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DATE: 17 September 2012

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

Councillor William Huntington-Thresher (Chairman)  
Councillor Ellie Harmer (Vice-Chairman)  
Councillors Reg Adams, Peter Fookes, Julian Grainger, Samaris Huntington-Thresher, David Jefferys, Nick Milner and Ian F. Payne

A meeting of the Environment Policy Development and Scrutiny Committee will be held at Bromley Civic Centre on **TUESDAY 25 SEPTEMBER 2012 AT 7.30 PM**

MARK BOWEN  
Director of Resources

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

## A G E N D A

### **PART 1 AGENDA**

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

### **STANDARD ITEMS**

- 1 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS**
- 2 DECLARATIONS OF INTEREST**
- 3 QUESTIONS FROM COUNCILLORS AND MEMBERS OF THE PUBLIC ATTENDING THE MEETING**

In accordance with the Council's Constitution, questions to this Committee must be received in writing four working days before the date of the meeting. Therefore please ensure that questions are received by the Democratic Services Team by 5pm on Wednesday 19<sup>th</sup> September 2012.

- 4 MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON 3RD JULY 2012 (Pages 3 - 22)**

## HOLDING THE PORTFOLIO HOLDER TO ACCOUNT

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

In accordance with the Council's Constitution, questions to this Committee must be received in writing four working days before the date of the meeting. Therefore please ensure that questions are received by the Democratic Services Team by 5pm on Wednesday 19<sup>th</sup> September 2012.

### **6 ENVIRONMENT PORTFOLIO - PREVIOUS DECISIONS (Pages 23 - 32)**

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

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

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

#### **a BUDGET MONITORING 2012/13 (Pages 33 - 38)**

#### **b CAPITAL PROGRAMME - 1ST QUARTER MONITORING 2012/13 & FINAL OUTTURN 2011/12 (Pages 39 - 44)**

#### **c EXTENSION TO CONTRACT FOR PROVISION OF MOBILE PHONE PARKING (Pages 45 - 50)**

#### **d TFL FUNDED WORK PROGRAMME FOR 2013/14 (Pages 51 - 62)**

#### **e GREEN STREET GREEN PARKING REVIEW (Pages 63 - 72)**

Chelsfield and Pratts Bottom and Darwin wards

#### **f BRITTENDEN PARADE, GREEN STREET GREEN - PROPOSED MAKING UP (Pages 73 - 80)**

Chelsfield and Pratts Bottom ward

## POLICY DEVELOPMENT AND OTHER ITEMS

### **8 FORWARD WORK PROGRAMME AND MATTERS ARISING (Pages 81 - 88)**

### DATES OF FUTURE ENVIRONMENT PDS COMMITTEE MEETINGS

20<sup>th</sup> November 2012

15<sup>th</sup> January 2013

5<sup>th</sup> March 2013

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# Agenda Item 4

## ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY COMMITTEE

Minutes of the meeting held at 7.30 pm on 3 July 2012

### Present

Councillor William Huntington-Thresher (Chairman)  
Councillor Ellie Harmer (Vice-Chairman)  
Councillors Reg Adams, Nicholas Bennett J.P.,  
Peter Fookes, Julian Grainger, Samaris Huntington-  
Thresher, David Jefferys and Nick Milner

### Also Present

Councillor Peter Fortune and Councillor Colin Smith

#### **1 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS**

Apologies were received from Councillor Ian Payne and Councillor Nicholas Bennett J.P. attended as alternate.

#### **2 DECLARATIONS OF INTEREST**

Concerning Item 7g, there were personal interest declarations in respect of the Chairman, in view of his nomination to membership of the Countryside Consultative Panel, the Vice-Chairman, in respect of her nomination to membership of the of the Leisure Gardens and Allotments Panel, and Councillor Peter Fookes, also in respect of his nomination to membership of the Leisure Gardens and Allotments Panel.

#### **3 QUESTIONS FROM COUNCILLORS AND MEMBERS OF THE PUBLIC ATTENDING THE MEETING**

There were no questions.

#### **4 MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON 17TH APRIL 2012 EXCLUDING THOSE CONTAINING EXEMPT INFORMATION**

The Part 1 minutes were agreed.

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

Four questions were received for oral reply by the Portfolio Holder, one on behalf of Alexandra Infants School Parent Teacher Association and three from Councillor Julian Grainger. Three questions were also received from Mr Colin Willetts for written reply. Details of the questions and replies are at **Appendix A**.

## **6 ENVIRONMENT PORTFOLIO - PREVIOUS PART 1 DECISIONS**

Members were provided with Decisions of the Portfolio Holder taken since the Committee's previous meeting on 17<sup>th</sup> April 2012.

Rather than include Decisions on future meeting agendas, the Chairman preferred that Committee Members be advised of the Decisions solely by email.

Concerning Decision ENV11048 (*"Proposal for Provision on Enforcement Services"*), the Chairman advised that the start time for a six month trial with XFOR for the issue of Fixed Penalty Notices was more likely to be August 2012 rather than 1<sup>st</sup> June 2012.

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

### **A) PROVISIONAL OUTTURN 2011/12**

#### **Report ES12087**

The 2011/12 provisional outturn position for the Environment Portfolio indicated an underspend of £766k against the controllable budget of £36,342k, representing a 2.1% variation. If three carry forward requests totalling £248k were excluded, the underspend comprised £518k.

Report ES12087 outlined details of the variations.

In response to an enquiry from Councillor Peter Fookes on the extent of parking fine payment, Members were advised that the Council benchmarked its success in collecting PCN fines; over the past three years Bromley had consistently been amongst the top authorities for fine collection, and on immediate payment timescales. Online improvements helped motorists to check for themselves the validity of an infringement.

Responding to questions from Councillor Julian Grainger, Members were further advised that a motorist might have to pay more than the original fine following unsuccessful challenge of a penalty. Amounts paid beyond the original discount rate had not been tracked. Concerning the Parking Enforcement Guidelines, the Council's approach was for people to feel that parking enforcement was fair and just with an aspiration of having fewer contentious disputes.

Councillor Nicholas Bennett enquired how Bromley compared with other authorities on unpaid fines. Members were advised that much work had been undertaken on this with the Council's Audit team. More parking tickets were now being waived; but many less cases are written off. The increase in the value of fines waived was more than outweighed by the reduction in fines written-off. Officers waive fines where there are sound reasons but are firm on genuine offenders. Officers sought to reduce the number of appeals to the Parking and Traffic Appeals Service (PATAS) although for those cases that went to appeal, Bromley had a good record of winning. It was also confirmed to Councillor Samaris Huntington-Thresher that the assistance of bailiff agencies was sought in respect of unpaid fines.

Councillor David Jefferys offered his congratulations on the Portfolio's financial management but noted increased expenditure of £88k for additional emergency tree works. He questioned whether the budget for this had been reduced too much given an expected increase in gales with a changing climate. It was explained that the gales took place near the end of the financial year and Councillor Jefferys felt that it was perhaps a matter of looking at a better phasing of the budget.

**RESOLVED that the Portfolio Holder be recommended to endorse the 2011/12 provisional outturn position for the Environment Portfolio.**

## **B) BUDGET MONITORING 2012/13**

### **Report ES12088**

Based on financial information to 31st May 2012, the 2012/13 budget for the Environment Portfolio was projected to balance at year end.

Details were provided of the 2012/13 projected outturn with a forecast of projected spend for each division compared to the latest approved budget. Background to variations was also outlined.

**RESOLVED that the Portfolio Holder be recommended to endorse the latest 2012/13 budget projection for the Environment Portfolio.**

## **C) ONE OFF SPENDS - MEMBER INITIATIVES**

### **Report ES12096**

Details were outlined of proposed actions and work for those Member Priority Initiatives related to the Environment Portfolio i.e.

- £750k for footways, highways and general improvement projects;
- £250k related to support for 'Friends' Groups;
- £150k to renew/replace the Council's community recycling sites; and
- £70k to encourage physical activities in parks (a public health led initiative with scheme management by Environmental Services)

Concerning the £70k to encourage physical activities in parks, Councillor Fookes enquired about any outside sponsorship of the outdoor gym schemes. The Chairman clarified that Environmental Services had the delivery role for the schemes and the Director indicated that the client role was with Public Health. The Portfolio Holder indicated that he would like to see the extent of popularity for the schemes and the demand for them. Councillor Samaris Huntington-Thresher asked for a report back at some point to indicate how successful the schemes prove to be.

Concerning the Bring Sites, Councillor Grainger enquired about recycling in connection with nappies and for footways, highways and general improvement projects, Councillor Grainger encouraged the consideration of maintenance repairs for whole streets which were in a poor condition. He also enquired about financial monitoring and gatekeeping to moderate spend.

The Director indicated that proposals for the 2013/14 planned highway maintenance programme would be reported to Members in the coming autumn (allocations from the £750k not proposed for 2012/13 could be considered at that time). The Director referred to real nappies advising that disposable nappies were not recyclable. The Director also referred to making the best use of Bring Sites. He indicated that spend against the Member Priority Initiatives would feature in budget monitoring reports.

Responding to a question from the Chairman on proposed support for Friends' Groups, the Portfolio Holder indicated that he would like to see the funding last as long as possible; he suggested a possible mechanism by which Friends' Groups might bid for small amounts of funding, for example, to help in applying for grant funding.

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

- (1) the completion of the highways maintenance schemes identified in paragraph 3.5 of Report ES12096 within financial year 2012/13 and the allocation of any resources remaining from the £750k be the subject of a further report in September 2012;**
- (2) the proposed areas of spend related to Friends identified at paragraph 3.8 of Report ES12096;**
- (3) to the improvement of Bring Sites within the borough as identified at paragraph 3.11 of Report ES12096, following consultation with appropriate Ward Councillors;**
- (4) that authority be delegated to the Director of Environmental Services, in consultation with the Environment Portfolio Holder, for implementing delivery of the investment in Bring Sites (£150k) and Friends (£250k), as set out at paragraphs 3.7 to 3.12 of Report ES12096; and**

**(5) that an update on spending against the Member Priority Initiatives (as related to the Environment Portfolio) be included in budget monitoring reports for the Portfolio.**

#### **D) MOTORCYCLE - PARKING AND BUS LANE USE**

##### **Report ES12093**

Following previous trials, TfL had granted full access for motorcycles to be used in bus lanes on the majority of London's red routes from 23rd January 2012. Within Bromley there was only one TfL bus lane (Bromley Common, A21) and other bus lanes in the borough did not have such an exemption for motorcycle use. A decision was sought on allowing motorcycle drivers to use dedicated bus lanes throughout the borough.

Report ES12093 also outlined ongoing improvements to motorcycle parking borough-wide.

The Head of Traffic and Road Safety indicated that it was not appropriate for paragraph 3.5 of Report ES12093 to suggest there would be improved safety for motorcyclists if they were to use the borough's bus lanes – research had not stated this, although journey times for motorcyclists could be reduced and congestion for them removed. It was also highlighted that Bromley Cyclists were not supportive of extending motorcycle use to all of the borough's bus lanes; there was concern from cyclists that they might be more vulnerable by such a development.

The Chairman enquired whether it was necessary to change bus lane signage or simply choose not to enforce existing signage. In response, Members were recommended to support signage change to avoid confusion. Members were also advised that the one off cost to make signage amendments and to advertise alterations to the Traffic Management Order could be closer to £4k rather than £10k. Councillor Grainger supported a change of signage although was not necessarily supportive of the assessment by cyclists.

Concerning motorcycle parking, Councillor Grainger questioned why two motorcyclists parking their motorcycles in the same bay should both incur a Penalty Charge Notice. He also opposed the conversion of busy car park bays to motorcycle bays preferring odd spaces of car parks, not suitable for car parking, to be used for motorcycle parking.

The Head of Traffic and Road Safety indicated that most land provided for motorcycle bays in Council surface car parks was space which would otherwise not be used. In response to a question from Councillor Fookes on whether a decision to implement the proposal would be reviewed, it was confirmed that casualty statistics would be monitored. Councillor Nicholas Bennett felt that it was safer for motorcyclists to travel in a bus lane. He also felt that motorcycle parking bays should be in designated places and sited in a good position within open space. Councillor Reg Adams felt that the

recommendation to the Portfolio Holder should indicate that motorcyclists be permitted to use a moving motorcycle in all of Bromley's bus lanes.

Some further questions were asked by Members. Councillor Nick Milner asked whether some taxis were eligible to be used in some bus lanes and not others - it was agreed to confirm the position following the meeting. The Vice Chairman asked if it was possible to park motability scooters in motorcycle bays or whether other parking bays were set aside for such vehicles. Again, it was agreed to confirm the position following the meeting.

**RESOLVED that the Portfolio Holder be recommended to agree that the drivers of moving motorcycles be permitted to use all of Bromley's bus lanes (the bus lanes should not be used for parking motorcycles).**

## **E) BROMLEY TOWN CENTRE PARKING CAPACITY**

### **Report ES12089**

Following the Executive's support for funding additional Bromley Town Centre parking capacity due to the closure of Westmoreland Road Car Park, Report ES12089 provided details on each of the sites being taken forward to assist with replacing spaces lost.

The Assistant Director (Transport and Highways) requested the inclusion of a further recommendation to the Portfolio Holder that works to St Blaise Car Park as outlined in Report ES12089 be agreed. He was confident that the Car Park's present capacity could be retained for the future.

Paragraph 5.1 of Report ES12089 included an indication of the number of town centre spaces to be provided, all of which contributed to measures for replacing those spaces lost due to the Westmoreland Road Car Park closure.

Although some 580 parking spaces would be lost in passing Westmoreland Road Car Park to its developers in September 2012, the car park's top two decks were not normally used (except during the Christmas period) and the loss of capacity would be nearer to 400 spaces rather than 580. The further spaces proposed would not completely provide for the 400 lost but the public could also use the Ground Floor levels of the Civic Centre Car Park over the Christmas period when staff had an option to park at the Adult Education College. The primary intention was to have Phase 1 of parking provision completed before Christmas 2012. The Chairman indicated that current economic circumstances suggested that parking capacity would not be fully utilised in any case.

For the future, it was indicated that there would be some additional parking at Site G but it was important to have Phase 1 completed. The Chairman indicated that no further spaces were planned until the financial position improved, although on completion of the Westmoreland development in 2015, he advised that it was proposed to have about 300 extra parking spaces.



Councillor Fookes enquired whether any thought had been given to working with the private sector for parking provision. The Chairman had suggested to the Executive and Resources PDS Committee that staff be charged to park at private car parks; however, the Assistant Director confirmed that there was private sector little interest in such an approach.

The Vice-Chairman suggested there would be a parking impact from online shopping and she highlighted competition from shopping centres with free parking. The Assistant Director was confident that the provision funded by the Executive would satisfy medium term demand. The speed and recovery of the economy would be part of considerations for any Phase 2 parking provision next year. There would be a natural break point at Christmas and rather than accept that a Phase 2 would take place, Members could take a view.

Councillor Grainger hoped that there would not be a loss of parking space from kerb build out. He also felt that recovery was unlikely if customers did not have parking provision to begin with - people might go elsewhere and not return.

Councillor Bennett highlighted that there was a long row of cabs by the side of Bromley South station at busy times which made the road narrow. He indicated that he did not see evidence of cabs waiting in Elmfield Park.

Councillor Bennett also suggested that the Bromley Conservative Club be approached in view of spare parking capacity at the car park it shared with another organisation. He indicated that the car park owners could be keen to have income from the spare capacity. Concerning the proposed parking bays at Walters Yard, Councillor Bennett also suggested appropriate signs providing direction to the High Street.

Councillor Jefferys offered his support for the parking proposals outlined in order to retain existing shoppers.

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

- (1) the procurement of a contract for repairs to The Hill and the subsequent implementation of works to demolish the top slab;**
- (2) delegate authority to the Director of Environmental Services, in consultation with the Environment Portfolio Holder, to implement a name change for The Hill car park;**
- (3) the submission of a planning application for the Mitre Close car park, and to implementation of the scheme should planning permission be granted;**
- (4) the design, consultation on and implementation of on-street parking bays on Walters Yard and Elmfield Park; and**

**(5) the works proposed for the St Blaise Car Park.**

**F) ENVIRONMENT PORTFOLIO PLAN 2012/15**

**Report ES12086**

Report ES12086 recommended the final draft of the Environment Portfolio Plan for 2012/15, including information on performance in 2011/12.

Initially a number of questions were put to the Portfolio Holder and his responses and those of officers providing detailed advice covered a number of points including those summarised below:

- Achieving excellence for residents is paramount;
- Concerning the new street cleaning contract, contingency measures/funding could be utilised if necessary;
- From the Portfolio Holder's observations there was an improvement in street cleaning;
- Residents, Street Friends and Councillors could report street cleaning concerns as necessary;
- For street cleaning there was the challenge of the new contract - there had been significant changes in the contract and a preliminary assessment could be provided at the Committee's meeting in November;
- Concerning how expansion of the Street Friends scheme and forging greater links with Friends of Parks could be measured i.e. qualitative and not just quantitative, it was explained that the aim for the coming year was a "broad brush" objective for Friends;
- Rather than have a suggested new measure for detritus based on a lack of litter, it was recommended that the same definitions are used as other authorities and by so doing there was a keenness that Bromley is seen to be ahead of others on its performance of this measure – a value judgement of detritus against litter was not being sought but instead officers would report on both;
- CIPFA statistics indicated that Bromley was the best performer amongst similar boroughs for street cleaning and demonstrated best value for money.

In further debate more questions were asked and points made. Councillor Bennett indicated his support for the Portfolio Holder's general views on targets. Councillor Bennett was not supportive of the 2012 target for people killed/seriously injured (KSI) in road accidents (NI147) at no more than 123 when the actual figure for 2011 was 81.

Concerning an aim for the coming year of lobbying for extensions of the Docklands Light Railway (DLR) and Tramlink into the borough, Councillor Bennett felt that more flesh was needed to the body of this and that it should be a matter for discussion. Councillor Bennett also asked that references to "transportation" be removed in favour of "transport" and felt that there could be

reference in the Plan to the removal of street signs and clutter. He advised that the Beckenham and West Wickham Working Group had recommended a reduction of street clutter and by way of example highlighted that a bus stop could be affixed to a lamp post; a street scene policy was needed he felt. Responding to Councillor Bennett's points, the Portfolio Holder highlighted that KSI rates were falling much faster. The figures were "re-tightened" last year and TfL were going to review their approach; officers indicated that Members should expect to see refreshed targets next year.

On DLR/Tramlink, the Portfolio Holder reported that he had met TfL representatives and had discussed issues and relative merits of Tramlink coming into the borough. The Portfolio Holder referred to Bromley's preference for having some form of connection into Bromley North or Bromley South as a minimum. The Mayor of London seemed keen to progress either or both schemes and it was necessary to lobby for either or both schemes. The Portfolio Holder highlighted that one option could comprise an extension of the DLR to Catford; allowing passengers to change there to the Bromley South Blackfriars line, or to the Hayes Line at Catford Bridge. The Portfolio Holder indicated that he did not support an extension of the Bakerloo line to Hayes - this was strongly opposed.

On Tramlink, Councillor Bennett felt that it was necessary to be cautious about opposing a link to Crystal Palace suggesting that it might be possible to link up to such a route in the long term. If running Tramlink, Councillor Bennett felt that it was needed in new areas. The Portfolio Holder referred to residents of the borough being served as a first interest and he felt that it was necessary to have as many diverse routes as possible. As an example the Portfolio Holder highlighted that trams used to operate along Downham Way and perhaps they could run parallel to Bellingham. He added that TfL's thinking would be driven by a business case.

Councillor Samaris Huntington-Thresher felt that the level of fly tipping should be monitored given a drop in trade waste custom following associated price increases – this so that any action could be taken sooner rather than later. Councillor Samaris Huntington-Thresher also referred to the targets associated with the Performance Indicator on adaption to a changing climate. She sought clarification on the meaning of the targets for adaption and the reference to "Due July" for actual performance in 2011/12. Officers indicated that there were five levels of preparedness (starting with Level 0 up to Level 4). The definitions would be circulated. Some discussions were also being held with public health colleagues. For future plans, it was necessary to give further consideration to more detail on the level of changing climate preparedness.

Referring to the 2011/12 Final Progress Report for the Portfolio, Councillor Reg Adams highlighted that the number of deaths and serious injuries on Bromley's roads declined further in 2011, continuing a long term trend. He supported earlier comments from Councillor Bennett on target setting for the performance indicator of people killed or seriously injured in road accidents. Officers had held back from recommending an adjustment to the approach

this year in view of the review by TfL. The Portfolio Holder highlighted the importance of the trend on road accident statistics.

On Tramlink, Councillor Adams was encouraged that the Portfolio Holder was not opposed to a link to Crystal Palace and the East London line. He felt that extending Tramlink to Crystal Palace had an effect for areas such as Kelsey and Elmers End.

Concerning Street Cleansing, Councillor Fookes highlighted a resident's enquiry as to why only one half of a road had been cleaned. He also suggested more use of social media and highlighted that autumn leaves remaining in spring was poor. On recycling Councillor Fookes questioned whether it was now timely to consider a monthly service or for recycling boxes to be shared. Concerning on-street based collection facilities, the Chairman indicated that the concept of one bin for each street had been considered by the Waste Minimisation Working Group but it was felt that such an approach would not be supported by residents.

On paper collection, the Portfolio Holder referred to an aspiration to access funding from the Department of Communities and Local Government (DCLG) related to past announcements by the Secretary of State on weekly waste/recycling collections. It would be necessary to ensure that a weekly collection generates income for the authority; to contribute towards the cost of a weekly paper collection a funding bid could be submitted to the DCLG. For textiles, the Portfolio Holder advised that it was an aspiration to include flats in the collections.

Concerning street cleaning, the Portfolio Holder acknowledged that cleaning suffered in heavily parked streets. A database had been compiled of such roads and street cleaners visited them when the best quality of cleaning could be undertaken. This provided better value for money.

Generally, Councillor Jefferys felt that a Performance Indicator should reflect what success looked like and suggested using phrases such as *"no more than"*, *"fewer accidents"* i.e. *"more of"* or *"fewer"*. He supported the removal of targets and use of the above words instead.

Councillor Grainger sought clarification of the aim to *"Consolidate the borough-wide implementation of our Recycling for All policy"*. Concerning the aim to *"Commence a new street lighting programme to replace 8,000 old lamp columns during 2012/14"*, Councillor Grainger sought to emphasise his view that the oldest columns should be replaced rather than undertake a blanket replacement of all light columns in a road. Concerning cycling, Councillor Grainger highlighted the need for cyclists to have somewhere to park/store their bicycle at their destination. On adapting to a changing climate, Councillor Grainger referred to a consequence of having colder weather.

In response to points made it was explained that the Council's aim in using social media was to inform rather than engage in debate. The Council was expanding its use of social media. In response to other points made,

reference was made to “*Recycling for All*” and reporting on progress against the Portfolio Plan at half and end year points. Reference was also made to the 2011/12 Final Progress Report for holding the Portfolio to account. Additionally, Members were advised that cycle storage was something that could be considered for inclusion in next year’s Portfolio Plan.

The Vice-Chairman suggested having a link for children on the Council’s website about picking up litter. This could provide some fun but also convey a serious message that children had a responsibility towards reducing litter. She added that this message could be put to children at a young age. The Portfolio Holder suggested that other local authorities might perhaps be doing this which could be helpful for Bromley; he also suggested that the message of litter abatement could also possibly go via schools to children. The Portfolio Holder saw this as perhaps a good opportunity to convey such a message in view of voluntary developments such as snow friends and their links with schools.

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

**(1) confirm the aims and outcomes proposed in the Portfolio Plan, taking into consideration the budget for 2012/13 which has already been agreed; and**

**(2) agree the specific milestones and local performance expectations set out in the Plan, taking account of performance during 2010/11 and 2011/12.**

**8 APPOINTMENTS TO THE COUNTRYSIDE CONSULTATIVE PANEL AND THE LEISURE GARDENS AND ALLOTMENTS PANEL 2012/13**

**Report RES12114**

Members supported nominations to the Countryside Consultative Panel and the Leisure Gardens and Allotments Panel for 2012/13.

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

**(1) Councillors Julian Benington, William Huntington-Thresher, Gordon Norrie and Richard Scoates be appointed to the Countryside Consultative Panel for 2012/13; and**

**(2) Councillors Peter Fookes, Ellie Harmer, Alexa Michael, Sarah Phillips and Harry Stranger be appointed to the Leisure Gardens and Allotments Panel for 2012/13.**

## 9 FRIENDS ANNUAL REPORT

### Report ES12091

Members were updated on work carried out by the Environmental Services Department working in partnership with Friends (volunteers) of the Borough.

Councillor Fookes enquired whether Payback teams could undertake activities such as weeding paths. The Director indicated that Payback contracts had recently been let and that it should be possible to consider how to use teams more effectively.

Councillor Jefferys highlighted certain work at local woods in his ward and Councillor Grainger referred to the work of Friends being appreciated by residents. He asked what provision existed for conveying thanks and for monitoring the success and development of Friends. Noting earlier comments that the number of Friends of Parks groups had begun to plateau with the numbers of Friends having seemingly slowed down, Councillor Grainger felt that income for the Groups could also plateau, taking a view that it was the number of volunteer hours which the Council could take comfort on. Councillor Grainger also highlighted that a number of village halls were run by community groups and he enquired whether village halls could also be involved with the Friends work.

In response to Councillor Grainger's points, Members were advised of the People in Parks awards and a "hero" award which was starting as a means for thanking individual volunteers. On grant funding, it was felt conceivable that grant could diminish and it was confirmed that volunteer hours could be measured. On village halls, officers could impart their experience but it was felt that Community Links could provide advice and assistance.

To maintain goodwill, Councillor Grainger asked if there would be sufficient resources for localised thanks. The Portfolio Holder referred to the previous day's Snow Conference. He supported a cash award but highlighted that a certificate could be well received. Concerning village halls, the Portfolio Holder referred to a small rolling fund within the Renewal and Recreation Portfolio. If it were possible to involve Friends with village halls and expertise could be used to obtain grant funding and if more money could be levered in perhaps involving a part funded post for the area, he felt that the concept should be developed.

In response to an enquiry from Councillor Bennett, it was indicated to Members that the strategy to obtain Friends was successful as no rigid model was imposed. Officers enabled a group to be formed and would "walk" with a Friends group for the first year so that they could move forward. Councillor Grainger suggested that a new small group should not learn to run before walking and suggested they start with activities such as litter picking and then bulb planting. More adventurous activities could then follow.

Councillor Bennett asked if a list of Friends Groups could be provided.

It was felt that thanks should be extended to officers for their work with Friends and to Friends themselves for their hard work in fund raising and in parks and green spaces. A question was asked on whether more of the rivers in the borough could benefit from the work of Friends. Members were advised that this was on the wish list of officers. Work had been undertaken with Thames 21 at the River Cray with young people but the grant had ceased and it was a case of looking to obtain alternative grant. Reference was also made to looking at working with residents at Glassmill reservoir, Church House Gardens.

**RESOLVED that:**

- (1) the annual report be received and another successful year for the Borough's Friends be noted;**
- (2) thanks be formally recorded to staff working outside of normal hours to deliver the service and to the volunteers for their significant and valuable contribution;**
- (3) the securing of £362k and 36,033 hrs for green space improvements by the Friends of Parks and Greenspace through external funding opportunities during 2011/12 be noted;**
- (4) the additional £298k of enhancements to green space secured through partnership working be further noted; and**
- (5) the success of the new initiatives regarding Healthy Lifestyles delivery be noted along with the Snow Friends programme for the Winter, 2011/12.**

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

**Report ES12084**

In considering the Committee's 2012/13 Work Programme it was agreed to continue the Working Groups outlined below for one or two meetings each to conclude their existing terms of reference and then consider new working groups or updated terms of reference.

Waste Minimisation – one or two meetings to be convened to review the success of textile collections, green garden waste collections and food waste collections from flats.

Transport Priorities – one or two meetings to be convened in the late summer, to consider the Bromley transport priorities particularly relating to tram and DLR.

Parking – a further meeting to be convened in the autumn to consider the impact of the revised parking charges agreed last municipal year.

Street Cleaning Working Group – a further meeting to be convened shortly after the summer break to review the implementation of the new contract. Although the Group's membership was extant the Chairman invited any Committee Member to contact him should they wish to join the Group.

The Chairman also invited Members to inform him of any external scrutiny that might be considered beneficial to take forward. He also confirmed that the current membership of Environment PDS Working Groups would be circulated following the meeting.

Councillor Grainger felt there was a case for a number of working groups to consider specific issues e.g. crossover policy. He also felt that the transport statement/policy work should be a higher priority although the Chairman indicated that it would not be a high priority until the next LIP statement.

Referring to the former Public Transport Liaison meetings, Councillor Bennett had found the meetings useful but indicated that they could have been publicised more effectively and the public invited to attend. Concerning external scrutiny, Councillor Bennett suggested looking at the proposal that network rail lines in London be re-branded as part of the overground network.

The Chairman agreed that the format of the Public Transport Liaison meetings should be reviewed. At the last such meeting, some of the public transport operators highlighted the success in other boroughs of annual public meetings, in addition to the non-public liaison meetings. However, with the change of officer roles, the ability to support these meetings and their value needed to be reviewed.

The Chairman also sought views on the participation at future Committee meetings of a Bromley Youth Council (BYC) representative. Councillor Grainger was not supportive of a BYC representative being formally co-opted but instead suggested that a representative be invited to attend meetings. Councillor Samaris Huntington-Thresher had no objection to a BYC representative being part of the Committee but felt that any representative should not have voting rights. The Portfolio Holder indicated that representatives of Friends organisations would have a greater case for representation on the Committee. Councillor Adams supported the views of Councillor Grainger. Councillor Bennett highlighted that there was a non-voting BYC Co-opted Representative on the Education PDS Committee which he saw as an advantage. Councillor Jefferys felt that it was necessary to consider the matter and have a period of reflection. The Chairman suggested that officers establish the level of involvement wanted by the BYC and the Committee could then consider further.

The Chairman also sought to confirm the preferred start time for future meetings of the Committee and upon a vote it was agreed that meetings should continue to start at 7.30 p.m. in 2012/13.



**RESOLVED that:**

- (1) the current 2012/13 Work Programme be agreed;**
- (2) the Waste Minimisation, Transport Priorities, Parking, and Street Cleaning Working Groups continue into 2012/13;**
- (3) progress related to previous Committee requests be noted;**
- (4) a summary of contracts related to the Environment Portfolio be noted; and**
- (5) future meetings of the PDS in 2012/13 start at 7:30 p.m.**

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

**12 EXEMPT (PART 2) MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON 17TH APRIL 2012**

The previous Part 2 minutes were agreed.

**13 ENVIRONMENT PORTFOLIO - PREVIOUS EXEMPT (PART 2) DECISION**

The Part 2 Decision of the Portfolio Holder taken since the Committee's previous meeting was noted.

**APPENDIX A**

**QUESTION TO THE PORTFOLIO HOLDER FROM NIKI LANGRIDGE AND DAN SCUDMORE REPRESENTING ALEXANDRA INFANTS SCHOOL PTA FOR ORAL REPLY**

1. Will you fund, or explain why you are not funding, the crossing assistant outside Alexandra Infants School next academic year given that:

- (a) pupils are 4 to 7;
- (b) outside the school are parked cars on both sides of a main road meaning the children are not visible to oncoming traffic;
- (c) there is no controlled pedestrian crossing nearby;
- (d) the double roundabout at the nearest road junction is especially hazardous;

(e) investigations made last year did not provide any feasible alternative?

**Reply**

£ 2000 of LBB/TFL funding remains available to subsidise each of the 48 previous School Crossing Patrols for schools who wish to access it to help maintain/reinstate their service.

33 schools so far have, with a further school about to join that number, already taken advantage of this subsidy.

I very much hope that Alexandra will continue to remain part of that bloc.

**Supplementary Question**

Mr Scudamore enquired whether the £2000 subsidy would be an ongoing commitment.

**Reply**

Although there were no guarantees, the Portfolio Holder indicated that support for retaining patrols would remain as long as TfL subsidy continued.

-----

**QUESTIONS TO THE PORTFOLIO HOLDER FROM COUNCILLOR JULIAN GRAINGER FOR ORAL REPLY**

**Highway Schemes**

1. Under what circumstances in law can a Member's decision on a highways scheme be vetoed (i.e. proceeded with or not proceeded with) by a Highways Officer of this Council?

**Reply**

Highway officers have no power to veto a Member's decision per se. If there is some aspect of the way the decision has been taken which is procedurally defective, or if implementation of an otherwise properly taken decision would be unlawful or counter to the Council's or the Public interest, then the officer has a professional duty to refer back to the Member for review with appropriate advice.

-----

2. In what parallel universe would deflecting vehicles to the right (i.e. towards oncoming traffic) be considered adding to road safety?

**Reply**

If, as I believe, you are making reference to the kerb realignment on one corner of Stapleton Road, it has been installed to improve safety at the new roundabout, for all road user Groups (i.e. pedestrians, motorists and cyclists).

**Supplementary Question**

In a brief supplementary question Councillor Grainger referred to cyclists going to the right and he sought further explanation on the merits of the approach taken.

**Reply**

In reply, the Portfolio Holder indicated that professional officers were content with the latest Department for Transport advice on such matters.

-----

3. How does narrowing a road:

a) reduce the likelihood of colliding with pedestrians, street furniture or other vehicles?

**Reply**

Sevenoaks Road and Stapleton Road are both slightly narrower in order to provide better safety for pedestrians crossing the mouth of Stapleton Road (less time in the road, better sightlines) and for cyclists passing along Sevenoaks Road (less likelihood of a car trying to squeeze past just prior to the roundabout).

b) reduce congestion?

**Reply**

The new roundabout was installed at your personal request to reduce congestion by allowing greater priority for drivers turning right into Stapleton Road. Narrowing the road(s) marginally in itself will have no impact on congestion.

**Supplementary Question**

Councillor Grainger enquired how pedestrian safety could be enhanced by narrowing in approach to a school. He exemplified a load sweeping over the kerb and a long trailer clipping the pavement. He felt that there were also other locations where road narrowing reduced the manoeuvrability of cars which he indicated could cause an accident.

**Reply**

Concerning large vehicles sweeping around corners, the Portfolio Holder indicated that this should be left with officers to consider at the scheme's six month review.

-----

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

1. Having had no response from the Head of Traffic and Road Safety via an email sent 13/6/12 on behalf of Mrs Skeggs, Old St Paul's Cray Residents Society re Selco & Co in Sandy Lane, their 'goods inward' yard is not large enough to accommodate HGV stock deliveries, consequently HGVs are parking on part footway/opposite each other leaving very little room for the ordinary motorist to access (in safety) from Sandy Lane on to the Ruxley roundabout. Could the Portfolio Holder assist in resolving this long running parking problem/obstruction to the footway possibly by way of parking restrictions?

**Reply**

This matter is already under assessment and review by Cllr Peter Fortune of Cray Valley East Ward very ably supported by Ms Sondra Vernau, the RA Chairman of OSPCVRA, who first drew the relevant issues to our attention.

Both have recently met with Selco to discuss their concerns and continue to monitor the situation (which I am advised Selco have expressed willingness to help address) closely, ahead of any formal changes to the status quo locally, which it might or might not prove necessary to progress.

As an aside, I am further led to understand that Mrs Skeggs attended the recent OSPCVRA meeting held on 7<sup>th</sup> June in person, where an update to this effect was given.

-----

2. During the McDonalds Public Inquiry it was recognised that should the application be approved that some form of parking restrictions might become necessary due to the increase of traffic using the restaurant. Since this has proved to be the case in that cars/HGV's are parking (on South side) opposite Nos 2d-4 Broomwood Road resulting in problems with access (particularly from) the drives of Nos 2d, 2c, 2b, 2a which further leads to large tailbacks and queues forming to turn into Sevenoaks Way, could the Portfolio Holder install waiting restrictions in consultation with the residents to alleviate the traffic congestion and vehicle obstructions at this location?

**Reply**

Possibly, subject to the opinions expressed at consultation by those residents in question.

Given the potential for displacement any such action would most likely cause for other households currently unaffected by the problems that you point to, it would be helpful if the LCRA would identify the extent of the survey area it would like to see covered.

-----

3. Could the Portfolio Holder via the Director of Environmental Services contact Network Rail to remove or paint over the mass of graffiti (insitu three months) daubed over the top of the bridge span Cray Avenue jcn Station Approach?

**Reply**

Of course.

If the LCRA would please provide us with any reference numbers from your previous contacts / chasers to Network Rail I shall be very pleased to do so and enquire as to the reason for their lack of actions to date.

-----

The Meeting ended at 10.16 pm

Chairman

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# Agenda Item 6

## LONDON BOROUGH OF BROMLEY

### STATEMENT OF EXECUTIVE DECISION

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

#### **PROVISIONAL OUTTURN 2011/12**

#### **Reference Report (ES12087):**

*Provisional Outturn 2012, 03/07/2012 Environment Policy Development and Scrutiny Committee*

*Enc. 1 for Provisional Outturn 2012, 03/07/2012 Environment Policy Development and Scrutiny Committee*

#### **Decision:**

**The 2011/12 provisional outturn position for the Environment Portfolio be endorsed.**

#### **Reasons:**

The 2011/12 provisional outturn position for the Environment Portfolio indicates an underspend of £766k against the controllable budget of £36,342k, representing a 2.1% variation. If three carry forward requests totalling £248k are excluded, the underspend comprises £518k.

Report ES12087 outlines details of the variations.

The proposed decision was scrutinised by the Environment PDS Committee on 3rd July 2012 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:** 20 Jul 2012

**Implementation Date (subject to call-in):** 27 Jul 2012

**Decision Reference:** ENV12001

**LONDON BOROUGH OF BROMLEY**

**STATEMENT OF EXECUTIVE DECISION**

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

**BUDGET MONITORING 2012/13**

**Reference Report (ES12088):**

*Budget Monitoring 2012/13, 03/07/2012 Environment Policy Development and Scrutiny Committee*

*App 1 for Budget Monitoring 2012/13 (Environment), 03/07/2012 Environment Policy Development and Scrutiny Committee*

**Decision:**

**The latest 2012/13 budget projection for the Environment Portfolio be endorsed.**

**Reasons:**

Based on financial information to 31st May 2012, the 2012/13 budget for the Environment Portfolio is projected to balance at year end.

The proposed decision was scrutinised by the Environment PDS Committee on 3rd July 2012 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:** 20 Jul 2012  
**Implementation Date (subject to call-in):** 27 Jul 2012  
**Decision Reference:** ENV12002



## LONDON BOROUGH OF BROMLEY

### STATEMENT OF EXECUTIVE DECISION

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

#### ONE OFF SPENDS - MEMBER INITIATIVES

##### Reference Report (ES12096):

*One Off Spends, 03/07/2012 Environment Policy Development and Scrutiny Committee*

##### Decision:

**(1) Completion of the following highways maintenance schemes (paragraph 3.5 of Report ES12096) within financial year 2012/13 be agreed:**

ROAD NAME & DISTRICT	SECTION of ROAD	WARDS
Chislehurst Road, Chislehurst	St Georges Road West to Pine Road	Chislehurst/Bickley
Stone Park Avenue, Beckenham	H. No 36 to H No 30 even side only. Manor Way (Bus Stop) to Chinese Roundabout full width.	Kelsey & Eden Park
Manor Way, Beckenham	No 84 to Stone Park Avenue. (Heading to be done with Stone Park Avenue)	Kelsey and Eden Park
Blakeney Road, Beckenham	Hayne Road to Lamp Column (B-18- 17) opposite H. No 40 excluding recently patched section	Clock House
New Street Hill, Bromley	Complete Length	Plaistow & Sundridge
Portland Road, Bromley	Complete Length	Plaistow and Sundridge
Stowe Road, Orpington	Complete Length	Orpington
Wayside Grove, Mottingham	Complete Length	Mottingham & Chislehurst North
Elwill Way, Beckenham	Whitcroft Way to Wickham Way	Shortlands

**The allocation of any remaining resources from the £750k set aside for footways, highways and general improvement projects be the subject of a further report in September 2012;**

**(2) The proposed areas of spend related to Friends (paragraph 3.8 of Report ES12096) be agreed. £250k has been allocated to support the work of Friends and this money will be used to enable the continued development of existing groups through appropriate training and support for volunteers, and the provision of tools and equipment to enable them to carry out their work in the most efficient and effective manner. The money will also be used to support the development and expansion of the current schemes in operation, i.e. Parks, Streets and Snow Friends, through recruitment and retention initiatives. Officers will work closely with existing Friends to understand the needs and aspirations of volunteers to best support them in recruiting new Friends and expand the number of groups in the borough.**

**(3) Following consultation with appropriate Ward Councillors, Bring Sites within the borough will be improved (paragraph 3.11 of Report ES12096) in consultation with the Council's waste and Street cleansing contractors to make the most efficient and effective use of the £150k made available for renewing/replacing the Council's community recycling sites.**

**(4) Authority be delegated to the Director of Environmental Services, in consultation with the**

**Environment Portfolio Holder, for implementing delivery of the investment in Bring Sites (£150k) and Friends (£250k), as set out at paragraphs 3.7 to 3.12 of Report ES12096.**

**(5) An update on spending against the Member Priority Initiatives (as related to the Environment Portfolio) be included in budget monitoring reports for the Portfolio.**

**Reasons:**

This Decision relates to actions and work to be carried out for the Member Priority Initiatives relevant to the Environment Portfolio namely:

- £750k for footways, highways and general improvement projects;
- £250k relating to support for 'Friends' Groups;
- £150k to renew/replace the Council's community recycling sites; and
- £70k to encourage physical activities in parks

Highways Maintenance (£750k) - the latest highway network survey indicated a backlog of carriageway maintenance schemes and the funding will be used to address a number of these roads. The schemes listed at Decision (1) above will form the first phase of the programme for completion during the third quarter of 2012/13.

Condition assessment surveys are currently being completed and will be used to prepare the 2013/14 planned highway maintenance programme for consideration this autumn. Allocations for the remainder of the funding will be considered at that time to allow for maintenance works on the highest priority sites to be completed during the final quarter of 2012/13.

Support for 'Friends' Groups (£250k) - the work of Friends volunteers has ensured that the borough's parks, streets, woodlands and countryside sites are safer, cleaner and greener. The work of Friends inspires civic pride and builds communities, enabling local people to take an active role in making their local environment thrive. Officers are currently liaising with the Friends Forum to identify appropriate and worthwhile initiatives that support the work of Friends and the objectives of LBB.

Community recycling sites (Bring Sites) (£150k) - Waste Services have conducted a survey to determine the current condition of all Bring sites, including appearance, usage, signage, cleanliness and provision of recycling options.

Encourage physical activities in parks (£70k) - in partnership with Public Health, two pilot Outdoor Gym schemes have been designed to encourage greater physical activity amongst local residents. If successful, future schemes may be developed in other locations dependent on funding.

The proposed decision was scrutinised by the Environment PDS Committee on 3rd July 2012.

.....  
Councillor Colin Smith  
Environment Portfolio Holder

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

**Date of Decision:** 20 Jul 2012  
**Implementation Date (subject to call-in):** 27 Jul 2012  
**Decision Reference:** ENV12003

## LONDON BOROUGH OF BROMLEY

### STATEMENT OF EXECUTIVE DECISION

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

#### **MOTORCYCLE - PARKING AND BUS LANE USE**

##### **Reference Report (ES12093):**

*Motorcycles in Bus Lanes, 03/07/2012 Environment Policy Development and Scrutiny Committee*

##### **Decision:**

**The drivers of moving motorcycles be permitted to use all of Bromley's bus lanes.**

##### **Reasons:**

Following previous trials, TfL had granted full access for motorcycles to be used in bus lanes on the majority of London's red routes from 23rd January 2012. Within Bromley there is only one TfL bus lane (Bromley Common, A21) and other bus lanes in the borough did not have such an exemption for motorcycle use. This decision permits motorcycle drivers to use dedicated bus lanes throughout the borough.

Report ES12093 also outlined ongoing improvements to motorcycle parking borough-wide.

Note: the final sentence of paragraph 3.5 of Report ES12093 is corrected by removal of the words "*and improved safety for motorcyclists*" at the end of the sentence; research has not stated there will be improved safety for motorcyclists in using bus lanes, although journey times for motorcyclists could reduce and congestion for motorcyclists removed.

The proposed decision was scrutinised by the Environment PDS Committee on 3rd July 2012.

.....  
Councillor Colin Smith  
Environment Portfolio Holder

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

**Date of Decision:** 20 Jul 2012

**Implementation Date (subject to call-in):** 27 Jul 2012

**Decision Reference:** ENV12004

## LONDON BOROUGH OF BROMLEY

### STATEMENT OF EXECUTIVE DECISION

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

#### **BROMLEY TOWN CENTRE PARKING CAPACITY**

##### **Reference Report (ES12089):**

*Bromley Town Centre Parking Capacity, 03/07/2012 Environment Policy Development and Scrutiny Committee*

*Enc. 2 for Bromley town centre parking capacity, 03/07/2012 Environment Policy Development and Scrutiny Committee*

*Enc. 3 for Bromley town centre parking capacity, 03/07/2012 Environment Policy Development and Scrutiny Committee*

*Enc. 1 for Bromley town centre parking capacity, 03/07/2012 Environment Policy Development and Scrutiny Committee*

*Enc. 4 for Bromley town centre parking capacity, 03/07/2012 Environment Policy Development and Scrutiny Committee*

##### **Decision:**

- (1) Procurement of a contract for repairs to The Hill Car Park and the subsequent implementation of works to demolish the top slab be agreed.**
- (2) Authority be delegated to the Director of Environmental Services, in consultation with the Environment Portfolio Holder, to consider a name change for The Hill Car Park.**
- (3) Submission of a planning application for the Mitre Close car park be agreed along with implementation of the scheme should planning permission be granted.**
- (4) The design, consultation on and implementation of on-street parking bays on Walters Yard and Elmfield Park be agreed.**
- (5) Works proposed for the St Blaise Car Park be agreed, subject to provision of a minimum of 115 spaces.**

##### **Reasons:**

Report ES12089 outlines the sites being taken forward to assist in replacing spaces that will be lost following the closure of Westmoreland Road Car Park.

The proposed decision was scrutinised by the Environment PDS Committee on 3rd July 2012.

.....  
Councillor Colin Smith  
Environment Portfolio Holder

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

**Date of Decision:** 20 Jul 2012  
**Implementation Date (subject to call-in):** 27 Jul 2012  
**Decision Reference:** ENV12005

**LONDON BOROUGH OF BROMLEY**  
**STATEMENT OF EXECUTIVE DECISION**

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

**ENVIRONMENT PORTFOLIO PLAN 2012/15**

**Reference Report (ES12086):**

*Environment Portfolio Plan 2012/15, 03/07/2012 Environment Policy Development and Scrutiny Committee*

*Enc. 1 for Environment Portfolio Plan 2012/15, 03/07/2012 Environment Policy Development and Scrutiny Committee*

*Enc. 2 for Environment Portfolio Plan 2012/15, 03/07/2012 Environment Policy Development and Scrutiny Committee*

**Decision:**

- (1) The aims and outcomes proposed in the Portfolio Plan be confirmed, taking into consideration the budget for 2012/13 which has already been agreed.**
- (2) The specific milestones and local performance expectations set out in the Plan be agreed, taking account of performance during 2010/11 and 2011/12.**

**Reasons:**

Report ES12086 recommends the final draft of the Environment Portfolio Plan for 2012/15, including information on performance in 2011/12.

The proposed decision was scrutinised by the Environment PDS Committee on 3rd July 2012 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:** 20 Jul 2012  
**Implementation Date (subject to call-in):** 27 Jul 2012  
**Decision Reference:** ENV12006

**LONDON BOROUGH OF BROMLEY**

**STATEMENT OF EXECUTIVE DECISION**

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

**APPOINTMENTS TO THE COUNTRYSIDE CONSULTATIVE PANEL AND THE LEISURE GARDENS AND ALLOTMENTS PANEL 2012/13**

**Reference Report (RES12114):**

*ENV PDS 030712 Appointments to Panels*

**Decision:**

**(1) Councillors Julian Benington, William Huntington-Thresher, Gordon Norrie and Richard Scoates be appointed to the Countryside Consultative Panel for 2012/13.**

**(2) Councillors Peter Fookes, Ellie Harmer, Alexa Michael, Sarah Phillips and Harry Stranger be appointed to the Leisure Gardens and Allotments Panel for 2012/13.**

**Reasons:**

There are three Consultative Panels, two of which – the Countryside Consultative Panel and the Leisure Gardens and Allotments Panel - are within the remit of the Environment Portfolio and it is necessary to confirm the appointment of Members to these Panels for 2012/13.

The proposed decision was scrutinised by the Environment PDS Committee on 3rd July 2012 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:** 20 Jul 2012  
**Implementation Date (subject to call-in):** 27 Jul 2012  
**Decision Reference:** ENV12007

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# Agenda Item 7a

Report No.  
ES12109

London Borough of Bromley

PART ONE - PUBLIC

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**Decision Maker:** Environment Portfolio Holder

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

**Date:** 25 September 2012

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

**Title:** BUDGET MONITORING 2012/13

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

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

**Ward:** Boroughwide

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1. Reason for report

This report provides an update of the latest budget monitoring position for 2012/13 for the Environment Portfolio, based on expenditure and activity levels up to 31st August 2012. This shows a balanced budget for 2012/13.

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2. **RECOMMENDATION(S)**

2.1 **The Portfolio Holder is requested to endorse the latest 2012/13 budget projection for the Environment Portfolio.**

### Corporate Policy

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

### Financial

1. Cost of proposal: Not Applicable
  2. Ongoing costs: Recurring Cost
  3. Budget head/performance centre: All Environment Portfolio Budgets
  4. Total current budget for this head: £41.0m
  5. Source of funding: Existing revenue budgets 2012/13
- 

### Staff

1. Number of staff (current and additional): 203ftes
  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: Applicable
- 

### Customer Impact

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

### Ward Councillor Views

1. Have Ward Councillors been asked for comments? Not Applicable
2. Summary of Ward Councillors comments:

### 3. COMMENTARY

- 3.1 The 2012/13 projected outturn is detailed in Appendix 1, with a forecast of projected spend for each division compared to the latest approved budget and identifies in full the reason for any variances.
- 3.2 Costs attributable to individual services have been classified as “controllable” and “non-controllable” in Appendix 1. Budget holders have full responsibility for those budgets classified as “controllable” as any variations relate to those factors over which the budget holder has, in general, direct control. “Non-controllable” budgets are those which are managed outside of individual budget holder’s service and, as such, cannot be directly influenced by the budget holder in the shorter term. These include, for example, building maintenance costs and property rents which are managed by the Property Division but are allocated within individual departmental/portfolio budgets to reflect the full cost of the service. As such, any variations arising are shown as “non-controllable” within services but “controllable” within the Resources Portfolio. Other examples include cross departmental recharges and capital financing costs. This approach, which is reflected in financial monitoring reports to budget holders, should ensure clearer accountability by identifying variations within the service that controls financial performance. Members should specifically refer to the “controllable” budget variations relating to portfolios in considering financial performance. These variations will include the costs related to the recession.

### 4. POLICY IMPLICATIONS

- 4.1 The Resources Portfolio Plan includes the aim of effective monitoring and control of expenditure within budget and includes the target that each service department will spend within its own budget.
- 4.2 The four year financial forecast report highlights the financial pressures facing the Council. It remains imperative that strict budgetary control continues to be exercised in 2012/13 to minimise the risk of compounding financial pressures in future years.
- 4.3 Chief Officers and Departmental Heads of Finance are continuing to place emphasis on the need for strict compliance with the Council’s budgetary control and monitoring arrangements.

### 5. FINANCIAL IMPLICATIONS

- 5.1 The 2012/13 budget for the Environment Portfolio is projected to be balanced at the year end based on financial information available to 31<sup>st</sup> August 2012. Within the balanced budget there are three major variations which are detailed in Appendix 1 and summarised below: -
- 5.2 A shortfall in income totalling £450k is projected for on and off street parking, partly due to the price increases not taking effect until 30<sup>th</sup> April and partly due to a reduction in usage. This deficit is currently being offset by management action to reduce parking running costs (Cr £150k) and a reduction in waste disposal tonnage (Cr £310k).
- 5.3 Customer drop out for trade waste collections has not been as high as previous years despite the recent price increase. Based on current information, there could be a surplus of £140k. This is offsetting a reduction in income (£150k) from trade waste delivered to the depots due to a decrease in customers. The situation will be closely monitored.

<b>Non-Applicable Sections:</b>	Legal, Personnel
Background Documents: (Access via Contact Officer)	2012/13 budget monitoring files within ES finance section

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## Environmental Services Portfolio Budget Monitoring Summary

2011/12 Actuals £'000	Division Service Areas	2012/13 Original Budget £'000	2012/13 Latest Approved £'000	2012/13 Projection £'000	Variation £'000	Notes	Variation Last Reported £'000	Full Year Effect £'000
(5,610)	<b>Customer &amp; Support Services</b>	(6,697)	(6,723)	(6,423)	300	1 - 4	200	400
1,932	Parking	1,402	1,342	1,342	0		0	0
	Support Services							
<b>(3,678)</b>		<b>(5,295)</b>	<b>(5,381)</b>	<b>(5,081)</b>	<b>300</b>		<b>200</b>	<b>400</b>
101	<b>Public Protection - ES</b>	113	113	113	0		0	0
	Emergency Planning							
<b>101</b>		<b>113</b>	<b>113</b>	<b>113</b>	<b>0</b>		<b>0</b>	<b>0</b>
5,904	<b>Street Scene &amp; Green Space</b>	4,535	4,535	4,535	0		0	0
2,454	Area Management/Street Cleansing	2,385	2,385	2,385	0		0	0
(18)	Highways	(29)	(29)	(29)	0		0	0
6,057	Markets	6,042	6,129	6,129	0		0	0
567	Parks and Green Space	628	628	628	0		0	0
16,549	Street Regulation	16,254	16,415	16,115	(300)	5	(200)	(300)
	Waste Services							
<b>31,513</b>		<b>29,815</b>	<b>30,063</b>	<b>29,763</b>	<b>(300)</b>		<b>(200)</b>	<b>(300)</b>
6,613	<b>Transport &amp; Highways</b>	6,188	6,369	6,369	0	6	0	0
161	Highways incl London Permit Scheme	142	142	142	0		0	0
866	Highways Planning	346	346	346	0		0	0
	Traffic & Road Safety							
<b>7,640</b>		<b>6,676</b>	<b>6,857</b>	<b>6,857</b>	<b>0</b>		<b>0</b>	<b>0</b>
<b>35,576</b>	<b>TOTAL CONTROLLABLE</b>	<b>31,309</b>	<b>31,652</b>	<b>31,652</b>	<b>0</b>		<b>0</b>	<b>100</b>
7,652	<b>TOTAL NON-CONTROLLABLE</b>	6,937	7,164	7,169	5	7	0	0
2,614	<b>TOTAL EXCLUDED RECHARGES</b>	2,103	2,228	2,228	0		0	0
<b>45,842</b>	<b>PORTFOLIO TOTAL</b>	<b>40,349</b>	<b>41,044</b>	<b>41,049</b>	<b>5</b>		<b>0</b>	<b>100</b>

## Reconciliation of latest approved budget

£'000

## Original budget 2012/13

40,349

Repairs and Maintenance

167

Supplementary estimate for implementation of Flooding and Water Act

220

Carry forward re Garden Waste Trial

161

Carry forward re Parks &amp; Green Space - Keston Ponds

20

Carry forward re Parks &amp; Green Space - Playground works

67

Rental Income - Budget Adjustments (already actioned by KT)

60

## Latest Approved Budget for 2012/13

41,044

**Environmental Services Portfolio - Budget Monitoring Notes - 31 July 2012****1. Income from bus lane contraventions Cr £56k**

An increase in bus lane contraventions has meant that income is above the estimated value by £67k, offset by £11k less income than expected from tickets issued in 2011/12. The net effect is a surplus of £56k.

**2. Off Street Car Parking Dr £150k**

The parking charges income budget assumed that the new charges would be in place for the full financial year 2012-13 but these came into effect in late April 2012, as advised in the increase in charges report. The impact of this slight delay is Dr £20k.

Using the data available from the first three months following the increase, off-street car parking income is projected to be £230k below budget expectation. Within this variation, £80k relates to the four multi-storey car parks, and £150k to other surface car parks. The income will be closely monitored during the next few months and any major variances reported to Members.

The projected income deficit is partly being offset by £80k of savings from management action in reducing running expenses, including contract costs.

**3. On Street Car Parking Dr £150k**

Income shortfall in April was £40k as the fees were introduced at the end of the month. After analysing the data to 31st July 2012, it is clear that income is well below expected levels in Bromley town centre, Beckenham and Orpington. Overall a shortfall in income of £220k is projected.

Management action has been taken to freeze the equipment replacement budget of £70k on the assumption that, following the introduction of mobile phone parking, the programme of recycling surplus pay and display machines is continued.

Officers are investigating how to contain the full year effect in order to balance the budget for 2013/14.

**4. Car Parking Enforcement Dr £56k**

Parking contraventions from mobile and static cameras are not as high as previous months, and a shortfall in income is projected of £70k. This is partly offset by additional income generated by an increase in contraventions for driving in bus lanes. Officers need to ensure that the net balance is met by identifying compensating savings of £14k and this assumption has been built into the year end projections.

**5. Waste Management Cr £300k**

There is currently a projected underspend within waste disposal tonnages of £310k. £175k has arisen from 2,260 lower tonnes than budgeted between April and July, with a further projected underspend of £135k relating to a variation of 1,760 tonnes projected for the rest of 2012-13.

Within trade waste collection income, there is a projected surplus of £140k. Prices were increased by 17% from 1st April 2012 and expectation was built into the 2012-13 for a dropout of 11% of customers. However, it would appear that the actual net loss of customers has been very small, resulting in the projected surplus income. More detailed analysis of customer numbers will be undertaken in the coming months.

A deficit of £150k is being projected for trade waste delivered income due to reduced activity from builders and other tradesmen in the first part of 2012-13. The bad weather in this period, especially during April and May, may have had an impact and it is hoped that activity will pick up later in the year.

**6. Highways including London Permit Scheme £0k**

Within NR&SWA income, there is a projected net deficit of £10k. It is expected that this will be met from management action to reduce running expenses.

It should be noted that all streams of NR&SWA income are likely to be partially affected by a 3 month embargo on utilities' works in principal roads over the period of the Olympic games. Currently, officers do not feel this will have a significant impact upon income projections, although the situation will be monitored closely over the coming months.

**7. Non-controllable budgets Dr £5k**

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

Report No.  
RES12151

London Borough of Bromley

PART ONE - PUBLIC

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**Decision Maker:** Environment Portfolio Holder

**Date:** For Pre-Decision Scrutiny by the Environment Policy Development and Scrutiny Committee on Tuesday 25 September 2012

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

**Title:** **CAPITAL PROGRAMME - 1ST QUARTER MONITORING 2012/13 & FINAL OUTTURN 2011/12**

**Contact Officer:** Martin Reeves, Principal Accountant  
Tel: 020 8313 4291 E-mail: martin.reeves@bromley.gov.uk

**Chief Officer:** Director of Resources

**Ward:** (All Wards);

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1. Reason for report

On 25th July 2012, the Executive received the 1st quarterly capital monitoring report for 2012/13 and agreed a revised Capital Programme for the four year period 2012/13 to 2015/16. The report also covered any detailed issues relating to the 2011/12 Capital Programme outturn, which had been reported in summary form to the June meeting of the Executive. 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 revised programme for this portfolio is set out in Appendix A.

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2. **RECOMMENDATION(S)**

**The Portfolio Holder is asked to confirm the changes agreed by the Executive in July.**

### Corporate Policy

1. Policy Status: Existing Policy: Capital Programme monitoring and review is part of the planning and review process for all services.
  2. BBB Priority: Excellent Council:
- 

### Financial

1. Cost of proposal: Not Applicable:
  2. Ongoing costs: Not Applicable:
  3. Budget head/performance centre: N/A (Capital Programme)
  4. Total current budget for this head: £17.7m for the Environment Portfolio over four years 2012/13 to 2015/16
  5. Source of funding: Capital grants, capital receipts and earmarked revenue contributions
- 

### Staff

1. Number of staff (current and additional): 0.25 fte
  2. If from existing staff resources, number of staff hours: 9 hours per week
- 

### Legal

1. Legal Requirement: Non-Statutory - Government Guidance:
  2. Call-in: Not 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 agreed by the Executive on 25<sup>th</sup> July 2012

3.1 A revised Capital Programme was approved by the Executive in July, following final outturn figures for 2011/12 and a detailed monitoring exercise carried out after the 1st quarter of 2012/13. The base position was the revised programme approved by the Executive on 1st February 2012, as amended by variations approved at subsequent Executive meetings. All changes on schemes in the Environment Portfolio 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.

Capital Expenditure	2011/12	2012/13	2013/14	2014/15	2015/16	TOTAL
	£000	£000	£000	£000	£000	£000
Approved Capital Programme (01/02/12)	6,553	6,291	3,220	4,050	4,050	24,164
Add: Bromley Town Centre – increased parking (Executive 23/05/12)	-	520	-	-	-	520
<u>Variations agreed by Executive 25/07/12</u>						
Transport for London – revised grant	-	-206	-	-	-	-206
Carbon Management - adjustment	-	138	-	-	-	138
Net overspends in 11/12 rephased into 12/13	327	-327	-	-	-	-
<b>Revised Environment Programme</b>	<b>6,880</b>	<b>6,416</b>	<b>3,220</b>	<b>4,050</b>	<b>4,050</b>	<b>24,616</b>

#### 3.2 Transport for London – revised support for highway schemes (reduction of £206k in 2012/13)

Provision for transport schemes to be 100% funded by TfL was originally included in the Capital Programme 2012/13 to 2015/16 on the basis of the bid in our Borough Spending Plan (BSP). The Executive was informed that notification of an overall reduction of £206k in 2012/13 had been received from TfL and approved a reduction to the programme. Grant allocations from TfL change frequently and any further variations will be reported in subsequent capital monitoring reports.

#### 3.3 Carbon Management – budget adjustment (increase of £138k in 2012/13)

The carbon management capital scheme was included in the programme some years ago on the basis of 50/50 funding by both the Council and its partner Salix. Previous capital monitoring reports reduced the total budget to £362k, but it should be £500k (£250k from each partner) and the Executive approved the addition of £138k to reinstate the total budget to £500k.

#### 3.4 Scheme Rephasing

In reports to both the June and July meetings, the Executive was informed of the final outturn for capital expenditure in 2011/12 and noted that the overall level of slippage into later years (some £6.9m) was significantly lower than in previous years. Slippage of capital spending estimates has been a recurring theme over the years and Members were pleased to note that, following a review of the system for capital monitoring and for estimating the phasing of expenditure, carried out after the 2010/11 final outturn, a more realistic approach towards anticipating slippage was taken in setting the revised estimates in February. There was a net overspend of £0.3m on Environment Portfolio schemes (mainly on the Chislehurst Road Bridge scheme) and 2012/13 budgets have been reduced in total to rephase the expenditure back from 2012/13 into 2011/12. This is analysed in the following table. At this early stage in the year, no further rephasing opportunities have been identified.

Scheme slippage from 2011/12 into 2012/13	2011/12 Budget (Feb 12)	2011/12 Outturn	2011/12 Under/Over spend	2012/13 Budget (Feb12)	Slippage from 2011/12	2012/13 Revised Budget
	£000	£000	£000	£000	£000	£000
Chislehurst Road Bridge replacement	1,669	2,059	390	2,445	-390	2,055
Orpington Public Realm improvements	73	37	-36	30	36	66
Station Road Car Parks – misc works	21	-	-21	-	21	21
The Hill Car Park – strengthening works	218	212	-6	62	6	68
<b>TOTAL SLIPPAGE (overspend rephased)</b>			<u>327</u>		<u>-327</u>	

## 2011/12 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. Following the major slippage of expenditure at the end of 2010/11, Members confirmed the importance of these as part of the overall capital monitoring framework. These reviews should compare actual expenditure against budget and evaluate the achievement of the scheme's non-financial objectives. While no post-completion reports are currently due for completed Environment Portfolio schemes, this quarterly report will monitor the future position and will highlight any future reports required.

## 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 25<sup>th</sup> July 2012. Changes agreed by the Executive for the Environment Portfolio Capital Programme are set out in the table in paragraph 3.1.

<b>Non-Applicable Sections:</b>	Legal and Personnel Implications
Background Documents: (Access via Contact Officer)	Departmental monitoring returns June 2012. Approved Capital Programme (Executive 1/2/12). Capital Programme Outturn 2011/12 report (Executive 20/6/12) and Q1 monitoring report (Executive 25/7/12).

ENVIRONMENT PORTFOLIO - APPROVED CAPITAL PROGRAMME 25th JULY 2012								
Capital Scheme/Project	Total Approved Estimate	Actual to 31.3.12	Estimate 2012/13	Estimate 2013/14	Estimate 2014/15	Estimate 2015/16	Responsible Officer	Remarks
	£'000's	£'000's	£'000's	£'000's	£'000's	£'000's		
<b>SCHEMES FULLY FUNDED BY TRANSPORT FOR LONDON</b>	8000	0			4000	4000		
London Bus Priority Network (LBPN)	1836	1836					Angus Culverwell	100% TfL funding, based on Borough Spending Plan submission to TfL and will only proceed if 100% funding is agreed by TfL. The Capital Programme will be adjusted to reflect revised TfL approvals as these are received
Cycle Route Network	1279	1279					Malcolm Harris	
Safer Routes to Schools	945	945					Angus Culverwell/Louise French	
SELTRANS	2012	2012					Alan Lucking	
Travel Awareness	68	68					Angus Culverwell	
Bromley Town Centre Access Plan	31	31					Angus Culverwell	
20 mph Zones	629	629					Deirdre Farrell/Angus Culverwell	
Bus Stop accessibility	134	134					Angus Culverwell	
Downe & Environs WHS bid Access Plan	18	18					Kevin Munnely	
*Local Safety Schemes	1927	1927					Deirdre Farrell/Angus Culverwell	
*Bridge Strengthening /Assessment	675	675					Garry Warner	
*Structural Maintenance - Principal Roads LBB	1474	1474					Garry Warner	
Walking	147	147					Angus Culverwell/Alan Lucking	
Education, training and publicity	134	134					Angus Culverwell	
Cycle Improvements off London Cycle	436	436					Malcolm Harris	
TfL - Borough Support	137	137					Alan Lucking	
Local Area Accessibility - Orpington Town Centre	20	20					Angus Culverwell	
Parallel initiatives	24	24					Alan Lucking	
Station Access	161	161					Alan Lucking	
Controlled parking zones	125	125					Deirdre Farrell	
LEPT	574	574					Angus Culverwell	
Cycling on Greenways	353	153	200				Malcolm Harris	
Borough Transport Priorities (not allocated)	395	195	100	100			Angus Culverwell	
Car Clubs	15	0	15				Alan Lucking	
Chislehurst Road Bridge replacement	4114	2059	2055				Paul Redman	
Biking Boroughs	163	54	109				Steven Heeley	
<u>TfL - New funding streams</u>								
Maintenance	3616	1869	1102	645			Angus Culverwell	
Corridors	3307	3279	28	0			Angus Culverwell	
Neighbourhoods	1611	1567	44	0			Angus Culverwell	
Smarter Travel	769	769	0	0			Angus Culverwell	
LIP Formula Funding	4195	0	1770	2425			Garry Warner/Angus Culverwell	
<b>TOTAL SCHEMES FULLY FUNDED BY TFL</b>	<b>39324</b>	<b>22731</b>	<b>5423</b>	<b>3170</b>	<b>4000</b>	<b>4000</b>		
<b>OTHER</b>								
Winter maintenance - gritter replacement	890	600	170	40	40	40	Paul Chilton	Revenue savings (schemes to be worked up); £250k funded by Salix £1.2m TfL funding £240k revenue contribution; £703k LAA Reward Grant; £500k Waste Regulation Authority 100% grant from London Waste & Recycling Board
Carbon Management Programme (Invest to Save funding)	500	362	138				Alastair Ballie	
Orpington Public Realm Improvements	2200	2134	66				Garry Warner	
Kitchen waste collection - extension of trial	1443	1443	0				John Woodruff	
Composting For All - expansion of collection service from flats	522	522	0				John Woodruff	
*Feasibility Studies	40	0	10	10	10	10	Claire Martin	
<b>TOTAL OTHER</b>	<b>5595</b>	<b>5061</b>	<b>384</b>	<b>50</b>	<b>50</b>	<b>50</b>		
<b>CAR PARKING</b>								
Station Road Car Park - Miscellaneous works relating to sale	508	487	21				Heather Hosking	Funded by capital receipt from disposal of car park Approved by Executive 29/09/10 Approved by Executive 23/05/12
The Hill Multi-Storey Car Park - strengthening works	280	212	68				Paul Redman	
Bromley Town Centre - increased parking capacity	520	0	520				Paul Redman	
<b>TOTAL CAR PARKING</b>	<b>1308</b>	<b>699</b>	<b>609</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL ENVIRONMENT PORTFOLIO</b>	<b>46227</b>	<b>28491</b>	<b>6416</b>	<b>3220</b>	<b>4050</b>	<b>4050</b>		

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Report No.  
ES12111

London Borough of Bromley

PART ONE - PUBLIC

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**Decision Maker:** Environment Portfolio Holder

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

**Date:** 25<sup>th</sup> September 2012

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

**Title:** Extension to Contract for Provision of Mobile Phone Parking

**Contact Officer:** Gerry Broomfield, Parking Operations Manager  
Tel: 020 8313 4509 E-mail: gerry.broomfield@bromley.gov.uk

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

**Ward:** All

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1. Reason for report

- 1.1 This report reviews the first two and a half years of the payment by mobile phone parking scheme, going forward into the third and final year of the contract. The contract provides an option to extend at the Councils discretion for a further period not exceeding two years, and this report sets out the reasons for doing so.

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2. **RECOMMENDATION(S)**

- 2.1 That the mobile phone parking payment contract extension is granted for a further two years.
- 2.2 That the policy of reducing P&D machines is continued, where practical.

### Corporate Policy

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

### Financial

1. Cost of proposal: No Cost
  2. Ongoing costs: Not Applicable
  3. Budget head/performance centre: Parking Services
  4. Total current budget for this head: £300k income from mobile phone parking
  5. Source of funding: Existing Revenue Budget for 2012/13
- 

### Staff

1. Number of staff (current and additional): 0.1fte
  2. If from existing staff resources, number of staff hours: Not Applicable
- 

### 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): Number of mobile phone payment users -
- 

### Ward Councillor Views

1. Have Ward Councillors been asked for comments? No
2. Summary of Ward Councillors comments: Not Applicable

### 3. COMMENTARY

#### Background

- 3.1 On the 1<sup>st</sup> July 2008, report ED08069 was submitted to the Environment and Leisure Portfolio holder. It recommended that a review of mobile phone parking within the London Borough of Bromley take place, with a view to expanding the service throughout the Borough. The review also looked at mobile phone providers in order to achieve best value for the Council and for the motorists who use our parking facilities.
- 3.2 A further report was presented to the Environmental PDS Committee on the 1<sup>st</sup> June 2009 (ES09056). The Portfolio Holder subsequently agreed to expand mobile phone parking throughout the Borough at all on and off-street parking places as an additional option to the existing cash payment system. Officers were given permission to appoint a supplier based on best value and ease of use for customers of this service. Cobalt (RingGo) was duly appointed on the 17<sup>th</sup> March 2010, and the service was operational from May 2010. The contract was over 3 years with an option to extend for a further two years.
- 3.3 The report scrutinised in the 1<sup>st</sup> June 2009 (ES09056) report projected that the average annual transactions for year one would be 80,000 with an average transaction price of £2.
- 3.4 It was estimated that the average transaction charge would be £2.00 with a total number of transactions in year 3 of 150,000. Figures so far (year 3) indicate that the average value will be £2.19 and the estimate of 150,000 transactions is likely to be achieved.
- 3.5 On the 1<sup>st</sup> March 2011 report ES11015 was submitted, which reviewed the first 6 months of the Mobile Phone Parking Scheme. The report demonstrated that the scheme was a success with an average of 200 transactions per day.

#### The Current Situation

- 3.6 To date Mobile Phone Parking has proved to be a continuing success with an average of 410 transactions per day which is steadily increasing, with a projected 150,000 transactions for 2012/2013.
- 3.7 The table below shows the number of transactions, parking income received, and a projection for the extension period: -

Date	Transactions	Parking Income Received by mobile phone
May 2010 to March 2011	42,067	£78k
2011/12	79,490	£147k
2012/13 projection (based on 1 <sup>st</sup> quarter data)	150,000	£300k
<b>Projection for extension period</b>		
Projected Total 2013 / 14	208,000 apx	£450k
Projected Total 2014 / 2015	275,000 apx	£600k

## **Pay and Display Machine Removal**

- 3.8 The removal of a number of pay and display machines at specific on-street locations throughout the Borough has taken place. The number of machines removed so far is 23, with a further 18 machines ready to be removed. This has enabled the 23 machines to be recycled and the current stock of machines to reduce from 317 to 276. At each location where the machine was removed the Mobile Phone Parking Scheme was advertised using signs.
- 3.9 This has had an encouraging affect as mobile phone parking use in these roads has increased. The removal of the machines did not affect the public's ability to use cash if they so wished as there are at least one machine within the zone.
- 3.10 It is recommended that Parking Services continue with the policy of reducing P&D machines, where practical, in order to create savings via reduced cash collections and to reduce street furniture. Vandalism and theft from Pay and Display machines are also an ever present threat. It is therefore important that Bromley use this new technology in order to combat this activity. Cashless parking systems working alongside traditional parking methods are the key to managing our parking stock in a safe way and to help in reducing the number of machines which in turn lessens the threat of vandalism and theft.
- 3.11 New parking schemes such as the recent Kelsey Park CPZ have benefitted from this policy with only one P&D machine being needed which was taken from stock. The rest of the paid for parking scheme is managed by mobile phone parking payments. The recent on-street parking scheme at Shaftsbury Road, near Beckenham Hospital is another example where the parking bays are managed by mobile phone parking only. It is anticipated that savings will be made from the need to replace less P&D machines in future years as mobile phone parking becomes more popular.
- 3.12 We have received a very small number of complaints regarding the removal of the machines, mainly to do with walking further to pay by coins. In each case we have made adjustments to the existing machines on site to shorten walking distances.
- 3.13 The concept of paying parking fees using mobile phones has a number of benefits. The main benefits are:

### **Benefits for the motorists**

- Convenience – no need to leave the car (e.g. when it's raining or late at night).
  - No need to look for change to pay the machine.
  - Increased choice about how to pay.
  - Easy 'top up' payments from wherever they are without the need to return to their vehicles (up to the maximum period), i.e. running late at a meeting.
  - No more 'lost' money in broken equipment.
  - Lower risk of receiving a Penalty Charge Notice.
  - Reminders via txt messaging to warn that the paid for time is due to expire
- 3.14 The reduction in cash transactions as a result of the introduction of mobile phone parking has contributed to the Council achieving a saving of £43k per annum, from reduced cash collection costs within the parking contract. This sum has been built into the budget for 2012/13. If the use of mobile phone parking continues to increase as expected, there could be additional savings generated from cash collection costs in the future. The expected growth will also enable more pay and display machines removed and recycled.



- 3.15 The working relationship between Bromley Parking Services and Cobalt Technologies is professional and we have worked together very well when introducing new parking schemes or making adjustments to parking tariffs. Cobalt has a lot to offer for the future.
- 3.16 Within the current contact there is scope for the future provision of other mobile phone parking solutions that may be achieved. Both Bromley Parking Services and Cobalt are keen to explore these ideas. These are: -
- RingGo corporate; this is used by businesses like estate agents and florists and gas engineers and similar who park a lot on street in the course of their business. Essentially the business has an account with RingGo and charges all its payments back to a single central monthly invoice.
  - RingGo Dispensations: this is an electronic solution to let vehicles park in restricted waiting areas and is an easy online solution for building works, film crews, house removals, road works, traders, weddings and any number of other ad hoc parking requirements.
  - RingGo Virtual Permits and Visitor Permits; this is an electronic parking alternative to the Councils paper-based permits. Enforcement is a simple extension of the Councils existing service and all details are stored online, so there is a full audit trail of information.
- 3.17 Officers have maintained a close interest in the services provided by other competitive mobile phone parking companies and are not aware of any different services that would warrant a tendering exercise.
- 3.18 There are clear advantages to continue with this contract and it is therefore recommended that the contract extension is granted for a further two years.

#### **4 POLICY IMPLICATIONS**

- 4.1 The proposals in this report are consistent with the objectives of the Council's Parking Strategy:
- To improve the safety of all road users.
  - To provide sufficient affordable parking spaces in appropriate locations to promote and enhance the local economy.
  - To assist in providing a choice of travel mode, and enable motorists to switch from unnecessary car journeys, to reduce traffic congestion and pollution.
  - To ensure effective loading/unloading for local businesses.
  - To provide the right balance between long, medium and short stay spaces in particular locations
  - To provide a turnover of available parking space in areas of high demand.
  - To assist the smooth flow of traffic and reduce traffic congestion.
  - To enable residents to park near their homes.
  - To assist users with special requirements, such as the disabled.

4.2 The availability and effective management of parking spaces is a key component of our local economy. All road users, residents and visitors to the Borough could potentially use parking spaces in car parks and at on-street locations.

## 5 FINANCIAL IMPLICATIONS

5.1 The income received from Mobile Phone parking in the first two financial years of operation was £225k with an estimated £300k expected to be received for 2012/13.

5.2 The use of mobile phone parking as a payment mechanism has contributed to the Council being able to reduce cash collection costs by £43k per annum and has also enabled the pay and display machines that have been removed to date, to be recycled.

5.3 If the Council entered into a further two year contract, it is anticipated that the income received from this method of payment could reach £600k per annum. This is likely to generate additional savings from reduced cash collections.

<b>Non-Applicable Sections:</b>	Legal and Personnel Implications
Background Documents: (Access via Contact Officer)	[1 <sup>st</sup> July 2008 report ED08069 1 <sup>st</sup> June 2009 (ES09056) 1 <sup>st</sup> March 2011 report ES11015

Report No.  
ES12116

London Borough of Bromley

PART ONE - PUBLIC

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**Decision Maker:** Environment Portfolio Holder

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

**Date:** 25<sup>th</sup> September 2012

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

**Title:** TFL FUNDED WORK PROGRAMME FOR 2013/14

**Contact Officer:** Steven Heeley, Senior Transport Planner  
Tel: 020 8461 7472 E-mail: steven.heeley@bromley.gov.uk

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

**Ward:** All

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## 1. Reason for report

Bromley's formula allocation from Transport for London (TfL) for 2013/14 will be £2.771M. Ring-fenced funding will also be available to support a number of other programmes, including local transport priorities, principal road maintenance, bridges/structures, and Bromley North Village.

It is largely for boroughs to determine how the formula will be spent, providing spend reflects the Mayor's Transport Strategy. However, the Council is required to submit a list of schemes to TfL in early October 2012. This report seeks formal approval for the recommended list of schemes (the details of schemes will be subject to the normal consultation with residents and Ward Members and decision by the Portfolio Holder).

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## 2. RECOMMENDATION(S)

- 2.1 That the programme of formula funded schemes for 2013/14 contained in Enclosure 1 be approved for submission to Transport for London.
- 2.2 That the bid for Bridges and Structures contained in Enclosure 2A be approved for submission to Transport for London.
- 2.3 That the programme for Principal Road Maintenance contained in Enclosure 2B be approved for submission to Transport for London.
- 2.4 That the Director of Environmental Services, in consultation with the Environment Portfolio Holder, be authorised to make post-submission changes to the programme to reflect any 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 Vibrant, Thriving Town Centres
- 

## Financial

1. Cost of proposal: Estimated Cost: The current programme of TfL funded investment described in this report is £2,771k for formula funding, £100k for local transport priorities, £764k for principal road maintenance, £1,650 for Major Schemes (Bromley North Village), £98.5k for Biking Boroughs and £226k (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: £5,383.5k + £226k (tbc) for bridges and structures.
  5. Source of funding: Transport for London allocation for 2013/14
- 

## Staff

1. Number of staff (current and additional): 31 FTEs funded by TfL
  2. If from existing staff resources, number of staff hours:
- 

## Legal

1. Legal Requirement: None: 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: 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? Not Applicable
2. Summary of Ward Councillors comments: Not Applicable

### 3. COMMENTARY

- 3.1. Following the change of administration at the GLA/TfL 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 needs-based formula. It is largely for boroughs to determine how the formula-allocated money 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. 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 agreed by the Environment Portfolio Holder on 6<sup>th</sup> September 2011 and formally approved by Isabel Deding, Deputy Mayor for Transport, on behalf of the Mayor of London, on 9<sup>th</sup> January 2012.
- 3.3. This report summarises the funding allocation for 2013/14, the third and final year of the current funding round. TfL are yet to provide guidance on the likely allocations of funding for successive years as part of the 2014/15 – 2016/17 three-year delivery plan. This is expected to be announced in autumn 2012. Officers can therefore not provide any further detail at this present time on future capital funding from TfL.
- 3.4. As part of the Government's Comprehensive Spending Review in October 2010, borough funding allocations were reduced. At the time, £15.8M was held back for 2013/14 in order for TfL to consider how best this money be spent. TfL notified boroughs on the 1<sup>st</sup> June 2012 how the additional money (£15.8M) available to boroughs for 2013/14 would be allocated. A key priority was for Principal Road Maintenance. The results of the 2011/12 Principal Road Network (PRN) condition surveys showed the proportion of the PRN requiring structural maintenance had increased from 5% in 2009/10 to 8.1% in 2011/12 across London. £5M of the additional money has therefore been allocated to this programme with £1M allocated to Major Schemes and the balance (£9.8M) allocated via the needs-based formula for Corridors, Neighbourhoods and Supporting Measures. Bromley's revised allocation is therefore as follows:

Programme	Actual 2012/13 £000	Initial 2013/14 allocation (as per LIP) £000	Revised allocation 2013/14 £000
Corridors, Neighbourhoods and Supporting Measures	2,828	2,425	<b>2,771</b>
Principal Road Maintenance (PRM)	869	900	<b>764</b>
Local Transport Priorities	100	100	<b>100</b>
Bridge Strengthening	2,456	1,425	<b>226</b>
Major Schemes	1,500	1,650	<b>1,650</b>
Biking Boroughs	73.5	98.5	<b>98.5</b>

- 3.5. Boroughs are required to submit a proposed list of 2013/14 schemes, consistent with their LIPs, to TfL by 5<sup>th</sup> October 2012. **Enclosure 1** sets out a recommended full programme of formula-funded projects for 2013/14.

- 3.6. 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 2013/14 itself. Recommendation 2.4 of this report suggests a mechanism by which officers would be able to make those changes where necessary, following consultation with the Portfolio Holder.
- 3.7. 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**

- 3.8. 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 either on a London-wide assessment of need; or is the result of successful bids to one-off programmes which emerge from time to time. The London-wide 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**

- 3.9. 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 2013/14, the Environment Portfolio Holder indicated that he wished to continue allocating part of the local transport priorities funding to subsidising school crossing patrols, and to hold the balance as a reserve against eventualities. So far £73k has been allocated from this budget, including £68k to school crossing patrols. It is proposed that any local transport priorities money not allocated by the end of October 2013 will be allocated to planned maintenance.

#### **Maintenance programmes**

- 3.10. 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 2013/14, which is £764k. Boroughs have been asked to submit bids for approximately 25% above the indicative funding to allow for possible reserve schemes to be brought forward. A proposed programme totalling £961k for this expenditure, including the approximate 25% over-programming, is set out at **Enclosure 2B**.
- 3.11. The sum provided by TfL for Principal Road Maintenance each year is generally insufficient to remedy the deterioration across all Bromley's principal roads; however the Council has received a lower allocation for this programme than officers originally expected. The initial estimation for 2013/14 was in the region of £900k given 2012/13 allocation was £869k; however the final 2013/14 allocation is only £764k.
- 3.12. Bridge Strengthening and Assessment covers strengthening, replacement works and feasibility studies of structures. Officers are asked to submit a bid for structural projects to the London Bridges Engineering Group (LoBEG), which advises TfL on scheme prioritisation. These projects are also set out at **Enclosure 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**

- 3.13. Bids under these headings can be submitted at any time, although the settlement is announced each autumn in conjunction with other settlements to boroughs. The Council has received an allocation of £1.8M towards the Bromley North Village project under the Town Centres strand to date with a further, final allocation of £1.65M in 2013/14.
- 3.14. An initial 'Step One' bid for Major Schemes funding for Beckenham town centre was submitted in September 2012.

### **Biking Boroughs**

- 3.15. Bromley was granted "Biking Borough" status by the Mayor of London in early 2010 with £271,000 of funding over three years announced in February 2011. Delivered projects to date as part of this programme include cycle-awareness events, residential cycle parking and a Bromley town centre cycle infrastructure implementation plan. For 2012/13, projects include increased cycle parking at Bromley North, continuation of the successful residential cycle parking project, junction improvements and borough-wide events. £98.5k is available in 2013/14 for the third and final year of the programme. Physical projects to be delivered will be brought forward separately for approval at the appropriate time, and include a contribution of £35k to junction improvements at Westmoreland Road/High Street along with other contributions from the congestion-relief programme (see section 3.20) and a potential developer contribution.

### **Notes on the proposed formula-funded programme**

- 3.16. Some aspects of the proposed formula-funded programme contain individual projects which are 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 reduced level of formula funding year-on-year means that it is increasingly important that expenditure is focused on successful outcomes which address the Council's priorities.

### **Congestion relief**

- 3.17. The "congestion relief" heading combines projects to tackle road network pinch points primarily but also with other objectives of casualty reduction and improved journey times. 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.
- 3.18. The recommended programme includes £390k for 2013/14 in respect of the A224 Orpington by pass northern section, to include improvements at the Nugent Centre entrance/exit and at nearby traffic signals. This will also include proposals for new signals at the junction of Main Road with Sevenoaks Way.
- 3.19. £200k is also allocated in respect of the A234-A222-A2015 east-west route through Beckenham town centre, primarily for the improvement of the junction of Rectory Road with Southend Road.
- 3.20. The programme for 2013/14 also includes smaller-scale projects to address pinch points on the A234, A222 and A232. This includes junction improvements at Westmoreland Road / Bromley High Street, A222 Bickley Park Road / Blackbrook Lane, Willow Grove with Chislehurst High Street, along with some contingency works on pinch points in Petts Wood following the reopening of Chislehurst Bridge.

### **Network infrastructure**

- 3.21. This programme aims to invest directly in the Council's own network assets, which were not previously funded by TfL. For 2013/14, it is proposed to increase spending on bus route resurfacing to £240k. The sum of £20k for Kent House Station Approach represents the final instalment of a £250k budget to make up an unadopted highway which is heavily used by rail commuters.

### **Casualty reduction**

- 3.22. £85k of 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 budgeted for 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.
- 3.23. Mass action programmes are those where similar measures are applied at a large number of sites to tackle a known, but often dispersed, problem. It is proposed to continue, at an increased budget, previously successful anti-skid and at a reduced budget, speed management programmes. Many of the previously battery-operated vehicle activated signs have this year been replaced by mains-powered units which will reduce the maintenance costs in the programme for 2013/14.
- 3.24. A review of carriageway markings is also proposed, with the aim of renewing or changing those markings where a clear road safety benefit is identified.

### **Support for Bromley Town Centre Area Action Plan**

- 3.25. The main element of this programme for 2012/13 and 2013/14 was for a permanent park and ride study. Park and ride is not considered feasible given the lack of a suitable out-of-town parking location and the cost of operating a high frequency service to attract users. Allocated funds for this in 2012/13 were instead diverted to the Variable Message System project. 2013/14 funding is proposed to be allocated across projects including £25k remaining to support additional parking capacity following the closure of Westmoreland Road.
- 3.26. £95k is proposed to cover the cost of improving access to local amenities on Southborough Lane / The Fairway. Agreement to fund the scheme will be used as the authority to carry out a referendum of the frontage owners of the units on the service road fronting Southborough Lane.
- 3.27. Funding is proposed to continue, but at a reduced rate, for measures to support "10 in 10", seeking to promote alternative modes of travel to the town centre.

### **Parking**

- 3.28. £50k of this programme enables the implementation of relatively minor changes to local parking controls, including safety-related changes and matters raised by Members and residents and improvements to parking facilities around such locations as railway stations.
- 3.29. The 2013/14 £100k town centre funding proposed programme includes the completion of measures in the Green Street Green area, the implementation of measures in Hayes and the investigation, design and consultation of measures around other town centres. It also enables studies to be completed on the efficacy of schemes completed in 2012/13 such as the Beckenham Town Centre CPZ including any changes that might need to be made.



### **De-cluttering**

- 3.30. This rolling programme of works aims to improve 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**

- 3.31. This includes rolling programmes of pedestrian crossings and minor walking schemes, (including measures near schools), cycle parking and cycle route maintenance. Individual proposed schemes for 2013/14 to improve routes through parks and other off-road locations include the reinstatement of cycle facilities on Cray Avenue opposite the Nugent Centre following the end of the bridge diversion route, upgrade of the bridleway on Court Road and enhanced cycle routes to and around Norman Park.

- 3.32. This programme also proposes improvements to bus stop accessibility at Shire Lane and also making footpaths accessible to people with limited mobility in Well Wood.

### **Light Against Crime**

- 3.33. This programme provides funding for small schemes which target where the level of lighting is a known factor in crime or fear of crime. In particular, officers have been made aware of concerns around public transport interchanges and so this will be the focus for 2013/14.

### **Scheme Development**

- 3.34. 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.

### **Cycle Training and Promotion**

- 3.35. 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. Funding is committed to continuing this programme but at a reduced budget.

### **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 allows for workplace travel plans to be maintained on existing voluntary travel plans, and to assess and monitor travel plans required for new developments. 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.

## **4. 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 2013/14 totals £2.771M. 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 was awarded a total of £271k over three years for Biking Boroughs, with £98.5k available for 2013/14 as detailed in 3.18 above.
- 5.3. It should be noted that £1,033k of the £3,633.5k funding (excluding local transport priorities, major scheme and bridges and structures programmes) expected for 2013/14 will be used to fund 31 FTE staff. 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. Enclosure 2A contains recommended bids totalling £226k for Bridge and Structures. On submission of a bid, it is likely that the Council will be notified of its allocation for 2013/14 in the autumn.
- 5.5. The Council has already been notified of its allocation for Principal Road Maintenance in 2013/14. This is £764k, but TfL have asked that boroughs list schemes up to around 25% above this figure. This is reflected in the Enclosure 2B with Bromley's bid totalling £961k.
- 5.6. The final allocation for Bromley North of £1.65m is included for 2013/14.

<b>Non-Applicable Sections:</b>	LEGAL IMPLICATIONS, PERSONNEL IMPLICATIONS
Background Documents: (Access via Contact Officer)	Second Local Implementation Plan, LBB 2011 LIP Annual Spending Submission Guidance for 2013/14

<b>LONDON BOROUGH OF BROMLEY REVISED FORMULA FUNDING</b>	<b>Scheme Allocation 2013/14</b>
<b>Congestion Relief</b>	
Orpington bypass northern section	390,000
Beckenham centre	200,000
Heathfield Rd / Westerham Rd	50,000
Westmoreland Road / High Street	60,000
Widmore Road	15,000
Perry Street with Beaverwood Road	15,000
Bickley Park Rd / Blackbrook Lane	15,000
Traffic pinch points in Petts Wood following bridge reopening	20,000
Willow Grove junction with Chislehurst High Street	30,000
A232 Crofton Rd / Station Rd / York Rd	25,000
<b>Programme sub-total</b>	<b>820,000</b>
<b>Network Infrastructure</b>	
Bus route resurfacing	240,000
Kent House station approach	20,000
<b>Programme sub-total</b>	<b>260,000</b>
<b>Casualty Reduction</b>	
Individual locations	85,000
Skidding accident sites	243,000
Speed management	40,000
Review of carriageway markings (non-parking)	20,000
<b>Programme sub-total</b>	<b>388,000</b>
<b>Support for Bromley AAP &amp; other town centres</b>	
Measures to promote "10 in 10" modal shift	8,000
Parking capacity for Bromley Town Centre	25,000
Local town centres (The Fairway)	95,000
<b>Programme sub-total</b>	<b>128,000</b>
<b>Parking</b>	
Local parking schemes	50,000
Parking – town centres	100,000
<b>Programme sub-total</b>	<b>150,000</b>
<b>Decluttering - enhance the local environment</b>	
Decluttering - enhancing the local environment	50,000
<b>Programme sub-total</b>	<b>50,000</b>
<b>Cycling &amp; Walking Schemes</b>	
Pedestrian Crossings & minor walking schemes	90,000
Cycle parking	25,000
Cycle route maintenance	30,000
Enhanced cycle routes to and around Norman Park	72,000
Cray Avenue cycle facilities - opposite Nugent Centre	24,000
Upgrade bridleway, 192 Court Road	36,000
Shire Lane, bus stop access by High Elms	15,000
Well Wood accessibility	48,000
<b>Programme sub-total</b>	<b>340,000</b>
<b>Light Against Crime</b>	
Improvements around public transport interchanges	20,000
<b>Programme sub-total</b>	<b>20,000</b>
<b>Scheme Development</b>	
Advance planning for future projects	35,000
Review effectiveness of implemented projects	25,000
<b>Programme sub-total</b>	<b>60,000</b>
<b>Cycle training and promotion</b>	
Cycle training	160,000
Cycling promotion	25,000
<b>Programme sub-total</b>	<b>185,000</b>
<b>Travel planning activities</b>	
Travel plan monitoring and review	150,000
Promotional activities	40,000
<b>Programme sub-total</b>	<b>190,000</b>
<b>Road Safety Education</b>	
Curriculum based activities	55,000
Smarter driving	110,000
Car seats project	15,000
<b>Programme sub-total</b>	<b>180,000</b>
<b>TOTAL</b>	<b>2,771,000</b>

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## ENCLOSURE 2A

<b>Bridges and Structures bid</b>	<b>Funding £000</b>
	<b>2013/14</b>
Chislehurst Road Bridge	65
Parapet Strengthening	15
Maintenance Safety	50
Waterproofing	10
Southborough Road Bridge (95% funded by Network Rail)	10
Brooklyn Road Culvert	2
Lych Gate Footbridge	1
Kingsway Bridge	1
Aldersmead Road Bridge	1
Sackville Avenue Culvert	60
Wendover Road Bridge	10
Plaistow Lane Bridge	1
<b>Total</b>	<b>226</b>

## ENCLOSURE 2B

<b>Principal Road Maintenance programme</b>		<b>Funding £k</b>
<b>Name</b>	<b>Extent</b>	<b>2013/14</b>
A208 White Horse Hill / Mottingham Road, Mottingham	Dunkery Road to Mainridge Road	73
A208 White Horse Hill, Mottingham	Green Way to Mainridge Road	279
A208 Chislehurst Road, Orpington	Grosvenor Road to Aylesham Road	132
A233 Main Road, Biggin Hill	Lunar Close to Churchill Way including roundabout	253
A232 Spur Road / Station Road, Orpington	CW = War memorial Roundabout to Felstead Road (Change of surface) FW = Orchard Grove to Station Approach	95
A234 High Street, Penge	Mosslea Road to St. Johns Road	51
A223, Sevenoaks Road, Orpington	Tower Road to Stapleton Road	78
<b>TOTAL</b>		<b>961</b>

Report No.  
ES12121

London Borough of Bromley

PART ONE - PUBLIC

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**Decision Maker:** Environment Portfolio Holder

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

**Date:** Tuesday 25 September 2012

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

**Title:** GREEN STREET GREEN PARKING REVIEW

**Contact Officer:** Paul Nevard, Traffic Engineer  
Tel: 020 8313 4543 E-mail: Paul.Nevard@bromley.gov.uk

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

**Ward:** Chelsfield and Pratts Bottom; Darwin

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1. Reason for report

This report outlines the background to a proposal for the implementation of new parking controls in the Green Street Green area. The report explains the consultation carried out and the proposed design of the scheme. The report seeks a decision from the Portfolio Holder to implement a parking scheme.

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2. **RECOMMENDATION(S)**

That the Environment Portfolio Holder agrees:

- 2.1 To the implementation of parking changes, as shown per the consultation plan, and as described in paragraphs 3.4 to 3.6 of this report.
- 2.2 To delegate the decision on the final design of the scheme to the Director or Environmental Services, in consultation with the Environment Portfolio Holder and the Ward Members.
- 2.3 To a review of the scheme after six months to determine if it has met its objectives, and to discover if parking issues need to be addressed in any roads currently outside of the affected area.

Corporate Policy

1. Policy Status: Existing Policy

## 2. BBB Priority: Quality Environment

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### Financial

1. Cost of proposal: £34k:
  2. Ongoing costs: Recurring Cost – Net income of £8k per annum
  3. Budget head/performance centre: Transport for London LIP funding for Parking in Town Centres
  4. Total current budget for this head: £179k of which £44.,75k is set aside for the parking review in Green Street Green, with an uncommitted balance remaining of £35k
  5. Source of funding: Transport for London LIP funding
- 

### Staff

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

### Legal

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

### Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Approximately 116 on street parking bays will be provided. Additional benefits to traders and residents in the area
- 

### Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillor's comments: Ward Members have been extensively consulted on the scheme. Ward Members have advised on the design of the proposed scheme and have consulted local resident groups on the various parking issues.



### 3. COMMENTARY

- 3.1 The Green Street Green area encompasses a large residential area and the High Street. The High Street has a number of small business units and as a result there is a great demand to park on street from shoppers, workers and residents. Furthermore, many of the properties located close to the High Street have limited off street parking facilities and therefore it can be very difficult for residents to find a suitable place to park.
- 3.2 The Council and Ward Members have received correspondence from residents about the level and manner of parking in this area. Council officers attended a resident meeting in 2011 where concerns were raised regarding various on street parking issues.
- 3.3 As a result, and following informal consultation with Ward Members, traders and resident groups, a formal consultation was carried out in August 2012 with all those affected in the area, to see if there was general support for the introduction of a parking scheme. This consultation asked whether residents would support changes, including introducing some resident permit parking bays, waiting restrictions (yellow lines) and sections of Pay and Display for the shops. The proposal plans are attached. Results of the consultation will be presented to the committee on the 25<sup>th</sup> September 2012.

#### 3.4 Proposed Resident Parking Permit Bays

A number of properties located close to the High Street have limited or no off street parking. Therefore there is great demand to park on street from residents, shoppers and workers in the area. Consequently it is proposed to provide some resident only parking permit bays outside of the properties without off street parking. It is also proposed to allow resident permit holders to use the Pay and Display parking bays located in Lezayre Road and Laxey Road.

In regards to the hours of operation, the residents have been consulted on two options:

- a. A resident parking permit operating Mon – Sat 8.30am – 5pm (£80 p/a per vehicle)
- b. A resident parking permit for a maximum of 4 hours Mon – Sat (£40 p/a per vehicle)

The two options would have different permit prices. £80 per annum per vehicle for an all day permit (option a) and £40 for a shorter term permit (option b). Parking permit prices are linked to the enforcement required and therefore a permit that operates for longer than 4 hours per day would require enhanced enforcement, more visits by Civil Enforcement Officers and as a result a higher cost for permits.

#### 3.5 Proposed Pay and Display Parking Bays (P&D)

The proposed P&D parking bays will be of two types: Pay and Display aimed at short term parking (under 3 hours); and P&D for longer term on-street parking. This is to cater for shoppers using the area for short visits, whilst also appreciating that some shoppers, commuters and workers park on-street for longer periods of time.

The short term P&D bays are proposed on the High Street to the front of the shops. This is to allow turnover of the bays and hopefully make it easier and more convenient for passing trade. Currently the High Street area has on street parking for long periods of time. This creates limited spaces and turnover for shoppers. The proposal is for Pay and Display rates to be set at 60p per hour and is proposed to operate Monday – Saturday 8.30 am – 5.00pm. This falls in line with charging policy for other similar medium sized High Streets and Town Centres located elsewhere in the borough.

The longer term parking bays will be located in the side roads off the High Street, including Laxey Road and Lezayre Road. This will allow workers and those using the area for longer periods to park on street. These bays will be located in roads that are predominately residential and therefore resident permit holders will also be allowed to use these bays. The Pay and Display rates for these bays would be set at 50p per hour and would operate Monday – Saturday 8.30am – 5.00pm. This falls in line with other similar bays in areas located borough-wide. The slightly lower tariff could encourage users to park in these bays first, rather than the short term parking bays provided by the shops.

### 3.6 **Waiting Restrictions and Free Parking Bays**

Currently large parts of the northern section of Green Street Green (Glentrammon Avenue) are not restricted (no yellow lines). As a result these areas can suffer from an overspill of parking related to the High Street and residential properties. Therefore, it is proposed to introduce waiting restrictions (yellow lines) to the roads and where there is space to do so, free parking bays will be provided. These will help alleviate any displaced parking and provide additional spaces for residents and their visitors. Furthermore it is proposed to introduce alternate waiting restrictions that operate between the hours of 11am – 12noon to one side of the road and 1pm – 2pm on the other. These have worked successfully in other areas which allow residents to always be able to park on one side of the road at any time during the day.

### 3.7 **Other Issues**

During the scheme design a few separate issues have been raised in the Green Street Green area. This includes the use of the current bus stops located at the lower end of the High Street and the parking associated with the nearby bus garage. Therefore, we are currently looking at the parking issues in the Beechwood Estate, the location of the bus stops to the south of the High Street and the use of Shire Lane for parking. These will be investigated separately to this proposed parking scheme.

### 3.8 **Implementation and Review**

The recommendation of this report is to introduce changes to Green Street Green to address the various parking issues in the area. The final design will be guided by the results of the formal consultation with residents and traders, with the agreement of the Portfolio Holder and Ward Members. If this new parking scheme is introduced, it will be subject to review approximately six months after implementation. The impact of the scheme will be investigated and any amendments felt necessary will be made. Any major alterations will be subject to re-consultation with residents and traders.

## 4. **POLICY IMPLICATIONS**

- 4.1 The recommendations of this report are within existing Council policy set out in the Environment Portfolio Plan: to promote safe and secure parking; and to ensure that good parking facilities and reasonable charges support the vitality of the borough's town centres..

## 5. **FINANCIAL IMPLICATIONS**

- 5.1 There will be a cost of approximately £34k to add the necessary road markings, signs and P&D machines to the area. Where possible, the Council will make use of re-located machines. There will also be a cost associated with advertising the necessary Traffic Management Order.
- 5.2 These one-off costs of £34k will be met from the TfL budget for Parking Schemes in Town Centres for 2012/13 which has a budget allocation of £44.75k and an uncommitted balance of £35k.

- 5.3 It should be noted that the level of resident permit income will be dependent on resident uptake and the option progressed.
- 5.4 For the Pay and display parking area, there will be 29 short term bays provided and 22 long terms bays. The expected income has been estimated using information from similar schemes within the borough.
- 5.5 The financial implication of each option is shown in the table below:-

	<b>Option A</b>	<b>Option B</b>
	<b>£</b>	<b>£</b>
Estimated one-off implementation costs funded by TfL	34,000	34,000
<u>On-going revenue costs for residents permit bays</u>		
Income from residents permits	(3,000)	(1,600)
Administration and enforcement costs	3,000	1,600
	<u>0</u>	<u>0</u>
<u>On-going revenue costs for P &amp; D bays</u>		
Income from P & D bays	(11,500)	(11,500)
Costs for cash collection & maintenance	3,500	3,500
	<u>(8,000)</u>	<u>(8,000)</u>
<b>Net revenue impact of proposals</b>	<b><u>(8,000)</u></b>	<b><u>(8,000)</u></b>

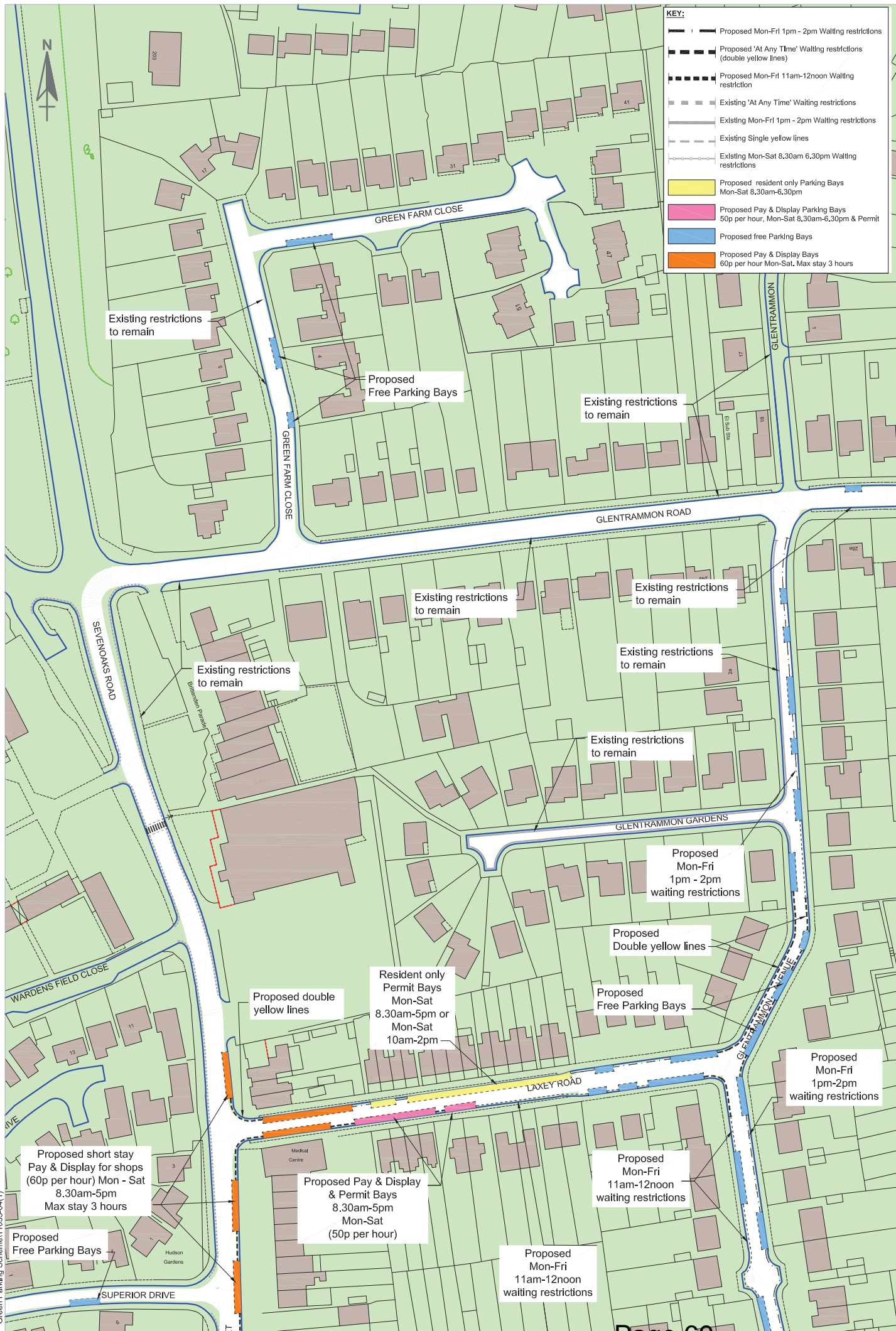
- 5.6 Should the scheme be fully operational from January 2013, the part year effect would be Cr £2k.

## 6. LEGAL IMPLICATIONS

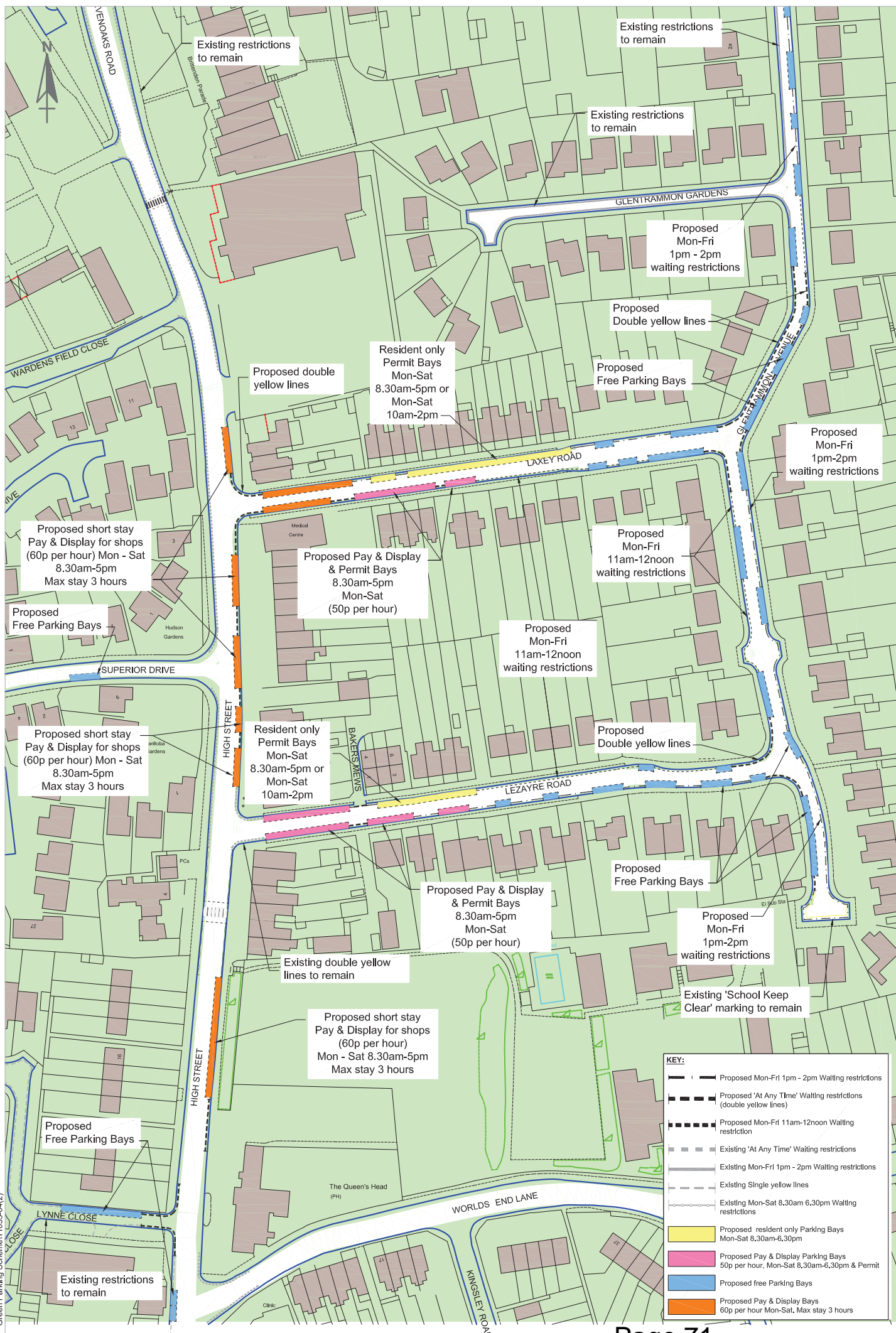
- 6.1 It will be necessary to make amendments to the Traffic Management Orders.

<b>Non-Applicable Sections:</b>	<b>PERSONNEL IMPLICATIONS</b>
Background Documents: (Access via Contact Officer)	Consultation Letter dated 13 <sup>th</sup> August 2012 Consultation Replies

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**KEY:**

- Proposed Mon-Fri 1pm - 2pm Waiting restrictions
- Proposed 'At Any Time' Waiting restrictions (double yellow lines)
- Proposed Mon-Fri 11am-12noon Waiting restriction
- Existing 'At Any Time' Waiting restrictions
- Existing Mon-Fri 1pm - 2pm Waiting restrictions
- Existing Single yellow lines
- Existing Mon-Sat 8.30am-6.30pm Waiting restrictions
- Proposed resident only Parking Bays Mon-Sat 8.30am-6.30pm
- Proposed Pay & Display Parking Bays 50p per hour, Mon-Sat 8.30am-6.30pm & Permit
- Proposed free Parking Bays
- Proposed Pay & Display Bays 60p per hour Mon-Sat, Max stay 3 hours

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Report No.  
ES12128

London Borough of Bromley

PART ONE - PUBLIC

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**Decision Maker:** Environment Portfolio Holder

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

**Date:** 25 September 2012

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

**Title:** BRITTENDEN PARADE, GREEN STREET GREEN - PROPOSED  
MAKING UP

**Contact Officer:** Duncan Gray, Development Manager  
Tel: 020 8313 4556 E-mail: Duncan.Gray@bromley.gov.uk

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

**Ward:** Chelsfield and Pratts Bottom

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1. Reason for report

To receive the results of the referendum carried out into the making up of Brittenden Parade for adoption by the Council and to agree the way forward.

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2. **RECOMMENDATION(S):** That the Environment Portfolio Holder

2.1 Approves the layout for Brittenden Parade as shown on drawing no. ESD-10542-3

2.2 Makes a First Resolution under s.205(1) of the Highways Act 1980 in respect of Brittenden Parade as follows:

The Council do hereby declare that Brittenden Parade, Green Street Green is not sewered, levelled, paved, metalled, flagged, channelled, made good and lighted to its satisfaction and therefore resolve to execute street works therein, under the provisions of the Private Street Works Code as set out in the Highways Act 1980.

Schedule of Works

From the junction with Glentrammon Road to the north to a point some 45.0m south where the street terminates outside no. 5 Brittenden Parade, as more particularly shown on drawing no. ESD-10542-3

## Corporate Policy

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

## Financial

1. Cost of proposal: Estimated cost £48k:
  2. Ongoing costs: Non-Recurring Cost
  3. Budget head/performance centre: TfL LIP Funding 2012/13 – Network Infrastructure and Local Transport Priorities
  4. Total current budget for this head: £405,000 for the former, of which £18k set aside for this scheme; £100k for the latter, of which £30k is set aside for this scheme
  5. Source of funding: TfL LIP Formula Funding 2012/13
- 

## Staff

1. Number of staff (current and additional): 3
  2. If from existing staff resources, number of staff hours: 75
- 

## Legal

1. Legal Requirement: Private Street Works Code contained in the Highways Act 1980
  2. Call-in: Applicable
- 

## Customer Impact

1. Estimated number of users/beneficiaries (current and projected): all users of Brittenden Parade including 5 shops and 5 flats
- 

## Ward Councillor Views

1. Have Ward Councillors been asked for comments? Not Applicable
2. Summary of Ward Councillors comments: Councillor Grainger has commented that the proposed works need to be considered in light of the Green Street Green parking review.

### 3. COMMENTARY

- 3.1 At its meeting on 17<sup>th</sup> April 2012 the Environment PDS Committee agreed to recommend that the Environment Portfolio Holder agree to take forward Scheme C (of the options put forward), for consultation with the landowner(s). However, the Portfolio Holder considered that an additional round of consultation was not necessary, and agreed instead to proceed with a referendum of the owners and occupiers of the retail and residential units in Brittenden Parade.
- 3.2 A referendum of the owners and occupiers of the retail and residential units situated in Brittenden Parade elicited the following responses. It should be noted that the referendum letter made it clear that the absence of a response would be treated as a vote in favour by the Council.

	No. of referendum letters sent out	No. of responses received
Frontage Owners	5 (plus 1 for information only)	3 (60%)
Shopkeepers	5	0 (0%)
Residential Occupiers	5	2 (40%)

- 3.3 The position, as far as frontage ownership in respect of the Council's interests in a scheme for making up the street for adoption, is as follows:

'Extra Commercium' frontage (payable by the Council)	11.50m	10% of total length of 117.75m
Council owned frontage (payable by the Council)	52.50m	45% of total length of 117.75m

- 3.4 This means that the Council has an overriding frontage interest (55%) in the scheme and is able to out-vote the views of other frontage holders if it so chooses.

3.5 The results of the referendum were as follows:

	No. of properties	% of total no. of properties	Length of frontage (m)	% total of frontage
Owners favouring making up	2	40	13.25	11
Owners not favouring making up	0	-	-	-
Owners not replying or expressing a view	3 (Agents acted for one property, but did not express a view)	60	38	32
Owners with flank frontage informed only	1	-	2.5	2
'Shopkeepers' favouring making up	0	-	-	-
'Shopkeepers' not favouring making up	0	-	-	-
'Shopkeepers' not replying or expressing a view	5	100	-	-
Occupiers favouring making up	2 1(20%) favoured making up subject to parking issues being addressed	40	-	-
Occupiers not favouring making up	0	-	-	-
Occupiers not replying or expressing a view	3	60	-	-

## Summary

- 3.6 On the basis of the results received, and assuming the Council is in favour of the scheme, then there are no objections.
- 3.7 The conditional support of one occupier requires consideration to be given to future parking controls.
- 3.8 The Green Street Green Village Society has written to remind the Council of their long-running campaign for such improvements and expressing its support for the proposals.

## **4. POLICY IMPLICATIONS**

- 4.1 The referendum has been carried out so as to accord with the policy adopted by the Council for Private Street Works.

## **5. FINANCIAL IMPLICATIONS**

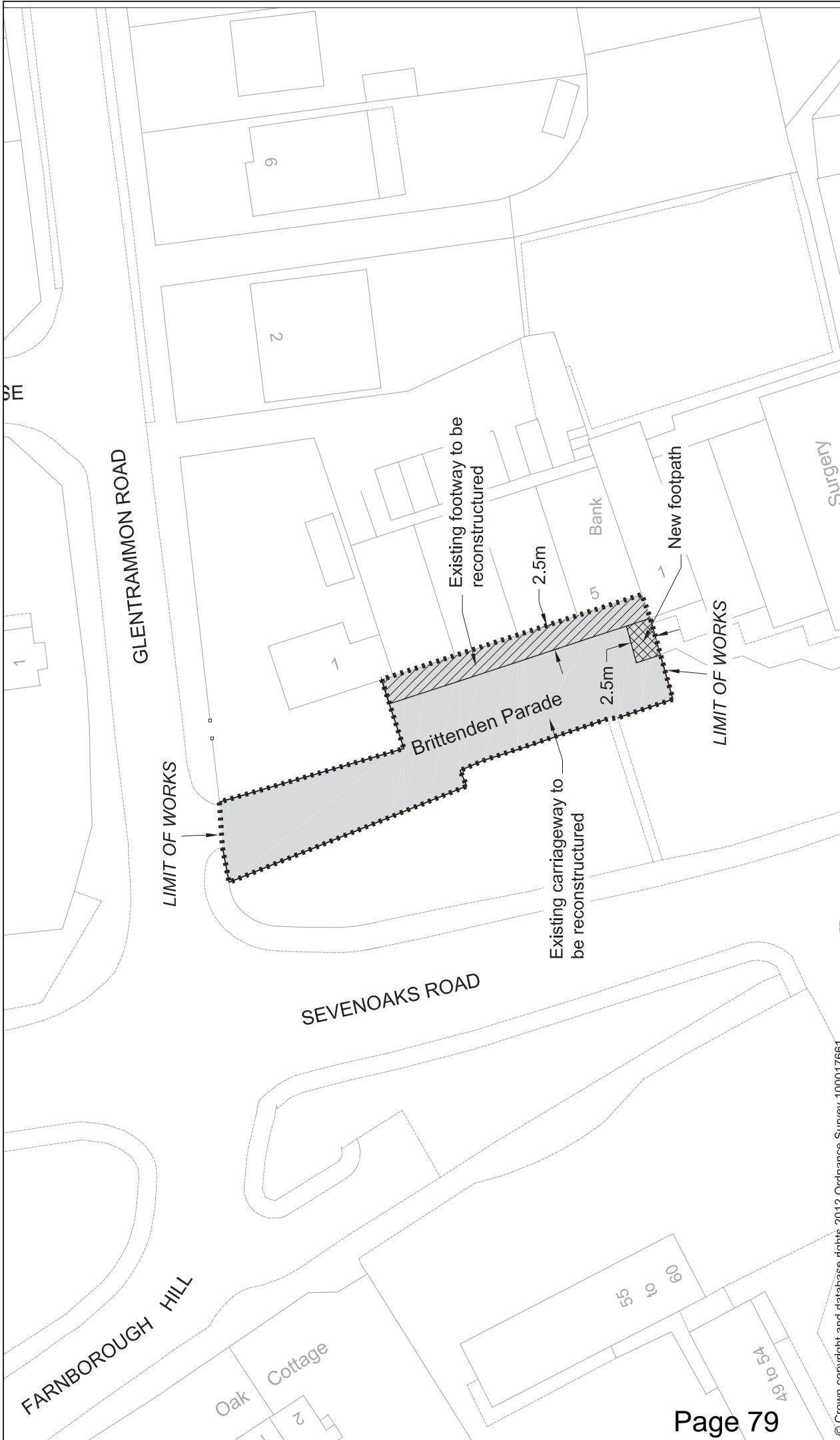
- 5.1 At this stage it is anticipated that the funds for this scheme (estimated at around £48k) will be met from the 2012/13 LIP budget, which is funded by Transport for London.
- 5.2 More specific details will be provided when approval is sought for the Resolution of Approval, together with a detailed estimate of the cost of constructing the scheme and funding.

## **6. LEGAL IMPLICATIONS**


- 6.1 The Council must proceed under the requirements of the Private Street Works Code, which will involve serving Notices of Provisional Apportionment on the frontage owners. Because of the intention that the full cost of the scheme will be met without charge to the frontage owners, these Notices will show 'nil' street works costs. This means that the frontage owners will not be able to raise objections to the proposal on financial grounds, but may choose to pursue objections on other grounds.
- 6.2 Any objections which could not be resolved by negotiation would have to be referred to the Magistrates Court for determination, which could delay the scheme.

<b>Non-Applicable Sections:</b>	Personnel
Background Documents: (Access via Contact Officer)	Environment PDS Committee 17/04/2012 report and minutes; Portfolio Holder for the Environment Executive Decision 09/05/2012

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		<b>Job</b> <b>BRITTENDEN PARADE</b> <b>GREEN STREET GREEN</b>		<b>Title</b> <b>PROPOSED LAYOUT</b>	
Nigel Davies Director of Environmental Services		Scale @ A4 1:500		Drawing Number ESD-10542-3	
Environmental Services Civic Centre, Stockwell Close, Bromley, BR1 3UH Tel : 020 8464 - 3333 Fax : 020 8313 - 4555 Email : www.bromley.gov.uk		Checked D.G.		Revision	
Date 31/08/12		By S.T.		Date	
Scale @ A4 1:500		Date 31/08/12		Description	
Scale @ A4 1:500		Date 31/08/12		By	

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# Agenda Item 8

Report No.  
ES12108

London Borough of Bromley

PART ONE - PUBLIC

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**Decision Maker:** Environment PDS Committee

**Date:** 25th September 2012

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

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

**Contact Officer:** Linda Winder, Office Resources Manager  
Tel: 020 8313 4512 E-mail: linda.winder@bromley.gov.uk

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

**Ward:** Borough Wide

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1. Reason for report

- 1.1 Members are asked to review the Committee's work programme for 2012/13 and to consider:
- progress on decisions from previous meetings of the Committee;
  - the contracts summary for the Environment Portfolio.
- 

2. **RECOMMENDATIONS**

2.1 **That the Committee:**

- (a) Review the draft work programme attached as Appendix 1;
- (b) Review the progress report related to previous Committee requests as set out in Appendix 2; and
- (c) 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: Not Applicable
  3. Budget head/performance centre: Environment Portfolio 2012/13 approved budget
  4. Total current budget for this head: £31.7m and £6.33m of LIP funding from TfL.
  5. Source of funding: 2012/13 revenue budget and 2012/13 LIP funding agreed by TfL
- 

### Staff

1. Number of staff (current and additional): 203 fte
  2. If from existing staff resources, number of staff hours: N/A
- 

### Legal

1. Legal Requirement: Non-Statutory - Government Guidance
  2. Call-in: 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? Not Applicable
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 2012/13, as far as it is known. The Environment Forward Programme indicates which division is providing the lead author for each report. The Committee is invited to comment on the schedule and propose any changes it considers appropriate.
- 3.1.2 Other reports may come into the programme. Schemes may be brought forward or there may be references from other Committees, the Portfolio Holder or the Executive.

#### 3.2 Previous Requests by the Committee

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

#### 3.3 Contracts Register

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

### 4. POLICY IMPLICATIONS

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

<b>Non-Applicable Sections:</b>	Financial, Legal and Personnel
Background Documents: (Access via Contact Officer)	Environment PDS agendas and minutes for the years 2006/07 to 2012/13  <a href="http://sharepoint.bromley.gov.uk/default.aspx">http://sharepoint.bromley.gov.uk/default.aspx</a>

## APPENDIX 1

### ENVIRONMENT PDS COMMITTEE FORWARD PROGRAMME FOR MEETINGS 2012/13

<b>Environment PDS – 20 Nov 2012</b>		
Forward Work Programme, Matters Arising from Previous Meetings and Contracts Register	C&SS	PDS Committee
Budget Monitoring 2012/13	Finance	For pre-decision scrutiny
Environment Portfolio Plan (Structure) 2013/16	C&SS	For pre-decision scrutiny
Street Lighting Works Tender report	T&H	For pre-decision scrutiny
Parking Shared Service	C&SS	For pre-decision scrutiny
Parking ICT Contract	C&SS	For pre-decision scrutiny
2013/14 planned highway maintenance programme	T&H	For pre-decision scrutiny
2013/14 planned street lighting maintenance programme	T&H	For pre-decision scrutiny
Street Works Tender report (NRSWA)	T&H	For pre-decision scrutiny
<b>Environment PDS – 15 Jan 2013</b>		
Forward Work Programme, Matters Arising from Previous Meetings and Contracts Register	C&SS	PDS Committee
Budget Monitoring 2012/13	Finance	For pre-decision scrutiny
Sustainability Annual Review	C&SS	PDS Committee
Street Environment Contracts Review	SS&GS	For pre-decision scrutiny
<b>Environment PDS – 5 March 2013</b>		
Forward Work Programme, Matters Arising from Previous Meetings and Contracts Register	C&SS	PDS Committee
Budget Monitoring 2012/13	Finance	For pre-decision scrutiny
Environment Portfolio Plan 2013/16	C&SS	For pre-decision scrutiny
Parking capacity	T&H	For pre-decision scrutiny

## APPENDIX 2

### Progress Report on Previous Requests of the Committee

<b>PDS Cttee Minute &amp; Date</b>	<b>Committee Request</b>	<b>Progress</b>
28.02.12	Investigate the feasibility of developing a faith parking permit for weekend use at recognised places of worship	This will be considered by the Parking Working Group later this year (see below)
3.07.12	A Parking Working Group to be convened after the 6 month review of parking charges has been completed	Meeting will be convened in November or December 2012
3.07.12	Provide additional information to PDS Members on a range of issues including: Penge Green Gym; adaptation to changing climate; mobility scooters; definition of detritus; and Friends Groups contact details.	Completed

Contracts Register Summary

Appendix 3

<b>Contract</b>	<b>Start</b>	<b>Complete</b>	<b>Extension granted to</b>	<b>Contractor</b>	<b>Total Value £</b>	<b>Annual Value £</b>	<b>Environment PDS</b>
Removal of Abandoned Vehicles	01.10.10	30.09.12	Option for a one year extension	Pick a Part	10,600	31,980	Within Director of Environmental Services' remit
Bus Route design (Pan-London contract)	01.01.08	01.01.13		Mott Macdonald	1.5m	300,000	These contacts will continue to Jan 2013, as consultancy advice on a previous scheme may be needed. The contracts will end in 2013 and will not be replaced.
Bus Route design (Pan-London contract)	01.01.08	10.01.13		Buchanan	1.5m	300,000	As above
Inspection of Street Works Contract	01.04.10	31.03.13		B&J	900,000	312,000	
NRSWA	01.04.10	31.03.12	31.03.13	B&J Enterprises	624,000	312,000	
Street Works (NRSWA)	01.04.13	31.03.16	Option for 1/2 x 2 yr extensions ending 31.03.18 or 31.03.20		3.0m	1.0m	Environment PDS 20th Nov 2012  Executive 28 <sup>th</sup> Nov 2012
Parking Bailiff Services	1.10.11	31.03.13	n/a	JBW & Swift	320,000 est.	240,000 est.	
Street Lighting Maintenance & Improvements Contract –	01.04.11	31.03.11	31.03.13	May Gurney	7.1m	1.8m	
Street Lighting Maintenance & Improvements Contract –	01.04.13	31.03.23			20.0m	2.0m Subject to Capital Investment	Environment PDS 20th Nov 2012  Executive 28 <sup>th</sup> Nov 2012...
Removal of surface vegetation from Public Rights of Way	01.05.10	30.04.12	29.04.13	Holwood GM Ltd	19,858	59,574	12-month extension was agreed with the contractor in Dec 2011
Hanging Baskets Contract A&B	30.05.11	30.04.12	30.04.13	CJS Plants & Village Gardens	84,000	42,000	12 month extension was agreed with current contractor for hanging baskets at current costs.
Rural Grass cutting	30.5.11	29.05.13		Landmark Services	90.000	45.000	Contract let on a 2 year basis with option to extend 1 further year.

<b>Contract</b>	<b>Start</b>	<b>Complete</b>	<b>Extension granted to</b>	<b>Contractor</b>	<b>Total Value £</b>	<b>Annual Value £</b>	<b>Environment PDS</b>
Council Fleet Hire	05.11.06	04.11.12	05.11.13	London Hire	674,383	112,383 (<85,000 from 2012)	Extension agreed with contractor
Playground maintenance	01.01.08	31.12.13		Safeplay	369,300	61,550	Extension to the contract will be considered early in 2013.
Transportation Consultancy	01.06.11	Open ended	30.11.13	AECOM, through TfL Framework	1.2m (if max. 6 years is agreed)	200,000	Env PDS Committee in April 2012 agreed further use until Nov 2013
Depot Security	01.04.10	31.03.15	N/A	Sight and Sound	126,000	126,000	
Staff Leased Car Contract	01.09.09	31.08.12	31.08.15	OGC Framework	1,923m	641k	Report to E&R PDS and Executive 20 June 2012 agreed use of GPS framework agreement until 2015.
Ambulance Hire	05.11.07	04.11.13	04.11.15	London Hire	2.03m	339,000	ACS will be consulted during summer 2012 over the option to extend the accessible bus fleet contract for 2 years from November 2013
<i>Inspection of Street Works Contract</i>	<i>01.04.13</i>	<i>31.03.16</i>	<i>Extension possible for 3+2+2</i>		<i>1.75m</i>	<i>350,000</i>	<i>Executive on 16 Nov 2011 agreed tender process should begin</i>
<i>Parking Bailiff Services</i>	<i>1.04.13</i>	<i>31.03.16</i>	<i>n/a</i>	<i>ESPO framework</i>	<i>600 to 750k est.</i>	<i>240k est.</i>	
Parking	01.10.06	30.09.11	30.09.16	Vinci Park	10.79m	2.16m	
Parking ICT	Nov 12	30.09.16	n/a	Currently in tender process	750,000 est.	150,000 est.	Env PDS on 20 November 2012 will consider shared service with LB Bexley.
Street Environment Contract	29.03.12	28.03.17		Kier (public toilets); Community Clean (graffiti removal); Veolia (Gulley cleansing) Kier (Cleansing, Highway Drainage )	281,983 1,221,800 1,463,538 15,798,212	56,397 244,360 292,708 3,159,642	Awarded a five year contract with the option of a two year extension at the Council's discretion.

<b>Contract</b>	<b>Start</b>	<b>Complete</b>	<b>Extension granted to</b>	<b>Contractor</b>	<b>Total Value £</b>	<b>Annual Value £</b>	<b>Environment PDS</b>
Maintenance & repair of vehicles	01.04.10	31.03.17		KCC	940,000	134,000	Option for 2 year extension
CCTV Repair & Maintenance Contract	01.04.12	31.03.17		Eurovia Infrastructure Services Ltd	214,256	42,852	
CCTV Control Room Monitoring	01.04.12	31.03.17		OCS Ltd	1,263,258,	252,652	
Highway Maintenance – Minor & Reactive	01.07.10	30.06.17		O'Rourke	17m	2.4m	Option for one year extension
Arboriculture	18.07.08	17.07.17		Gristwood and Toms	5.12m	568,860	
Coney Hill Landfill Site Monitoring	28.07.10	27.07.17		Enitial	952,000	136,000	Option for 2 year extension
Highway Maintenance – Major	01.10.10	30.09.17		FM Conway	26m	3.7m	Option for one year extension
Grounds Maintenance	01.01.08	31.12.17		The Landscape Group	26.1m	2.75m	
Waste Collection	01.11.01	31.03.19	Extended to March 2019	Veolia	127.5m	8.5m	Extension approved by Executive on 16 Nov 2011
Waste Disposal	24.02.02	31.03.19	Extended to March 2019	Veolia	147m	10.5m	Extension approved by Executive on 16 Nov 2011
Parks Security	01.04.10	31.03.20		Ward Security	4.2m	420,000	