



THE LONDON BOROUGH
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DATE: 22 September 2011

To: Members of the
ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY COMMITTEE

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

A meeting of the Environment Policy Development and Scrutiny Committee will be held at Bromley Civic Centre on **TUESDAY 4 OCTOBER 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**

To hear questions to the Committee received in writing by the Democratic Services Team by 5pm on Wednesday 28th September 2011 and to respond.

**4 MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON 19TH
JULY 2011 (Pages 5 - 22)**

HOLDING THE PORTFOLIO HOLDER TO ACCOUNT

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

To hear questions to the Environment Portfolio Holder received in writing by the Democratic Services Team by 5pm on Wednesday 28th September 2011 and to respond.

6 ENVIRONMENT PORTFOLIO - PREVIOUS DECISIONS (Pages 23 - 30)

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 CAPITAL PROGRAMME - FIRST QUARTER MONITORING 2011/12 AND FINAL OUTTURN 2010/11 (Pages 31 - 36)

b TFL FUNDED WORK PROGRAMME FOR 2012/13 (Pages 37 - 50)

c FIXED PENALTY NOTICES FOR VARIOUS HIGHWAY OFFENCES (Pages 51 - 56)

d PARKING BAILIFF AND DEBT COLLECTION SERVICES: GATEWAY REPORT (Pages 57 - 62)

e KENT HOUSE STATION APPROACH, BECKENHAM (Pages 63 - 70)

f NEW BECKENHAM STATION CAR PARK EXTENSION (Pages 71 - 76)

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

a PICKHURST LANE, HAYES - PROPOSED ZEBRA CROSSING (Pages 77 - 82)

b MILL BROOK ROAD - ZEBRA CROSSING (Pages 83 - 88)

9 PRE-DECISION SCRUTINY OF REPORTS TO THE EXECUTIVE

a PROPOSED GOVERNANCE OF CRYSTAL PALACE PARK (Pages 89 - 106)

b FORMAL CONSULTATION ON OUTLINE SERVICE PROPOSALS AND PROCUREMENT STRATEGY - INSPECTION OF STREETWORKS CONTRACT (Pages 107 - 112)

POLICY DEVELOPMENT AND OTHER ITEMS

- 10 UPDATE ON THE COUNCIL'S FINANCIAL STRATEGY 2012/13 TO 2015/16 (Pages 113 - 150)**
- 11 FORWARD WORK PROGRAMME, MATTERS ARISING FROM PREVIOUS MEETINGS AND CONTRACTS REGISTER (Pages 151 - 158)**

PART 2 AGENDA

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

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

Items of Business

Schedule 12A Description

- | | |
|--|---|
| 13 EXEMPT MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON 19TH JULY 2011 (Pages 159 - 160) | Information relating to the financial or business affairs of any particular person (including the authority holding that information) |
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DATES OF FUTURE ENVIRONMENT PDS COMMITTEE MEETINGS

15th November 2011
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 19 July 2011

Present:

Councillor William Huntington-Thresher (Chairman)

Councillors Reg Adams, Kathy Bance, Julian Grainger, David Hastings, Samaris Huntington-Thresher, Nick Milner, Ian F. Payne, George Taylor and Stephen Wells

Also Present:

Councillor Colin Smith

16 APOLOGIES FOR ABSENCE AND NOTIFICATION OF ALTERNATE MEMBERS

Apologies were received from Councillor Ellie Harmer. Apologies were also received from Councillor Peter Fortune as Portfolio Executive Assistant.

17 DECLARATIONS OF INTEREST

The Chairman declared a personal and prejudicial interest at item 8a of the agenda. Accordingly the Chairman vacated the chair to Councillor Samaris Huntington-Thresher for the duration of the item.

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

There were no questions to the Committee.

19 MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON 16TH JUNE 2011

Referring to minute 7D and a street scene matter related to the leaving of wheelie bins, Councillor George Taylor felt that the resident in his ward concerned about the problem was primarily concerned about wheelie bins left on the street edge rather than curtilage edge. The Assistant Director (Street scene and Green space) explained that feedback from Resident Associations indicated the matter was not an issue. Nevertheless enforcement powers were available and infringements could be dealt with on a case by case basis where details were provided. The Chairman referred to keeping the matter on the Committee's radar.

Concerning minute 10 and consultation on traffic schemes, Councillor Grainger felt that if there were both a low number of consultation responses in favour over those not supporting and a low response rate overall then a greater store should be put on ward Councillor comments.

The minutes were agreed.

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

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

21 ENVIRONMENT PORTFOLIO - PREVIOUS DECISIONS

Decisions of the Portfolio Holder taken since the Committee's previous meeting were noted.

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

Members were provided with Decisions of the Portfolio Holder taken since the Committee's previous meeting on 16th June 2011.

A) BUDGET MONITORING 2011-12

Report ES11089

Based on expenditure and activity levels to 31st May 2011, the controllable budget for the Environment Portfolio was projected to balance by year end although there were some major variations.

Details were provided of the 2011/12 projected outturn with a forecast of projected spend for each division compared to the latest approved budget. The background to the variations was also outlined.

RESOLVED that the Portfolio Holder be recommended to endorse the latest 2011/12 budget projection for the Environment Portfolio.

B) LOCAL IMPLEMENTATION PLAN (LIP) - FINAL LIP FOR SUBMISSION TO TFL

Report 11036

Following submission of a draft LIP to Transport for London (TfL) on 20th December 2010, approval was sought on a Final LIP which reflected comments from TfL and a number of consultees. It also contained a number of factual updates.

The proposed Final LIP remained similar in structure and content to the Draft LIP, the main changes relating to:

- a general update of facts and figures where available;
- changes to funding programmes to reflect the latest position on TfL financial support;
- changes to some of the monitoring targets in response to comments received; and
- other changes arising from consultation which were generally minor.

A summary of comments from TfL on the Draft LIP and the Council's response was appended to Report 11036 as was a summary of other consultation comments and the Council's response to the points made.

In introduction the Chairman explained that the Transport Statement Working Group had met on 14th July to look at the Final LIP and he highlighted the notes of the meeting which had been tabled. It was necessary to finalise the document and provide it to the Mayor. Few comments were made by TfL on the draft LIP and the Chairman congratulated the Head of Transport Strategy for the document.

Referring to Objective B8 *"To improve accessibility to all forms of transport for people whose mobility is impaired for any reason"* Councillor Grainger felt that this objective was unrealistic and indicated that some of the objectives should have been challenged. The Head of Transport Strategy referred to Bromley's LIP Objectives being previously reported to the Committee and to the inclusion of the Objectives in the draft LIP that was brought to the Committee in November 2010. The Objectives had received a good degree of scrutiny. The Chairman felt that as an aspiration Objective B8 was reasonable and that overall there was reasons to support it.

In discussing steps towards finalising the LIP and taking account of Member comments, the Head of Transport Strategy outlined factors influencing the time frame for submitting the document. It was originally expected by TfL that LIP approval would take place between April and June 2011 but there were funding changes which then had to be worked through. At the Committee's meeting on 4th October Members would need to consider a detailed programme for spending the 2012/13 funding; delaying finalisation of the LIP and its submission for too long would hinder preparation of the 2012/13 funding submission. TfL had set a deadline of 7th October 2011 for submission of borough funding proposals.

The Portfolio Holder explained that there were now relatively minor textual amendments to be made. The Portfolio Holder offered to meet Members to discuss and he was keen to finalise the document and submit it to TfL.

It was agreed that within the next week Members would email any comments on the LIP to the Chairman based on the report to Committee and the notes of the Transport Statement Working Group meeting on 14th July (which could be considered in more time following the meeting). Comments would then be available for a special meeting of the Environment Portfolio Holder. The Chairman also agreed to forward any comments received to the Head of Transport Strategy as soon as possible after receipt.

RESOLVED that:

(1) Members email comments on the LIP based on the report to Committee and the notes of the Transport Statement Working Group meeting, 14th July, to the Chairman within the next week;

(2) the Portfolio Holder be then recommended to -

(a) approve the Final Local Implementation Plan attached as Appendix 1 to Report 11036 taking account of comments received; and

(b) delegate any further changes to the Final LIP, necessary to ensure approval by the Mayor of London, to the Director of Environmental Services in consultation with the Environment Portfolio Holder.

C) NUGENT AREA PARKING REVIEW

Report ES11078

In view of ongoing complaints concerning congestion and parking difficulties in and around the Nugent shopping area, a review of parking in the vicinity was undertaken and comprehensive traffic surveys identified that a large number of Nugent shoppers and commuters were parking in the area. Consequently a parking scheme had been designed to remedy the various problems on site.

Residents and motorists were also concerned about congestion on Cray Valley Road, partly due to overspill parking from the Nugent Centre and it was proposed to reduce the western grass verge by two metres for inset parking thereby creating wider running lanes on Cray Valley road. The wider running lanes would also be helpful to traffic diverted as a result of the Chislehurst Bridge re-build due to commence in October 2011.

Noting the low number of consultation responses, Councillor Wells felt that more weight should be assigned to ward Member comments i.e. comments provided by Councillor Fortune as a ward councillor. Councillor Grainger

asked for any projected numbers of displaced vehicles and where they would be displaced to. In response the Head of Traffic and Road Safety did not know exact numbers although officers did not believe there would be displacement to any specific areas. There could be some displacement to the carriageway but there would also be the works to provide inset parking. The Chairman also asked whether any s.106 funding was available for the scheme and he asked for the position to be checked.

RESOLVED that the Portfolio Holder be recommended to:

(1) agree the plan to implement parking restriction on various roads around the Nugent retail park and to install inset parking on Cray Valley Road as detailed in drawings labelled ESD 10857-1 (1 to 3);

(2) agree that the scheme construction costs of £43k are met from the Transport for London 2011/12 funding for Congestion Relief and Casualty Reduction Schemes and from the LIP funding 2011/12 for Town Centres; and

(3) agree that authority to make any minor modifications which might arise as a result of any considerations be delegated to the Director of Environmental Services.

D) PARKING ICT SOFTWARE AND MANAGED SERVICE CONTRACT; GATEWAY REPORT

Report ES11088

The Portfolio Holder's agreement was sought to start a tendering exercise for the Parking ICT software and managed service contract commencing 1st April 2012.

It was proposed to offer the service as two separate packages: one for ICT software provision and the other for managed services and hosting of data servers etc (both services currently provided by Civica). The rationale behind the packaging was to seek costings to test whether separate contracts might offer better value for money although it would be possible for one supplier to bid for both packages.

Report ES11088 requested that any further variation in services be included in the proposed contract which would require consideration of areas that could achieve better value for money. It was also proposed that the final contract would include scope for further services to be transferred at a later date to the successful tenderer where there was evidence of this securing improvements in value for money.

The proposed contract duration aligned the contract with the Council's parking enforcement contract enabling both to be tendered as a multi-lot package in 2016.

Noting that a 4.5 year initial contract was proposed (with options to extend for a further two years) Councillor Samaris Huntington-Thresher enquired of the position should there be concerns about the quality of the contractor and they were not investing in technology. In these circumstances she enquired whether it would be possible to break the contract and go elsewhere. The Head of Parking Services felt that 4.5 years would provide time to invest and work would be taken forward with the Council's legal department to ensure the provision of performance indicators for a contractor.

Councillor Payne asked whether it was intended to replace technology and it was indicated to Members that there was already a good service providing real time information. It was not anticipated that there would be major improvements in the technology used.

Concerning any possibility of a joint contract with L B Bexley as referred to in Report ES11088, the Head of Parking Services indicated that Bexley's timing was different to the London Borough of Bromley and shared procurement was therefore not an option.

RESOLVED that the Portfolio Holder be recommended to:

- (1) approve the tendering process for Parking ICT software, hosted and managed services; and**
- (2) approve a contract term of 4 ½ years (end date 1st October 2016) with options to extend the contract for a further 2 years.**

**E) PARKING: CARERS; BLUE BADGE CHARGES;
ENFORCEMENT**

Report ES11057

Members considered a report on the option of introducing charges for Blue Badge holders in Bromley's car parks. The report also addressed certain parking management and enforcement issues.

Converting time-limited parking bays to Pay and Display - a number of 30 minute time-limited bays in the borough where some motorists parked longer than the maximum permitted period had generated complaints from shopkeepers asking for the situation to be addressed. A number of requests for additional enforcement activity had been recorded over a prolonged period and a proposal was made to convert time-limited free bays to Pay and Display bays at three locations: Carlton shopping parade, Orpington; Croydon Road shopping parade, Elmers End Green; and Mottingham Road.

A consultation letter was sent to local traders asking for views on the proposal but the majority of respondents at each location were unsupportive. Given the results and comments from Ward Members (who were provided with the consultation results) it was recommended that the proposal should not proceed.

Extension of CCTV parking enforcement to Petts Wood using existing cameras - the introduction of enforcement by CCTV cameras in Petts Wood was not supported in consultation by either the Petts Wood and District Residents Association or the Petts Wood Business Association. In light of this, ward Councilors had asked that the proposal is not taken forward and accordingly the change was not recommended.

Charges for Blue Badge holders in car parks - subsequent to the Committee's meeting on 5th April 2011, the Environment Portfolio Holder resolved the following: *"Following sufficient consultation and the completion of an impact assessment, a further report be provided on the possible introduction of charges for blue badge holders within Council off-street car parks as set out in section 4.4 of report ES11016"*.

An equalities impact assessment was undertaken on the implications of introducing charges for blue badge holders and Members were informed of the main issues and measures to address them as appropriate.

Members were also informed of consultation undertaken and it was highlighted that, apart from a few isolated supporting comments, organisations and individuals objected to the proposals. The range of views and comments received fell into three main categories (i) cost/ability to pay, (ii) additional time required and (iii) access. Key points from these comments were outlined.

It was also reported that many organisations commented on associated problems facing disabled people and comments were received concerning the legality of the proposals with specific reference to the Equalities Act in relation to indirect discrimination. Fraudulent use of Blue Badges was also referred to on a number of occasions and respondents wanted the Council to take active steps to address the concern.

A one day survey of Blue Badge use in all LBB car parks was undertaken to provide a more accurate estimate of potential additional income. This indicated an estimated total income of £40k per year slightly revising estimates reported to Committee in April.

Parking for Care Workers - recently a number of cases had arisen where care workers wished to park their vehicles in restricted areas to support clients. In the case of care workers directly employed by the Council or the NHS, parking availability could be satisfactorily addressed through management action but control of staff parking could not be directly exercised where external private or voluntary sector agencies provided care.

In rare cases where no practical parking solution could be found it was possible to issue a discretionary resident's permit for clients. In such circumstances a charging option was proposed for consideration along with two further options namely the offering of a 50% discount for "care worker's" permits or the offering of free "care worker's" permits. Discretionary permits would be valid for one year and reviewed annually.

In introducing the report and in the context of any possible introduction of charges for blue badge holders in car parks the Assistant Director (Customer and Support Services) advised that colleagues in the Adult and Community Services Department were in the process of developing a wide ranging report on blue badges and a further recommendation to the Portfolio Holder could comprise a request for the Adult and Community Portfolio Holder to address the charging issue in the wider context of blue badges.

The Chairman proposed that the Committee note recommendations 2.1 and 2.2 of the report. Concerning recommendation 2.3 the Chairman was of the view that the proposed charges for blue badge holders should not be introduced and that the Adult and Community Portfolio consider the issuing of blue badges; it was important that the badges were only issued to those fully qualifying for them. He also suggested reviewing the number of disabled parking bays in Council car parks and exploring the demand for the bays - including whether they should be reserved for blue badge parking only at specific times (outside of which the bays could be used for paid parking).

Councillor Payne was not supportive of charging blue badge holders. Instead he felt that enforcement should be looked at to consider how abuse of the blue badge system could be tackled. Councillor Grainger suggested consulting a wider set of motorists on charging. Councillor Bance supported the freeing up of disabled parking bays for all users during certain times of the day.

In not supporting charging, Councillor Samaris Huntington-Thresher felt that it could compromise on-street parking and there would be an expense in changing pay and display units. Referring to the fraudulent use of blue badges Councillor Wells referred to minutes of the Committee's previous meeting and references therein to (the work of) Audit Sub Committee and he reminded Members that a report would come back to the Committee on the matter. Councillor Taylor asked that an urgent press release be issued: (i) to indicate a rejection of charging for blue badges in Council car parks; (ii) to advise that disabled parking spaces would be assessed for efficient use and (iii) to notify that action would be taken to deal with fraudsters. The Chairman offered to talk to the Portfolio Holder and the relevant Communications Officer. On wording for the action against fraudulent use of blue badges Councillor Wells also suggested consulting the Council's Chief Internal Auditor.

Concerning parking for care workers, Councillor Grainger suggested that a single permit be issued for care workers looking after a number of clients in different controlled parking zones. The Assistant Director indicated that this was already the case for Council or NHS employed care workers but there was not the capacity to control a wide variety of organisations. The proposals for care workers focussed on rare cases that were (mostly) in controlled parking zone circumstances and when it was necessary to visit a client during a time of parking restriction. The Assistant Director indicated that the proposals were solely aimed at paid care workers attending a client for which there was a care package in place.

Councillor Payne enquired of the position with registered carers and Councillor Grainger felt that volunteer carers also needed help.

Councillor Samaris Huntington-Thresher proposed that care worker's permits be offered free (for paid care workers as part of a Council care package). For other registered carers she felt that it was important for similar permit arrangements to be provided and requested a report on the subject. The Chairman agreed that a report was necessary on the position for more informal carers.

In concluding, Members voted on whether charging should apply to parking permits for care workers. With reference to the options at paragraph 4.5.3 of report ES11057, there was no support for option (i), making the same charge as applied to other residents; but for the options of either (ii) a 50% discount for care worker's permits or (iii) provision of the permits at no cost, each option was equally supported by Members i.e. half of voting Members supported option (ii) and half supported option (iii).

RESOLVED that:

- (1) the Environment Portfolio Holder be recommended to -**
 - **note the withdrawal of the proposal to convert on-street time-limited parking bays to Pay & Display bays at the locations set out in section 4.2 of report ES11057;**
 - **note the withdrawal of proposals for on-street CCTV enforcement in Petts Wood;**
 - **continue with the current arrangements of not charging blue badge holders for parking in Council off-street car parks;**
 - **request that the Adult and Community Portfolio Holder consider the introduction of charges within a wider consideration of blue badge issues;**
 - **endorse the proposals for handling requests for assistance with care workers' parking and to take account of the Committee's views when deciding on charging for carer's parking permits; and**
- (2) a further report be provided to the Committee on whether parking permit arrangements could also be provided for registered and volunteer carers.**

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

A) PROPOSED STOPPING UP OF HIGHWAY AT BAPCHILD PLACE, HARBLEDOWN PLACE AND LAND ADJACENT TO 97 HIGH STREET, ST MARY CRAY - S 247 TOWN AND COUNTRY PLANNING ACT 1990

Report ES11080

The Chairman declared a personal and prejudicial interest in this item and accordingly vacated his Chairmanship of the meeting for the duration of the item to Councillor Samaris Huntington-Thresher.

Following the grant of planning permissions on 14th April 2011 to Broomleigh Housing Association for the development of both the site adjacent to 97 High Street and that of Alkham and Horton Towers in St Mary Cray (refs. 10/03697 and 10/03698, the latter subject to the completion of a legal agreement), it was necessary for these sites (including the surrounding grassed/wooded areas which would form part of the developed sites) to be stopped up in order that the developments could take place.

Members were advised that authorisation for the making of a highway stopping up order under section 247 of the Town and Country Planning Act 1990 was a non-executive function and as such the Portfolio Holder could only make a recommendation, in this case to the Development Control Committee.

Members agreed to support the recommendation in the report.

RESOLVED that the Portfolio Holder be recommended to indicate his support to the Development Control Committee for the recommendation outlined in Report ES11080.

24 PRE-DECISION SCRUTINY OF REPORT TO THE EXECUTIVE

A) NORMAN PARK MULTI HUB SITE

Report DRR11/058

Members considered a report on proposals for the development of a multisport hub site at Norman Park.

The report outlined proposals to seek a suitable and appropriately qualified leisure investment and management company to design, construct, manage, fund manage and operate a new multi sport hub site at Norman Park, which would look to incorporate the current athletics track and playing pitches within the park.

The current changing facilities, infrastructure within the park and athletics track were becoming outdated and unfit for purpose. Significant investment and maintenance would be required going forward. Additionally the formal sports and recreational offer in the park was currently limited to athletics and

football and the play area in the park required upgrading and potentially re-siting. The park would also benefit from the addition of a modern high quality cafeteria.

Potentially there were significant future liabilities for the Council in continuing with current arrangements for the operation of Norman Park and the athletics track and it was proposed that the ongoing liabilities would be the responsibility of the new management partner. A soft market testing exercise was proposed with potential partner companies to develop a "Partner Brief".

A successful management partner would:

- develop existing facilities and provide a range of new facilities and services to enhance the leisure, sporting and recreational offer available in the park, under a full repairing and insuring lease;
- develop and implement plans that would enable access and increase participation in sport and physical activity, support active lifestyles and enable people to develop their sporting potential; and
- ensure the park and its facilities were developed for use by clubs, community and voluntary groups, schools and colleges, local businesses and the local community.

It was assumed there would be no capital or ongoing revenue costs to the Council in delivering the project and its subsequent operation during the lease agreement.

Councillor Adams enquired about the future position of current staff working at Norman Park and whether there would be an obligation for a new company to take on the staff. Members were advised that this would be a choice for a new company.

Councillor Hastings enquired about the football side providing income and was advised that this would be provided from a "Goals" type facility. There would also be covenants in lease arrangements concerning the use of buildings/facilities.

Councillor Grainger enquired further about financial aspects and Members were advised that football (on an AstroTurf type facility) would bring in income to fund remaining activities. Councillor Grainger also understood that Planning Permission was granted to Bromley FC for floodlit football subject to conditions. There had been concern from local residents about the floodlights and Councillor Grainger asked whether more floodlights at Norman Park would cause problems. Members were advised that Bromley FC had not yet started to deliver their plans including the use of any new floodlights; the potential floodlit football pitches at Norman Park would also be further away and there was likely to be a minimum impact on residents.

Councillor Taylor expressed his support for the recommendations. Councillor Wells also commented on a “Goals” operation within his ward referring to parking and floodlighting being issues.

The Chairman suggested that it was necessary for nearby allotments and park friends to be part of consultations.

RESOLVED that subject to comments made by the Committee, the Portfolio Holder be recommended to indicate his support to the Executive for the recommendation at 2.2 of Report DRR11/058.

25 METROPOLITAN POLICE ROAD TRAFFIC PRESENTATION

A short Presentation was given by the Head of Traffic and Road Safety on key aspects of the Council’s road safety work with partners at the Metropolitan Police. This was followed by a longer Presentation from Chief Inspector Nick Hancock and Sergeant Rob Philip on the role of the Metropolitan Police Traffic Unit for South East London (CO15) concerning traffic enforcement.

Points from Chief Inspector Hancock’s presentation included the following:

- Road safety is a vital part of making people feel safe in London
- Traffic Police are keen not to see Bromley “plateau” from progress made in reducing numbers killed and seriously injured (KSI)
- Bromley KSI clusters indicate where there is to be an enforcement emphasis

On the way forward Chief Inspector Hancock also expanded on points highlighted in his presentation. This included:

- Traffic Police being keen to educate and work in schools
- The achieving of “Road Watch” in the borough whereby residents can monitor speeds using speed detection machines
- Traffic Police being keen to introduce enforcement activity signs in association with visible policing activity at the roadside.
- “*Bike Safe*” as additional training offered to motorbike and moped drivers.

Chief Inspector Hancock also highlighted an open day at the Warren on 20th August 2011.

Sergeant Rob Philip had responsibility for working with Bromley and he expanded on points highlighted at the end of the presentation. These included the following comments:

- There was a targeted approach to where police traffic enforcement was undertaken and what was done
- CO15 worked with the Safer Neighbourhood Team (SNT) and would attend if requested by the SNT
- In future there would be larger tasking

Councillor George Taylor was pleased to hear of a Police emphasis on partnership and enquired about (i) staffing resources that were available to Chief Inspector Hancock for the seven London boroughs under his command; (ii) how those resources were allocated between boroughs and (iii) the trend on resources in the next few years. In response the Chief Inspector explained that overall there was a deployable asset of about 200 officers. There was a focus on where recent fatal collisions had occurred to provide high visibility activity; intelligence led policing was also undertaken in an attempt to move away from habitual locations. On the future of traffic policing, staff resources had been reduced elsewhere with some being absorbed into mainstream policing.

Councillor Reg Adams enquired about the availability of speed awareness courses in London. Chief Inspector Hancock confirmed that there was no centre for speed awareness courses in London. The Metropolitan Police did not offer alternatives to speed prosecutions although there was an intention to bring in such courses – this was currently in the work stream and there was a desire to educate on driver behaviour. Something similar was currently undertaken for vehicle defects.

Councillor Grainger highlighted that the number of KSIs had reduced and he felt that a time was approaching where numbers would get so low that it would be difficult to identify causes and treatments. There was possibly a case for spending less money on more locations and Councillor Grainger questioned whether there was still scope for large engineering projects.

Chief Inspector Hancock explained that engineering had a role – there were less expensive engineering options and he indicated that a 20mph restriction could be appropriate in certain areas. He also indicated that Bromley's KSI figure could still be lower and the financial cost associated with fatal collisions could run into millions of pounds. Rather than being random, collisions resulted from a combination of errors both large and small. Some engineering options could influence driving behaviour and speeding could typically drop for some four to six months after traffic officers were seen to be enforcing at a particular site. Motorists would often remember the location.

Chief Inspector Hancock explained that 5% of fatalities in Bromley were pedal cyclists and for inner London the figure would be higher. He also indicated that there is a variety of education to primary and secondary schools supplemented with specialist training.

Councillor Samaris Huntington-Thresher explained that there were clusters of near misses or errors at a number of locations and the police representatives were asked how such locations were monitored to prevent a future KSI accident. Chief Inspector Hancock referred to the SNT being the antenna for such clusters and referred to an example of working with a team in Lambeth; this resulted in offences such as no insurance were discovered during enforcement checks. Traffic Officers would be on site for enforcement checks for about two hours; Chief Inspector Hancock also referred to "Road Watch".

Councillor David Hastings enquired about guidelines for the use of sirens on police vehicles. He was particularly concerned about officers using sirens when roads were clear. Chief Inspector Hancock explained that Association of Chief Police Officers (ACPO) guidelines referred to police vehicles using "warning equipment" – it was important for the police to arrive on time.

The Chairman asked whether the owners of unlicensed and uninsured vehicles caused a disproportionate amount of accidents involving KSI casualties. Chief Inspector Hancock referred to East London (Hackney) being the worst area for uninsured drivers.

The Chairman sought assurance that the Borough would receive its fair share of traffic policing. Chief Inspector Hancock referred to the deployment of officers to where there had been recent fatal collisions and areas with lower KSI numbers would see a lower proportion of traffic policing - traffic offers would be allotted to locations where they would have the greatest impact.

Councillor Grainger quoted statics showing a reduction in accidents by decade from 1980 and he suggested that it would be unrealistic to get much lower. The level was being approached where accidents would be occurring on a random basis and it seemed that it was now worth focusing on the totality of accidents. Chief Inspector Hancock commented that people wanted to feel safe on the road. He indicated that vehicle improvements provided a significant contribution towards casualty reduction and the vehicle scrappage scheme also helped to remove a number of old vehicles from the road. He advocated effort to improve further highlighting a desire not to be complacent.

Responding to a request from Councillor Taylor on clarifying achievements over recent years, The Head of Traffic and Road Safety indicated that it was not always possible to see a pattern for accidents. He also indicated that non-injury collisions were evidential. Less was now being spent on large schemes. The road safety service had been adapted in accordance with accidents. He explained that priorities had always been made on a cost/benefit basis and having the right balance between education and engineering. He also cautioned against complacency.

In concluding the Chairman thanked the police representatives referring to an interesting presentation and working closer together.

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

Report ES11081

Concerning the Committee's work programme, two further reports were highlighted for inclusion on the agenda of the Committee's 4th October meeting; there was to be a report from the Waste Minimisation Working Group and a report on the proposed spending programme for LIP funding.

Noting the items for consideration at the Committee's meeting on 4th October, Councillor Samaris Huntington-Thresher asked if any items could be moved away from that meeting. The Chairman indicated that consideration would be given to any possibilities for this along with a possibility of starting the meeting at 7pm.

RESOLVED that:

- (1) the forward work programme be agreed subject to the additional items for the 4th October meeting as outlined above and consideration of moving any other items away from that meeting;**
- (2) progress related to previous Committee requests be noted; and**
- (3) a summary of contracts related to the Environment Portfolio be noted.**

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

**28 EXEMPT MINUTES OF THE ENVIRONMENT PDS COMMITTEE
MEETING HELD ON 16TH JUNE 2011**

The previous Part 2 minutes were agreed.

29 PRE-DECISION SCRUTINY OF REPORT TO THE EXECUTIVE
A) EXTENSION OF WASTE MANAGEMENT CONTRACT

Report ES11092

Members considered a Part 2 report to the Executive concerning a possible extension of the waste management contract.

APPENDIX A

QUESTIONS TO THE ENVIRONMENT PORTFOLIO HOLDER FOR WRITTEN REPLY

Questions from Mr Colin Willetts

1. Having noted on the 21/6/11 that the public disabled toilet in The Walnuts (opposite college square) had a temporary closed notice sign on it, could the Portfolio Holder tell me i) how long this has been closed? & ii) and when will it be reopened again?

Reply

- i) The toilet was closed on 10th June
- ii) It re-opened on 8th July.

2. Having extended our Association's commitment to progress a 'Friends Group of St Paul's Cray Recreation Ground' (following our litter pick on 2/7/2011), could the Portfolio Holder take the necessary action to install a pedestrian path across the unmade and muddy area directly in front of the main entrance to the Recreation Ground in Brooksway?

Reply

The making up of this area, is being considered within the 2011/12 minor works programme for Parks and Greenspace. This may well be progressed subject to the comments and agreement of the local 'Friends' Group.

3. During LCRA Leeson's Estate inspection 1/6/11 with Councillors John Ince and Harry Stranger/Affinity Sutton we queried the ownership of plots of grass (suggested by Affinity as LBB responsibility) in the lower Wynford Grove garage areas and following this inspection LCRA contacted the Contract Liaison Officer, Green Space Division who stated that the plots in question were the responsibility of Affinity. Could the Portfolio Holder tell us i) if Affinity have accepted their ownership of all these grass plots? and ii) is Affinity now cutting these grass plots as opposed to the Council's grounds maintenance contractor?

Reply

- i) I am advised that these areas were transferred from the London Borough of Bromley to Broomleigh Housing Association on 6th April 1992, under Transfer Number L001/UR1/L34.

- ii) I am further advised that Affinity Sutton are responsible for grass cutting in these areas.

Questions from Mr John Eveson

4. Following drainage works across the frontage grass verge in Sevenoaks Way (between No. 116 and the junction with Normanhurst Rd) by the contractor O' Rourke's, we still await rectification work involving the removal of chalk trench back-filling, followed by scouring and grass reseeding. This is taking a considerable time to action and so could the Portfolio Holder please pursue this on behalf of the Little Chislewick Residents' Association as a matter of urgency.

Reply

I am advised these works were completed on Tuesday 5th July.

5. Could the Portfolio Holder take the necessary action as a matter of urgency and renew missing perimeter railings around the pelican crossing on the southbound side of Sevenoaks Way (opposite The Broomwood public house).

Reply

I am advised these works were completed on Tuesday 12th July.

The Meeting ended at 10.30 pm

Chairman

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STATEMENT OF EXECUTIVE DECISION

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

BUDGET MONITORING 2011/12

Reference Report (ES11089):

ENV PDS 190711 item 7a Budget Monitoring 2011-12

ENV PDS 190711 item7a Budget Monitoring 2011-12 Appendix 1

ENV PDS 190711 item 7a Budget Monitoring 2011-12 Appendix 1a

Decision:

The latest 2011/12 budget projection for the Environment Portfolio be endorsed.

Reasons:

Based on expenditure and activity levels to 31st May 2011, the controllable budget for the Environment Portfolio was projected to balance by year end.

The proposed decision was scrutinised by the Environment PDS Committee on 19th July 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: 29 Jul 2011
Implementation Date (subject to call-in): 5 Aug 2011
Decision Reference: ENV11006

LONDON BOROUGH OF BROMLEY

STATEMENT OF EXECUTIVE DECISION

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

NUGENT AREA PARKING REVIEW

Reference Report (ES11078):

ENV PDS 190711 item 7c Nugent Area Parking Review

ENV PDS 190711 item 7c Nugent Area Parking Review Drawing 1

ENV PDS 190711 item 7c Nugent Area Parking Review Drawing 2

ENV PDS 190711 item 7c Nugent Area Parking Review Drawing 3

Decision:

(1) The plan to implement parking restriction on various roads around the Nugent retail park and to install inset parking on Cray Valley Road as detailed in drawings labelled ESD 10857-1 (1 to 3) be agreed.

(2) The scheme construction costs of £43k be met from the Transport for London 2011/12 funding for Congestion Relief and Casualty Reduction Schemes and from the LIP funding 2011/12 for Town Centres.

(3) Authority to make any minor modifications which might arise as a result of any considerations be delegated to the Director of Environmental Services.

Reasons:

In view of ongoing complaints concerning congestion and parking difficulties in and around the Nugent shopping area, a review of parking in the vicinity was undertaken and comprehensive traffic surveys have identified that a large number of Nugent shoppers and commuters are parking in the area. Consequently a parking scheme has been designed to remedy the various problems on site.

Residents and motorists are also concerned about congestion on Cray Valley Road partly due to overspill parking from the Nugent Centre and it is proposed to reduce the western grass verge by two metres for inset parking thereby creating wider running lanes on Cray Valley road. The wider running lanes will also be helpful to traffic diverted as a result of the Chislehurst Bridge re-build due to commence in October 2011.

The proposed decision was scrutinised by the Environment PDS Committee on 19th July 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: 29 Jul 2011
Implementation Date (subject to call-in): 5 Aug 2011
Decision Reference: ENV11007

LONDON BOROUGH OF BROMLEY

STATEMENT OF EXECUTIVE DECISION

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

PARKING ICT SOFTWARE AND MANAGED SERVICE CONTRACT: GATEWAY REPORT

Reference Report (ES11088):

ENV PDS 190711 item 7d Parking ICT Software and Managed Service Contract - Gateway Report

Decision:

- (1) The tendering process for Parking ICT software, hosted and managed services be approved.
- (2) A contract term of 4 ½ years (end date 1st October 2016) with options to extend the contract for a further 2 years be approved.

Reasons:

For the Parking ICT software and managed service contract commencing 1st April 2012 it is proposed to offer the service as two separate packages: one for ICT software provision and the other for managed services and hosting of data servers etc (both services currently provided by Civica). The rationale behind the packaging is to seek costings to test whether separate contracts might offer better value for money although it would be possible for one supplier to bid for both packages.

The proposed contract duration aligns the contract with the Council's parking enforcement contract enabling both to be tendered as a multi-lot package in 2016.

Parking ICT systems will increasingly support citizens to manage their own parking service needs consistent with Bromley's Corporate Operating Principles.

The proposed decision was scrutinised by the Environment PDS Committee on 19th July 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: 29 Jul 2011
Implementation Date (subject to call-in): 5 Aug 2011
Decision Reference: ENV11008

LONDON BOROUGH OF BROMLEY

STATEMENT OF EXECUTIVE DECISION

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

PARKING: CARERS, BLUE BADGE CHARGES AND ENFORCEMENT

Reference Report (ES11057):

ENV PDS 190711 item 7e Parking - Carers; Blue Badge Charges; Enforcement

Decision:

- (1) Withdrawal of the proposal to convert on-street time-limited parking bays to Pay & Display bays at the locations set out in section 4.2 of report ES11057 be noted.
- (2) Withdrawal of proposals for on-street CCTV enforcement in Petts Wood be noted.
- (3) The current arrangements of not charging blue badge holders for parking in Council off-street car parks be continued.
- (4) The Adult and Community Portfolio Holder be requested to further consider the possible introduction of parking charges for blue badge holders in Council off-street car parks within a wider consideration of blue badge issues.
- (5) The proposals for handling requests for assistance with carers' parking as outlined in Report ES11057 be endorsed and a 50% discount for "carer's" permits be offered to reflect their limited utility.

Reasons:

On a proposal to convert time-limited free bays to Pay and Display bays at (i) Carlton shopping parade, Orpington (ii) Croydon Road shopping parade, Elmers End Green and (iii) Mottingham Road, the majority of local traders at each location responding to consultation were unsupportive of the proposal.

The introduction of parking enforcement using existing CCTV cameras in Petts Wood was also not supported in consultation by the Petts Wood and District Residents Association and the Petts Wood Business Association. In light of this ward councillors had asked that the proposal is not taken forward.

On charging Blue Badge holders to park in Council off-street car parks an equalities impact assessment has been undertaken on the implications of introducing charges. Consultation has also been undertaken and apart from a few isolated supporting comments, organisations and individuals object to the proposals.

Officers in the Council's Adult and Community Services Department are developing a wide ranging report on blue badges and it seems appropriate to ask the Adult and Community Portfolio Holder to address the charging issue in the wider context of matters concerned with blue badges.

A number of cases have also arisen where care workers wish to park their vehicles in restricted areas to support clients. In the case of carers employed by the Council or the NHS, parking availability can be satisfactorily addressed through management action but control of staff parking cannot be directly exercised where external private or voluntary sector agencies provide care. In rare cases where no practical parking solution can be found it is possible to issue a discretionary resident's permit for clients. Discretionary permits would be valid for one year and reviewed annually. Their limited utility is also reflected in a 50% discount for the permits.

The proposed decision was scrutinised by the Environment PDS Committee on 19th July 2011.

.....
Councillor Colin Smith
Environment Portfolio Holder

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

Date of Decision: 29 Jul 2011
Implementation Date (subject to call-in): 5 Aug 2011
Decision Reference: ENV11009

STATEMENT OF EXECUTIVE DECISION

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

PROPOSED STOPPING UP OF PROPOSED STOPPING UP OF HIGHWAY AT BAPCHILD PLACE, HARBLEDOWN PLACE AND LAND ADJACENT TO 97 HIGH STREET, ST MARY CRAY - S.247 TOWN AND COUNTRY PLANNING ACT 1990

Reference Report (ES11080):

ENV PDS 190711 item 8a Stopping Up Highway at Bapchild Place, Harbledown Place and Land Adj to 97 High St, St Mary Cray

ENV PDS 190711 item 8a Drawing 1

ENV PDS 190711 item 8a Drawing 2

Decision:

The recommendation outlined in Report ES11080 be supported and referred to the Development Control Committee for decision as the matter is a non-executive function.

Reasons:

Following the grant of planning permissions on 14th April 2011 to Broomleigh Housing Association for the development of both the site adjacent to 97 High Street and that of Alkham and Horton Towers in St Mary Cray (refs. 10/03697 and 10/03698, the latter subject to the completion of a legal agreement), it is necessary for these sites (including the surrounding grassed/wooded areas which would form part of the developed sites) to be stopped up in order that the developments can take place.

This measure is supported but authorisation for the making of a highway stopping up order under section 247 of the Town and Country Planning Act 1990 is a non-executive function and as such is a matter for the Development Control Committee to decide on.

This item was considered by the Environment PDS Committee on 19th July 2011.

.....
Councillor Colin Smith
Environment Portfolio Holder

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

Date of Decision: 29 Jul 2011

Implementation Date (subject to call-in): 5 Aug 2011

Decision Reference: ENV11010

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Report No.
ES11113

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: Environment Portfolio Holder

**For pre-decision scrutiny by the Environment PDS
Committee**

Date: 4th October 2011

Decision Type: Non-Urgent Executive Non-Key

Title: CAPITAL PROGRAMME - 1st QUARTER MONITORING
2011/12 & FINAL OUTTURN 2010/11

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 20th July 2011, the Executive received the 1st quarterly capital monitoring report for 2011/12 and agreed 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 agreed by the Executive in respect of the Capital Programme for the Environment Portfolio. The report also covers any detailed issues relating to the 2010/11 Capital Programme outturn, which had been reported in summary form to the June meeting of the Executive. The revised programme for this portfolio is set out in Appendix A.

2. **RECOMMENDATION(S)**

The Portfolio Holder is asked to note the changes agreed by the Executive in July and agree 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 £20.0m 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 20th July 2011

3.1 A revised Capital Programme was approved by the Executive in July, following a detailed monitoring exercise carried out after the 1st quarter of 2011/12. The monitoring exercise resulted in a number of amendments to the approved programme. In addition, the phasing of expenditure on all schemes has been reviewed and £75k has been rephased from 2011/12 into 2012/13 on the Walnuts Centre ramp repair scheme. The base position was the revised programme approved by the Executive on 2nd February 2011, as amended by variations approved at subsequent Executive meetings. All changes on schemes in the Environment Programme are itemised in the table below and further details are included in paragraphs 3.2 to 3.4. The revised Programme for the Environment Portfolio is attached as Appendix A.

	2010/11 £000	2011/12 £000	2012/13 £000	2013/14 £000	2014/15 £000	TOTAL £000
Approved Programme (Executive 2/2/11)	8,767	4,834	3,754	3,220	4,050	24,625
Add: Chislehurst Road Bridge replacement (approved by Executive 22/06/11)	-	2,454	1,596	64	-	4,114
Changes agreed by July Executive						
- TfL – revised grant allocations	-	-91	-	-	-	-91
- Deletion of Bromley TC VMS scheme	-	-93	-	-	-	-93
Rephasing						
- Walnuts Centre – ramp repair	-	-75	75	-	-	-
Net underspends in 10/11 rephased into 11/12	-182	182	-	-	-	-
Revised Environment Capital Programme	8,585	7,211	5,425	3,284	4,050	28,555

3.2 Transport for London – revised support for highway schemes (reduction of £91k in 2011/12)

Provision for transport schemes to be 100% funded by TfL was originally included in the Capital Programme 2011/12 to 2014/15 on the basis of the LIP Funding submission. Notification of an overall reduction of £91k in 2011/12 has been received from TfL and the Executive agreed in July that the programme be adjusted accordingly. Grant allocations from TfL change frequently and any further variations will be reported in subsequent capital monitoring reports.

3.3 Bromley Town Centre – Variable Message Signing (deletion of scheme £93k in 2011/12)

The Bromley Town Centre VMS scheme has been in the Capital Programme for many years on the assumption that it would be funded by a contribution from Capital Shopping Centres. It has now been confirmed that the funding is not available and the Executive agreed in July that the budget (£93k in 2011/12) be removed from the programme.

3.4 Scheme Rephasing

There was major slippage of expenditure originally planned for 2010/11 and an overall total of £25.2m was rephased into 2011/12, including £0.2m in respect of Environment capital schemes. The majority of the slippage across the Council related to schemes financed by external grants and contributions and so will not have a major impact on future balances projections, as these grants and contributions will be available to fund expenditure from 1st April 2011. 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. Further phasing adjustments have resulted in £75k being rephased from 2011/12 into 2012/13 in respect of the Walnuts Centre ramp repair scheme. The significant scale of Capital Programme slippage was

highlighted in both the June and July reports to the Executive and the monitoring process is currently being reviewed and will be strengthened in the coming months.

2010/11 Capital Programme outturn – other issues (Post Completion Reviews)

3.5 Under approved Capital Programme procedures, capital schemes should be subject to a post-completion review within one year of completion. These reviews should compare actual expenditure against budget and evaluate the achievement of the scheme’s non-financial objectives. 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)

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 were reported in full to the Executive on 20th July 2011. Changes approved 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 June 2011. Approved Capital Programme (Executive 2/2/11). Capital Programme Outturn 2010/11 report (Executive 22/6/11). Q1 Capital Monitoring Report 2011/12 (Executive 20/7/11)

ENVIRONMENT PORTFOLIO - APPROVED CAPITAL PROGRAMME as at 20th JULY 2011									
Code	Capital Scheme/Project	Total Approved Estimate	Actual to 31.3.11	Estimate 2011/2012	Estimate 2012/2013	Estimate 2013/2014	Estimate 2014/2015	Responsible Officer	Remarks
		£'000's	£'000's	£'000's	£'000's	£'000's	£'000's		
SCHEMES FULLY FUNDED BY TRANSPORT FOR LONDON		4000					4000		
922576	London Bus Priority Network (LBPN)	1836	1836					Dave Martin	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
922581	Cycle Route Network	1279	1279					Malcolm Harris	
922588	Safer Routes to Schools	945	945					Angus Culverwell/Louise French	
922589	SELTRANS	2131	2021	110				Alan Lucking	
922594	Travel Awareness	68	68					Iain Forbes	
922616	Bromley Town Centre Access Plan	31	31					Iain Forbes	
922626	20 mph Zones	629	629					Deirdre Farrell/Angus Culverwell	
922625	Bus Stop accessibility	134	134					Dave Martin	
922628	Downe & Environs WHS bid Access Plan	18	18					Peter Martin	
922316	*Local Safety Schemes	1865	1865					Deirdre Farrell/Angus Culverwell	
923213	*Bridge Strengthening /Assessment	675	675					Garry Warner	
923309	*Structural Maintenance - Principal Roads LBB	1474	1474					Garry Warner	
922646	Walking	147	147					Angus Culverwell/Alan Lucking	
922632	Education, training and publicity	134	134					John Walton	
922606	Cycle Improvements off London Cycle	436	436					Malcolm Harris	
922602	TfL - Borough Support	137	114	23				Alan Lucking	
922648	Local Area Accessibility - Orpington Town Centre	20	20	0				Iain Forbes	
922651	Parallel initiatives	24	24					Alan Lucking	
922652	Station Access	161	161	0				Alan Lucking	
922658	Controlled parking zones	122	122					Deirdre Farrell	
922649	LEPT	574	574					Iain Forbes/ Angus Culverwell	
922608	Cycling on Greenways	181	181	0				Malcolm Harris	
922660	Borough Transport Priorities (not allocated)	397	97	100	100	100		Iain Forbes/ Angus Culverwell	
922669	Car Clubs	15	0	15				Alan Lucking	
922670	Chislehurst Road Bridge replacement	4114	0	2454	1596	64		Paul Redman	
<u>TfL - New funding streams</u>									100% TfL funding; approved by Executive 22/06/11
922661	Maintenance	3112	1116	706	645	645		Iain Forbes/ Angus Culverwell	
922662	Corridors	5518	1536	1434	1372	1176		Iain Forbes/ Angus Culverwell	
922663	Neighbourhoods	3522	658	1031	987	846		Iain Forbes/ Angus Culverwell	
922664	Smarter Travel	1788	431	484	470	403		Iain Forbes/ Angus Culverwell	
TOTAL SCHEMES FULLY FUNDED BY TRANSPORT FOR LONDON		35487	16726	6357	5170	3234	4000		
ROADS - GENERAL									
922610	Road safety schemes	100	67	33				Deirdre Farrell/Angus Culverwell	Funded by revenue
926067	Bromley Town Centre - transport and parking strategy	51	45	6				Iain Forbes/ Angus Culverwell	Funded by Town Centre Development Fund
TOTAL ROADS - GENERAL		151	112	39	0	0	0		
OTHER									
92038	Walnuts Centre - elevated ramp repair	150	25	50	75			Garry Warner	£100k from head lessee
927242	Winter maintenance - gritter replacement	850	600	0	170	40	40	Paul Chilton	
927244	Environmental improvements	250	249	1				Stewart Clark	LPSA Reward Grant funded scheme
927246	Carbon Management Programme (Invest to Save funding)	500	213	287				Alastair Ballie	Revenue savings (schemes to be worked up); £250k funded by Saix
927247	Orpington Public Realm Improvements	2200	2097	103				Garry Warner	£1.2m TfL funding
917248	Kitchen waste collection - extension of trial	1443	1380	63				John Woodruff	£240k revenue contribution; £703k LAA Reward Grant; £500k Waste Regulation Authority
	*Feasibility Studies	40	0	10	10	10	10	Claire Martin	
TOTAL OTHER		5433	4564	514	255	50	50		
CAR PARKING									
926065	Station Road Car Park - Miscellaneous works relating to sale	508	487	21				Sue Fraser	Funded by capital receipt from disposal of car park
926068	The Hill Multi-Storey Car Park - strengthening works	280	0	280				Paul Redman	Approved by Executive 29/09/10
TOTAL CAR PARKING		788	487	301	0	0	0		
TOTAL ENVIRONMENT PORTFOLIO		41859	21889	7211	5425	3284	4050		

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Report No.
ES11106

London Borough of Bromley

Agenda
Item No.

PART 1 - PUBLIC

Decision Maker: Environment Portfolio Holder

Date: For pre-decision scrutiny by the Environment PDS Committee on 4th October 2011

Decision Type: Non-Urgent Executive Key

Title: TFL FUNDED WORK PROGRAMME FOR 2012/13

Contact Officer: Iain Forbes, Head of Transport Strategy
Tel: 020 8461 7595 E-mail: iain.forbes@bromley.gov.uk

Chief Officer: Nigel Davies, Director of Environmental Services

Ward: All

1. Reason for report

Since 2010/11, a large proportion of the funding from Transport for London for local transport investment has been allocated by a formula rather than a series of individual bids. Bromley's formula allocation for 2012/13 will be £2.829M. In addition, ring-fenced funding will 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.

It is largely for boroughs to determine how the formula will be spent. However, the Council is required to submit a list of schemes to TfL in early October 2010. This report seeks formal approval for a recommended list of schemes.

2. RECOMMENDATIONS

- 2.1 That the programme of formula funded schemes for 2012/13 contained in Appendix 1 be approved for submission to Transport for London.
- 2.2 That the bid for Bridges and Structures contained in Appendix 2A be approved for submission to Transport for London.
- 2.3 That the programme for Principal Road Maintenance contained in Appendix 2B be approved.
- 2.4 That 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.

Corporate Policy

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

Financial

1. Cost of proposal: Estimated cost The current programme of TfL funded investment described in this report is £2,829k for formula funding, £100k for local transport priorities, £880k for principal road maintenance, £74k for biking boroughs and £2,508k (to be confirmed) for bridges and structures.
 2. Ongoing costs: Non-recurring cost.
 3. Budget head/performance centre: Capital Programme - TfL funded schemes
 4. Total current budget for this head: £3,883k + £2,508k (tbc) for bridges and structures.
 5. Source of funding: Transport for London allocation for 2012/13
-

Staff

1. Number of staff (current and additional): 28.2 FTEs funded by TfL
 2. If from existing staff resources, number of staff hours:
-

Legal

1. Legal Requirement: No statutory requirement or Government guidance. The Council is not required to spend any or all of the funds allocated, although there is a requirement under the GLA Act 1999 for the Council to implement its Local Implementation Plan or LIP.
 2. Call-in: Call-in is applicable
-

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): All residents, businesses and visitors.
-

Ward Councillor Views

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

3. COMMENTARY

- 3.1 Since the change of Londonwide administration in 2008, the process by which boroughs receive funding support from TfL for local transport investment has been considerably simplified. A significant proportion of this support, under the heading Corridors, Neighbourhoods and Supporting Measures, is now determined by a formula. It is largely for boroughs to determine how the formula-allocated money will be spent, although projects and programmes still have to be demonstrably in line with the Mayor's transport objectives, and meet other requirements which are largely concerned with the proper use of funds. The formula allocation is not a grant, and funds must be drawn down as work is completed.
- 3.2 The present system has provided a significant opportunity for boroughs, including Bromley, to develop and implement schemes which match local priorities, but which would not necessarily have received funding under the previous funding regime.
- 3.3 Eligibility for TfL funding is validated through the Council having an approved Local Implementation Plan or LIP, which sets out how the Council intends to implement the Mayor's Transport Strategy. The Council's Final LIP (report RES11074) was approved by the Environment Portfolio Holder on 6th September 2011 and formally submitted to TfL on 8th September 2011.
- 3.4 As part of the LIP development process, boroughs have been provided with indicative levels of formula funding which they will receive in each of the three years 2011/12, 2012/13 and 2013/14. The funding levels set out in the Council's current LIP reflect revisions following the Government's Comprehensive Spending Review in October 2010, and also additional sums made available by the Mayor of London, with the intention of stabilising borough transport support across London at £147.8M a year over the three years. Boroughs have been notified of their full funding levels for 2011/12 and 2012/13, but it has been indicated that the Mayor will not decide how the additional money available to boroughs in 2013/14 will be distributed, or what conditions might be attached to the expenditure, until an unspecified date in 2012. Bromley's formula allocation for 2012/13 will be £2.829M.
- 3.5 The indicative allocation for 2013/14 is £2.425M, exclusive of the Mayor's additional funding. The Council has indicated to TfL and the Mayor through the LIP that withholding the announcement about the additional funding prevents proper service planning and undermines the credibility of the LIP process.
- 3.6 The LIP document sets out an three-year spending programme for the Council's intended use of TfL funds. For Years 2 and 3 of the LIP (2012/13 and 2013/14), some budget lines are indicative only and do not identify individual schemes. This is because, in many cases, the identification, development and implementation of schemes is on a shorter cycle than three years. It remains necessary to refine and update the LIP programme on an annual basis, which is the function of this report.
- 3.7 Boroughs are required to submit a proposed list of 2012/13 schemes, consistent with their LIPs, to TfL by 7th October 2011. **Appendix 1** sets out a recommended full programme of formula-funded projects for 2012/13. TfL are aware that Bromley's submission may be slightly delayed because of the Committee timetable.
- 3.8 Inevitably, the process of developing and consulting upon schemes can generate technical and financial changes, and also result in implementation delays or changed priorities. It is not expected that there will be any great difficulty in future should it be necessary to change the list of schemes following submission of the original list, or during 2012/13 itself. The recommendations of this report suggest a mechanism by which officers would be able to make those changes as necessary, following consultation with the Portfolio Holder.

- 3.9 The approval of the recommended list for submission to TfL does not imply the approval of any physical scheme for implementation. All such schemes will be subject to consultation and Member approval in the usual way.

Non-formula TfL funding

- 3.10 In addition to formula funding, TfL continues to provide ring-fenced funding to support a number of other programmes. Apart from a fixed sum of £100k provided to each borough for local transport priorities, this non-formula support is nominally based on a Londonwide assessment of need, or is the result of successful bids to one-off programmes which emerge from time to time. The Londonwide needs-based programmes are Principal Road Maintenance and Bridges & Structures (including Chislehurst Bridge), while the Council's one-off current projects are Bromley North Village, which is funded by TfL's Major Schemes programme and Biking Boroughs, which was awarded funding in spring 2011 following a successful bid. .

Local transport priorities

- 3.11 For the first time in 2009/10, TfL awarded each borough the sum of £100k to spend on local transport priorities without having to obtain advance authorisation from TfL. This award has since been maintained on an annual basis, and TfL have indicated that it will continue. For 2011/12, the Environment Portfolio Holder indicated that he did not wish to allocate the local transport priorities funding to named projects, but rather to hold it as a reserve against eventualities. So far only £5k has been used from this budget. It is proposed that any local transport priorities money not allocated by the end of Sep 2011 will be allocated to planned highway maintenance.
- 3.12 For 2012/13, this report does not propose any projects to be met from this fund. Any suitable projects will be the subject of separate reports as the need arises.

Maintenance programmes

- 3.13 Maintenance schemes are covered by two programmes, Principal Road Maintenance and Bridge Strengthening and Assessment. The Council has already been notified of its allocation for Principal Roads in 2012/13, which is £880k. Boroughs have been asked to submit bids for approximately 25% above the indicative funding (i.e. a total of £1.1M for Bromley) to allow for possible reserve schemes to be brought forward. A proposed programme for this expenditure, including approximately 25% over-programming, is set out at **Appendix 2B**.
- 3.14 The sum provided by TfL for Principal Road Maintenance each year is generally insufficient to remedy the deterioration across all Bromley's Principal Roads. Appendix 2B shows a possible programme for 2013/14 which presupposes a similar level of TfL funding to 2012/13, while the column for 2014/15 shows a substantially larger sum, which represents the level of investment actually required to bring the network up to standard.
- 3.15 Bridge Strengthening and Assessment covers strengthening, replacement works and feasibility studies of structures. While TfL is already committed to supporting the reconstruction of Chislehurst Road Bridge, officers were asked to submit a bid for other structural projects to the London Bridges Engineering Group (LoBEG), which advises TfL on scheme prioritisation, by the end of July 2011. These projects are also set out at **Appendix 2A**, and Members are asked to endorse this list. The Council will not know how much of the bid has succeeded until the funding settlement is announced by TfL in the autumn.

Major schemes

- 3.16 TfL's Major Schemes programme is a revision of its former Area Based Schemes programme, which now focuses on schemes costing more than £1M. In practice this means that smaller schemes which might formerly have been eligible for funding now need to be encompassed by

the main formula-determined settlement. Major Schemes covers two programmes, namely Town Centres and Streets for People. Bids under these headings can be submitted at any time, although the settlement is announced each autumn in conjunction with other settlements to boroughs. During 2011/12 the Council received an allocation of £300k towards the Bromley North Village project under the Town Centres strand. The exact amount to be allocated for 2012/13 will be announced as part of the TfL funding settlement in the autumn.

- 3.17 Authority for any other ABS bids will be sought as necessary in conjunction with reports on proposed schemes. The LIP envisages that an initial bid for Major Schemes funding for Beckenham town centre will be submitted in mid-2012.

Biking Boroughs

- 3.18 Bromley was granted “Biking Borough” status by the Mayor of London in early 2010. TfL provided funds to undertake a stakeholder engagement process and enable development of the borough’s local Biking Borough strategy in summer 2010. In February 2011, TfL announced a £4M fund to support cycling initiatives in outer London over the following three years, and invited the 13 boroughs with Biking Borough status to bid. As a result of this process, it was announced in May 2011 that Bromley would receive a total of £271,000 over the three years 2011/12 to 2013/14, with £74k available in 2012/13. Physical projects to be delivered under this programme will be brought forward separately for approval at the appropriate time.

Notes on the proposed formula-funded programme

- 3.19 Some aspects of the proposed formula-funded programme contain individual projects which are often identified and implemented within one to two, and occasionally three, years. Other aspects reflect a continuation of work streams which the Council has successfully pursued for a number of years. These ongoing work streams are nevertheless reviewed each year to ensure that their scope and level of funding are still relevant. The reducing levels of formula funding mean that it is increasingly important that expenditure is focused on successful outcomes which address the Council’s priorities.

Congestion relief (including multi-year schemes)

- 3.20 The “congestion relief” heading combines projects to improve conditions on bus routes with the development of projects to tackle road network pinch points. The Council’s full list of pinch points ranges from relatively minor locations (where relatively small sums of money need to be spent on design, analysis and costing possible schemes) to potentially very large schemes, some of which are likely to remain outside the scope of these funding programmes.
- 3.21 The recommended programme includes funding for two ongoing multi-year schemes, namely £40k for 2012/13 in respect of the A224 Orpington by pass northern section (total cost £170k between 2011 and 2014) and £200k for 2012/13 in respect of the A234-A222-A2015 east-west route through Beckenham town centre EW route (total cost £450k between 2011 and 2014). The programme for 2012/13 also includes smaller-scale projects to address pinch points on the A234, A222 and A232.

Network infrastructure

- 3.22 This programme aims to invest directly in the Council’s own network assets, which were not previously funded by TfL. For 2012/13, it is proposed to maintain spending on bus route resurfacing at the same level as 2011/12. The sum of £100k for Chislehurst Bridge reflects a TfL requirement on the Council to contribute £200k from formula funding over two years to the repair of the bridge, in addition to the sum allocated separately under Bridges and Structures. The sum of £205k for Kent House Station Approach represents the bulk of a £250k budget to make up an unadopted highway which is heavily used by rail commuters

Congestion relief / casualty reduction

- 3.23 This programme contains schemes which provide added value by contributing to both these objectives. The recommended programme for 2012/13 includes the junction of Anerley Road with Croydon Road and the junction of Heathfield Road with Westerham Road.

Casualty reduction – individual locations

- 3.24 This programme is shown as a single item, rather than scheme-by-scheme, in order to provide additional flexibility in moving funding between schemes as they are developed, consulted on and costed in detail, reducing administration both for Council officers and for TfL. Locations for investigation continue to be selected using the normal “accident cluster” method, with any new locations that meet the criteria being added to the project list.
- 3.25 Locations likely to be investigated during 2012/13 include Anerley Road, Links Way / South Eden Park Road, Bromley Road / Downs Bridge Road, Southend Road, Hayes Lane / Wickham Road, Cray Avenue and Elmfield Rd / Bromley High Street.

Casualty Reduction - Mass Action

- 3.26 Mass action programmes are programmes where similar measures are applied at a large number of sites to tackle a known, but often dispersed, problem. It is proposed to continue previous successful programmes in 2012/13, namely vehicle - activated speed advisory signs (including measures to reduce speed near schools) and anti-skid surfacing at junctions.

Cycle Training and Promotion

- 3.27 The Council's cycle training services for both children and adults remain popular, and demand continues to grow. Cycle training promotes road safety and also builds confidence in cycle use, increasing the choices available for local journeys.

Support for Bromley Town Centre Area Action Plan

- 3.28 The main element of this programme in 2012/13 is a study of possible permanent park and ride, envisaged for the third phase of the Area Action Plan. This will be facilitated by the new town centre traffic model, development of which started towards the end of the 2010/11 financial year and will shortly be complete. It will be important to understand the physical and financial feasibility of this project, as the nature and scale of developments in the later stages of the AAP may depend on the viability of this project.

Parking - Assess, Review and Update

- 3.29 This programme enables the implementation of relatively minor changes to local parking controls, including safety-related changes and matters raised by Members and residents. This programme also provides for completion of the proposed Lennard Road (New Beckenham) car park extension, which is being developed during 2011/12.

Parking - Town Centres

- 3.30 The recommended programme for 2012/13 comprises the completion of measures in Beckenham town centre and the investigation, design, consultation and implementation of measures in the Green Street Green area.

Decluttering

- 3.31 This programme is aimed at improving the appearance of local high streets, shopping parades and other cluttered locations by rationalising street furniture, signage and possibly street lighting to improve both appearance and safety. Reducing unnecessary or out-of-date signage and unnecessary guard rail will reduce ongoing maintenance costs.

Cycling and Walking Schemes

- 3.32 This includes rolling programmes of pedestrian crossings and minor walking schemes, (including measures near schools to replace withdrawn school crossing patrols), cycle parking and cycle route maintenance. Individual schemes to improve routes through parks and other off-road locations include joint walking/cycling routes for Ravensbourne Avenue, Riverside Gardens, St Mary Cray recreation ground, and walking schemes for Poverest Park, Glentrammon recreation ground, Warren Road and Crystal Palace Park.

Walking - Green spaces and recreational walking

- 3.33 This programme is aimed at encouraging people to walk where their journeys are not necessarily from "A to B". It includes some measures to make footpaths accessible to people with limited mobility, and also a final payment in support of the Green Chain Walk, which was formerly supported by Seltrans.

Light Against Crime

- 3.34 This programme provides funding for small schemes which target where the level of lighting is a known factor in crime or fear of crime.

Scheme Development

- 3.35 The programmes under this heading allow research and feasibility work to be undertaken so that potentially viable schemes can be brought forward for development and consultation, they also allow previous projects to be assessed with a view to improving the effectiveness of future schemes.

Travel Planning Activities

- 3.36 This programme continues the Council's successful programme of introducing travel plans at all schools. This budget is reduced compared with previous years because the current focus is to ensure that schools continue to participate in the process and fulfil their obligations. Similarly, the budget for workplace travel plans is also reduced as the main activity will be to maintain existing voluntary travel plans, and to assess and monitor travel plans required by the development control process. (The continuing role of travel plans in this context has been recognised by the draft National Planning Policy Framework.) The sum allocated for promotional activities has also been substantially reduced.

Road Safety Education

- 3.37 The schools and driver education programmes focus on vulnerable road users, particularly children entering secondary school and new drivers. This service is funded partly from TfL formula funding and partly from Bromley revenue. In order to maintain the level of activity, it is proposed to meet a greater proportion of the costs from TfL funding.

3. POLICY IMPLICATIONS

- 4.1 The recommendations of this report are in line with existing Council policy.

5. FINANCIAL IMPLICATIONS

- 5.1 The TfL formula allocation to Bromley for 2012/13 totals £2.829M. In addition, there is a fixed sum £100k for Local Transport Priorities, which is awarded to every borough. Given the increased local flexibility which now applies to the main element of TfL funding, it is intended that any projects suitable for funding through the £100k Local Transport Priorities allocation be the subject of separate reports.

- 5.2 In addition to the sums above, Bromley has been awarded a total of £271k over three years for biking boroughs, with £74k available for 2012/13 as detailed in 3.18 above.
- 5.3 It should be noted that £938k of the £2.8m formula funding expected for 2012/13 will be used to fund 28.2 FTEs. These FTEs are used to deliver ongoing TfL-funded services, including design, consultation and monitoring of physical projects and the delivery of staff-intensive services such as cycle training and road safety education.
- 5.4 Appendix 2A contains recommended bids for Bridge and Structures as follows:

Funding Bid £000		
2012/13	2013/14	2014/15
2508	226	679

- 5.5 The figure for 2012/13 largely reflects the commitment to Chislehurst Bridge. Allocations to boroughs under this heading are determined on a Londonwide assessment of need. It is likely that the Council will be notified of its allocation for 2012/13 in autumn this year.
- 5.6 The Council has already been notified of its allocation for Principal Road Maintenance in 2012/13. This is £880k, but TfL have asked that boroughs list schemes up to around 25% above this figure. This is reflected in the Appendix 2B and summarised in the table below.

Principal Road Funding £000		
2012/13	2013/14	2014/15
1,142	1,109	4,578

- 5.7 The table also shows similar level of TfL funding for 2013/14. However, as explained in paragraph 3.4 above, it is not yet known when actual levels of funding for 2013/14 will be confirmed. In contrast, the column for 2014/15 shows a substantially larger sum, which represents the level of investment which would actually be required to bring the borough's principal roads up to standard.

Non-Applicable Sections:	Legal implications, Personnel Implications
Background Documents: (Access via Contact Officer)	Second Local implementation Plan, LBB 2011 LIP Annual Spending Submission Guidance for 2012/13

APPENDIX 1

LONDON BOROUGH OF BROMLEY FORMULA FUNDING SUBMISSION 2012/13	Scheme Cost
Proposed programme and project	£k
Congestion Relief - Multi-Year Schemes	
A224 Orpington by pass northern section	40
A234-A222-A2015 Beckenham centre EW route	200
Congestion Relief	
Rolling programme of small-scale projects, including pinch points on A234, A222 and A232	100
Network Infrastructure	
Bus route resurfacing	200
Contribution to Chislehurst Bridge	100
Kent House Station Approach adoption works	205
Congestion / Casualty Reduction	
Rolling programme of site-specific schemes, to include: junction of Anerley Road with Croydon Road; junction of Heathfield Road with Westerham Road	90
Casualty Reduction - Individual Locations	
Rolling programme of remedial measures based on location and causes of accidents	145
Casualty Reduction - Mass Action	
Skidding Accident Sites	200
Speed Management	85
Cycle Training and Promotion	
Cycle training for children and adults	190
Cycling promotion	40
Support for Bromley Town Centre Area Action Plan	
Measures to promote '10 in 10' Modal Shift	10
Further Development of Town Centre traffic model	5
Future Park and Ride	50
Parking - Assess, Review and Update	
New Beckenham car park extension	40
Further needs-based reviews	40
Parking - Town Centres	
Complete Beckenham town centre review	180
Implement Green Street Green area	
Decluttering	
Review infrastructure, signs & guards rail at various locations	30
Cycling and Walking Schemes	
Rolling programme of pedestrian crossings & minor walking schemes, including measures to replace crossing patrols near schools	120
Cycle Parking - rolling programme	25
Cycle Route Maintenance - rolling programme	30
Off-road cycling/walking link improvements, including Ravensbourne Ave, Riverside Gdns, St Mary Cray Rec,	70
Off-road cycling/walking link improvements, including Poverest Park, Glentrammon Rec, Warren Road and Crystal Palace Park	110
Walking - Green spaces and recreational walking	
Wayfinding in Parks	5
Contribution to Green Chain Walk	10
Sparrows Den path (London LOOP)	25
Identify and improve footpaths for motobility access	10
Scadbury Park: purchase of Tramper vehicle & associated improvements	10
Identify and develop 2 new health-themed routes in north of borough	10

LONDON BOROUGH OF BROMLEY FORMULA FUNDING SUBMISSION 2012/13 (continued)	Scheme Cost
Proposed programme and project	£k
Light Against Crime	
Programme of small schemes to improve public safety	30
Scheme Development	
Advance planning for future projects	35
Beckenham Town Centre feasibility	10
Review of implemented projects	15
Travel Planning Activities.	
School Travel Planning Monitoring and Review	110
Workplace travel planning support	10
Promotional Activities	45
Road Safety Education	
Curriculum based activities	74
Smarter and Safer Driving	125
TOTAL BUDGET FOR ALL SCHEMES	2,829

APPENDIX 2A

Bridges and Structures bid	Funding £000		
	2012/13	2013/14	2014/15
Chislehurst Road Bridge	1,645	65	0
Leamington Avenue Bridge	105	0	4
Long Meadows Close Retaining Wall	142	0	3
Sevenoaks Way Retaining Wall	75	0	0
Parapet Strengthening	20	15	10
Maintenance Safety	15	50	50
Waterproofing	15	10	5
Bishops Avenue Culvert	166	0	5
Southborough Road Bridge (95% funded by Network Rail)	50	10	0
Brooklyn Road Culvert	2	2	2
Lych Gate Footbridge	15	1	0
Summer Hill Footbridge	25	0	0
Kingsway Bridge	50	1	0
Aldersmead Road Bridge	50	1	0
Crystal Palace Subway NE Ret. Wall	43	0	0
Anerley Station Bridge	12	0	0
Bridge Road Bridge (508)	12	0	0
Bridge Road Bridge (509)	11	0	0
Crofton Lane Bridge	44	0	0
Red Lodge Road Bridge	11	0	0
Sackville Avenue Culvert	0	60	450
Wendover Road Bridge	0	10	150
Plaistow Lane Bridge	0	1	0
Total	2508	226	679

APPENDIX 2B

Principal Road Renewal programme		Funding £k		
Name	Extent	2012/13	2013/14	2014/15
A208 White Horse Hill, Mottingham	Green Way to Mainridge Rd	73		
A208 White Horse Hill / Mottingham Road, Mottingham	Dunkery Rd to Mainridge Rd	279		
A232 Crofton Road, Orpington	War Memorial roundabout and approaches	86		
A233, Leaves Green Road, Biggin Hill	Downe Rd to House No 99	278		
A222 Beckenham Lane, Bromley	High St to Farnaby Rd	149		
A2212, Burnt Ash Lane, Bromley	Southover to Kynaston Rd	189		
A234 Crystal Palace Park Road / High Street Beckenham, Penge	Lawrie Park Rd to Anerley Park	88		
A214, South Eden Park Road, Beckenham	Monks Orchard Rd to St Davids Close		197	
A2022, Addington Rd, West Wickham	Layhams Rd to Borough boundary excl roundabout		457	
A213, Croydon Road, Penge	Borough boundary to Elmers End Rd incl junction		455	
A233 Main Road, Biggin Hill	Saltbox Hill to Churchill Way excluding roundabout			365
A208 Chislehurst Road, Orpington	Grosvenor Rd to Aylesham Rd			132
A233 Westerham Road, Keston	Heathfield to Croydon Rd			487
A222 Widmore Road, Market Square/High Street, Bromley	Kentish Way to Beckenham Lane			250
A2212, Burnt Ash Lane, Bromley	Kynaston Rd to Welbeck Ave			187
A214 Station Road, West Wickham	Ravenswood Crescent (change of surface) to High St			219
A233 Main Road, Biggin Hill	Lunar Close to Church Hill Way incl roundabout			253
A234 Beckenham Road, Beckenham	Clock House Rd to Turners Meadow Way (E-bound lane only)			41

Principal Road Renewal programme (continued)		Funding £k		
Name	Extent	2012/13	2013/14	2014/15
A222 Bickley Park Road, Bromley	Blackbrook Lane to Station Approach			158
A222 Bickley Park Road, Bromley	Southborough (change of surface) Rd to Blackbrook Lane			241
A222 Bickley Road, Bromley	Pines Rd excl junction to Bird in Hand Lane (change of surface)			228
A214, Elmers End Road, Beckenham	Beck Lane to Gwydor Rd			188
A224 Court Road, Orpington	High St (Change of surface) to Ramsden Rd			209
A223, Sevenoaks Road, Orpington	Tower Rd to A232 RBT War Memorial.			415
A223, Sevenoaks Road, Orpington	Tower Rd to Cardinham Rd roundabout (change of surface)			293
A232, Spur Road, Orpington	High St Orpington to Orpington By-pass			464
A234 Crystal Palace Park Road, Penge	Westwood Hill to Thicket Rd			379
A222 Widmore Road, Bromley	St Blaise Ave to Kentish Way			69
TOTAL		1,142	1,109	4,578

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Report No.
ES11090

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: Environment Portfolio Holder

For pre-decision scrutiny by Environment PDS on

Date: 4 October 2011

Decision Type: Non-Urgent Executive Non-Key

Title: **FIXED PENALTY NOTICES FOR VARIOUS HIGHWAY OFFENCES**

Contact Officer: Peter Turvey, Head of Street Environment
Tel: 020 8313 4901 E-mail: peter.turvey@bromley.gov.uk

Chief Officer: Nigel Davies, Director of Environmental Services

Ward: All

1. Reason for report

This report details the proposed introduction of Fixed Penalty Notices (FPNs) in respect of certain highway offences. It will enable a quick and affective enforcement action option to help address these types of offences.

2. **RECOMMENDATION(S)**

The Portfolio Holder is asked to 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.

Corporate Policy

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

Financial

1. Cost of proposal: Estimated cost £1,000
 2. Ongoing costs: Non-recurring cost.
 3. Budget head/performance centre: Street Regulation (within Street Scene & Green Space)
 4. Total current budget for this head: £518,890
 5. Source of funding: Within existing revenue budget 2011/12
-

Staff

1. Number of staff (current and additional): 1 FTE
 2. If from existing staff resources, number of staff hours: 18
-

Legal

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

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): All residents and visitors to the Borough
-

Ward Councillor Views

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

3. COMMENTARY

- 3.1 The London Local Authorities and Transport for London Acts 2003 (the 2003 act), gave boroughs powers to issue Fixed Penalty Notices (FPNs) in respect of certain offences on the highway. The Department for Transport had told London Councils that boroughs could not use these powers until certain conditions were met. These included the need for boroughs to advertise their intention to do so, and for the Secretary of State to approve the form of the notice. After seven years of discussion and lobbying the Department for Transport informed London Councils in November 2010 that boroughs may use the powers of the 2003 act without further impediment.
- 3.2 Up to now the only enforcement option has been prosecution. The 2003 Act provides the facility for an additional enforcement tool to tackle a series of public realm issues in a much more efficient and cost effective manner. The provisions of the 2003 Act enable authorised officers from the London Boroughs to issue FPNs for certain highway offences. The availability of FPNs provides a useful sanction and will normally be quicker than the existing criminal prosecution process. The use of FPNs can run alongside existing sanctions and discretion can be used to prosecute if this seems to be the most effective mechanism given the circumstances.
- 3.3 The fixed penalty level of £100 and the model form of the fixed penalty notice have been agreed by the London Councils' Transport and Environment Committee. The relevant offences are shown in Appendix A.
- 3.4 Payment of the penalty should be made within 28 calendar days following the date of the notice. If the penalty is paid within 14 calendar days following the date of the notice, the penalty level would be reduced from £100 to £50. If the penalty is not paid within the 28-day period, legal proceedings for the offence may be started.
- 3.5 As a way of advertising the introduction of these 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. It is proposed to introduce the FPNs for certain highway offences on 1st April 2012.

4. POLICY IMPLICATIONS

- 4.1 One of the key aims of "Building a Better Bromley", is to improve the street scene. It is anticipated that the introduction of the FPN process will assist with the enforcement action taken against certain highway offences which detract from the appearance of the physical environment.

5. FINANCIAL IMPLICATIONS

- 5.1 The introduction of the scheme will have some financial implications, to cover production of the fixed penalty notices and publicity for the scheme. These costs are likely to be in the region of £1,000, which will be met within the existing Streetscene and Greenspace budget.
- 5.2 It is not expected a high number of FPNs will be issued, so any income will be small. However, the level of income will be closely monitored and if income levels rise, Members will be informed.

6. LEGAL IMPLICATIONS

- 6.1 In November 2010 the Department for Transport informed the London Councils' Transport and Environment Committee that London Boroughs were able to introduce FPNs for certain highway offences, in accordance with the requirements of the London Local Authorities and

Transport for London Acts 2003.

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

Offence code	Description of offence	Section in Highways Act 1980
01	Painting or otherwise inscribing or affixing picture etc. upon the surface of a highway or upon a tree, structure or works on in a highway	132(1)
02	Wilful obstruction of highway	137(1)
03	Erecting a building, fence or hedge on highway	138
04	Depositing builders skip on highway without permission	139(3)
05	Failure to secure lighting or other marketing of builder's skip	139(4) (a)
06	Failure to secure marketing of builders skip with name and address	139(4)(b)
07	Failure to secure removal of builders skip	139(4)(c)
08	Failure to comply with conditions of permission	139(4)(d)
09	Failure to remove or reposition builders skip	140(3)
10	Failure to comply with notice requiring removal of tree or shrub	141(3)
11	Using of stall etc. for road side sales in certain circumstances	147A(2)
12	Depositing material etc. on a made-up carriageway	148(a)
13	Depositing material etc. within 15 feet from the centre of made-up carriageway	148(b)
14	Depositing anything on highway to the interruption of user	148(c)
15	Pitching of booths, stalls or stands or encamping on highway	148(d)
16	Failure to comply with notice requiring works to prevent soil or refuse escaping onto street or into sewer.	151(3)
17	Failure to comply with notice requiring removal of projection from buildings.	152(4)
18	Failure to comply with notice requiring alteration of door, gate or bar opening outwards onto street.	153(5)
19	Keeping of animals straying or lying on side of highway	155(2)
20	Depositing things on highway which cause injury or danger	161(1)
21	Erecting scaffolding or other structure without licence or failing to comply with terms of licence or perform duty under subsection (4)	169(5)

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Report No.
ES11109

London Borough of Bromley

Agenda
Item No.

PART 1 - PUBLIC

Decision Maker: Environment Portfolio Holder

For pre-decision scrutiny by Environment PDS Committee on

Date: 4th October 2011

Decision Type: Non-Urgent Executive Key

Title: **PARKING BAILIFF & DEBT COLLECTION SERVICES:
GATEWAY REPORT**

Contact Officer: Ben Stephens, Head of Parking Services
Tel: 020 8313 4514 E-mail: ben.stephens@bromley.gov.uk

Chief Officer: Nigel Davies, Director of Environmental Services

Ward: All

1. Reason for report

The report seeks agreement for the procurement of bailiff services to provide effective debt recovery for Parking. In principle agreement is sought 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.

2. RECOMMENDATION(S)

That the Environmental Portfolio Holder:

- 1) Approves 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;
- 2) Approves the retention of JBW and Swift Credit Services to provide parking bailiff services up to 31st March 2013;
- 3) Approves the placement of a sample of Penalty Charge Notice debt collection cases with the Council's existing Council Tax bailiffs; and
- 4) Approves the agreement for use for 3 years commencing on 1st April 2013 with an optional one year extension. If the new framework agreement does not meet our requirements a further report to Members will be made to recommend an alternative way forward.

Corporate Policy

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

Financial

1. Cost of proposal: No cost
 2. Ongoing costs: N/A. Annual income estimated to be between £200k and £250k p.a.
 3. Budget head/performance centre: Parking enforcement
 4. Total current budget for this head: £4.060m income from PCNs
 5. Source of funding: Existing revenue budget 2011/12
-

Staff

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

Legal

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

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Approximately 12,000 debtors per year receive action from the services being tendered.
-

Ward Councillor Views

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

3. Commentary

- 3.1. The Council's Parking service is responsible for providing the following services – residential and business permits, visitor vouchers, blue badge applications, the issue of penalty charge notices (PCNs) and associated appeals, debt collection, and parking dispensations and suspensions.
- 3.2 An efficient debt collection process is essential to ensure outstanding fees for Penalty Charge Notices are collected. The service agreement which is in place with our current bailiffs has been reviewed. To continue to provide an effective collection service, it is necessary to ensure that market testing has taken place and that robust contractual arrangements are made with an effective service specification in place.

Debt Collect Process for Penalty Charge Notices

- 3.3 Penalty Charge Notices are primarily issued under the Traffic Management Act 2004 and associated legislation. The Act allows for the collection of Notices that have not been cancelled or paid to be collected by the use of a warrant. A Penalty Charge Notice becomes a debt on the registration of the Notice at Northampton County Court. There is a £7 registration charge for this service/requirement. In 20010/11 LB Bromley sent approx 12,000 Penalty Charge Notices for registration at Northampton County Court. This figure accounts for 15% of all PCN's issued. It is estimated that a similar number will be registered in the coming years.
- 3.4 Over the last few years a collection rate in excess of 20% of all warrants issued have been collected. It would be expected that any successful firm of bailiffs should achieve this rate if not better. Collection rates differ between local authorities and very much depend on the demographics of an area and the speed with which the local authority registers Penalty Charge Notices and debts. However anything in excess of 20% would represent a good return in comparison to many other authorities.

Background to the bailiff process and current industry procedures.

- 3.5 Since the last service agreement was entered into a number of new initiatives and technologies have been introduced, including the use of Automated Number Plate Recognition (ANPR) technologies, use of MDA for real time information and GPS tracking of bailiffs. Also, searching for individuals through the use of electronic datasets has improved significantly. Any successful service provider would be expected to demonstrate their current ability to use these technologies and continue to improve debt collection techniques and show an ability to meet the changes and opportunities in the future.
- 3.6 There are no charges to LB Bromley for the service. Once a Penalty Charge Notice has progressed to the relevant stage, a warrant is passed to the bailiff company who commence enforcement of the warrant. If the debt is collected the full value of the Penalty Charge Notice is returned to the Council; in addition the bailiff company charges a fee to the owner served with the PCN to cover any statutory and reasonable costs incurred in collecting the fine.
- 3.7 Primary legislation affecting bailiff services is currently going through the Parliament and a number of possible significant changes may result from the new legislation. The process has been delayed for a number of reasons and a date for implementation of any changes is currently not known. The timescale for the tender process set out below allows for a better understanding of the implications of the new legislation to be achieved, with a final specification and contract being able to incorporate any necessary or desirable changes.

4. Procurement Implications

- 4.1 A European Union compliant procurement framework has been identified – the Eastern Shires Purchasing Organisation (ESPO) Bailiff Services Contract 984CC. This came into being on 1st January 2009. Since then a number of changes within the industry, in term of companies' growth and decline, have taken place. The ESPO framework agreement has an expiry date of the 31st December 2011, but is being extended for a further year whilst a new framework is put in place for January 2013. Currently the ESPO framework agreement includes four suitable suppliers who have been pre-qualified. Use of the framework agreement would negate the need for LB Bromley to carry out its own pre-qualification assessment.
- 4.2 It is however recommended that we delay using the ESPO agreement 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 the local authorities using the agreement. In addition there are a number of other companies who may wish to tender for this work for LB Bromley, including both our current contractors who have significant experience of working within the borough. During the review period these companies, and others, may wish to take the opportunity to seek inclusion within the revised framework.
- 4.3 Parking Services will inform the bailiffs' trade association of our intention to use the ESPO framework agreement. This will ensure that companies interested in tendering for work with LBB understand that they will need to be within by the ESPO framework agreement if they are to be considered. This would include the contractors currently used by the Council.
- 4.4 The ESPO agreement provides documents including a standard specification and contract conditions. Preparation is underway on additional documentation, as LB Bromley understandably requires the service to be specifically tailored to the needs of the borough. The ESPO agreement is necessarily a general document which allows a range of different local authorities to be able to use it.
- 4.5 The possibility of using the bailiff companies whom Liberata currently employ for the collection of outstanding LB Bromley Council Tax has also been investigated. It is recommended that Parking Services test the services of Phoenix and Chandlers, who are their current service providers. This would involve a sample of warrants being issued to them and then an assessment made of their collection rate and related service performance. If the standards sought by the Council are met, then the option of extending the existing Council Tax contract to embrace parking fine collection could also be considered.
- 4.6 In order to ensure that a formal agreement remains in place Legal Services will be requested to extend the existing agreement with our current service suppliers until 31st March 2013.
- 4.7 The anticipated timeline for this service is as follows:

Formally extend current agreement with existing service suppliers	October 2011
Inform Bailiff trade association of LBB intention to use the ESPO agreement.	October 2011
Trial Council Tax bailiff services providers	January 2012 to April 2012
Review outcome of new primary bailiff legislation	2012
Revised framework agreement available	1 st January 2013
Review revised ESPO agreement and evaluate	January 2013
Commence use of ESPO agreement	1 st April 2013

- 4.8 During the revision and updating of the ESPO framework agreement, officers will continue to evaluate its progress and any changes. If the new framework agreement does not meet our requirements a further report to Members will be made to recommend an alternative way forward. This could involve commencing a tendering process, or agreeing an extension to the Council Tax contract.
- 4.9 In the interim period up to 31st March 2013 it is proposed to continue using the Council's current two contractors, and also to place some cases with the bailiffs used for Council Tax collection to test their service standards in relation to PCN debts (see 4.5 above).
- 4.10 The service currently provided by JBW and Swift Collection Services supports our debt collection processes for all Penalty Charge related debts. It allows us to monitor their performance against each other, and avoid reliance on a single company to provide the service. JBW and Swift Collection Services are well established companies and have provided good services over the term of the existing agreement. Given the number of warrants LB Bromley produce, it is recommended that the two companies should be retained to cover the interim period up to 31st March 2013.
- 4.11 The report also recommends that any further variation in services be included through the use of the ESPO framework agreement, which will require consideration of areas that could achieve better VFM. The final agreement entered into will also include scope for further debt collection services to be transferred, at a later date, to the successful tenderer where there is evidence that this would secure improvements in VFM. This for example may include the provision of collections of debts that have been raised through the issue of Fixed Penalty Charge Notices or the issue of Notices under the Highways Acts, for example.

5 Policy Implications

- 5.1 Providing excellent service and performance underpins the delivery of the objectives of "Building a Better Bromley". In particular, the effective management of parking supports the Council's transport policies and its aim of ensuring a quality environment.

6 Financial Implications

- 6.1 This report refers to the Parking bailiff and debt collection service which results in income of between £200k and £250k per year being collected which otherwise would have to be written off.
- 6.2 The report recommends that the current bailiff companies are retained until 31st December 2012 and that the bailiff companies used by Capita to collect outstanding Council Tax Debts be tested during this period as well.
- 6.3 The report also recommends that the Council adopts the framework agreement for an initial 3 year period commencing 1st April 2013, with an option to extend for a further 1 year, should the new framework be in place at this date. A duration of 3 years would reflect common practice across authorities for this type of service. It provides flexibility in the context of a changing business sector with fast moving advancements in technology, whilst providing sufficient security for investment and return for the successful company.
- 6.4 Financial checks and evaluation of each company will have been undertaken through the registration/application processes for companies wishing to be part of the framework agreement. However LB Bromley will ensure any additional checks takes place to ensure the financial security of any company is undertaken as part of the evaluation process and final bids.

7 Legal Implications

- 7.1 This service falls within Part A, Schedule 3 of the Public Contract Regulations 2006 (telecommunications services, computer and related services) to which the full EU procurement rules apply.
- 7.2 Legal Services are currently investigating if the scope of the Revenue and Benefits contract with Liberata, allows for bailiff services for parking related matters, to be undertaken by the bailiff companies that provide debt collection services for Council Tax. Approval has been given for Parking Services to 'test' these services as referred to in 4.5.
- 7.3 Given the timetable of the procurement process, Legal Services will draft a formal extension to the existing agreement which will end on completion of the procurement process. The extension will also include a requirement for additional management information to be provided by both companies which will allow for an improved evaluation process when tendering takes place.

8 Stakeholder Consultation

- 8.1 There is no direct stakeholder involvement in this process, although the Council's Customer Service Centre, who offer some limited advice on bailiff and debt collection matters for Parking Services, have no concerns.

9 Key Issues/Risks

- 9.1 The current ESPO agreement has four pre-qualified companies; if insufficient bailiff and debt recovery companies within the industry decide not to apply or fail to meet the basic requirements set by ESPO best value may not be achieved. This risk will be reduced by the recommended approach set out in section 4 above, provided at least four companies meet the standards of the framework agreement and remain within it.
- 9.2 There is always a concern that should incumbent service providers be unsuccessful there could be a decline in the level of service delivery from announcement to the commencement of the new contract, and in helping to facilitate due diligence and the transitional arrangements. It is considered that this is a low risk but the transitional period would be carefully managed.

Non-Applicable Sections:	Personnel implications
Background Documents: (Access via Contact Officer)	Parking and Enforcement Plan

Report No.
ES11118

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: Environment Portfolio Holder

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

Date: 4th October 2011

Decision Type: Non-Urgent Executive Non-Key

Title: KENT HOUSE STATION APPROACH, BECKENHAM

Contact Officer: Malcolm Harris, Team Leader:Traffic Engineering
Tel: 020 83134500 E-mail: malcolm.harris@bromley.gov.uk

Chief Officer: Nigel Davis: Director of Environmental Services

Ward: Penge and Cator

1. Reason for report

This report is to enable the Portfolio Holder to make a first resolution in accordance with the Private Street Works Code, forming part of the Highways Act 1980, for the making-up of the carriageway and footway in part of Kent House Station Approach, Beckenham. The road is in a poor state which restricts access to the station.

2. **RECOMMENDATIONS**

2.1 The Environment Portfolio Holder is 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; and

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

2.2 The Environment Portfolio Holder is 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.

Corporate Policy

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

Financial

1. Cost of proposal: Estimated cost £225k
 2. Ongoing costs: N/A.
 3. Budget head/performance centre: TfL LIP funding for Network Infrastructure for 2012/13 & 2013/14
 4. Total current budget for this head: £205k is allocated to implement this scheme in 2012/13 with a further £20k for 2013/14. Both these sums have been agreed in principal by TfL.
 5. Source of funding: Transport for London LIP funding
-

Staff

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: 50
-

Legal

1. Legal Requirement: Statutory requirement.
 2. Call-in: Call-in is applicable in respect of a decision by the Environment Portfolio Holder
-

Customer Impact

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

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes.
2. Summary of Ward Councillors comments: Ward Members are supportive of this process.

3. COMMENTARY

- 3.1 Kent House Station Approach is an unmade, unadopted highway, providing access to both Kent House Station and Alexandra Infants School. The Council has been regularly requested to carry out improvements, but, as the street is unadopted, it is only entitled to carry out either minor repairs where it considers that conditions present a danger to users, or to make the street up for adoption. On 6 June 2001 Minute 60(1) of the Environmental Services Committee refers to its condition.
- 3.2 At another meeting on 14th November 2001, the Council made a First Resolution under the Private Street Works Code in respect of a combined cycle route and footway on the south western side of the street, to assist cyclists and pedestrians to gain access to the station and the school.
- 3.3 At its meeting on 30 January 2002, the Council made a Resolution of Approval under the Private Street Works Code in respect of this combined cycle route and footway on the south western side of the street, to assist cyclists and pedestrians to gain access to the station and the school. In 2002 the council built the combined cycle route and footway, and this was later adopted.
- 3.4 The layout attached indicates the remaining area in Kent House Station Approach with a proposed new layout of the carriageway and remaining footway.
- 3.5 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.

4. POLICY IMPLICATIONS

- 4.1 Policy T5 of the Unitary Development Plan states: "The Council will seek to improve the environmental quality, capacity and safety of local roads where appropriate, either by minor improvement or suitable traffic management schemes".
- 4.2 In "Building a Better Bromley 2020 Vision – Quality Environment", two stated issues to be tackled are: (i) Promoting safe motoring; and (ii) Improving the road network for all users.

5. FINANCIAL IMPLICATIONS

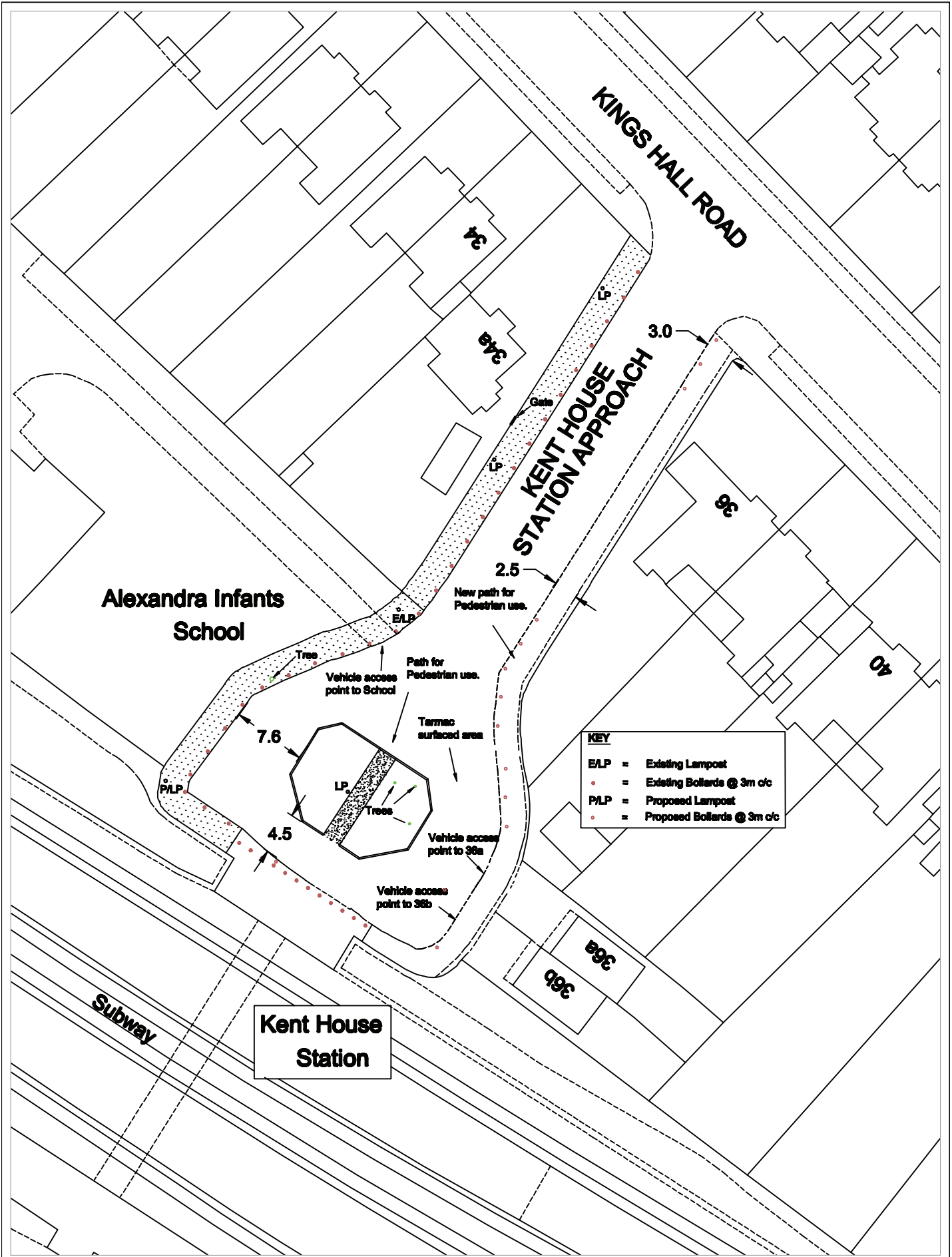
- 5.1 The estimated cost of constructing the carriageway and footway is £225k, including the cost of any works to statutory undertaker's mains or services. It should be noted that LBB has allocated £205k and £20k to this particular scheme from the formula funding settlements for 2012/13 and 2013/14 that TfL have agreed in principal. More detailed costs will be prepared for the resolution.

6. LEGAL IMPLICATIONS


- 6.1 To avoid any possible challenge to the preparation and carrying out of the scheme, the other frontagers to the street, although not liable to make any financial contribution, should be advised of the Council's intention to construct the proposed work.

Non-Applicable Sections:	Personnel Implications
Background Documents: (Access via Contact Officer)	Environmental Services Committee: Minute 60(1) 6 June 2001, 14 November 2001 (ES01492) and 10 January 2002 (ESC02098)

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 <p>Environmental Services City Centre, Stockwell Close, Bromley, BR1 3LH Tel: 020 8464 - 3333 Fax: 020 8313 - 4885 Email: www.bromley.gov.uk</p>	<p>Drawing Title Kent House Station Approach Drawing for first resolution</p>								
	<p>Scale @ A4 1:500</p>	<p>Date 8/08/11</p>	<p>Checked MDH</p>	<p>By</p>	<p>Drawing Number ESD-10935-1</p>	<p>Revision -</p>	<p>Rev</p>	<p>Date</p>	<p>Description</p>

ESD-10935-1.dwg (11/08/2011) User: MDH, Plot Size: 1:500

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Report No.
ES11117

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: Environment Portfolio Holder

For Pre-decision scrutiny by the Environment PDS Committee on

Date: 4 October 2011

Decision Type: Non-Urgent Executive Non-Key

Title: NEW BECKENHAM STATION CAR PARK EXTENSION

Contact Officer: Malcolm Harris, Team Leader:Traffic Engineering
Tel: 020 8313 4500 E-mail: malcolm.harris@bromley.gov.uk

Chief Officer: Nigel Davies, Director of Environmental Services

Ward: Penge and Cator, Clock House, Copers Cope

1. Reason for report

- 1.1 The New Beckenham railway station car park has insufficient capacity to meet demand. Since 1984 the Council has owned land adjacent to the station. This report recommends incorporating this land into the car park to increase capacity and income to the Council. This will also ease pressure caused by commuter parking in nearby residential roads.
- 1.2 This report seeks Portfolio Holder approval for submission of an application for planning approval to develop the area shown as unused land on drawing ESD-10934-1, and any subsequent consents required.
-

2. **RECOMMENDATION(S)**

The Portfolio Holder agrees:

- 2.1 That 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.
- 2.2 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.
- 2.3 To delegate minor details, such as car bay dimensions and location of P&D machines, to the Director of Environmental Services.

Corporate Policy

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

Financial

1. Cost of proposal: Estimated cost £100k, of which £60k relates to 2011/12 & £40k relates to 2012/13
 2. Ongoing costs: Recurring cost. There will be no additional enforcement costs as there is already an existing car park, however there will be an estimated net gain of £9k pa income.
 3. Budget head/performance centre: TfL LIP funding for Parking - Assess, Review and Update. Schemes 2011/12 and 2012/13
 4. Total current budget for this head: £80k is assigned to this scheme for 2011/12 and £40k agreed in principal for 2012/13. The current uncommitted balance for 2011/12 is £60k
 5. Source of funding: Transport for London LIP funding
-

Staff

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: 100
-

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): Commuters parking for New Beckenham rail station and local residents frustrated by commuter parking outside their homes.
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes.
2. Summary of Ward Councillors comments: Councillors Getgood, Adams and Phillips are supportive of this scheme. Any other views will be reported on the night.

3. COMMENTARY

- 3.1 In recent years there has been an increased demand for commuter parking in the vicinity of New Beckenham station, which has only a small car park associated with it. This has led to many complaints from residents inconvenienced by commuter parking near their homes. A new CPZ was introduced in the Copers Cope area to help address the issue and residents in the Lennard Road / Kings Hall Road area have also requested parking controls.
- 3.2 The Council owns land adjacent to 207 Lennard Road and New Beckenham Station car park. The land was registered on 8 February 1984 under title SGL 395829. A report submitted to the Plans Sub-Committee on 16th February 1989 gained necessary consent for the laying out of a commuter car park (ref: 88.3282) on this area, detailed on drawing EDS-10934-1, labelled as 'unused land'. This was granted under the Town and Country Planning Act 1972 and General Development Orders 1988. After the success of that application, the Council considered the sale of this land and presumably the exiting car park to British Rail. However, agreement was never reached on the purchase price. To date no action has been taken to create the additional car park.
- 3.3 Consideration has been given to various options to develop or sell off the area since 1989; however the only current access is via the current car park. As the land was purchased from British Rail and is very near to railway lines there are strict covenants within the title as to use. Legal advice suggests that the Council can develop the land as a car park, subject to necessary approvals. The current proposal is to prepare a planning application similar to that of 1989.
- 3.4 The Council has had to maintain fencing and manage the area, with no direct income currently generated for the Council. The area is overgrown and for periods throughout the nineties some areas were licensed as allotment and / or garden areas. This arrangement has now lapsed.
- 3.5 It might be possible and desirable at some stage in the future to sell the land for housing development, if the market was right and the access issues could be resolved. However, it is not felt that this should prevent the utilisation of the land for car parking at the present time. A car park would provide a current benefit to residents and commuters, and provide an income for the Council. It is possible that TfL, who will fund this project, might require recompense if the car park was later sold to be redeveloped for housing, but this is thought to be an acceptable and limited risk.
- 3.6 A tree survey was conducted in August 2011. Any development will take account of tree management and would be incorporated within any drawing laying out the site as a car park.
- 3.7 The current capacity of the existing car park is 51 Pay and Display spaces, producing an income of about £12k per year. There is an area for motorcycle parking and 2 disabled bays. This scheme is part of a station access scheme to provide more off road parking for residents and other commuters, possibly reducing on street parking in roads surrounding New Beckenham station such as Kings Hall Road, Lennard Road and Copers Cope Road. The additional 40 or so spaces could generate an income to the Council of about £10k per year.

Consultation

- 3.8 Cllr Getgood has previously expressed an interest in this scheme being developed, following concerns from local residents about the adverse effects of commuter parking in their roads. All nine Ward Councillors have been informed of the proposals, and two of these have so far responded in support of the scheme.

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.

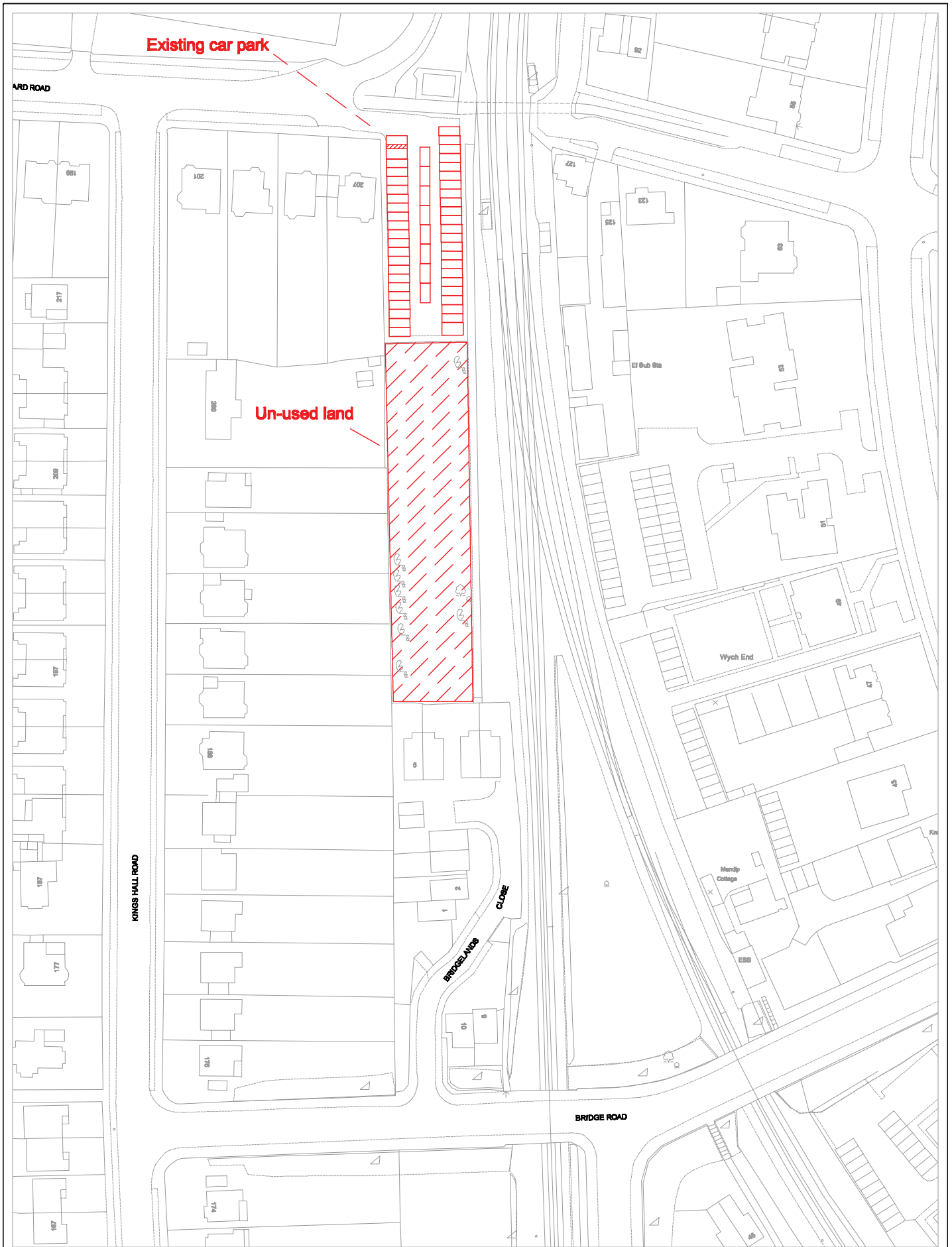
5. FINANCIAL IMPLICATIONS

- 5.1 The estimated total cost of this scheme is £100k, and will be funded from the TfL LIP funding for 2011/12 and 2012/13. It should be noted that LBB has allocated £80k and £40k to this particular scheme from the formula funding settlements for 2011/12 and 2012/13 that TfL have agreed in principal. The uncommitted balance for 2011/12 is £60k plus the in principal sum of £40k for 2012/13 mean that there should be sufficient resources to fund the estimated cost of the proposal.
- 5.2 It is estimated that income of approximately £10k per year may be generated, offset by additional costs of £1k for cash collections. This has been based on current usage of the existing car park. The net additional income will be used to help balance the 2013/14 budget.

6. LEGAL IMPLICATIONS

- 6.1 Renewed consent might be required from Network Rail due to previous land ownership and close proximity to the railway line. Planning approval is required under the Town and Country Planning Act 1990.

Non-Applicable Sections:	Personnel Implications
Background Documents: (Access via Contact Officer)	Planning report ref: 88.3282 dated 16/2/1989



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 Environmental Services Civic Centre, Stoodwell Close, Bromley, BR1 3LH Tel : 020 8464 - 3333 Fax : 020 8313 - 4866 Email : www.bromley.gov.uk	Drawing Title Kings Hall Road Car park extension								
	Nigel Davies Director of Environmental Services		Scale @ A4 1:1250	Date 24/8/11	Checked By MDH	Drawing Number ESD-10934-1	Revision - Rev - Date - Description - By		

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Report No.
ES11116

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: Environment Portfolio Holder

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

Date: 4th October 2011

Decision Type: Non-Urgent Executive Non-Key

Title: PICKHURST LANE, HAYES - PROPOSED ZEBRA CROSSING

Contact Officer: Paul Nevard, Traffic Engineer
Tel: 020 8313 4425 E-mail: Paul.Nevard@bromley.gov.uk

Chief Officer: Nigel Davies, Director of Environmental Services

Ward: Hayes and Coney Hall

1. Reason for report

This report outlines proposals to make amendments to Pickhurst Lane, Hayes. Ward Members have requested consideration be given to installing measures to improve safety for pedestrians near Station Approach. The junction has experienced a number of personal injury collisions over the last five years. It is felt improvements to the crossing facilities would be of benefit to road safety, improve driver awareness and assist pedestrians crossing the road.

2. **RECOMMENDATION(S)**

That:

- 2.1 **The Portfolio Holder agrees to the proposed scheme shown on drawing number ESD-10670-4 being implemented;**
- 2.4 **Authority to make any minor modifications which may arise as a result of any considerations be delegated to the Director of Environmental Services, in consultation with the Environmental Portfolio Holder.**

Corporate Policy

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

Financial

1. Cost of proposal: Estimated cost £20k
 2. Ongoing costs: N/A.
 3. Budget head/performance centre: Transport for London 2011/12 funding for pedestrian crossings and minor walking schemes.
 4. Total current budget for this head: £90k was set aside for this category, of which an uncommitted balance of £47k is available to fund this scheme.
 5. Source of funding: Transport for London LIP Funding.
-

Staff

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: 40 staff hours to develop this scheme
-

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): Pickhurst Lane and Station Approach, Hayes are roads with high traffic flows. A proposed formal crossing will therefore be of benefit to many pedestrians using the route.
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes.
2. Summary of Ward Councillors comments: Ward Members have expressed support for this scheme and feel that a formal crossing is required in the area.

3. COMMENTARY

- 3.1 Pickhurst Lane is classified as a distributor road that adjoins Station Approach, Hayes. Station Approach has a number of retail units and a railway station. Subsequently the junction with Pickhurst Lane is busy with vehicles and pedestrians wishing to cross the road. A 30 mph speed limit is in force on Pickhurst Lane and Station Approach.
- 3.2 Collision data for a five year period has been used to review this site. A total of eight personal injury collisions have occurred from the junction of Bourne Vale to the junction of Station Approach during the study period, six classified as slight collisions and two involving serious injuries. One of the serious collisions involved a pedestrian being hit by a vehicle crossing Pickhurst Lane at the Junction with Station Approach. The remaining six collisions involved speeding vehicles on Pickhurst Lane, failure to give way at the Station Approach junction and a cyclist being struck whilst turning into Bourne Vale. Two of the collisions occurred during the hours of darkness and only one of the collisions occurred on a wet carriageway surface.
- 3.3 Due to the lack of formal crossing facilities, pedestrians generally cross at the central refuge on top of the Station Approach junction with Pickhurst Lane. Although this is located on the desire line, there is a conflict between drivers turning left and right from Station Approach. During the site investigations motorists are observed to be impatient as they emerged from Station Approach and edged out beyond the give way lines when turning left to pull out of the junction. Some drivers were observed to not give way, looking right to ensure there was no oncoming traffic and manoeuvring onto Pickhurst Lane. This can create difficulties for pedestrians, particularly vulnerable road users trying to cross the road. It was also observed that many motorists using Pickhurst Lane did not have advanced warning of Station Approach and were unaware of the pedestrian movements. As a result it is considered that an effective measure at this location would be to improve the crossing facilities. It has been proposed to install a zebra crossing that will assist those crossing Pickhurst Lane as shown on plan ESD-10670-4.
- 3.4 Nevertheless, the proposed scheme recommends that the existing refuge island on Pickhurst Lane junction with Station Approach remains in place. The island also separates vehicular traffic and is of benefit to some pedestrians crossing the road. The formal crossing will offer a new facility that hopefully the vast majority of pedestrians will use, especially vulnerable road users. However, at this current time the existing island would still remain in place at the junction to enable an assessment to be made to keep, alter or remove it after the crossing has been installed.
- 3.5 The directly affected residents and statutory consultees have been sent a plan for comments and the results are shown below.

Do you support the proposed scheme?	
Yes	10
No	3
Other	3

- 3.6 Some comments have been received from residents regarding concerns over the position of the crossing facilities and that the crossing should be located closer to Station Approach. However, the proposed crossing is located in the most suitable location with good visibility for drivers and pedestrians. It would not be possible to install a formal crossing at the junction and the new zebra crossing facility would be of benefit to pedestrians using the area. The crossing will also raise driver awareness ahead of the upcoming junction and Station Approach.
- 3.7 Local Ward Councillors have been consulted on the proposed changes and they are supportive of the scheme. The Ward Members have provided the following comments: "*It is something that*

we, the local police and others have sought for some time and this design appears to be the best option. Although sited a little distance from the junction of Station Approach with Pickhurst Lane, it will be positioned in the line taken currently by the majority of the pedestrians who use the existing refuge. We are conscious, however, of the concerns of some residents in relation to speeding traffic, and its possible impact on the new crossing. We ask that consideration be given to the painting of appropriate markings on the carriageway, in addition to the installation of the usual pole signs.”

Subsequently, the design engineer will take into consideration the need for additional road markings and signage as part of the detailed design of the scheme.

- 3.8 The local Police have also been consulted and the following comments have been made: *“I believe the crossing is in a safe place and would infinitely assist in the safe crossing of pedestrians in the local area, with no real negative effects on other road users.”*
- 3.9 The Hayes Village Association have been sent a copy of the plans and supports the proposal. The Hayes Community Council have raised concerns regarding the position of the crossing, which has been addressed in 3.6 and requested traffic signal control at the Station Approach junction instead. Traffic signal control with a pedestrian phase would have a number of implications on vehicular movements and it is not considered appropriate. However, it is agreed by the Hayes Community Council that something needs to be done to make life less hazardous at the junction.
- 3.10 The proposed changes will be of benefit to road safety and hopefully reduce the number of Personal Injury Collisions in the area. The scheme will help assist vulnerable road users cross the road. However, the junction will be monitored and further changes may need to be considered in the future.

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.

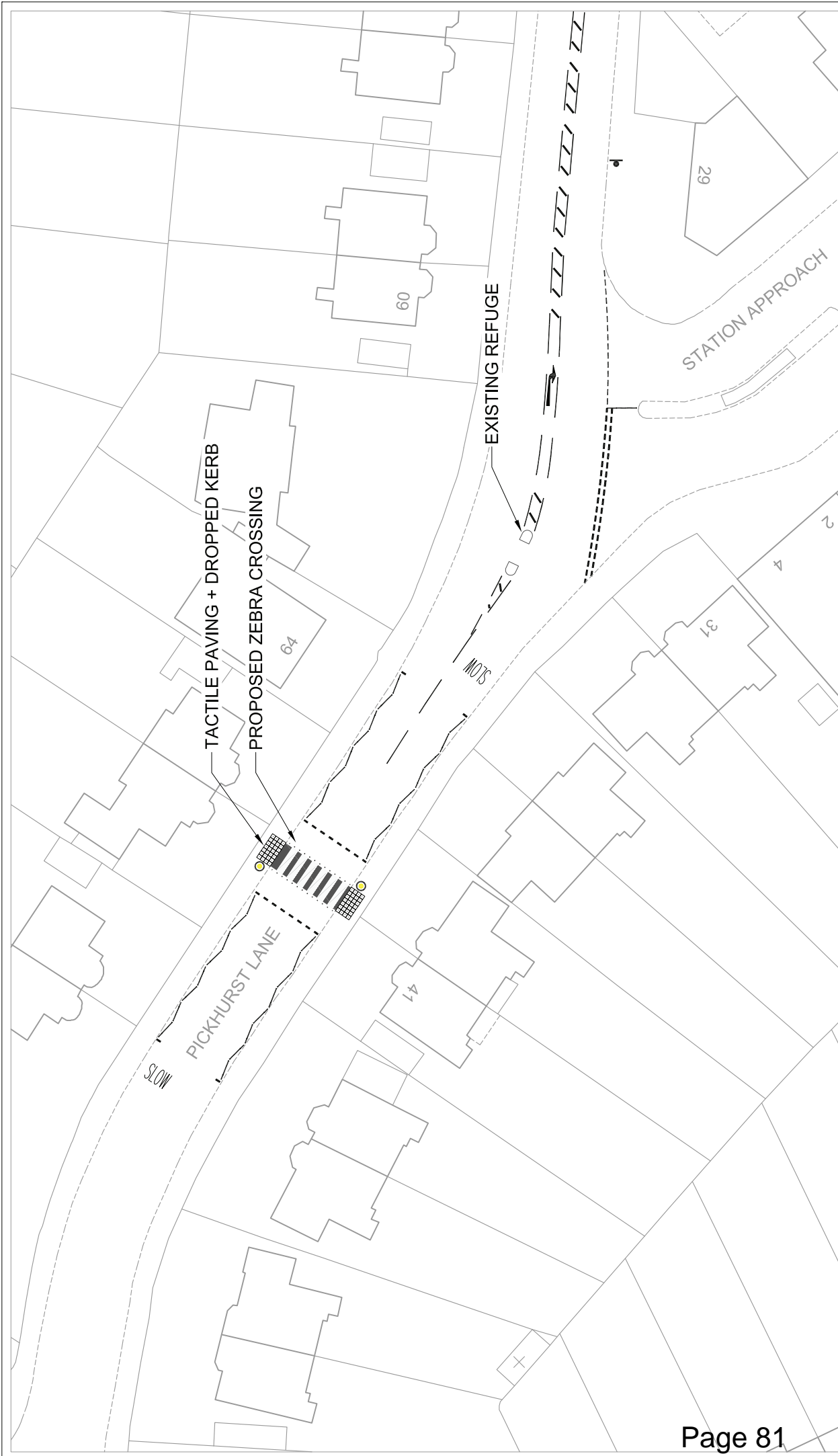
5. FINANCIAL IMPLICATIONS

- 5.1 The estimated cost of the project is approximately £20k and will be funded from the Transport for London (TfL) budget for pedestrian crossings and minor walking schemes, which currently has an uncommitted balance of £47k available to fund this scheme.

6. LEGAL IMPLICATIONS & PERSONNEL IMPLICATIONS

- 6.1 Under the provisions of Section 23 of the Road Traffic Regulation Act 1984 the necessary Public Notice for the formal crossing will be promoted.

Non-Applicable Sections:	N/A
Background Documents: (Access via Contact Officer)	Consultation Replies – Pickhurst Lane – August 2011



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Environmental Services
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 Bromley, BR1 3UH
 Tel: 020 8464 - 3333
 Fax: 020 8313 - 4555
 Email: www.bromley.gov.uk



Nigel Davies
 Director of Environmental Services



Job
**PICKHURST LANE
 NEAR STATION APPROACH**

Scale @ A4
 1:500

Date
 10/05/11

Checked
 DM

By
 RL

Title
PROPOSED ZEBRA CROSSING

Drawing Number
 ESD-10670-4

Revision
 A

Rev
 A

Date
 22/06/11

Description
 SAFETY AUDIT AMENDMENTS

By
 RL

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Report No.
ES11120

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: Environment Portfolio Holder

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

Date: 4 October 2011

Decision Type: Urgent Executive Non-Key

Title: **MILL BROOK ROAD - ZEBRA CROSSING**

Contact Officer: Malcolm Harris, Team Leader; Traffic Engineering
Tel: 020 8313 4500 E-mail: malcolm.harris@bromley.gov.uk

Chief Officer: Nigel Davies, Director of Environmental Services

Ward: Cray Valley East

1. Reason for report

- 1.1 A report on the Cray Valley Study (London Greenways), was presented to Members last year. This study identified a new walking and cycling route through various parks and open spaces and revealed various road safety improvements that could be made. One of these was the need for a new pedestrian crossing facility in Mill Brook Road, near its junction with Market Meadow.
- 1.2 This report seeks the approval of the Portfolio Holder for the installation of a zebra crossing in Mill Brook Road, St Mary Cray, as detailed in drawing number ESD-10936-1.
- 1.3 The decision for this item needs to be taken as a matter of urgency in view of the impending closure of Chislehurst Road bridge. The works will need to be completed in advance of the closure.

2. **RECOMMENDATION(S)**

That the Portfolio Holder:

- 2.1 **Urgently agrees 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**
- 2.2 **Agrees to the delegation of minor design details of the crossing to the Director of Environmental Services, in consultation with the Environmental Portfolio Holder.**

Corporate Policy

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

Financial

1. Cost of proposal: Estimated cost £20k
 2. Ongoing costs: N/A.
 3. Budget head/performance centre: TfL LIP funding for Cycling and Walking Schemes 2011/12
 4. Total current budget for this head: £345k, of which £65k is assigned to this scheme, with an uncommitted balance of £48k
 5. Source of funding: Transport for London LIP funding
-

Staff

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

Legal

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

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): All local residents and people using the Nugent Shopping Centre and nearby local shops around Mill Brook Road.
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes.
2. Summary of Ward Councillors comments: One councillor has responded and supported the scheme.

3. COMMENTARY

- 3.1 In FY09/10 TfL funded a study of a Greenways walking and cycle route from Orpington by-pass to our Borough boundary with Bexley. That study report highlighted various options to improve road safety at locations along this route. One of these locations was in Mill Brook Road by the road junction of Market Meadow. Observations revealed that there was a high desire for a formal crossing here, due to various nearby facilities such as the Nugent Centre on one side of Mill Brook Road and local shops on the other side around Sandway Road.
- 3.2 The scheme was supported by a Ward Member, Cllr Fortune.
- 3.3 The site was investigated by traffic engineers who concluded that the provision of a pedestrian crossing would create a safer crossing point for local residents and shoppers here.
- 3.4 In January 2010 a pedestrian count was conducted and this revealed a high number of people crossing at this specific location. An assessment of two different types of facility was requested by Councillors for a pedestrian crossing. A Zebra crossing or pedestrian refuge were the two main options considered by Councillors.
- 3.5 After this review and an assessment of costs a consultation was conducted for the provision of a Zebra crossing in Mill Brook Road.

Consultation

- 3.6 Pre-consultation documents were sent out to Ward Members inviting their comments. One Ward Member responded and was supportive of the scheme.
- 3.7 On 19th August 2011 local residents were consulted to seek their views concerning the proposal to install a Zebra crossing at this location. 250 questionnaires were delivered. There was a high number in favour of the proposal.

Summary of Consultation Response

No of questionnaires circulated	No of questionnaires returned	In favour	Against	Undecided
250	76	73	3	0

- 3.6 This proposal is in line with the Council's aims of improving road safety. This report seeks the approval of the Portfolio Holder to install a Zebra crossing in Mill Brook Road, St. Mary Cray.

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.

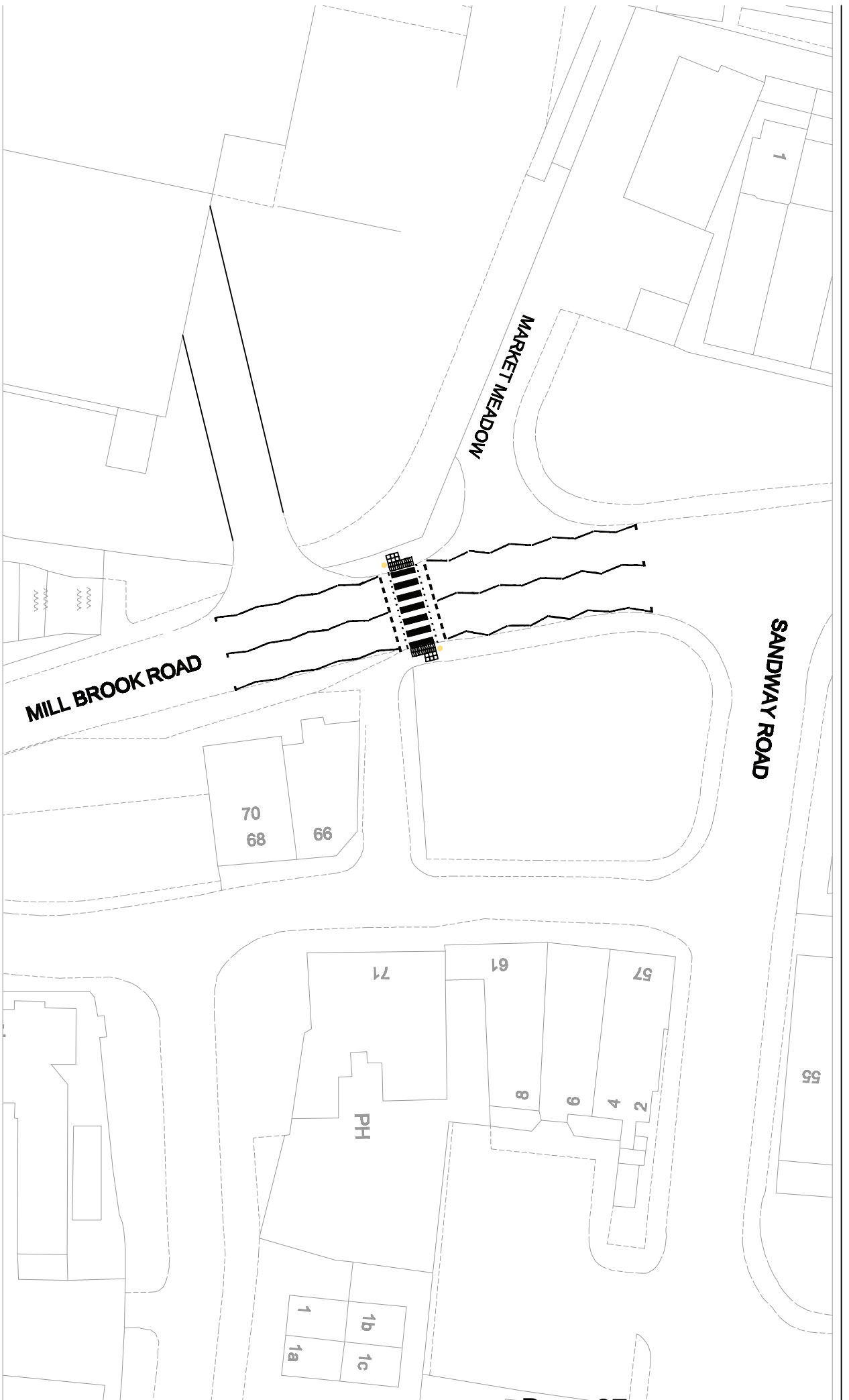
4. FINANCIAL IMPLICATIONS

The estimated cost of this scheme is £20k and will be funded from the TfL LIP funding for Cycle and Walking Schemes 2011/12, which has an uncommitted balance of £48k available to fund the Cray Valley scheme. A Traffic Management Order will be required, but to minimise the financial impact the cost will be divided between this and other current schemes requiring Orders.

5. LEGAL IMPLICATIONS

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

Non-Applicable Sections:	Personnel Implications
Background Documents: (Access via Contact Officer)	Consultation document filed in room N87 CRAY VALLEY STUDY (LONDON GREENWAYS) PDS report 18 January 2010



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Nigel Davies
Director of Environmental Services

Job
MILLBROOK ROAD

Title
**ZEBRA CROSSING OPTION
For Consultation (not detailed design)**

Scale @ A4
1:500

Checked
MDH

By

Drawing Number
ESD-10836-1

Revision

Rev

Date

Description

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Report No.
DRR11/091

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: Executive

For Pre-Decision Scrutiny by the Environment PDS Committee

For Pre-Decision Scrutiny by the Renewal & Recreation PDS Committee

Date: 19th October 2011 (Executive)
4th October 2011 (Environment PDS)
11th October 2011 (Renewal and Recreation PDS)

Decision Type: Non-Urgent Executive Key

Title: PROPOSED GOVERNANCE OF CRYSTAL PALACE PARK

Contact Officer: Louisa Allen, Employment & Skills Manager
Tel: 020 8313 4880 E-mail: louisa.allen@bromley.gov.uk

Colin.Brand, Assistant Director Renewal and Recreation
Tel: 020 8313 4107 E-mail: colin.brand@bromley.gov.uk

Chief Officer: Marc Hume, Director of Renewal & Recreation

Ward: Penge and Crystal Palace Wards

1. Reason for report

- 1.1 This report recognises Crystal Palace Park as a site of local, regional, national and international significance which now requires an alternative approach to its management to ensure that it is enjoyed for generations to come. The approved Masterplan for Crystal Palace Park, although subject to a judicial review, requires consideration to be given to the mechanism by which the Masterplan can be implemented and the need to attract significant external support and funding whilst retaining and increasing the support of local residents, interest groups and associations.
- 1.2 This report examines different options for the future governance of the park and recommends that management of the park in the form of a 'not-for-profit' organisation be further investigated. The report also suggests pursuing discussions with established and experienced organisations such as the National Trust, English Heritage and other industry sectors who have a history and reputation for managing green spaces.
- 1.3 Recognising the complexities of the park's history, the diverse range of parties that have an interest in the future of the park and the scale of resources likely to be required to implement

(in all or in part) the Masterplan, this report recommends the creation of the Crystal Palace Park Management Board (**Appendix 1**). The Board will be established to explore opportunities for the management, restoration, development and protection of Crystal Palace Park; recognising the site's multi-faceted historical significance and creating an environment which is valued and admired by local people and visitors alike.

2. RECOMMENDATION(S)

That the Environment PDS Committee and the Renewal & Recreation PDS Committee:

- 2.1. Note the contents of the report and the consultation undertaken to date and provide the Executive with their comments.

That the Executive considers the comments of the Environment PDS Committee and the Renewal and Recreation PDS Committee to:

- 2.2 Approve the creation of the Crystal Palace Park Management Board at (**Appendix 1**).
- 2.3 Agree that Officers support members of the Crystal Palace Park Management Board to:
- 2.3.1 Explore the 'not-for-profit' organisation governance option for the park;
 - 2.3.2 Pursue discussions with established organisations who have the experience and capability of managing green spaces, such as the National Trust and English Heritage;
 - 2.3.3 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.
 - 2.3.4 Agree that the Crystal Palace Park Executive Project Board bring back further reports to the Executive Committee with recommendations on the future management of Crystal Palace Park and any other significant developments.

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: Crystal Palace Park
 4. Total current budget for this head: £495k
 5. Source of funding: Existing revenue budget 2011/12
-

Staff

1. Number of staff (current and additional): Approximately 1.5 FTE Rangers
 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): Park attendance figures for the annual total number of visits to Crystal Palace Park have been estimated from surveys carried out in December 2006 and July 2007 by Steer Davies Gleave, who were commissioned by the London Development Agency. Steer Davies Gleave estimate that there are approximately 1.67 million visitors a year to the site and National Sports Stadium, excluding visits for special events.
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes.
2. Summary of Ward Councillors comments: Ward Members have been consulted on the Crystal Palace Park Management Structure which is proposed to explore the 'not-for-profit' organisation option in addition to other improvement projects for the park. Generally Ward Members views towards the scheme were favourable and positive. Some concerns were raised in respect of the membership of Crystal Palace Park Executive Project Board and suggested any organisation represented on the board that would potentially benefit financially from the proposals should have a non-voting position. They also requested that Ward Members are represented on the Executive Project Board as well as the Crystal Palace Park Stakeholder Groups.

3. COMMENTARY

3.1 This report outlines proposals to create a Crystal Palace Park Management Board to investigate alternative options for the future governance of Crystal Palace Park.

Background

3.2 Crystal Palace Park is an English Heritage Grade II listed park which was once home to Sir Joseph Paxton's Crystal Palace, the structure which originally housed the Great Exhibition in 1851. The London Borough of Bromley took control of Crystal Palace Park in 1986 from the Greater London Council. The Park's 200 acres incorporates a number of heritage features and the National Sports Centre, the latter being a separately managed entity.

3.3 This report recognises that Crystal Palace Park requires significant financial investment to its infrastructure to ensure that it can be enjoyed by generations to come.

3.4 In 1999, the park was awarded £4.4m from the Heritage Lottery Fund to restore 40% of the landscape and infrastructure. However, further investment is needed to restore, conserve, protect and develop the remaining elements of the park.

3.5 The London Borough of Bromley has not been able to guarantee the level of investment required given the park's status as a national asset. In the current economic climate where there are competing priorities on local authority funding, this is unlikely to improve.

3.6 Because the park is situated on the borders of five London boroughs; Bromley, Croydon, Lambeth, Lewisham and Southwark, it has evoked a diverse range of interest and support from a wide range of residents.

3.7 The Council granted the London Development Agency a 125 year lease of the National Sports Centre and grounds immediately surrounding the site on 25th March 2006. Since that date, under the terms of that lease, the London Development Agency have been wholly responsible for the National Sports Centre site, including insurance, although there is no covenant on their part to keep or maintain the buildings in any particular condition. A further 125 year lease (running for the same term) of that part of the Crystal Palace Park Farm not included in the National Sports Centre lease was subsequently granted to the London Development Agency to enable them to grant a lease of the whole of the farm to Capel Manor College for use as part of the college.

3.8 The agreement entered into between the Council and the London Development Agency which led to the lease of the National Sports Centre site also granted the London Development Agency an option to take a 125 year lease of the whole park. With the potential of taking over the management of the park, the London Development Agency commissioned Latz + Partner (a landscape architecture firm) to carry out extensive public consultation and create a landscape Masterplan for the park. The Masterplan has been approved by the Council but is currently with the Secretary of State under judicial review with a decision expected later on in the year.

3.9 The Masterplan applications for planning permission, Conservation Area Consent and Listed Building Consent were submitted in November 2007. In December 2008 the Development Control Committee resolved to grant permission, but the applications were called in by the Secretary of State for Communities (SoS) decision. A local inquiry took place between July and September 2009 and the Inspector's report of April 2010 was considered by the SoS, who granted permission in December 2010. This decision is subject to a legal challenge which awaits a hearing date.

3.10 The description of the planning application is as follows -

Comprehensive phased scheme for landscaping and improvement of the park, comprising demolition of and alterations to existing buildings and structures including removal of existing hard surfaces; changes of use, including of part of the caravan site to public open space and museum to park rangers base; erection of new buildings and structures for various uses including museum and park maintenance facilities, community facility/ information kiosk, greenhouses, retail kiosks, cafes, toilets, classroom/ children's nursery, treetop walk, college and up to 180 residential dwellings; erection of new regional sports centre including indoor swimming pool; alterations to ground levels with new pedestrian paths, vehicular access roads, car park, highway works, water features together with associated and ancillary works / plant and equipment (Part Outline/Part Full Application)

3.11 The aim of the Masterplan is to create a 21st century park which reflects Paxton's original ideas while responding to today's concerns and opportunities. The aim is that the park should be:

- Innovative
- Inspirational
- Trend – setting
- Recreational, fun and educational for all
- An exemplar of a modern sustainable park

This vision responds to heritage, current conditions and future needs, with an overall aim to re-establish the park's significance. It aims to conserve and strengthen the historic landscape character, by re-interpreting and revitalising Paxton's configuration and so recreating the character of the park as a whole.

3.12 In terms of the costs of implementing the Masterplan, the London Development Agency assigned the works to three "Levels".

1. Level one works involve basic restorative and remedial works which represent the minimum improvement necessary to restore the park. For example; remediation of contamination, archaeological excavations, removal of hardstandings, changes in levels, landscaping (including the terraces) and water features (cost £41.8M).
2. Level two works are intended to restore the park to regional park standard and will include the construction of two greenhouses, a cricket pavilion, additional playgrounds and water features and works to the concert bowl (cost £17.3M).
3. Level three works are intended to restore the park to both national and international standards and include the installation of a tree top walk and further water features (cost £8.9M).

3.13 The total cost of around £68M did not include certain elements that would attract grants and or other separate funding streams, for example the build of a new museum, restoration of the subway, restoration of the stonework of the listed terraces and works to the National Sports Centre. As such the total costs of implementing the Masterplan could be nearly twice the figure originally quoted. It was estimated that the receipt from the sale of the two residential sites would be in the region of £12.8M, but this estimate was prior to the recession. There are costs associated with releasing these sites, for example, the maintenance building on the Crystal Palace Park Road frontage has to be physically relocated and the One O' Clock Club needs to be relocated, potentially to the new children's

nursery permitted on the Caravan Club site. There is a break clause in the lease of the Caravan Club in 2019, and it is unlikely that the land could be sold before then. As such there are many “linkages” between the elements of the Masterplan, other examples being the phasing envisaged being reliant upon changes in level (and related stockpiling of soil), also the improvements to the National Sports Centre to convert it to dry sports only would not take place until the Regional Sports Centre (including its 50m pool) is complete. The re-establishment of Paxton’s central axis of the park by removal of the raised walkway and other structures adjacent to the National Sports Centre includes raising ground levels around the National Sports Centre – the works will visually reconnect the elements of the original layout by removing these barriers that exist in the centre of the Park.

- 3.14 The London Development Agency had until 31st March 2009 to exercise the option to take over the management of Crystal Palace Park but chose not to do so; the remainder of the park therefore remains the Council’s responsibility and liability. As a result, it is suggested that the Council looks at different options to reduce its liability and to ensure a more sustainable future for the park. Although the London Development Agency will be absorbed by the Greater London Authority during 2012 and therefore is no longer in a position to lease the park, both have and will be involved in discussions as to the park’s future and a new management arrangement that could carry out the Crystal Palace Park Masterplan.

Potential Governance Options for Crystal Palace Park

Single Borough Governance

- 3.15 The park could be managed by a single London borough; Bromley, Croydon, Lambeth, Lewisham or Southwark, all of which adjoin the park.
- 3.16 The advantages of single borough governance are:
- A single local body that has experience of managing open spaces which already exists present the least difficulty initially.
 - Local authorities have existing robust systems, procedures and accountability mechanisms.
 - Local and national taxation provides an annual source of funding.
 - Strategic management initiatives can reduce service delivery costs and liberate funding for other green space maintenance.
- 3.17 The disadvantages of single borough governance are:
- There is no evidence that any neighbouring borough wishes to take on the sole burden of managing Crystal Palace Park.
 - As the management of parks and other public open spaces is not a statutory duty, it is unlikely that any of the boroughs will have sufficient and dedicated resources to look after the park effectively.
 - Any resources available from a single borough would be subject to competition from other parks or priorities in spending.
 - Ring-fencing income generated from Crystal Palace Park in order to develop and improve facilities and the grounds is likely to be difficult in light of other, more pressing, local authority funding commitments.

- The equity of running costs associated with a park of national significance may be brought into question in light of the fact that residents from all London boroughs, including those which abut the park, are entitled to use the site.

3.18 On evaluation, this report does not recommend a single borough governance option. This option does not provide the management, partnership and funding opportunities that Crystal Palace Park requires.

Multiple Borough Governance

3.19 The park could be managed by a consortium of local boroughs who would all contribute financially to the park.

3.20 The advantages of multiple borough governance are:

- The management and development costs could be more fairly shared amongst the boroughs that constitute the immediate catchment area.
- There could be some economies of scale if other local parks were also managed by this consortium.

3.21 The disadvantages of multiple borough governance are:

- No single body would be responsible for the park. A situation could arise where an individual borough withdraws funding and commitment due to other pressures and priorities.
- From a practical point of view, the park cannot be managed on a day-to-day level by several boroughs. One would need to take a lead or all five would need to appoint a subsidiary management body. The potential for bureaucratic complexity, and even conflict, could arise.
- This governance option also suffers from an unpredictable level of funding as competition for limited resources from statutory services remains an issue.

3.22 On evaluation, this report does not recommend a multiple borough governance option. The disadvantages outweigh the advantages of this arrangement.

Generic Regional Borough Governance

3.23 The management of the park would be transferred to an existing generic regional body (i.e. an organisation not primarily concerned with parks).

3.24 The advantages of generic regional borough governance are:

- If an appropriate body were identified, no new organisation needs to be set up.
- Generic regional bodies such as the Greater London Authority, or alternatively the Corporation of London, are regionally established organisations with extensive networks, influence and potential access to funds.

3.25 The disadvantages of generic regional borough governance are:

- No appropriate regional body appears to exist – particularly since the London Development Agency has made it clear that park management is now beyond its remit. (The Greater London Authority might be another possibility, although it currently

manages no parks at all and faces similar financial constraints as that of local authorities).

- It could be difficult for a regional body to satisfy the requirement for local accountability and provide appropriate opportunities for local stakeholder input.
- It is uncertain whether a regional body, primarily concerned with other matters, would have the expertise to effectively manage a large park of national importance.
- Ring-fencing of park income may not be possible.

3.26 On evaluation, this report does not recommend a generic regional borough governance option. Since the London Development Agency is going to be absorbed by the Greater London Authority it seems unlikely that a generic regional body will be prepared to extend their remit to include a park, particularly in the current economic climate.

Specialist Parks Authority Governance

3.27 The park could be managed by Royal Parks, the existing specialist parks authority. Alternatively a new London Parks Authority could be established.

3.28 The advantages to the specialist parks authority governance are:

- Crystal Palace Park would become part of a portfolio of high profile parks.
- There are potentially higher levels of income for maintenance.

3.29 The disadvantage of this option is that there could be questions raised to Members about local accountability and control with either model.

3.30 The specific disadvantages in relation to the Royal Parks option are:

- The Royal Parks body has made it clear that they are not looking to expand their portfolio. The Royal Parks option would require new legislation to make Crystal Palace Park crown land.
- Even if it were, any park it considers taking on would need a substantial dowry to cover future management and maintenance costs.

3.31 The specific disadvantage of a new London Parks Authority is that no such body exists at present and setting one up could present challenges.

3.32 On evaluation, specialist parks authority governance is not the preferred option, however further investigations will be carried out to ensure that this is evaluation is accurate.

‘Not-for-profit’ organisation

3.33 A new ‘not-for-profit’ organisation, for example a charitable trust, could be created with the sole purpose of caring for the management, development, protection and restoration of Crystal Palace Park .

3.34 The advantages of a ‘not-for-profit’ organisation are:

- Setting up a new ‘not-for-profit’ organisation is relatively straightforward.

- 'Not-for-profit' organisations can apply for external funding and grants for which statutory bodies are not eligible. The charitable status of 'not-for-profit' organisations can also bring tax-relief benefits.
- A 'not-for-profit' organisation can be structured to provide local accountability, opportunities for local input and is attractive to influential and dynamic individuals who wish to make a valuable contribution to a national asset.
- The 'not-for-profit' organisation can focus on raising additional monies and tap additional sources of income. They often have a strong entrepreneurial culture to access funding from a variety of sources such as other business opportunities and commercial finance.
- Trusts can encourage cohesion as interested residents and stakeholders, including the local authority, have opportunities to become members or trustees.
- Trusts can focus on green spaces and so would not face the competitive pressures inherent within local authorities.

3.35 The disadvantages of an independent 'not-for-profit' organisation are:

- Recruiting people with the right expertise to govern the trust could be a challenge.
- Fundraising and donor programmes can be more suitable for specific capital projects as they can be directly linked to new development initiatives. Funding for green space maintenance may therefore be limited.
- The composition of the trust could raise questions about equity of representation, especially from local groups.

3.36 On evaluation, this report recommends an independent 'not-for-profit' organisation for the future governance of Crystal Palace Park. Based on the findings above, this report suggests that the advantages associated with setting up an independent 'not-for-profit' organisation outweigh those of other governance options. It also suggests that the identified disadvantages could be managed by careful and effective planning. This model has been used successfully in a number of other parks across the country. Particularly successful examples include the Chiswick House and Gardens Trust (www.chgt.org.uk) and the Nene Park Trust (www.neneparktrust.org.uk).

3.37 In summary, on evaluation of each of the identified governance options, this report recommends a 'not-for-profit' governance model for the future management of Crystal Palace Park and suggests that further investigation into the practicalities of this option should be made. It also recommends that some investigations should be made into the specialist parks authority governance model to ensure the evaluation in paragraph 3.32 is accurate. The report also recommends exploring management options with established industry standard organisations such as the National Trust, English Heritage and the Eden Project.

3.38 Given the complexities of the history and the diverse interests in Crystal Palace Park, if members choose to further investigate the 'not-for-profit' organisation governance model, this report recommends the adoption of the Crystal Palace Park Management Board (at **Appendix 1**).

The Crystal Palace Park Management Board (**Appendix 1**)

3.39 If the recommendations contained within this report are agreed, the Crystal Palace Park Management Board would be established to explore opportunities for the management, restoration, development and protection of Crystal Palace Park; recognising the site's multi-

faceted historical significance and creating an environment which is valued and admired by local people and visitors alike.

3.40 Robust terms of reference would be drawn up to set the ground rules for the operation of the Crystal Palace Park Management Board.

3.41 The Crystal Palace Park Management Board would be responsible for making recommendations to Bromley Council's Executive Committee which will determine the future management of Crystal Palace Park. This recommendation will place an emphasis on:

- Restoring and protecting Crystal Palace Park 's heritage and infrastructure
- Improving and developing community use and investment in the park
- Recognising the park's local, regional and national significance
- Determining and securing the park's importance for the future.

3.42 It is suggested that the Crystal Palace Park Management Board members all 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:
 - Explore a regional status for Crystal Palace Park
 - Enter into discussions with the National Trust, English Heritage and other industry sectors about the future governance of Crystal Palace Park .
- Develop employment and skills opportunities at Crystal Palace Park.

3.43 It is suggested that the work of the Crystal Palace Park Management Board be subject to monitoring and evaluation by the London Borough of Bromley.

3.44 The Crystal Palace Park Management Board shall take the following form:

Crystal Palace Park **Executive Project** Board (**Appendix 1, Box 1**)

3.44.1 It is suggested that the Crystal Palace Park **Executive Project** Board oversee and implement the work of the Crystal Palace Park Management Board by making recommendations as appropriate to Bromley Council's Executive Committee.

3.44.2 The recommended membership for the Executive Project Board includes representatives from:

London Borough of Bromley (Councillors)

Greater London Authority (senior representation)

The Eden Project

English Heritage

Capel Manor College

National Sports Centre

Two Community Representatives

London Borough of Bromley Project Team (**Appendix 1, Box 2**)

- 3.44.3 It is proposed that a group of existing officers will support the Crystal Palace Park Management Board, by establishing the Crystal Palace Park Stakeholder Groups and providing on going support.

Crystal Palace Park Stakeholder Groups

- 3.44.4 It is recommended that the Executive Project Board establish four Crystal Palace Park Stakeholder Groups including:

Community (**Appendix 1, Box 4**)

Site Management (**Appendix 1, Box 5**)

Heritage (**Appendix 1, Box 6**)

Borough Councils (**Appendix 1, Box 7**)

- 3.44.5 It is suggested that each stakeholder group be given responsibility for investigating and delivering options for the park as directed by the Executive Project Board. Similarly these stakeholder groups will be supported by officers within the Renewal and Recreation Department.

- 3.45 All individuals recruited to the Crystal Palace Park Management Board will have the authority, relevant skills and experience as required for their roles.

- 3.46 Local communities that use and surround Crystal Palace Park are represented by a significant number of community interest groups, all of which have been involved in the promotion of the site over time.

- 3.47 A successful Crystal Palace Park Community Conference organised by the Crystal Palace Working Group was held on 20th May 2011 attended by over 70 people. Attendees included the Leader of the London Borough of Bromley, London Borough of Bromley Councillors, neighbouring borough councillors and politicians, local community representatives, local park users, the London Borough of Bromley and neighbouring borough officers and English Heritage. There was significant accord to finalise the status and future management of the park, continued regeneration of the landscape and for further work to reflect the vision and framework of the Masterplan.

- 3.48 In recognition of their contributions and due to the diversity of these groups, it is suggested that two Executive Project Board places are reserved for community representatives. Furthermore, it is recommended that a new Community Stakeholder Group be formed with appointed community representatives.

- 3.49 Since the conference, officers have met with a number of community groups to discuss the Crystal Palace Park Management Board and future management options for the park. The majority of those consulted have been in favour of exploring next steps, one group would like to increase the community representation on the Crystal Palace Park Executive Board from two members to four.
- 3.50 It is suggested that all community representatives including a newly recruited Community Stakeholder Group to be recruited through advertisements placed in local and national newspapers and a formal interview process to ensure that the community is fairly and appropriately represented. These opportunities will be proactively promoted to all existing community interest groups and to all other local residents in and around the area. It is suggested that Community Links could be involved in the recruitment process to demonstrate transparency.
- 3.51 The Crystal Palace Park Executive Management Board will have the option to co-opt additional individuals into the structure in an advisory capacity as and when they deem it necessary.

Project Timetable

- 3.52 Should the Executive Committee approve the creation of the Crystal Palace Park Management Board which includes key national, regional and local organisations along with neighbouring boroughs, to investigate and commence implementation of a 'not-for-profit' organisation, a suggested timetable for the development phase of this project would as follows:

Advertise, interview and appoint two Executive Project Board community representative members	End November 2011
Hold first Executive Project Board meeting and agree Terms of Reference	End November 2011
Set up four stakeholder groups and agree tasks <i>Including formal recruitment process for Community stakeholder Group membership opportunities. See Appendix 1, boxes 4,5,6,7.</i>	End December 2011
A Community Conference to report on progress, galvanise the vision	April 2012
Stakeholder Groups' tasks completed	End October 2012
Report back to the Executive on progress and findings	End November 2012

- 3.53 The report to the Executive in November 2012 will report on the following:
- The most suitable 'not-for-profit' organisational structure for the management of Crystal Palace Park including discussions with existing well established organisations managing green space.
 - Advise Members of the potential to challenge the Lee Valley Regional Park Act 1966 with a view to seeking agreement to reinvest the borough's contribution in Crystal Palace Park instead.

- Capital and revenue investments, funding and grant opportunities available to draw down money for improvements to the site and facilities therein.

4. POLICY IMPLICATIONS

- 4.1 The proposals deliver the Building a Better Bromley promise for 2011/12 to develop the parks, leisure and sports offer at Crystal Palace Park in line with the Crystal Palace Park Masterplan. The planning policies in the London Plan and Bromley Unitary Development Plan are both proactive and protective in relation to the Park, in that they encourage its function to provide for a wide range of recreational and sporting activities and protect its sensitivity in open space, landscape and heritage terms.

5. FINANCIAL IMPLICATIONS

5.1 The latest approved budget for Crystal Palace Park is as follows: -

Expenditure type	2011/12
	£'000
Employees	56
Other running expenses (incl ground maintenance costs)	345
Income	(29)
Net controllable budget	372
Non-controllable costs & recharges	
Other departmental recharges	98
Repairs & Maintenance (Property)	172
Rental income (Property)	(199)
Insurance & capital charges	52
Total net budget	495

5.2 Any financial implications of options for the future management of the park will be reported back to Members once investigations have been completed.

6. LEGAL CONSIDERATIONS

6.1 Crystal Palace Park was originally run by private enterprise in the nineteenth century and in 1914 the Crystal Palace Act established a body of Trustees to acquire the palace and park and empower them to hold and manage them as a place of public resort and recreation. The main objects of the Trust being to maintain and manage the Park “as a place for education and recreation and for the promotion of industry, commerce and art.”

6.2 This Act was substantially repealed by the London County Council (Crystal Palace) Act 1951 which vested the Palace and Park in the London County Council. Whilst the objects of the Trust survived as “functions” of the London County Council, as defined in the London Government Act 1963, the Trust itself did not. Hence consideration of the management of the site became a matter of public administrative law rather than Trust law.

6.3 The 1951 Act set out detailed powers to be exercised by the London County Council in managing the site and these would have been passed over to the Greater London Council which assumed responsibility for the site in 1965 following the dissolution of the London County Council pursuant to the London Government Act 1963.

6.4 The Greater London Council itself was dissolved in 1986 and its functions were distributed amongst the existing London Borough Councils. Although there was discussion at the time as to how the management of the site should be managed there was no agreement on a group of three Boroughs managing it and Bromley Council indicated that it was willing to take over sole responsibility subject to honouring certain existing legal agreements.

6.5 The park remains subject to the outstanding provisions of three Acts of Parliament which impose statutory restrictions on the use of the park. These restrictions effectively divide the park into three zones with specific restrictions on what can be done in each zone. Over the years a wide variety of commercial and non commercial activities have been permitted at the site and any future proposals for redevelopment will need to take account of these. The Acts would not prevent the Council from leasing or transferring the ownership of the park but their provisions remain in effect and will continue to bind the use and operation of the park, whatever the ownership arrangements, so that any proposals which go beyond what is

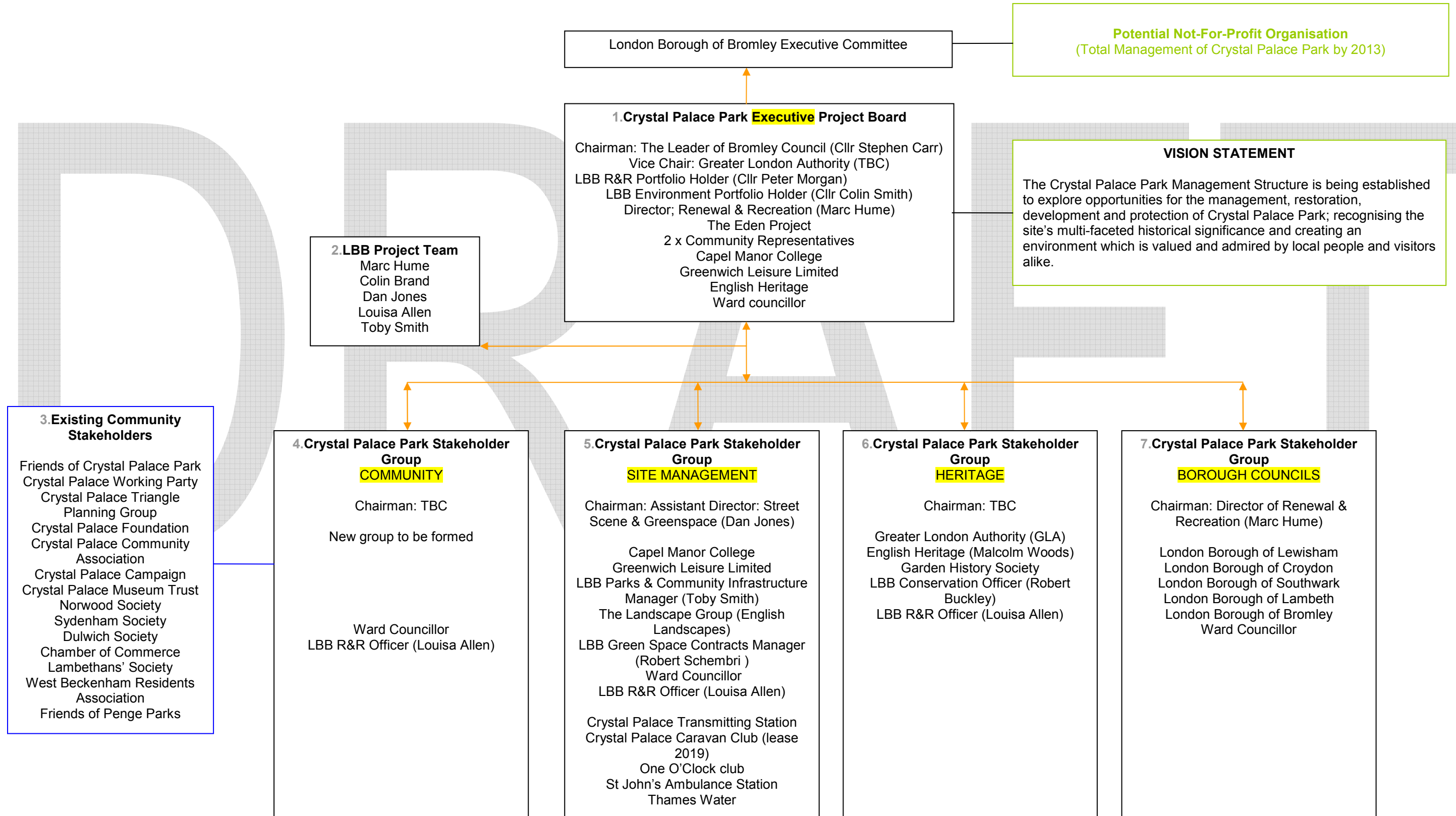
permitted by statute may require a further private Act of Parliament before they could proceed.

- 6.6 The London Development Agency, although in the process of being absorbed and transferred into the Greater London Authority, was responsible for producing the Crystal Palace Masterplan which is currently the subject of judicial review. It is this document which currently informs future thinking on the redevelopment of the site. However the management structure recommended to Members clearly allows for on going consultation with stakeholders and others which is an integral part of any future proposals and minimise the likelihood of further legal challenges and delays to redevelopment of the site.

Non-Applicable Sections:	Personnel Implications
Background Documents: (Access via Contact Officer)	Crystal Palace Masterplan

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PROPOSED CRYSTAL PALACE PARK MANAGEMENT BOARD (Development Phase)



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Report No.
ES11112

London Borough of Bromley

Agenda
Item No.

PART 1 - PUBLIC

Decision Maker: Executive

**For pre-decision scrutiny by the Environment PDS
Committee on 4th October and Executive & Resources PDS
on 12th October**

Date: 19th October 2011

Decision Type: Non-Urgent Executive Key

Title: **FORMAL CONSULTATION ON OUTLINE SERVICE
PROPOSALS AND PROCUREMENT STRATEGY -
INSPECTION OF STREETWORKS CONTRACT**

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

Chief Officer: Nigel Davies, Director of Environment Services

Ward: Borough Wide

1. Reason for report

The Contract for the inspection of streetworks, currently let to B&J Enterprises (Kent), will expire on 31st March 2013. As this Contract falls within the EU procurement regulations, options for the future of the service need to be considered at an early stage.

2. **RECOMMENDATION(S)**

Subject to any views of the Environment PDS Committee, Executive is recommended to endorse the proposal that a new Contractor is appointed to undertake the inspection of streetworks from 1st April 2013, following a competitive tendering process based on the arrangements identified in this report.

Corporate Policy

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

Financial

1. Cost of proposal: Estimated cost £355k pa and income generated £1.2m
 2. Ongoing costs: Recurring cost.
 3. Budget head/performance centre: Highways
 4. Total current budget for this head: £355k and Cr £1.2m
 5. Source of funding: Existing revenue budget 2011/12
-

Staff

1. Number of staff (current and additional): 6
 2. If from existing staff resources, number of staff hours: 6 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: n/a

3. COMMENTARY

Estimated Contract Value – Other Costs

- 3.1 The estimated contract value is £355,000 p.a, with an expected income recovery of £1,200,000, based on the 2011/12 budget and levels of service.

Proposed Contract Period

- 3.2 It is proposed that a contract is tendered for initial period of three years, with the option of an extension for a further two years.

Background

- 3.3 Most utility apparatus, such as gas and water mains, telecommunications networks etc, are located under the public highway, and the relevant utility companies have a legal right to excavate the highway in order to maintain existing apparatus or install new assets. Aside from emergency and routine utilities' works, there remains significant capital replacement programmes of work to be carried out by utility companies in London.
- 3.4 Local Highway Authorities have powers and responsibilities under the New Roads and Streetworks Act 1991 (NRSWA) to monitor the works of utility companies on the public highway in an effort to protect the highway asset; faulty utility reinstatements have a significant negative impact on the life of the Council's highways, in some cases bringing forward the need for major works. The following inspections are carried out both during and after their works, to ensure they meet the national quality standards;
- (i) Safety of traffic management
 - (ii) Sample inspections to monitor the quality of reinstatement works
 - (iii) Defect inspections to identify faulty reinstatements
 - (iv) Monitoring of works to identify over-running projects
- 3.5 In 2010 tenders were invited from specialist Contractors for the inspection works, with the contract being awarded to B&J Enterprises for an initial two year period from 1st April 2010, with an option of a one year extension. As the contractor performed well during the first year of their Contract, the optional one year extension was agreed by ES PDS in April 2011.

Future Service Options

- 3.6 As it is not possible to extend the arrangement further a new Contract will need to be in place for the inspection regimes to continue after 31st March 2013, when the existing Contract finishes. In terms of service arrangements considered these will be directed at minimising costs while maximising income generated at an optimum level.
- 3.7 Discussions have been held with neighbouring authorities to consider joint procurement for this service, but unfortunately these inspections are either undertaken using in-house resources or existing contracts are already in place. It is therefore considered that there are two options available for the future procurement of this service;
- (i) Retender - a new Contractor could be appointed to undertake the inspection of streetworks from 1st April 2013, following a competitive tendering process.

(ii) In-house service provision – The current contract provides four inspectors to complete the range of streetworks inspections and complete the necessary administrative functions. Prior to 2006 this service was provide in-house using inspectors employed through a staff agency agreement. This arrangement could be resurrected using directly managed staff or agency inspectors.

- 3.8 The existing Contract has worked well during the last two years, and offers the Council the flexibility of varying the number of inspections required each year in relation to the works being carried out by utility companies, as the resources would be supplied by the Contractor.
- 3.9 With the current financial climate and unpredictable nature of utility works, it is proposed that a new framework agreement be in place from 1st April 2013 for a period of three years, with the option to extend for a further two years at the Councils discretion. A framework agreement would also allow other borough's to make use of the contract.
- 3.10 In line with the Council's Procurement Strategy, the contract will be offered on a 3 year fixed price basis with no provision for cost indexation in this period of time. Any proposals to extend the contract will incorporate a discussion with the contractor around any provision for cost uplift.

Options for savings

- 3.11 In line with current corporate operating principles, and in an effort to reduce the cost of the service within new contracts, the specification and levels of service will be reviewed with the aim of delivering significant financial savings compared to current budgets. However, in the case of this contract the income generated from the inspection regimes far exceeds the cost of the contract, and any reduction in resources provided under the contract would have a detrimental effect on income and our ability to protect the highway asset.
- 3.12 The existing contract includes a monthly performance target for inspections with an additional payment if this is exceeded. It is proposed that the specification is changed to encourage increased productivity from the same level of resources to maximise the number of inspections completed.
- 3.13 The option to allow access to the framework by other highway authorities has the potential to reduce tender prices due to the increased volume of work available to the contractor.
- 3.14 Detailed options for increasing performance will be taken into account as part of the tender evaluation and acceptance process.

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. Helping to protect the integrity of these key 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 town centres and supporting independence/safer communities.

5 FINANCIAL IMPLICATIONS

- 5.1 NRSWA and TMA legislation provide the Council with the ability to charge for inspection of Utility works and matters dealing with occupation of the highway. This service provides the resource for the Council to perform inspections and collect performance information about statutory utilities' work. The contract is self funded through fees chargeable to the utility companies for undertaking sample inspections, charging for the high number of defective reinstatements identified from statutory and non-statutory inspections and from the issue of fixed penalty notices
- 5.2 The budget available for the Inspection of Street Works contract for 2011/12 is £355k. This contract significantly contributes to the generation of £1.2m income per annum.
- 5.3 Income from Streetworks inspections is in excess of £1m a year, with the majority being raised from defective reinstatements. Effective working arrangements will need to be in place by April 2013 to ensure this income is not affected

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
- 6.2 Legislation held within the New Road and Street Works Act 1991, associated Regulations and Codes of Practice, the Traffic Management Act 2004 and the London Permit Scheme for Road Works and Street Works enables local authorities to undertake inspection of Utility Companies works on the highway and to make charges for the cost of the site inspection process.

7. PERSONNEL IMPLICATIONS

- 7.1 Although there are no implications on LB Bromley staff, the contract will be subject to TUPE for the existing contractor's staff and operatives

8. PROCUREMENT IMPLICATIONS

- 8.1 The Procurement Strategy identified is designed to give the optimum level of flexibility in terms on the need to ensure the delivery of a cost efficient service while maximising potential income opportunities. The proposal also considers possible joint contracting arrangements and also incorporates the Council's policy aims around SME and similar sustainability issues.
- 8.2 In line with the Council's reduced funding provision, the contract is being offered on a fixed price basis for 3 years and then linked to appropriate basket of increased cost indices to reflect the labour and equipment used its provision rather than RPIX. This should provide a level of price certainty in the short to medium term and also link more closely future increases to actual cost incurred in delivery of the service. In addition, in line with the current Council's Procurement Strategy, it allows for the consideration of a 25% reduction in the contract cost base.
- 8.3 The "Gate Report", which is provided in line with the Council's Contract Procedure Requirements, accurately reflects the procurement strategy resulting from discussions between the services area and other "interested "corporate" parties, including Procurement, Legal and Finance.

9. OUTLINE CONTRACTING PROPOSALS & PROCUREMENT STRATEGY

- 9.1 The new contract will need to be in place by 1st February 2013 to allow handover to be completed prior to 1st April 2013 when the contract starts. The key dates within the project plan are;

	Nov-11	Dec-11	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13
Gateway report approved by Executive	■																	
Agree levels of service and specification		■																
Prepare contract documents			■	■	■	■												
Publish OJEU Notice						■												
Agree select list								■										
Issue tender documents									■									
Tenders returned											■							
Evaluate tenders												■	■					
Award report approved by Executive															■			
Award contract																■		
Contract start																		■

Tender Evaluation

9.2 Tender evaluation will be undertaken by the Project Board, in line with the Council's 'Evaluation Of Bids At Tender Stage' guidance. Due to the nature of the works it is proposed that the evaluation is based 60% on the financial submission and 40% on the quality bid.

Non-Applicable Sections:	Customer profile Stakeholder consultation Service profile / data analysis Market considerations Sustainability / impact assessments
Background Documents: (Access via Contact Officer)	1. New Roads & Street Works Act 1991; 2. HAUC Code of Practice for Inspections; 3. The Street Works (Charges for Unreasonably Prolonged Occupation of the Highway) (England) Regulations 2001; 4. Traffic Management Act 2004

Agenda Item 10

Report No.
RES11105

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: ENVIRONMENT PDS COMMITTEE

Date: 4TH October 2011

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

Title: UPDATE ON COUNCIL'S FINANCIAL STRATEGY 2012/13 TO 21015/16

Contact Officer: Lynn Hill, Democratic Services Officer
Tel: 020 8461 7700 E-mail: lynn.hill@bromley.gov.uk

Chief Officer: Director of Resources

Ward: Borough wide

1. Reason for report

- 1.1 At its meeting on 7th September 2011 the Executive considered a report by the Finance Director (RES11075) updating members on the Council's financial strategy and the various issues that will continue to shape it 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.
- 1.2 The report gives the latest budget projections and highlights the further budget gap identified for 2012/13 to 2014/15.
- 1.3 The Executive resolved that the report be referred to individual PDS Committees for their consideration and that any comments be reported back to the Executive. A copy of the report is at **Appendix A** and the relevant minute of the Executive meeting is at **Appendix B**.
-

2. **RECOMMENDATION(S)**

- 2.1 **The Committee is asked to consider the Executive report at Appendix A and refer any comments back to the Executive.**

Background Documents	2011/12 Council Tax Report, Executive, February 2011 2011/12 Financial Monitoring Report, Executive, September 2011
Financial Considerations	Covered within overall report at Appendix A
Personnel Considerations	None arising directly from this report
Legal Considerations	None arising directly from this report

Corporate Policy

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

Financial

1. Cost of proposal: N/A
 2. Ongoing costs: Recurring cost. Impact in future years detailed in Appendix 3 of Report RES11075
 3. Budget head/performance centre: Council wide
 4. Total current budget for this head: £132.2m, 2011/12 Budget (excluding GLA precept)
 5. Source of funding: See Appendix 1 for overall funding of Council's budget
-

Staff

1. Number of staff (current and additional): total employees – full time equivalent posts 6,845 of which 4,425 are for delegated budgets to schools (per 2011/12 Budget)
 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 not applicable. PDS Report
-

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): The 2011/12 budget reflects the financial impact of the Council's strategies, service plans etc. which impact on all of the Council's customers (including council tax payers) and users of the services.
-

Ward Councillor Views

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

PART 1 - PUBLIC

Decision Maker: **Executive**

Date: **7th September 2011**

Decision Type: Non-Urgent Executive Non-Key

TITLE: UPDATE ON COUNCIL'S FINANCIAL STRATEGY 2012/13 to 2015/16

Contact Officer: Peter Turner, Finance Director
Tel: 020 8313 4338 E-mail: peter.turner@bromley.gov.uk

Chief Officer: Director of Resources

Ward: Borough wide

Reason for report

- 1.1 This report provides an update on the Council's financial strategy. The report outlines the issues that continue to shape the medium and longer term strategy for the Council.
 - 1.2 The report highlights that the Council will face ongoing reductions in funding over the medium to longer term given the current state of public finances whilst service and other cost pressures remain.
 - 1.3 The 2011/12 Council Tax report identified the significant changes that will impact on the Council's finances over the next few years. Savings of £22m were required over the period 2011/12 with further savings of £11m (cumulative total of £33m) identified for 2012/13 to address reductions in government funding and the need to meet inflation and service pressures. This report provides the latest forecast for 2012/13 to 2015/16 and identifies actions to address the ongoing "budget gap".
-

2. RECOMMENDATIONS

2.1 The Executive is requested to:

- (a) Agree continuation of the updated approach to the budget, as summarised in Section 9 of the report;
- (b) Note the latest financial forecast for 2012/13 to 2015/16 and that financial uncertainty remains;

- (c) Consider the “variables” which can impact on the Council’s overall financial position detailed in Section 6 of the report;
- (d) Refer this report to individual PDS Committees for their consideration and comments to be reported back to the Executive.

Recommend that Council:

- (e) Approve the creation of a Regeneration/Investment Fund (Earmarked Reserve) with £10m set aside from general reserves as detailed in Section 10.4 of the report;
- (f) Approve the creation of an Invest to Save Fund (Earmarked Reserve) with £14m set aside from general reserves as detailed in Section 10.5 of the report;

Corporate Policy

Policy Status: Existing Policy

BBB Priority: Excellent Council,

Financial

1. Cost of proposal: N/A
 2. Ongoing Costs: Recurring costs – impact in future years detailed in Appendix 3
 3. Budget head/performance centre: Council wide
 4. Total budget for this head £132.2m, 2011/12 Budget (excluding GLA precept)
 5. Source of funding: See Appendix 1 for overall funding of Council's budget
-

Staff

1. Number of staff (current and additional): total employees – full time equivalent posts 6,845 of which 4,425 are for delegated budgets to schools (per 2011/12 Budget)
 2. If from existing staff resources, number of staff hours – N/A
-

Legal

1. 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 is applicable
-

Customer Impact

Estimated number of users/beneficiaries (current and projected) - The 2011/12 budget reflects the financial impact of the Council's strategies, service plans etc. which impact on all of the Council's customers (including council tax payers) and users of the services.

Ward Councillors Views

1. Have ward councillors been asked for comments? N/A
2. Summary of Ward Councillor comments: Council wide

3. Approach to Budgeting

- 3.1 Forward financial planning and financial management is a key strength at Bromley and this has been recognised previously by our external auditors. This report continues to forecast the financial prospects for the next 4 years but some caution is required in considering any projections for the 3rd and 4th year of the Comprehensive Spending Review period (2013/14 and 2014/15) as well as the year following the 4-year Comprehensive Spending Review period (2015/16). The report highlights the scale of the future budget gap which includes, for example, the impact of reductions in government funding, inflation and service pressures.
- 3.2 The Council will need to continue to retain the core strengths of Bromley's budget planning. These will need to be further refined to deal with this new unprecedented period of intense change facing local government. The previous recession (which has now evolved to a period of low economic growth) means that two of the measures that have helped balance the books and kept pressure off service spending (increasing commercial income and high interest earnings) are unlikely to be available in the future at least in the medium term.
- 3.3 The 2011/12 Council Tax report identified the significant changes that impact on the Council's finances over the next few years. Savings of £22m were required over the period 2011/12 with further savings of £11m (cumulative total of £33m) identified for 2012/13 to address reductions in government funding and the need to meet inflation and service pressures. This report provides the latest forecast for 2012/13 to 2015/16. The 2011/12 Financial Monitoring Report elsewhere on this agenda highlights the latest position for 2011/12. Full details on the approach to setting the 2011/12 Budget were reported to the Executive on 14 February 2011.
- 3.4 The Budget Strategy has to be set within the context of a reducing resource base – the need to reduce the size and shape of the organisation to secure priority outcomes within the resources available. There is also a need to build in flexibility in identifying options to bridge the budget gap as the gap could increase further. The overall updated strategy has to be set in the context of the national state of public finances, unprecedented in recent times, and the high expectation from the Government that services should be reformed and redesigned. There is also a need to consider “front loading” savings to ensure difficult decisions are taken early in the budgetary cycle and provide some investment in specific priorities. The report indicates a planned approach incorporating a combination of business cost reduction, income generation and service redesign including how services are delivered, by whom and at what level. The Council's strong finances give time to undertake a considered review and reform of services over the next 4 years. This programme is set within the overall framework of the Council's Corporate Operating Principles (COP) which includes the strategy to be a commissioning organisation, reduce need for customer contact (providing alternative self service channels), operating corporately with skilled staff, being Member led, supporting independence, being efficient and non bureaucratic and delivering value for money.

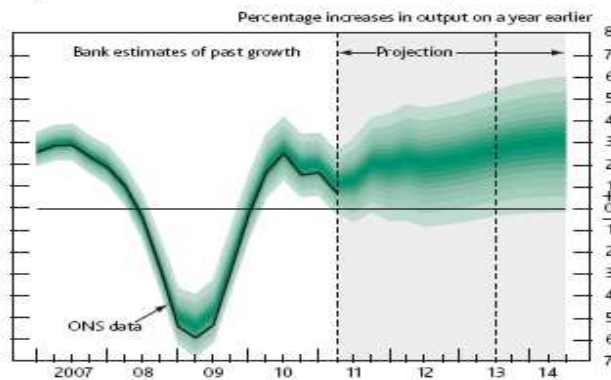
4. Economic situation which can impact on public finances

- 4.1 National debt continues to rise with current levels of over £1 trillion expected to rise to £1.2 trillion by 2012. Changes to the calculation of national debt to reflect the cost of public sector pensions and Private Finance Initiatives will increase the reported national debt to over £2 trillion. This debt equates to £79,000 per household. A longer term perspective is provided by the Office for Budget Responsibility (OBR's) Fiscal Sustainability Report which suggests that keeping the Government's finances in a sustainable position in the longer term will require further uncomfortable decisions to be implemented in the medium term, on top of delivering the tax changes already planned for the next few years. In addition, demographic pressures,

particularly from the ageing of the population, will place upward pressure on public spending. The Institute of Fiscal Studies concludes that “significant further fiscal retrenchment (tax changes) will be required over the medium term to offset the estimated detrimental impact of changing demographics, and other factors, on public finances”.

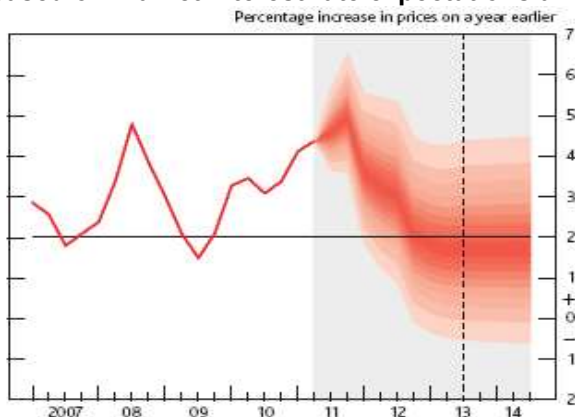
- 4.2 One key factor determining changes to public finances in the longer term relates to the level of economic growth measured by Gross Domestic Product (GDP). GDP fell by 0.1% in 2008 and 4.9% in 2009. Subsequently, it increased by 1.4% in 2010. In 2011 GDP growth was 0.5% (Jan to March) and 0.2% (April to June) which is 0.5% less than expected in the Government’s March 2011 Budget. The Bank of England inflation report (published 16th August 2011) advised that “following near-term weaknesses, GDP growth is likely to pick up gradually, so that by 2014, it is a little more likely to be above its historical average than below it”. This is illustrated in the chart below:

GDP Projection - based on market interest rate expectations and £200 billion asset purchases



- 4.3 Any global recovery is also at risk from the bank’s “wall of debt” (International Monetary Fund), particularly identified as part of the “Eurozone debt crisis”. There are many other factors such as the previous risk of the catastrophic default on the US debt of \$14.3 trillion which was recently averted. However, these factors contribute to an unprecedented period which creates economic uncertainty and could ultimately have an impact on funding available from the UK Government towards public finances. Two major structural changes in the economy are likely to limit the future growth potential of the economy: less revenues from North Sea Oil and a less expansionary banking system.
- 4.4 The latest quarterly Bank of England Inflation Report (August 2011) does not paint a positive picture for growth and inflation. Inflation, as measured by target Consumer Price Index (CPI) is likely to increase to 5% or more later this year before falling back through 2012 and 2013. The report indicates that the “timing and extent of the likely decline in inflation is highly uncertain”. The report also states that, on balance, the view of the Monetary Policy Committee is “that inflation is about as likely to be below as above target in the medium term”. This is illustrated in the following chart:

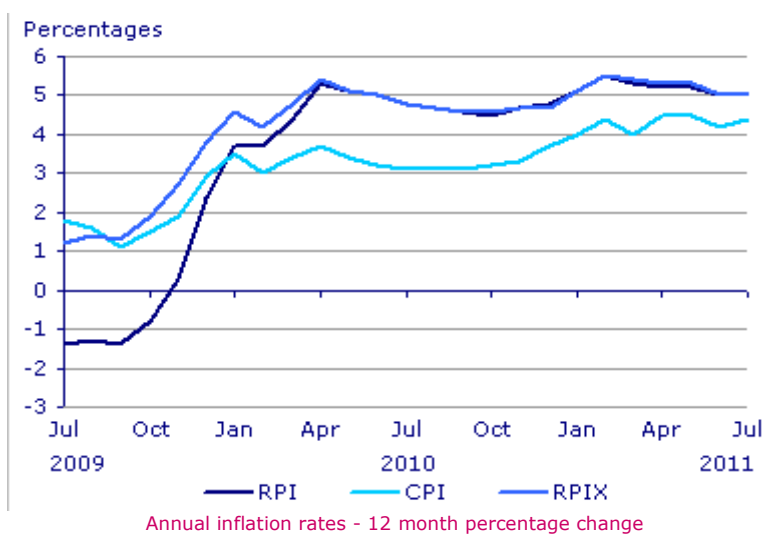
CPI inflation projection based on market interest rate expectations and £200 billion asset purchases



Inflation CPI 4.4%, RPI 5.0%

4.5 How fast inflation declines depends on many factors including international issues. A graph illustrating the volatility in inflation for the last two years is shown below:

Inflation CPI 4.4%, RPI 5.0%



CPI annual inflation – the Government’s target measure – was 4.4 per cent in July, up from 4.2 per cent in June.

4.6 All the factors identified above have an impact on the Government’s ability to change direction on planned reductions in public funding. At present, all these factors indicate that the planned reductions in funding over the next four years are likely to continue beyond that period. The key issues that impact on the Council arising from the above are:

- (a) Impact of “recession” factors likely to continue in the foreseeable future, now that the economy faces a period of low growth, uncertainty on the future etc. This includes, for example, losses of income, increased demands for services;
- (b) Inflation pressures remain for the medium term;

- (c) Interest rates will remain low in the medium term which results in lower investment income for the Council;
- (d) Government funding is likely to continue to fall beyond the four year Comprehensive Spending Review period (2011/12 to 2014/15).

5. Financial Context

5.1 More background information on the Council's spend levels, type of spend, sources of income and comparative grant and council tax levels are provided in Appendix 1. Key messages from the Appendix include:

- (a) Two of the Council's main activities which are grant funded are schools and housing benefits. Both of these areas of spend continue to be ringfenced. However, there are potential significant financial implications arising from the impact of the Academies programme, particularly "top-slicing" of funding for non delegated education spending and the changes in Housing and Council Tax Benefit (phased replacement of housing benefit to universal credit and funding for council tax reduced by 10%);
- (b) A high proportion of the Council's spend relates to third party payments, mainly contracts, which can limit flexibility to change spend levels as well as providing greater inflationary pressures;
- (c) 69% of the Council's spend is on just 5 service areas;
- (d) The Council receives a low level of Formula Grant and has maintained the second lowest Council Tax levels (Band D equivalent) by having the lowest spend per head of population in London. One of the key issues in future year budgets will be the balance between spending, Council Tax levels, charges and service reductions in an organisation starting from a low spending base. It is important to recognise that a lower cost base reduces the scope to identify efficiency savings compared with a higher cost organisation.

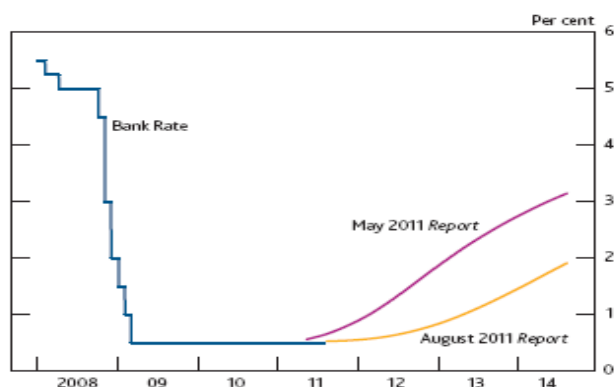
6. Changes that could impact on longer term financial projections

6.1 In considering the next four years there remain many variables which will impact on any final outcome. The most significant variations to date are shown below with a summary in Appendix 2:

- (a) Uncertainty remains on inflation. Despite previous predictions inflation significantly exceeds the Bank of England target. Inflation of 3% has been assumed in the financial forecast from 2013/14 which compares to current levels of 5% (RPIX). Although, increasing inflation will result in additional costs to the Council it could potentially also result in interest rate rises which would generate some more income for the Council. Cash limiting has also been included in 2012/13 for non contractual running costs. A Council that is as outsourced as Bromley is particularly at risk from the volatility of inflation rates. The impact of changes in inflation rates will need to be closely monitored during the financial year;
- (b) The scale of schools transferring to Academies could result in further "top slicing" in formula grant funding to the Council of between £2 million to £5 million from 2013/14, which has not been assumed in the forecast at this stage. There could be also be implications for 2011/12 and 2012/13;

- (c) The “James Review” could result in procurement changes relating to funding capital works for schools. There are various proposals being considered by the Government which could impact on the Council;
- (d) Income from interest on balances included in the 2011/12 Council Tax report assumed that interest rates will increase to 4.25% by 2014/15. The latest forecast assumes a revised level of 2.5% by 2014/15. Recent indications are that interest rates will remain low in the medium term. Examples of the recent downward projections on interest rates is illustrated in the chart produced as part of the Bank of England Inflation Report (August 2011) below:

Bank Rate and forward market interest rates (a)



Sources: Bank of England and Bloomberg.

(a) The May 2011 and August 2011 curves are estimated using overnight index swap (OIS) rates in the fifteen working days to 4 May 2011 and 3 August 2011 respectively.

- (e) Employee pension contributions will increase and the final details are awaited. Any increases in employee contributions will reduce the contribution (saving) required by the Council. Indicative proposals would result in savings of £1.3m in 2014/15 (phased from 2012/13 to 2014/15). These savings may be offset by Government plans to phase out contracted out national insurance contributions and it is unclear whether the Government will claw back any savings;
- (f) There will be a review of local government finance and the initial proposals include the abolition of Formula Grant and allow local authorities to retain business rates. Although Bromley would be a net gainer, in reality there would be a business rate equalisation scheme to support low revenue raising authorities which may offset any gains. Other Government grants will still reduce in future years to reflect planned reductions in public spending. No changes to the financial forecast have been made at this stage. There are planned 10% reductions in Council Tax Benefit Subsidy from 2013/14 which the projections assume will be cost neutral (i.e. offset by a corresponding reduction in payments). Finally more detail of the options for “community budgets” will be produced from the local government finance review;
- (g) More income may be forthcoming from New Homes Bonus which will be dependent on the net increases in future years for occupied new housing within the borough and any financial benefits may be offset by the impact of “top-slicing” other government grants to fund this initiative;
- (h) The coalition Government will introduce many changes in its first term including changes to health (including transfer of funding for public health from 2013/14), welfare benefits, localism (including new powers of competence for Councils to act in the

interest of their communities), SEN and older people etc. which have been assumed as cost neutral in the projections at this stage;

- (i) Birmingham was successfully challenged on changes to eligibility criteria which could have wider implications for local authorities, reducing scope for longer term savings. More details will be reported to a future meeting of the Executive;
- (j) There will be many other variables as the forecast is based on predicting the next four years; the longer the timescale the greater the uncertainty.

7. 2011/12 Financial Monitoring

- 7.1 The latest 2011/12 Financial Monitoring report is shown elsewhere on this agenda. The main service pressures areas impacting on future years relate to Children's Social Care Placements (children with disabilities) and older people. Management action is being undertaken to reduce the financial impact in 2012/13 and future years. Further details are included in the monitoring report.

8. Latest Financial Forecast

- 8.1 A summary of the latest budget projections including further savings required to balance the budget for 2012/13 to 2014/15 are shown in Appendix 3 and summarised below:

Variations Compared with 2011/12 Budget

	2012/13	2013/14	2014/15	1015/16
	£m	£m	£m	£m
Cost Pressures				
Inflation	9.3	17.0	24.8	32.6
Interest on balances	0.0	0.0	-0.5	-1.0
Grant loss	7.7	12.3	20.5	28.3
Real Changes (provision re 2015/16)	1.5	2.8	5.2	8.1
Total Additional Costs	18.5	32.1	50.0	68.0
Income				
Impact on 2.5% increase in Council tax	-3.3	-6.7	-10.2	-13.7
New Homes Bonus	-1.0	-1.2	-1.5	-1.7
Savings previously approved by Executive	-10.8	-9.8	-9.9	-9.9
	-15.1	-17.7	-21.6	-25.3
Further savings required	3.4	14.4	28.4	42.7

- 8.2 The key factors contributing to the ongoing budget gap are inflation, the ongoing loss of Government grants and service pressures (see Appendix 4). After allowing for the savings already approved by the Executive (see Appendix 3 and Appendix 5), there is a further budget gap of £3.4m in 2012/13 rising to £28.4m per annum by 2014/15. The budget gap for 2015/16 increases by a further £14m but this sum is purely speculative as this year falls outside the Comprehensive Spending Review 4 year period. The projections assume full implementation of the savings previously reported to Executive in February 2011 (see Appendix 5) and exclude any changes arising from the further reduction in government funding from Local Authority Central Services Equivalent Grant (see 6.1. (b)). More details of the savings were included in the 2011/12 Budget report to Executive.

- 8.3 The Council has to plan for a very different future, i.e. several years of strong financial restraint. The future year's financial projections shown in Appendices 3 to 5, includes a planning assumption of ongoing reductions in Government funding in 2013/14 and 2014/15 with Formula Grant being reduced to its un-damped position over the period. Projections need to be treated with caution as there will be a new system of Local Government Finance introduced for 2013/14 and beyond from the localisation of business rates. It is important to recognize that the downside risks significantly exceed the opportunities for improvement and that the budget gap in future years could widen substantially.

9. Options being undertaken with a "One Council" approach

- 9.1 As stated above a planned approach is required to deal with this period of intense change. Areas of work currently being undertaken are detailed below:
- (a) Chief Officers are undertaking a revised "zero based approach" on their budgets and during the summer explored options for further savings which will be reported to Members for their consideration. This work will be coordinated to ensure that there is a "One Council" approach in determining any final proposals which will be reported to the Executive;
 - (b) Scope to review priorities. The financial envelope for the Council is reducing over the next four years and it is likely to continue beyond that period (for at least 10 years?). Realistically what will the Council be able to deliver to meet resident's priorities and our statutory obligations? The Organisational Improvement Team has developed a picture to help inform Members of the future priorities for the Council and identify scope for savings. This process has been reported to Improvement and Efficiency Sub Committee. This work should enable clarity on the position around service priorities in the context of the framework of legislation within which we work. It is clear from work that others have done that there is a substantially greater "grey zone" than often thought with less restriction on statutory requirements in core services. However, the legal case around Libraries in the Wirral suggests that conversely there are areas usually thought to be discretionary where significant changes will at best require very substantial consultation. This work is important to ensure that decision to move spending between services is based upon objective prioritisation, both legal and political. It is important that Member's service priorities are identified at an early stage;
 - (c) A review of charging is being undertaken exploring options to generate new areas of income as well as review of existing fees and charges;
 - (d) The Council raises significant income ranging from the collection of Council tax to charges for services. Work will continue to ensure that the Council maximises its income by promptly raising all monies due and minimising the level of arrears and debt write off;
 - (e) Given the current financial position, any growth pressures will require alternative savings to be identified. Growth pressures are currently being reviewed by Chief Officers. It remains important that options are identified to eliminate or finance these costs within the originating service or provide policy alternatives. The core of the budget strategy in previous years has been to contain service spending within the available budget, where possible. Given the level of losses in Government funding it is more critical that any service is considered with policy alternatives to reduce spend or service reductions elsewhere. It is also worth recognising that historically any growth predictions in the four year period have been optimistic and generally growth has increased by the end of that four year period compared with previous predictions. There

is a need to explore spend to save opportunities, e.g. use of NHS support to social care monies as well as consideration of balances (see section 10.5) if there is a robust business case. This may require updates on strategies and investments for alternative service options. The table in Section 8.1 above shows that real changes increase from £1.5m in 2012/13 to £5.2m by 2014/15. These are areas of significant upward spending pressure in future years. It is important that the options available to eliminate or finance these within the originating service are modeled and brought to Members early enough to allow clarity on the policy alternatives available. This will require very detailed scrutiny and option appraisal;

- (f) Continuation of the review of previous years underspends and overspends is part of an ongoing rolling programme to ensure that budgets are as realistic as possible but also to identify any early strategies that can be adopted to assist in future years e.g. impact of overspends. The first monitoring report is elsewhere on this agenda and it remains essential that there are no overspends in 2011/12 that carry forward into 2012/13 as a budget problem;
- (g) Contract renegotiation and review savings have been included in the four year forecast. The Procurement Group which consists of senior representatives from each department is currently identifying further opportunities for future procurement savings. The majority of new key contracts will have no inflation provision for the first three years with the option to negotiate future inflation levels from year 4 onwards. This should assist to reduce inflation pressures on contract prices but has to be balanced against the risk of contract prices being “front loaded”. However, given the current economic climate any front loading is expected to be minimal;
- (h) Savings may be identified from alternative methods of service delivery. Some of this work has already been undertaken as part of the savings options already identified but, linked to Corporate Operating Principles (previously reported to Improvement and Efficiency Sub Committee), opportunities remain for alternative service delivery models and potential savings to be progressed including using, for example, the voluntary sector, outsourcing and shared services. Bromley is a heavily outsourced organisation. There is some potential for further outsourcing but this will not be on the scale of the benefits taken in the late 1990s and early 2000’s. It is noticeable that in many core service areas large scale competitive activity has yet to develop. Recent shared services proposals for libraries have provided potential savings for the Council;
- (i) Savings from organisational redesign is currently being led by the Chief Executive which includes organisational restructuring and any consequential review of business support functions and processes. This work will include an analysis of key support functions, examination of key processes and opportunities short and longer term to provide alternative delivery models. This work will seek to determine structural realignment, with associated savings, in accordance with Corporate Operating Principles to ensure front line delivery based on Member priorities;
- (j) Savings from Strategic Asset Management Review (property). The Council has assets with a balance sheet value of £0.9 billion and although much work has already been done, further options could be explored to consider disposals, shared use of accommodation, attracting more rental income etc. The Council could also consider the option to invest in property as a means of diversifying the risk away from treasury management low interest earnings and seek a long term alternative to current income streams. This will also help meet the Council’s Area Action Plan ambitions. The Portfolio Holder for Renewal and Recreation along with his Director are leading on this work and options for funding (see also Section 10.4);

- (k) Further opportunities could be identified ranging from management and overhead reviews, value for money reviews by the Organisational Improvement Team and other cross cutting work – any impacts on reducing the budget gap would be reported back to the Executive;
- (l) It is essential that the process to identify savings remains sufficiently robust to avoid the risk of double counting of savings;

9.2 The work detailed above is currently being undertaken with the aim to report initial budget proposals for 2012/13 to 2015/16 to the Executive in November/December. In addition, there is a Members Finance Seminar in October 2011 which will also provide an update on progress as well as other updated issues relating to any further changes in Government funding.

9.3 The Chief Executive will also provide updates on the work programme at each meeting of the Improvement and Efficiency Sub Committee. This report will also be submitted to the PDS Committees for their consideration and comments and the outcome reported back to the Executive.

10. General and Earmarked Reserves

10.1 An update on the Council's level of general reserves and earmarked reserves was reported to the Executive within the 2010/11 Final Accounts report in June.

10.2 The 2011/12 Council Tax report to the Executive referred to a target minimum level of £15m being set aside for reserves, with higher amounts being retained for specific purposes. The Finance Director has reviewed minimum level of general reserves required and recommends a sum of £25m to reflect the significant financial uncertainty facing the Council and the need to address a significant ongoing "budget gap". The current level of general reserves is £49m.

10.3 The 2010/11 Final Accounts report identified the one off release of £2m from the Council's Council tax collection fund in 2012/13. This report assumes that these monies will be utilised to meet the additional severance costs of £2m for 2012/13 approved by the Executive at its meeting on 14th February 2011.

10.4 Regeneration/Investment Fund

10.4.1 As stated in 9.1(j) above, there is a review of key assets and this provides an opportunity to consider utilising part of the Council's general reserves to create earmarked reserve to identify key investment opportunities which will also assist in regeneration ambitions of the Council. The investment would result in the acquisition of assets to ensure the value of the monies is retained whilst seeking a long term alternative to current income streams. Effectively this should result in a level of income from investment which exceeds treasury management interest earnings. If these monies enable an increase in business activities in the borough, with a subsequent increase in business rates, then further income would be generated; further details of localisation of business rates are included in Appendix 2. Each investment decision will considered on a case by case basis which will include consideration of income stream, liquidity of asset, risks relating to asset depreciation/increase in value etc. Executive are asked to agree that a sum of £10m be set aside as an earmarked reserve funded from general balances. In addition, it is proposed that any receipts from future disposals of assets may be set aside to provide a separate regeneration/investment fund from capital resources. Any utilisation of these funds will require the approval of the Executive and the monitoring of the funds will be reported in the quarterly capital programme monitoring reports to the Executive.

10.5 Invest to Save

10.5.1 This report identifies the “budget gap” facing the Council which highlights the importance of ensuring there are sufficient resources for Invest to Save initiatives. It is proposed that a sum of £14m be set aside funded from general reserves, which will enable “loans” to be provided for Invest to Save initiatives with any savings taking into account an element for repaying the fund whilst generating further savings that can be factored in future years budgets. Any release of this fund, including any repayment arrangements will require the approval of the Executive. It remains essential that any business case for funding is robust and the following criteria reported to Executive in 2009 would apply:

- (a) Must provide net financial savings (significant savings with risk assessment to contribute towards reducing the budget gap);
- (b) Must provide additional progress towards meeting the Council’s top priorities;
- (c) Must have a reasonable pay back period;
- (d) No further or alternative external funding is available;
- (e) Clear identification of accountable officer, performance outcomes and monitoring arrangements to enable corrective action to be taken where required;
- (f) Contributes towards additional performance improvement for the Council or stabilises current problem areas (mitigates against additional costs).

10.5.2 Any proposal for utilising these monies will require the approval of the Executive

10.6 Subject to Members approval of 10.4 and 10.5 above the Council’s general reserves will reduce by £24m with a corresponding increase in earmarked reserves.

11. Management of Risks and an Evolving Financial Strategy

11.1 Details of the management of risks for 2011/12 Budget were reported to Executive as part of agreeing the 2011/12 Budget. A summary of key risk issues are provided in Appendix 6. Details of other documents to consider with the Council’s financial strategy are provided in Appendix 7.

11.2 A 4-year medium term financial planning model is the core of our financial strength and we must retain it. This is irrespective of the greater degree of uncertainty about inflation, interest rates, grant changes and new legislative changes. Continuing the approach of clear forward forecasting of income and expenditure is essential, even when accurate forecasting is not possible.

11.3 For 2012/13 to 2015/16 it remains crucial to set a multi-year budget. This means that longer term decisions and integration with policy choices are more feasible.

12 CONCLUSION

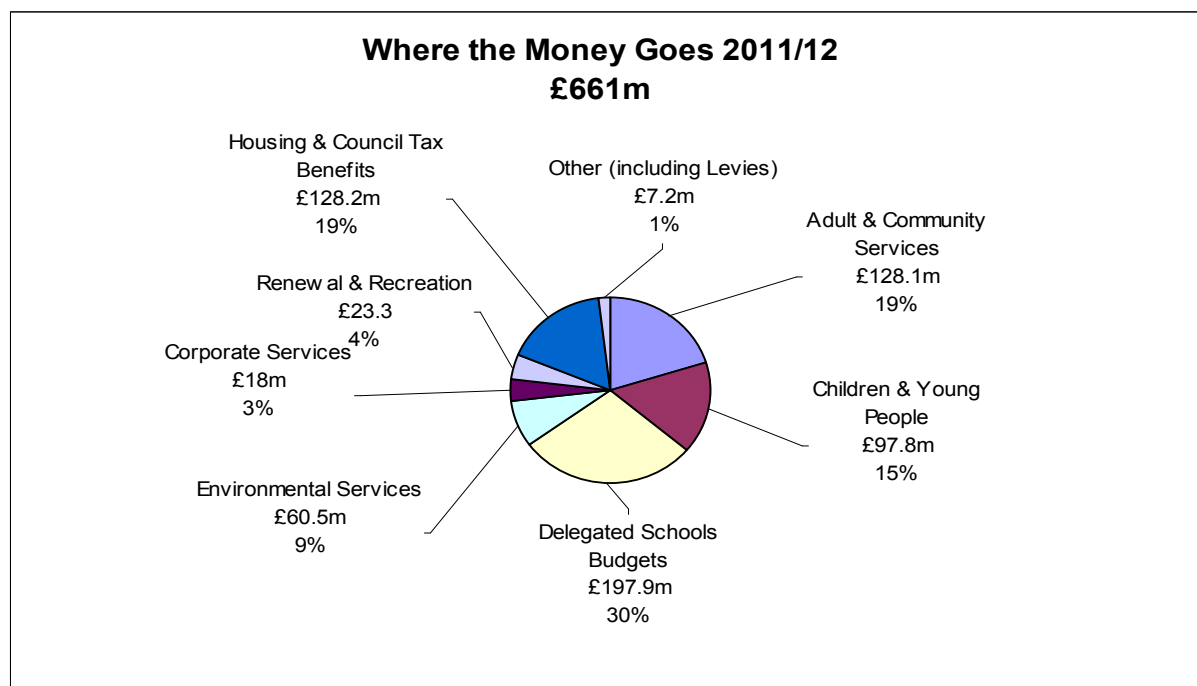
12.1 Local government faces several tight years financially and we need to plan accordingly. The savings required are likely to be a broad range of services but could focus in ways not widely anticipated at the moment. It is probable that the situation will be volatile requiring rapid change in our detailed approach but the framework should be one of tight financial forecasts and control linked to a clear strategic service direction.

Background documents	2011/12 Council Tax Report, Executive, February 2011 2011/12 Financial Monitoring Report, Executive, September 2011
Financial Considerations	Covered within overall report
Personnel Considerations	None arising directly from this report
Legal Considerations	None arising directly from this report

Background on the Council's Spend Levels

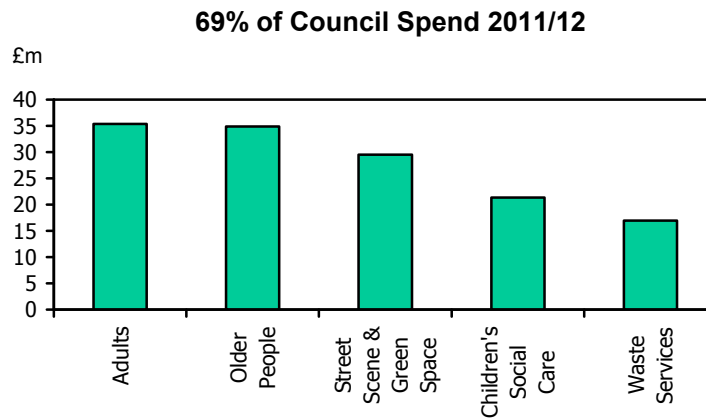
1. Cost and Funding of Services

1.1 The graph below shows the pattern of overall council spending.



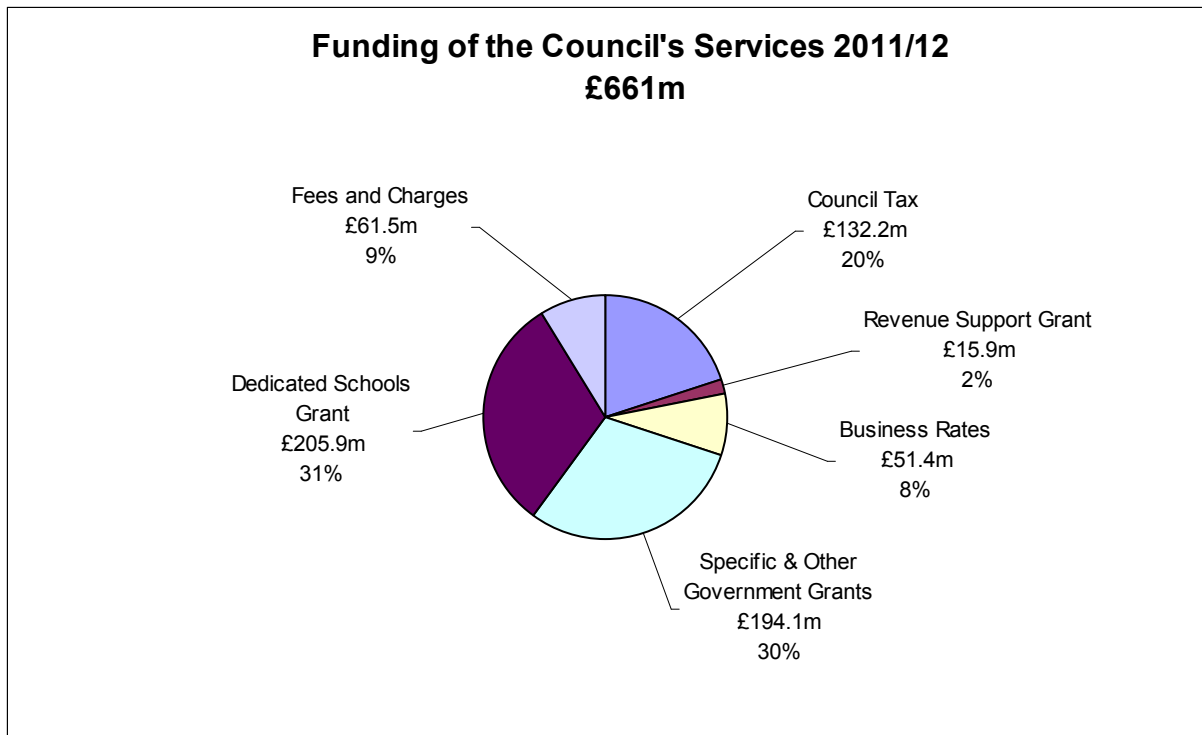
- 1.2 Two of our main activities: Schools and Housing Benefits accounting for 49% of spending are effectively funded by central Government. The future strategy for both of these services has been the subject of Government activity.
- 1.3 School spending will continue to be protected, although the level of funding through the Council will reduce as the number of Academies increase. The most significant immediate issue is the potential scale of the impact of the Academies programme on other aspects of Education spending particularly due to the “top slicing” of funding for non delegated education spending. The Government is currently consulting on changes to the level of Academies funding which could result in further grant losses to the Council (see Appendix 2). Funding Council Tax benefit will reduce by 10% from 2013/14 when local authorities will be required to have a localised scheme. Housing Benefit will be replaced within the new Universal Credit scheme announced by the Government and Housing Benefit will be phased out within three years from 2013/14. More details on the financial impact of changes in Council tax and housing benefit are awaited but there are financial risks associated with such changes.

1.4 Within the remaining services spending is very concentrated with c69% going on 5 areas.



1.5 Adults social care, children's social care and waste are the main areas where the Council has made some investment of its own resources to support cost pressures. This scale of spending combined with correlation with upward spending pressure heavily limits the options available.

1.6 The graph below shows the pattern of overall income sources for the Council.



1.7 The above table highlights the significant dependency remaining on government funding as a source of income. Also, a 10% increase, for example, in fees and charges would increase the Council's overall income levels by no more than 1%.

2. How does Bromley compare in outer London

2.1 Spend grant and taxation levels

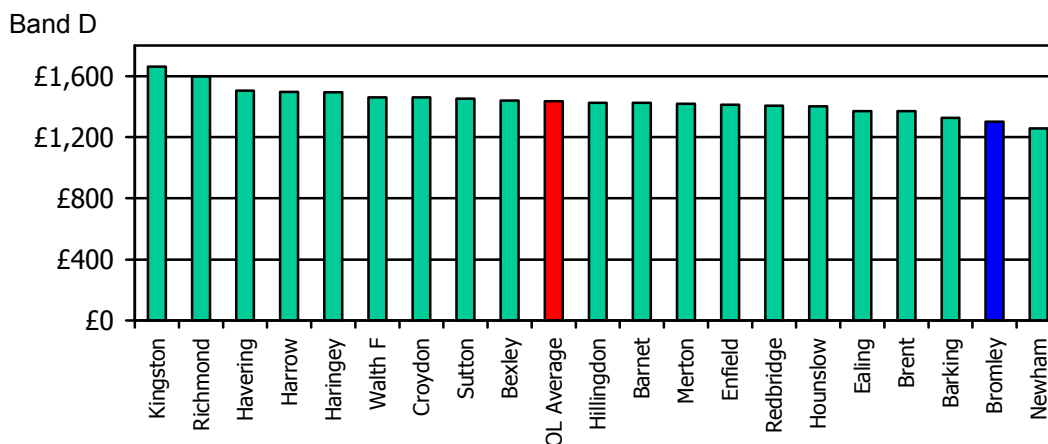
2.1.1 The other significant issue for the future budget strategy are the relative levels of spend, grant and taxation in Bromley. It is important to understand Bromley's historic starting position. Bromley receives a low level of Formula Grant, the second lowest per head in outer London.

Grant per head of population 2011/12					
	Bromley		London as a whole		
	£	Rank	Highest £	Average £	Lowest £
Formula grant	214	31 st	1,043	540	158
*Specific Grants	83	28 th	177	116	75
Total grants	297		1,220	656	233

*Based on latest available data for Specific grants only data source CLG 10/1/11, and does not include other government grants

2.1.2 Bromley has had a clear strategy of setting its Council Tax amongst the lowest in outer London. It is £132 or 9.2% below the outer London Average. If the Council Tax was set at the outer London average then additional income of £17.6m would be achieved.

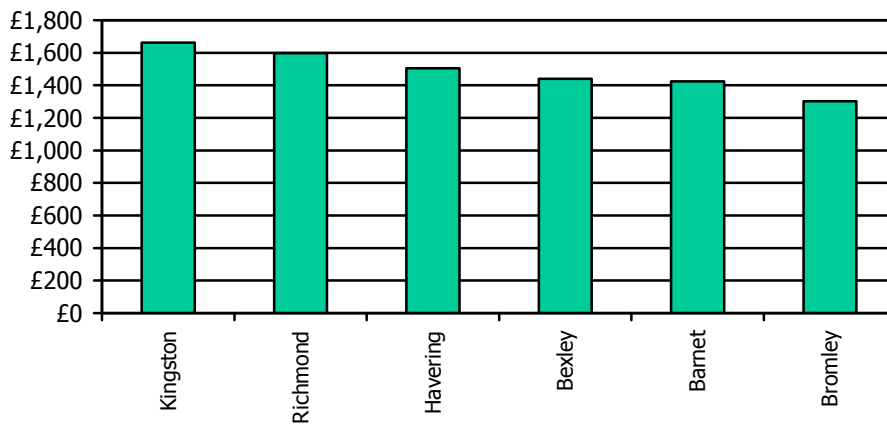
Outer London Council Tax Levels 2011/12



2.1.3 Most other low Grant boroughs have responded to low Government funding by setting substantially higher Council tax levels than Bromley, in some cases amongst the highest in London. Further details are provided below:

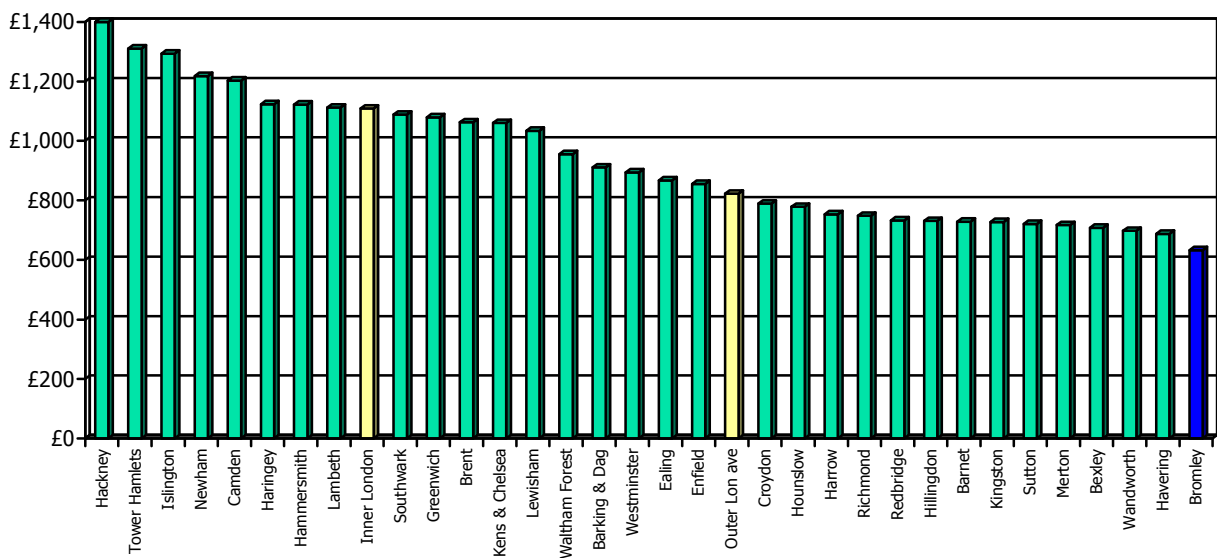
Low Grant Boroughs 2011/12

Band D



2.1.4 If Bromley's Council tax level was the average for the 5 other boroughs identified above, the Council's income would increase by £30m.

Whole of London Spend per Head 2011/12



2.1.5 Therefore, in conclusion, Bromley has retained a low council tax despite lower levels of grant funding. This has been achieved by maintaining a low spending base. It is important to recognise that the pattern of spending in Bromley both in level and pattern restricts the options facing Members. One of the key issues in future year budgets will be the balance between spending, taxation and charges and service reductions in an organisation starting from a low spending base.

VARIOUS KEY CHANGES/PROPOSALS/ISSUES THAT COULD IMPACT ON THE COUNCILS FINANCES

APPENDIX 2

Schools Funding		
Local Authority Central Services Education Grant (LACSEG)	Consultation paper issued for response by 16 August 2011	Top slice funding reduction of £0.8m in 2011/12 and a further £0.6m in 2012/13 (cumulative total of £1.4m) has been reflected in the Council’s budget. This sum is based on the impact of “average” transfers across local authorities. If the formula was based on actual transfers per individual local authority the reduction in funding would have increased to a total of £3.5m by 2012/13 – further potential loss of grant income of £2.1m. Consultation paper includes an option that would potentially increase loss of grant to Bromley by approx. £6m. Not clear whether any retrospective adjustments can be made to 2011/12 and 2012/13 funding – will require parliamentary approval. However, there will be a significant impact for 2013/14 and future years.
Review of School Funding	Consultation paper issued for response by 11 October 2011	Could impact on funding to Bromley schools depending on final option chosen. Detailed financial models awaited.
Review of Education Capital	Consultation paper issued for response by 11 October 2011	Revised future role of Local Authority to collect building condition and school data and provide DfE with an investment plan by 2012 (replaces Education Asset Management Plan). Also national procurement arrangements (through central body) may go ahead limiting the role of local authorities in procuring major works
Local Government Resource Review		
Proposals for retention of business rates	Consultation paper issued on 18 July 2011 with 8 technical papers to follow. Consultation closes on 24 October 2011	Bromley could benefit from this proposal on the basis that: (a) It will continue to see real growth in our business rate base; (b) The Council is presently receiving over £6m (2012/13) in Formula Grant damping which may be “protected” under the current proposal; (c) The Council could factor business rate retention monies, as part of a business case, in any future development proposal that would increase the business rates base. Technical papers which will provide more details of the implications of the proposals are awaited.
Council Tax Benefit Localisation	Consultation paper issued on 2 August 2011. Consultation closes on 14 October 2011	Local Authorities will receive an unringfenced grant reflecting a <u>10% reduction</u> (equates to approximately £1.9m based on 2011/12 Budget. No changes to current level of support for pensions (about one third of claimants). Potential reduction in entitlement of other claimants of 15% to match reduction in funding – the Government proposes some protection to other claimant groups. The Council has faced year on year increases in claimants and associated costs which is unlikely to be funded by government within the proposals representing a further cost risk.
Community Budgets	Details awaited	There are currently various community budget pilots and any proposals are awaited

Other Changes		
Inflation	CPI 4.2%, RPI 5% RPIX 5% June 2011	Overall 1% increase equates to £2m if all elements of costs are included e.g. pay awards, income etc.
Public Sector pensions	Government to fully respond to Hutton Commission and review current contribution rates by October 2011	Local Government Pension Scheme has been granted autonomy to formulate its own packages of reform on basis that savings of £0.9bn per annum will be found. Any package of reforms will need to be agreed by the Treasury and include a combination of increases in employee's contributions and changes to benefits of current scheme. The Government is seeking savings of £2.8bn per year for all public sector pension schemes equivalent to an average increase in member's contributions of 3.2%. Any savings to the Council could be offset by the possible phasing out of contracted out National Insurance to fund the future Universal State Pension.
Dilnot Review of Adult Social Care	Report produced by Dilnot on adult social care. Government will publish a white paper in spring 2012 which may reflect some of changes – implementation of any changes may be after next general election	Recommendations include: <ul style="list-style-type: none"> (a) A £35k cap on care costs (age 65 years and above); (b) Free care to those who acquire needs before they turn 40 years; (c) An annual cap of between £7k and £10k on living costs in care home; (d) A national assessment and eligibility system; (e) Increasing means testing threshold to £100k and capping individual costs; (f) Councils can still set their own charges for non residential care services. <p>The reforms would cost (initially) £1.7bn nationally to deliver and these costs will increase in future years. Government will publish a white paper in spring 2012 which may reflect some of changes – implementation of any changes may be after next general election. The cost implications for the Council will depend on the final implementation of any proposals and whether funding is provided by Government to meet the costs.</p>
Open Public Services	White Paper published and is subject to a "listening period" between July and September 2011	Proposals include offering personal budgets for SEN as well as disability budgets (adult social care by 2013 is already planned). Empower communities through community ownership schemes and the community right to challenge (including challenge to run local authority services). Also introduce an "open commissioning" policy to allow challenge by potential providers as to how services are shaped and delivered. Also includes exploring opportunities for local authorities to be the peoples champion for all public services in their area. Not possible to identify any cost implications at this stage.
Localism Bill		Over 140 regulation making powers, order making powers, guidance, statutory requirements and duties. Includes general power of competence, elected mayors, standards, pay accountability, EU fines, community empowerment, localisation of business rates, planning, housing and London (GLA)

New Burdens Doctrine	Guidance for Government Departments	This relates to guidance for Government departments which can be used by Bromley to seek justification/review of any changes that result in additional costs without adequate funding from Government. Government departments are required to ensure that the net additional cost of all new burdens placed on local authorities by government departments is assessed and “fully and properly funded”. This will ensure that the “pressure on Council Tax is kept down”.
New Homes Bonus	Introduced from 2011/12	Funding identified to 2014/15 with commitment from Government to fund beyond 2014/15 from top-slice of the national business rate pool.
Welfare Reform: Changes to housing benefit		Housing Benefit will be replaced with Universal Credit with housing benefit phased out from October 2013 and October 2017. Responsibility for crisis loans and community care grants will be transferred from DWP to local authorities. The Council receives grant funding of £111m for housing benefit and there are potential cost implications arising from the transfer period as well as potential one off costs that are required. It is not clear whether these costs will be fully grant funded.
Demographic and Population Changes		Data from recent census is awaited. London’s population is set to rise by 9% over the next ten years. The largest increase is expected to be those aged 85 years and over and by 2035, the number of people aged 85 and over is projected to be 2.5 times larger than in 2010 across London. The impact of longer life expectancy is also likely to have an impact on the demand for social care services and SEN.
Interest on Balances		Income of £2.7m is assumed in the 2011/12 Budget. The financial forecast assumes interest on new investments as follows: 1.5% in 2012/13, 2% in 2013/14, 2.5% in 2014/15 and 3% in 2015/16 A variation of 0.25% in these assumptions would result in an increase/decrease in the interest forecast of around £100k in 11/12, £360k in 12/13 and around £430k pa thereafter.
2011/12 Financial Monitoring	Report to Executive September 2011	The most significant cost pressure which could have an impact on the 2012/13 and future years budgets is residential care for children with disabilities. There is a projected overspend of £0.6m to date. There are also cost pressures relating to older people. Further details are included in the 2011/12 Financial Monitoring report elsewhere on this agenda. No additional costs in 2012/13 have been assumed in the financial forecast at this stage.
Comprehensive Spending Review		The financial forecast includes assumptions about future reductions in Government funding. The Council has a two year financial settlement for 2011/12 and 2012/13. General assumptions have been made about further reductions in 2013/14 and 2014/15 which is the final 2 years of the current Comprehensive Spending Review period (2011/12 to 2014/15). “Speculative” assumptions have been made about funding in 2015/16 on the basis that reductions in government funding will continue beyond 2014/15.

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	2011/12 £'000	2012/13 £'000	2013/14 £'000	2014/15 £'000	2015/16 £'000
Bromley's Budget Requirement in 2011/12 (before funding from Formula Grant)	199,486	199,486	199,486	199,486	199,486
Increased costs (general inflation 4.5% to 2012/13 and 3% thereafter, pay awards 3% in 2012/13) Formula Grant	-67,320	9,267 -67,320	17,038 -67,320	24,812 -67,320	32,590 -67,320
Draft "standstill" Budget	132,166	141,433	149,204	156,978	164,756
Variations in interest earnings		0	0	-500	-1,000
Total grant loss as reported to Executive in January 2011(2012/13 to 2014/15)		7,660	12,262	20,500	28,302
Real Changes and other Variations (see Appendix 4)					
Adults and Community Services		234	795	1,685	1,685
Environment		-153	371	895	895
Children and Young People		650	650	650	650
Other (mainly council wide)		771	1,027	1,962	1,409
Further real changes 2015/16 (provisional at this stage)					3,500
Sub total - real changes and variations		1,502	2,843	5,192	8,139
Sub total		150,595	164,309	182,170	200,197
Various savings approved by Executive during 2010/11		29	-69	-158	-158
NHS funding towards social care pressures (fall out of monies for ongoing commitments)		0	1,000	1,000	1,000
London Boroughs Grant Cttee		-183	-183	-183	-183
Cash limiting of non contractual costs		-1,000	-1,000	-1,000	-1,000
Potential savings from review of key contracts in Environmental Services		-750	-750	-750	-750
Review of corporate services		-350	-350	-350	-350
Additional savings approved by Executive as part of 2011/12 Budget (see Appendix 5)		-8,455	-8,455	-8,455	-8,455
Total savings		-10,738	-10,738	-10,738	-10,738
		-10,709	-9,807	-9,896	-9,896
	132,166	139,886	154,502	172,274	190,301
New Homes Bonus	0	-1,000	-1,250	-1,500	-1,750
Remaining Sum to be met from Council Tax/Budget Options	132,166	138,886	153,252	170,774	188,551
To achieve a 2.5% increase in 2012/13 and future years would require further savings of (£'000):					
Cumulative	132,166	-3,416	-14,395	-28,446	-42,665
Annual		-3,416	-10,978	-14,051	-14,219

APPENDIX 4

SUMMARY OF REAL CHANGES (2012/13 TO 2015/16)

	2011/12 Budget	2012/13 £'000	2013/14 £'000	2014/15 £'000	2015/16 £'000
ADULT AND COMMUNITY SERVICES					
- Adults with learning difficulties					
Learning Disabilities - new placements	24,151	676	1,679	2,569	2569
Savings from Extra Care Housing	-91	-442	-884	-884	-884
Total real changes ACS		234	795	1,685	1,685
ENVIRONMENT					
Absorption of inflation increases for PCNs	-4,060	95	193	293	293
		95	193	293	293
Other cost pressures/ growth					
- Waste					
Landfill tax increases	3,506	-1,364	-945	-528	-528
Increase in waste contract prices and contract disposal targets		1,084	1,059	1,034	1034
Increase in refuse/recycling collection to reflect additional units and leap year addt costs	7,203	32	64	96	96
Sub total (waste)		-248	178	602	602
Total real changes (E)		-153	371	895	895
Children and Young People (CYP)					
Children's Placements/additional referrals	10,934	500	500	500	500
Additional pressures (SEN transport - Exec Jan. 2011)	3,405	150	150	150	150
Total real changes (CYP)		650	650	650	650
OTHER VARIATIONS (MAINLY COUNCIL WIDE)					
Other net cost pressures/ growth					
Additional allowance for increased fuel costs	2,663	300	600	900	900
Local elections	0	0	0	500	0
Net loss of income from proposed sale of car park sites	-500	296	296	296	296
<i>Freedom passes</i>					
- additional cost of reissue of Freedom passes every five years	19	0	110	0	0
Carbon Reduction Commitment (CRC)	386	130	261	393	393
Reduction in funding of operational costs (Bromley Mytime)	705	-95	-520	-527	-580
Housing and council tax benefit - real reduction in admin subsidy	-1,872	140	280	400	400
Total real changes (mainly council wide)		771	1,027	1,962	1,409
Assumed growth pressures (2015/16)					3,500
TOTAL OF REAL CHANGES		1,502	2,843	5,192	8,139

Overall Savings across all Departments for 2012/13

Department	Budget 2011/12 £'000	Budget Option Identified	Savings 2012/13 £'000
Human Resources			
	398	Delete L& D Consultant 1 fte, delete Health and Safety Advisor 0.5 fte	-59
			-59
Resources Department			
	1,258	Exchequer Services - Reorganisation of team(s) and option to outsource	-65
	2,100	Restructure of Financial Management	-22
	283	Salaries LBBexley	-45
	442	Staff reductions linked to shared service with LBG	-27
	442	Staff reductions linked to shared service with LBG	-18
	336	Contract adjustment	0
	0	Bexley shared services - £25k expected for 2010/11	-40
	301	Increase in housing benefits overpayments collection	-90
	1,170	Redundancy/Retirements once new contracts bedded in	-87
	6,290	Closure of cashiers service	-30
	0	Responsible Officer role academies plus internal audit work	-15
	0	Reductions in bad debt provision due to improved cash collection	-200
	1,505	Running expenses, cheque production, external audit, Training etc	-130
	1,288	Shared Services LB Bexley & Consolidation of teams	-52
	740	Reductions in Porters/Refreshment/Mayor's Office/Post	-80
	0	Shared services with Bexley	-40
	855	Customer Service - Channel Shift	-20
	0	Customer Service - Shared Service	-20
	0	Use of Portfolio Holders Room/Chairman's Office for Weddings	-5
	0	External use of committee rooms	-5
	0	Academies	-5
	30	Use of telephone, internet and text messaging registration	-2
		Amalgamation of receptions	-35
		Accommodation Review linked to item above	-100
		Charges for staff car parking	-75
			-1,208
Children & Young People Services			
Awards Transport and Pupil Benefits	200	Cease funding Pupil Clothing and Footwear Grants	-100
Bromley c and f project	2,814	Children & Families Centres	-2,200
Standards and Achievement	413	BYMT - contract reduction	-40
Strategy and Performance	490	Strategy & Performance	-100
Integrated Youth Service	1,986	Universal and Targeted (Connexions) Youth Support	0
Access and Inclusion	473	Align the Behaviour Support Service with the Education Welfare Service	-50
Access	100	Bromley Transition Service	-50
			-2,540
Adult & Community Services			
Strategy Division	1,566	Back office efficiencies - strategy division	-25
Housing & Residential Services	619	Housing Division Rationalisation	-50
Strategy Division	525	Learning & Development Savings	-25
Strategy Division	138	Discontinue/reduce social care front counter & imprest service	-100
Care Services	1,992	Cease In-house homecare provision	-200
Care Services	-4,160	Charging	-100
Care Services	-35	Increased savings from Extra Care	-10
Care Services	0	Reablement	-200
Care Services	4,948	Staff savings - Care Services	-100
Commissioning & Partnership	2,998	Reduce commissioning of supporting people services	-300
Care Services	526	Reduce funding to Sheltered Housing	-300
Commissioning & Partnership	66,533	Efficiency targets for all suppliers	-350
Care Services	0	None eligible day care users paying full cost	-50
			-1,810

Department	Budget 2011/12 £'000	Budget Option Identified	Savings 2012/13 £'000
Environmental Services			
Street Scene & Green Space	-111	Legislative change will allow disposal costs to be fully recovered through charges (currently discounted)	-58
Street Scene & Green Space	100	Introduce automated weighing system and payment facility	0
Street Scene & Green Space	212	Phased closure of Public Conveniences - retain provision within Primary Town Centres	-100
Street Scene & Green Space	897	Reduction in services provided by the Area Inspectors, leading to reduction of 3 ftes	-102
Street Scene & Green Space	2,595	Reduce Ranger Service and reduce park security contract	-135
Street Scene & Green Space	-1,603	Increase prices above inflation for Trade Waste resulting in extra income	-32
Street Scene and Green Space	400	Diminishing playground repairs and equipment replacement. No new seats/bins in parks and reduce repairs to paths/fencing	-31
Public Protection	15	Terminate service relating to subsidised Pest Control treatment on income support. No renewal of contract/introduce a preferred supplier contract if possible.	-15
Customer and Support Services	305	Reduction in support services, running costs and promotional projects	-21
Transport/Highways	129	Reduced frequency of highway/footway condition surveys and use of bureaux service for data analysis and a deletion of 1fte in 2013/14	-15
Transport/Highways	233	Phased deletion of School Crossing Patrols	-233
Transport/Highways	583	Reduction in Traffic Posts or transfer costs to TfL budgets	-126
Transport/Highways	161	Reduced number of surface water drainage schemes	-14
Transport/Highways	88	Reduced levels of service for inspections and minor repairs of highway structures	-13
Transport/Highways	323	Reduced levels of service for non-routine maintenance of street lights & signs	-38
Transport/Highways	342	Delete Highway Development Team Leader post	-52
Transport/Highways	129	Reduced levels of service - minor street lighting improvements	-10
Street Scene and Green Space	0	Caddy Bags no longer funded	-295
Street Scene and Green Space	20	Withdraw additional recycling collection during Xmas fortnight	-20
Street Scene and Green Space	42	Reduce grant to Chislehurst Conservators	-6
Street Scene and Green Space	647	Stop Parks Strategy, close park toilets, reduce sports grants, reduce allotment rents, stop events and campaigns, reduce support to Park Friends	-43
Transport/Highways	606	Change lamp column replacement policy from schemes two one for one	-117
			-1,476
Renewal & Recreation			
Property	369	Reduce budget. Make provision in future planned maintenance programmes for replacement of elements with non maintenance/non decoration items. E.G. PVCu windows, etc.	-79
Property	208	Reduce budget. Many of the DDA works have been carried out. Further works should be incorporated into planned refurbishments/alteration where possible.	-100
Property	836	Reduce budget. Surveys and risk assessment on all properties have been completed. Asbestos is removed where necessary and a full management programme is in place. The decay curve has meant that reduced spending will occur in this activity.	-100
Property	211	Reduce budget. Works and Control measures put in place to reduce cyclical activity e.g. replacement of A/C water chiller units with gas chillers negating the need for water treatment.	-100
Property	66	Reduction in MG5 post in Maintenance	-66
Property	66	Reduction of MG5 post- CYP Strategic Property Manager associated with reduction in capital programmes and transfer of schools to academy status	0
Recreation	705	Delete Bromley Mytime Management Fee	-583
Recreation	705	Amendment to savings relating to deletion of management fee payable to Bromley Mytime as agreed by Executive	278
Recreation	32	Revised proposal to withdraw Bromley Arts Council funding over 3 years as agreed with R & R PH	-14
Renewal	101	Council as agreed with the R & R PH	-21
Recreation	39	Remove subsidy to Norman Park Track	0
Recreation	5,211	Tender caretaking/security services at libraries	-50
Recreation	180	Amalgamate Penge and Anerley Libraries	-90
Recreation	180	Amalgamate Penge and Anerley Libraries (delay in savings as no suitable building has been identified to date)	90
Recreation	5,161	Reconfiguration of Library Service relating to savings brought forward relating to shared back office with LB Bexley as agreed by Executive	-370
Planning	316	Transfer of planning inquiry counter to CSC. Reduction of 1 post (£22k)	-22
Planning	931	The Core strategy is a key part of the LDF. Because of the age profile, it is likely that there will be scope for budget savings. This will be further informed by ongoing work in respect of development control and planning administration.	-132
Planning	316	Potential additional savings from planning administration	0
BAEC	149	Reduce general budgets e.g. advertising, travelling etc	-3
Planning	845	Deletion of 2 career graded posts within development control	0
			-1,362
	TOTAL		-8,455

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MANAGEMENT OF RISKS

Ref.	Risks	Commentary and risk mitigation
	Treatment of inflation	General allowance of 4.5% built into forecast for 2012/13 and future years. Cash limiting of non contractual running expenses assumed in 2012/13. Actual increases in inflation exceeding budget assumptions would result in further costs.
2	Partners	The reduction in Government funding will also have a negative financial impact on the Council's health, voluntary sector and other partners. This position will be closely monitored.
3	Containing Growth Pressures within Portfolio Budgets	The real changes included within this report relate to key growth pressures impacting on Portfolios. This excludes many costs pressures contained within departmental budgets which provides increasing difficulties in maintaining key service provision.
4	General reserves	General reserves risk reducing in longer term for supporting capital programme which would also result in reduced investment income for the Council.
5	Formula Grant/Localisation of Business Rates	The Council remains at the grant floor with floor damping of £9.6m in 2011/12 reducing to £6.3m in 2012/13. No future allowance for statutory growth, demographic changes and future capital financing costs are reflected in the future grant levels. Funding will deteriorate beyond 2012/13 but not clear level of further reductions at this stage. The final position will depend on the outcome of the localisation of business rates. Formula Grant is likely to be included in "baseline" for determining net income received by the Council.
8	Limiting council tax increases	Council Tax (Band D equivalent) remains one of lowest in outer London. Secretary of State's assessment of excessive Council tax increases may continue for 2012/13 (capping) limiting flexibility to fund pressures on key services through Council tax increases. Any deemed "excessive" increase, as determined by the Secretary of State will require a referendum in future years to determine if proposed increase is acceptable to residents. Significant costs from rebilling Council tax may be incurred.
9	Savings	Significant savings were identified for 2011/12 with further savings of £11m in 2012/13. There are risks of not achieving potential savings. It is important to mitigate risk by close monitoring and more active management of implementing savings. Also consideration of outcome of consultation could impact on savings achieved.
11	Fuel costs increases	Additional provision of £600k in 2011/12 (included in 2011/12 Central Contingency Sum) rising by £300k per annum but may be additional pressures, increasing costs further.
12	Future schemes in capital programme	Any additional schemes could have an impact on the revenue budget as well as potentially reducing revenue reserves.
13	Pension Fund Deficit	Outcome of recent actuarial valuation was reflected in 2011/12 Budget. Next valuation will be implemented from 2014/15 which could result in further cost pressures.
15	Departmental Risk Analysis	A detailed departmental risk analysis was reported to Executive in February 2011 as part of the 2011/12 Council Tax report.
16	Strength of financial information and reporting	Previous score of 4 for Use of Resources gave assurances of strong financial information and reporting arrangements. Latest Use of Resources assessment would have resulted in ongoing assessment score of 4 (but now ceased).

Ref.	Risks	Commentary and risk mitigation
17	Impact of previous years overspends /under spends	In most cases, the 2011/12 Budget takes into account projected savings/under spends from previous financial year. Further details of cost pressures which may impact in 2012/13 are included in the 2011/12 Financial Monitoring report elsewhere on this agenda.
18	Robustness of medium term plans	The 4 year budget strategy include prudent estimates of spending pressures but uncertainty remains in any longer term financial projections
19	Financial risks of new partnerships and outsourcing	Always a risk of cost pressures through re-tendering to "catch up" with historical higher than general inflation increases in staff costs, and various new statutory obligations. Recent re-tendering has, in general, resulted in cost savings.
20	Flexibility to divert resources	May be opportunity to review utilisation of resources (although may be limited scope) relating to new core grants e.g. NHS funding to support social care.
21	Partnerships/pooling of budgets	The forecast assumes the existing four year plans continue. Pooled budgets include, for example, adults with learning difficulties and joint OT stores. There remains a risk of withdrawal of funding from partners, which could impact on Council's financial position, particularly where the Council's services are dependent on part funding from partners (see also 2. above).
22	Collection of Income	The Council collects significant amounts of income. Any variation on current collections levels can have a significant impact on the budget. The state of the national economy impacting on the local economy is likely to continue to have a negative impact on income levels. Close monitoring of overall income levels required to ensure, where needed, early corrective action is required and new improved methods of collection are implemented.
23	Financial Projections over 4 years	<p>The projections are subject to change and should be treated with caution as they reflect estimates of costs for the next four years. Costs tend to move upwards closer to finalising budgets for the following reasons:</p> <ul style="list-style-type: none"> (a) Impact of new Government legislation not known at early stages; (b) Various items remaining uncertain/not quantified which can be quantified once final details are known; (c) Impact of potential further real reductions in government funding given current level of national public debt. <p>Current Government changes which could have an impact on the Council's finances are shown in Appendix 2. These changes as well as future changes will need to be regularly monitored and assessed to consider the financial impact on the Council.</p>

Appendix 7

Key Documents to consider with Council's Financial Strategy

Document	Examples of information relevant to Council's financial strategy
The Prudential Indicators 2011/12	Reported in the "Capital Review 2010" report to Executive which considers the "affordability" of the capital programme in line with financial strategy.
Local Government Finance Settlement 2011/12	Reported to January 2011 meeting of Executive and represents a two year financial settlement. The report highlighted the ongoing reduction in funding in future years.
Statement of Accounts 2010/11	<p>Pre audit statement of accounts available on One Bromley and examples of information relevant to financial strategy includes:</p> <ul style="list-style-type: none"> (a) Pension Fund solvency level at 84% and the 2010 actuarial valuation set the level of employers contributions required to achieve 100% solvency within 12 years. 2011/12 Budget includes impact of the 2010 actuarial valuation; (b) Details of financial contributions of partnerships which includes, for example, learning disabilities and integrated community equipment with shared gross expenditure of £10.8 million. The Council's contribution to the pooled budget for mental health functions was £1.4m in 2010/11; (c) Details of earmarked reserves of £12.7m as at 31/3/11.
London Borough of Bromley Financial Profile	Gives some historical context and additional background information on formulating the Council's financial strategy. Available in "One Bromley".
Building Maintenance Budgets 2011/12	Reported to Executive in March 2011 with details of planned programme.
Council Tax Report 2011/12	As part of the requirement of the Local Government Act 2003, the Director of Resources set out his view that the Council's process for setting the 2011/12 Budget has been robust and also provides his views on the level and use of reserves. Details of projected level of earmarked reserves are included in the report as well as details of levies (including GLA precept), central contingency sum, council tax base and collection fund.
Financial Regulations	Key document included seeking assurances about competitive tendering of contracts etc. Revisions reported to Council in May 2011.

Document	Examples of information relevant to Council's financial strategy
Risk Management Strategy	Identifies key risks and action to mitigate these risks. Details were reported previously to Executive.
Procurement Strategy	Details were reported previously to Executive and identify a procurement strategy which helps secure value for money for the Council in procurement decisions.
Corporate Asset Management Plan 2007-2012	Reported to Resources Portfolio Holder and includes details of asset disposals and targets for future years.
London Borough of Bromley Capital Strategy	Details the approach to the capital programme and is available in "One Bromley".
Annual Audit and Inspection	Bromley previously achieved a score of 4 (out of 4 – performing strongly) in its annual use of resources assessment (organisational assessment).
Housing and council tax benefit and revenue & exchequer services half yearly monitoring reports to Resources Portfolio Holder	Reports highlight targets and action being taken. The service performance has a direct financial impact on the Council and the strategy adopted is included within these reports.
Treasury Management Strategy 2011/12	Reported to Resources Portfolio Holder and identifies the strategy for managing the significant funds held by the Council.

Relevant Minute from the Executive meeting held on 7th September 2011

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

Report RES11075

The Executive discussed an updating report on the Council's financial strategy which also outlined the issues that would continue to shape the medium and longer term strategy. Particular attention was drawn to the ongoing reductions in funding faced by the Council over the medium and longer term in the light of the current financial state of public finances.

The Finance Director introduced his report and explained the context of the current financial situation which was an international as well as a national problem impacting on public finances which ultimately affected all local authorities. The report included a summary of the latest budget projections for Bromley and the additional savings required to balance the budgets for 2012/13 to 2014/15. Members noted that there was a further budget gap of £3.4m in 2012/13 rising to £28.4m per annum by 2014/15. The key factors contributing to the ongoing budget gap were inflation, the ongoing loss of Government grants and service pressures as already highlighted in the previous budget monitoring item. The Finance Director drew attention to Appendix 2 of the report which showed the crucial changes/proposals that could also impact on the Council's finances. He highlighted among others issues the Local Authority Central Services Education Grant (LACSEG) which showed that the potential further loss of grant to Bromley could be about £5m. This figure had not been reflected in the budget gap at this stage as the situation was still unclear. Against this background consideration had been given to how to bridge the on-going budget gap and one of the various measures included a review of the Council's key assets was currently being undertaken. Arising from this it was proposed to utilise about half (£25m) of the Council's general reserves (totalling £49m) to set up two investment funds with the remaining reserves being the minimum level necessary for financial prudence. The first one would be a Regeneration/Investment Fund which would allow for the acquisition of certain assets creating additional levels of income for the Council and supporting the Council's regeneration ambitions. The second Invest to Save fund would provide for 'loans' to be made for appropriate initiatives with any savings taking into account an element for repaying the fund whilst generating further savings. Details of the stringent criteria for applications to the fund were set out in the report.

The Chairman commented that the proposals, particularly the Regeneration and Investment Fund were intended to make better use of the Council's assets and yield higher returns whilst bringing much needed investment into the Town Centres. Other London Boroughs had already used this approach to advantage rather than leaving funds in reserves which gained poor returns. In response to some concerns raised by Councillor Evans about the true

worth of Invest to Save schemes, the Resources Portfolio Holder accepted that a better system of monitoring such schemes was needed and he would expect monitoring reports, including the measuring of outcomes, to be submitted to the Improvement & Efficiency Sub-Committee and PDS Committee. He also spoke in support of the proposals as a strategy for the future.

Councillor Morgan expressed his support for the actions proposed but felt that Bromley was continually penalised for being efficient and rather should be rewarded. He asked if further representations could be made to the Government on this issue. Councillor Morgan also stressed the need for rigorous testing of schemes submitted for Invest to save funding.

The Leader advised that representations had been made to the Government on a number of occasions and he had had two meetings with Bob Neill, the Parliamentary Under Secretary of State for Communities and Local Government. Currently he was meeting with a number of London Boroughs (cross party members) to put a new round of representations to the government on this issue.

Councillor Noad agreed with what was proposed and said that there were examples of Invest to Save schemes that had proved a success such as Riverside. On the question of paying back into reserves one of the issues was that the number of service users was expanding taking up the profit earned.

Members commended the report for its clarity in setting out the present financial position. The Chairman stressed that this was ongoing work and emphasised the need for robust monitoring of each case before any finances were made available and that it would be carried out in a transparent and open manner.

RESOLVED that

- 1) approval be given to continuing the updated “One Bromley” approach to the budget as set out in paragraphs 9.1 – 9.3 of the report;**
- 2) the latest financial forecast for 2012/13 to 2015/16 be noted as well as the continued financial uncertainty;**
- 3) the variable changes that can impact on the Council’s overall financial position as detailed in paragraph 6 (a) – (j) of the report be noted; and**
- 4) the report be referred to individual PDS Committees for their consideration and any comments be reported back to the Executive.**

RESOLVED that Council be RECOMMENDED to:

- 1) approve the creation of a Regeneration/Investment Fund**

(Earmarked Reserve) with £10m set aside from general reserves as detailed in Paragraph 10.4 of the report; and

2) approve the creation of an Invest to Save Fund (Earmarked Reserve) with £14m set aside from general reserves as detailed in Paragraph 10.5 of the report.

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Report No.
ES11104

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: Environment PDS Committee

Date: 4th October 2011

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

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

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

Ward: Borough wide

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. **RECOMMENDATION(S)**

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: £36.3m and £3.994m of LIP funding from TfL.
 5. Source of funding: 2011/12 revenue budget and 2011/12 LIP funding agreed by TfL
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Staff

1. Number of staff (current and additional): 224 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 decisions previously taken 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 required to prepare a forward 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 – 15 Nov 2011		
Forward Work Programme, Matters Arising from Previous Meetings and Contracts Register	C&SS	PDS Committee
Budget Monitoring 2011/12	Finance	For pre-decision scrutiny
Cleansing Contract – Tender Award Recommendations	SS&G	Environment PDS: 15 Nov 2011 E&R PDS: 8 Nov 2011 Executive: 16 Nov 2011
2011/12 Progress on Environment Portfolio Plan	C&SS	PDS Committee
Structure of Environmental Portfolio Plan 2012/15	C&SS	For pre-decision scrutiny
Street Lighting Maintenance & Improvements Contract – Gateway Review	T&H	Environment PDS: 15 Nov 2011 E&R PDS: 8 Nov 2011 Executive: 16 Nov 2011
Parking ICT Contract	C&SS	For pre-decision scrutiny
The Council's Parking Strategy	T&H	For pre-decision scrutiny
Mill Brook Road (zebra)	T&H	For pre-decision scrutiny
Cator Estate Roads - Offer to Transfer Ownership to Council	T&H	For pre-decision scrutiny
Kent House Station (1 st resolution)	T&H	For pre-decision scrutiny
Extension to the Waste Contract (Part 2 report)	SS&G	Environment PDS: 15 Nov 2011 E&R PDS: 8 Nov 2011 Executive: 16 Nov 2011
Winter Service – Review of Policy & Plan	T&H	For pre-decision scrutiny
Annual Highways Maintenance Report & Works Programmes	T&H	For pre-decision scrutiny
Annual Street Lighting Report & Improvements Programmes	T&H	For pre-decision scrutiny
Criteria for Approval of Footway Crossovers	T&H	For pre-decision scrutiny
Siward Road Mini-Roundabout	T&H	For information only
Options for Additional Garden Waste Collection Service	SS&C	For pre-decision scrutiny
Southend Road Safety Scheme	T&H	For pre-decision scrutiny
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 (then going to CYP PDS on 17th January)	T&H	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
16.06.11	Examine the potential for investment in secure cycling parking and storage	This will be undertaken through the cycle parking budget and the 3-year "biking borough" programme.
19.07.11	Identify who owns the waste collected by Veolia	Refuse and recycling passes into the ownership of (and becomes the responsibility of) Veolia as soon as they collect it from the householder, or it is deposited by customers at a civic amenity site.
19.07.11	Review the provision of disabled parking bays in car parks and examine potential time restrictions	The review has now been completed and minor revisions made to the provision of disabled parking bays. Time restrictions are not being recommended, as peak demand for disabled bays coincides closely with peak demand for all bays.

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>24.5m</i>	<i>4.9m</i>	<i>Env PDS – 4 Oct 2011 E&R PDS – 12 Oct 2011 Executive - 19 Oct 2011</i>
<i>Parking ICT</i>	<i>1.04.12</i>	<i>31.03.17</i>	<i>n/a</i>		<i>750k est.</i>	<i>150k est.</i>	<i>Env PDS – 19 July 2011 (Gateway) 15 Nov (Contract)</i>
<i>Parking Bailiff Services</i>	<i>1.04.12</i>	<i>31.03.15</i>	<i>n/a</i>		<i>726k est.</i>	<i>242k 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		London Hire	674,383	112,383	
Bus Route design (Pan-London contract)	01.01.08	01.01.13		Mott Macdonald	1.5m	300,000	
Bus Route design (Pan-London contract)	01.01.08	10.01.13		Buchanan	1.5m	300,000	
Street Lighting Maintenance & Improvements Contract – Gateway 1	01.04.07	31.03.11	31.03.13 Further extension possible to 31.03.15	May Gurney	7.1m	1.8m	<i>Env PDS – 15 Nov 2011</i>

Inspection of Street Works Contract – Gateway 1	01.04.10	01.04.13		B&J	900,000	312,000	<i>Env PDS – 4 October 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	23.02.16	N/A	Veolia		9.19m	
Waste Collection	01.11.01	23.02.16	N/A	Veolia	37.3m	6.21m	
Parking	01.10.06	30.09.11	30.09.16	Vinci Park	10.79m	2.16m	
Maintenance & repair of vehicles	01.04.10	31.03.17	Option for 2 year extension	KCC	940,000		
Highway Maintenance – Minor & Reactive	01.07.10	30.06.17	Option for one year extension	O'Rourke	17m	2.4m	
Highway Maintenance – Major	01.10.10	30.09.17	Option for one year extension	FM Conway	26m	3.7m	
Arboriculture	18.07.08	17.07.17		Gristwood and Toms	5.12m	568,860	
Grounds Maintenance	01.01.08	31.12.17		English Landscapes	26.1m	2.75m	
Landfill Site Monitoring	28.07.10	27.07.17	Option for 2 year extension	Enital	952,000	136,000	
Parks Security	01.04.10	31.03.20		Ward Security	4.2m	420,000	

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Agenda Item 13

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

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