
- Almost 2,000 residents are involved in over 100 Snow Friends groups
- Langley Park Boys School and Stewart Flemming Primary School have volunteered for a School Snow Friends pilot.

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Appendix 2

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

Aim	Maintaining street cleanliness	
In the coming year we will ...		
Continue to support our partners, including the police, to issue Fixed Penalty Notices for a range of offences		<p>Safer Neighbourhood Teams have been trained; additional advice and information are being provided.</p> <p>Joint anti-litter campaign being planned for Bromley town centre</p>
Maintain residents' satisfaction with street cleaning standards		Focus is on complaints monitoring and localised studies, as borough-wide satisfaction survey is not being taken forward
Expand the Street Friends scheme and establish a Junior Friends Network.		See Appendix 1
Continue to monitor street cleanliness standards effectively and accurately		See Appendix 1
Develop the Community Toilet scheme to provide facilities for the public		22 participating businesses across the borough

Appendix 2

Outcome 2	Minimising Waste, and Increasing Recycling and Composting
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 ...	
Consolidate the borough-wide implementation of our Recycling for All policy	See Appendix 1
Enhance recycling through an innovative food waste collection service for flats	See Appendix 1
Through our waste advisers, assist residents to minimise their waste and recycle more	Waste Team deals with all comments and complaints from customers, providing information and explaining the service.
Improve our facilities for producing energy and fertiliser from organic waste	See Appendix 1
Support schools and businesses to recycle on a greater scale	Joint research project under way with Veolia to evaluate options for a dedicated business service
Maintain public satisfaction with waste collection	Focus is on complaints monitoring as borough-wide satisfaction survey is not being taken forward ICT upgrade has allowed a more rapid response to missed collections

Appendix 2

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

Aim	Maintain public satisfaction with parks and green spaces	
In the coming year we will:		
Maintain at least 51 accredited Friends of Parks groups, and assist them to seek at least £300,000 of external funding for park improvements		See Appendix 1
Continue to develop healthy and active play schemes for both young and old		BMX off-road facility opened at Mottingham Woods. Chiselhurst Recreation Ground play area redeveloped and reopened
Maintain the cleanliness of parks, open spaces and verges		Landscape contract now emphasises performance and outcomes rather than input and frequency of activity. Most parks toilets remain open and are now operated by Friends groups, sports groups or contractors
Improve safety and security in parks and green spaces, including Crystal Palace		Ward Security operations base is now at Crystal Palace park
Promote responsible dog ownership; and work with the police to enable owners of dangerous dogs to be prosecuted.		Promotion carried out in Q1 and planned for Q3; areas targeted included Holydale and Coney Hall recreation grounds
Integrate Country Parks and Rangers within the comprehensive Parks and Greenspace service		Progress report presented to PDS in Q1. Reorganisation now completed
Maintain public satisfaction with parks and open spaces		Focus is on engagement with Friends groups, and complaints monitoring, as borough-wide satisfaction survey is not being taken forward

Appendix 2

Outcome 4	Securing our transport infrastructure
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 ...		
Follow up the successful energy-saving pilot on the dimming of street lighting at appropriate times	Policy is now to introduce dimming for new schemes on all residential roads Traffic route dimming is being investigated	
Review the effectiveness and priorities of the winter maintenance service in the light of experience	Report to 15 November PDS	
Further develop the Snow Friends scheme prior to Winter 2011/12	See Appendix 1	
Commence work on the renewal of Chiselhurst Bridge	Scheduled for November 2011-October 2012; congestion relief measures are in place	
Initiate a major programme of refurbishments to the A233 Main Road, Biggin Hill	This year's programme of work has been completed	
Maintain public satisfaction with the condition of roads and footways	Focus is on localised studies and complaints monitoring as borough-wide satisfaction survey is not being taken forward	

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	Performance standard is being maintained	
Work with utility companies to improve the speed and quality of their work, taking enforcement action where necessary	Continue to meet utilities; action is taken where poor quality work is identified	
Build on the successful introduction of the London Permit Scheme to reduce delays and traffic congestion	Fee structure is being audited to meet DfT requirements	

Appendix 2

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)	Completed and submitted to the Environment Agency	
Demonstrate that the SWMP is being followed and developed	Funds for FWMA responsibilities approved Collaborating with LB Bexley to deliver required outcomes	
Adopt the statutory role of Lead Local Flood Authority	This is being discussed with LB Bexley and other Group 6 authorities	

Appendix 2

Outcome 5	Improving Transportation	
	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 ...		
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	Current focus is on Bromley North village Discussions with TfL under way, e.g. on A21 traffic signals New traffic model on target for Q3 completion	
Plan a medium-term 10% modal shift reduction in journeys by car to Bromley Town Centre	Promotional events for the general public, and workplace-specific. Pocket travel maps published	
Prepare to examine in 2012/13 the potential benefits of a new "park and ride" scheme	Options to be considered following planned closure of Westmoreland Road car park in September 2012	
Agree a new Local Implementation Plan (LIP) in response to the Mayor of London's revised Transport Strategy	LIP submission agreed by Environment Portfolio Holder September 2011. Discussions now taking place with TfL to seek their agreement.	
Review the Council's transport policies and contribute to the Council's Local Development Framework	Pending TfL agreement to LIP	
Lobby for extensions of the Docklands Light Railway and Tramlink into the borough	Via LIP and South London Transport Strategy Board, and in response to TfL consultation	

Appendix 2

<p>Decrease congestion and reduce journey times on priority routes focusing on:</p> <ul style="list-style-type: none"> • the Orpington bypass (A224) • parts of the A234/A222/A2015 route through Penge and Beckenham 	<p>See Appendix 1</p>
<p>Improve priority bus routes and, where practicable, reduce bus journey delays</p>	<p>See Appendix 1</p>
<p>Continue to support developers and businesses in introducing Work Based Travel Plans</p>	<p>Focus on Blue Circle site (“Trinity Village”) and Orpington Tesco.</p> <p>Working with The Glades on their travel plan review.</p> <p>Showers and pool bikes at Civic Centre for LB Bromley staff, and promotional events</p>
<p>Continue the reviews of School Travel Plans, working with schools and parents to reduce traffic congestion, improve road safety, and encourage walking and cycling.</p>	<p>92% of schools voluntarily engaged; 85 schools accredited.</p> <p>20 schools taking part in Walking the World.</p> <p>14 walking bus projects.</p>
<p>Provide cycle training to at least 1,600 people; and continue the successful programme of Complete Driving Courses</p>	<p>On target.</p> <p>Events held to support Biking Borough programme.</p> <p>Monitoring of borough-wide cycle use under way.</p>
<p>Improve pedestrian and cycle access to local facilities, parks and the countryside, including a major scheme for Court Road, Orpington</p>	<p>Cray Valley route out to tender, including new path in St Mary Cray.</p> <p>Goddington Park and Riverside Gardens schemes complete.</p> <p>Aim to commission Court Road scheme in early 2012</p>
<p>Seek to extend the New Beckenham (Lennard Road) car park</p>	<p>Proposal is being taken forward following September PDS.</p> <p>Planning approval being sought</p>
<p>Complete the Penge parking review, and undertake a comprehensive review of parking provision in Beckenham town centre</p>	<p>Penge: minor changes will be proposed following second consultation</p> <p>Beckenham: First consultation complete, results will be reported to members. Second consultation scheduled early 2012.</p>

Appendix 2

Aim	Fewer road accident casualties
In the coming year we will ...	
Implement a programme of accident reduction measures in key locations	See Appendix 1
Identify and prioritise locations for accident reduction measures in 2012/13	In preparation for 2012/13 programme
Deliver a programme of skid resistant road surfacing to improve safety	Under way

Appendix 2

Customer Services and Cross-cutting Themes

Aim	Contribute to wider environmental improvements	
In the coming year we will:		
Lead a programme of activity, including energy efficiency improvements, to reduce the Council's carbon emissions and mitigate the impact of the carbon tax	See Appendix 1	
Provide exemplars of good practice and celebrate the achievements of Bromley's residents and businesses at the Bromley Environment Awards	See Appendix 1	
Network with other local private and public sector organisations to improve energy efficiency and reduce carbon emissions across the borough	See Appendix 1	

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	<p>Improved access via E-forms and mobile phones is being prioritised under the "Channel Shift" initiative.</p> <p>Customer Service Excellence accreditation confirmed for third successive year</p> <p>Department's Customer Service Champions scheme is being refreshed</p>	
Embed coherent and effective service planning	Departmental and divisional planning completed for 2011/12.	
Identify and implement further efficiency savings	Embedded in the Council's 2012/13 budget preparation process	

Appendix 2

<p>Continue to achieve demanding service objectives within the context of tightened budget constraints</p>	<p>Half-year progress is covered by this report</p>
<p>Maintain control of our contracts at both Member and operational level, including reviewing our approach to services whenever contracts are renewed</p>	<p>Regular monitoring report to each PDS.</p> <p>Gateway reports are now being consistently brought forward.</p> <p>Corporate Procurement engaged in all contracts over £100k.</p>
<p>Support the Environment PDS Committee in exercising its powers of scrutiny over a range of public bodies, including the Council itself</p>	<p>Traffic Police presentation at September PDS</p> <p>TWA seminar September 2011</p>
<p>Continue to improve the effectiveness and fairness of the Council's parking enforcement activities</p>	<p>Monthly contract meetings with Vinci Park to review performance and service developments</p> <p>Parking ICT service is ready to go to tender.</p>
<p>Provide a choice of parking payment methods for motorists</p>	<p>Payments by mobile phone now at 1.5% and growing</p> <p>Improved signage and promotional activity undertaken</p>
<p>Ensure that good parking facilities and reasonable charges support the vitality of the borough's town centres</p>	<p>31 of 33 car parks have Park Mark award</p> <p>Customer survey held in Spring 2011 with positive feedback</p> <p>Improvements to signage and lighting in specific locations</p>

Report No.
ES11129

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: Environment PDS Committee

Date: 15th November 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
Tel: 020 8313 4512 E-mail: linda.winder@bromley.gov.uk

Chief Officer: Nigel Davies, Director of Environmental Services

Ward: Borough wide

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.
-

2. **RECOMMENDATIONS**

2.1 **That the Committee:**

- Review the draft work programme attached as Appendix 1;**
- Review the progress report related to previous Committee requests as set out in Appendix 2; and**
- Note the Environment Portfolio contracts listed in Appendix 3.**

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: Environment Portfolio 2011/12 approved budget
 4. Total current budget for this head: £36m and £6.680m of LIP funding from TfL.
 5. Source of funding: 2011/12 revenue budget and 2011/12 LIP funding agreed by TfL
-

Staff

1. Number of staff (current and additional): 225 fte
 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 not applicable.
-

Customer Impact

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

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 requests previously made 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.

4. POLICY IMPLICATIONS

- 4.1 Each PDS Committee is responsible for setting its own work programme.

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

APPENDIX 1

ENVIRONMENT PDS COMMITTEE FORWARD PROGRAMME FOR MEETINGS 2011/12

Environment PDS – 10 Jan 2012		
Forward Work Programme, Matters Arising from Previous Meetings and Contracts Register	C&SS	PDS Committee
Budget Monitoring 2011/12	Finance	For pre-decision scrutiny
Kent House Station (2nd resolution)	T&H	For pre-decision scrutiny
School Travel Plans	T&H	For pre-decision scrutiny (then going to CYP PDS on 17 th January)
Parking ICT Contract	C&SS	For pre-decision scrutiny
Misuse of Blue Badges	Resources/Audit	PDS Committee (Referral from E&R)
Cator Estate Roads - Offer to Transfer Ownership to Council	T&H	For pre-decision scrutiny
Southend Road Safety Scheme	T&H	For pre-decision scrutiny
The Council's Parking Strategy	T&H	For pre-decision scrutiny
Criteria for Approval of Footway Crossovers	T&H	For pre-decision scrutiny
Environment PDS – 28 Feb 2012		
Forward Work Programme, Matters Arising from Previous Meetings and Contracts Register	C&SS	PDS Committee
Budget Monitoring 2011/12	Finance	For pre-decision scrutiny
Environment PDS – 17 Apr 2012		
Forward Work Programme, Matters Arising from Previous Meetings and Contracts Register	C&SS	PDS Committee
Budget Monitoring 2011/12	Finance	For pre-decision scrutiny
Environment Sustainable Annual Review 2011/12	C&SS	For pre-decision scrutiny
Environment Portfolio Plan 2012/13	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
05.04.11	Keep budget for the community toilet scheme under review	Budget continually under review. Scheme to be reviewed and evaluated in November 2011
4.10.11	Facilitate discussion at Committee on School Travel Plans and performance measurement for this activity	Report scheduled for January Committee

Appendix 3

Contracts Register Summary

Contract	Start	Complete	Extension granted to	Contractor	Total Value £	Annual Value £	Environment PDS
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>21.0m</i>	<i>4.2m</i>	<i>Env PDS – 15 Nov 2011 E&R PDS – 6 Dec 2011 Executive - 14 Dec 2011</i>
<i>Parking ICT</i>	<i>1.04.12</i>	<i>31.03.17</i>	<i>n/a</i>		<i>750,000 est.</i>	<i>150,000 est.</i>	<i>Env PDS – 10 Jan 2012</i>
Parking Bailiff Services		31.03.13	n/a	JBW & Swift	320,000 est.	240,000 est.	
<i>Parking Bailiff Services</i>	<i>1.04.13</i>	<i>31.03.16</i>	<i>n/a</i>	<i>ESPO framework</i>	<i>600 to 750k est.</i>	<i>240k est.</i>	<i>Env PDS 4 Oct 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	
Floral Displays	30.05.11	30.04.12	n/a	Window Flowers & Amethyst	90,000	90,000	Gateway review to consider longer contract period.
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	05.11.13	London Hire	674,383	112,383 (<90,000 from 2012)	
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 & Improvements Contract –	01.04.07	31.03.11	31.03.13 Further extension possible to 31.03.15	May Gurney	7.1m	1.8m	<i>Gateway: Env PDS – 15 Nov 2011 E&R PDS – 14 Nov 2011 Executive - 16 Nov 2011</i>
Inspection of Street Works Contract	01.04.10	01.04.13		B&J	900,000	312,000?	
<i>Inspection of Street Works Contract</i>	<i>01.04.13</i>	<i>01.04.16</i>			<i>1,750,000</i>	<i>350,000</i>	<i>Env PDS – 4 Oct 2011 E&R PDS – 14 Nov 2011 Executive – 16 Nov 2011</i>
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	
Rural Grass cutting	30.5.11	29.05.13	29.05.14	Landmark Services	90,000	30,000	
Depot Security	01.04.10	31.03.15	N/A	Sight and Sound	126,000	126,000	
Waste Disposal	24.02.02	23.03.16	Possible extension to March 2019	Veolia	147m	10.5m	<i>Extension approval: Env PDS – 15 Nov 2011 E&R PDS – 14 Nov 2011 Executive - 16 Nov 2011</i>
Waste Collection	01.11.01	23.03.16	Possible extension to March 2019	Veolia	127.5m	8.5m	<i>Extension approval: Env PDS – 15 Nov 2011 E&R PDS – 14 Nov 2011 Executive - 16 Nov 2011</i>
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	

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Agenda Item 12b

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

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