



BROMLEY CIVIC CENTRE, STOCKWELL CLOSE, BROMLEY BRI 3UH

TELEPHONE: 020 8464 3333

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

DIRECT LINE: 020 8313 4508

FAX: 020 8290 0608

DATE: 14 June 2013

To: Members of the
ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY COMMITTEE

Councillor William Huntington-Thresher (Chairman)
Councillor Samaris Huntington-Thresher (Vice-Chairman)
Councillors Reg Adams, Judi Ellis, John Getgood, Julian Grainger, David Jefferys,
Nick Milner and Catherine Rideout

A meeting of the Environment Policy Development and Scrutiny Committee will be held at Bromley Civic Centre on **TUESDAY 25 JUNE 2013 AT 7.30 PM**

MARK BOWEN
Director of Corporate Services

Copies of the documents referred to below can be obtained from
www.bromley.gov.uk/meetings

A G E N D A

PART 1 AGENDA

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

STANDARD ITEMS

- 1 APOLOGIES FOR ABSENCE AND NOTIFICATION OF 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 19th June 2013.

- 4 MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON 16TH APRIL 2013 (Pages 3 - 20)**

HOLDING THE PORTFOLIO HOLDER TO ACCOUNT

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

In accordance with the Council's Constitution, questions to the Portfolio Holder must be received in writing four working days before the date of the meeting. Therefore please ensure that questions are received by the Democratic Services Team by 5pm on Wednesday 19th June 2013.

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

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

- a PROVISIONAL OUT-TURN 2012/13 (Pages 21 - 34)**
- b GREEN CHAIN MANAGEMENT PLAN (Pages 35 - 84)**
- c LEESONS HILL JUNCTION UPGRADE (Pages 85 - 104)**
- d ACCESS ROAD TO DEVELOPMENT ADJACENT TO SITE OF 2, STATION COTTAGES, CHELSFIELD - PROPOSED LIGHTING UNDER PRIVATE STREET WORKS PROCEDURE (Pages 105 - 110)**
- e HIGHWAY MAINTENANCE POLICY (Pages 111 - 114)**
- f APPOINTMENTS TO THE COUNTRYSIDE CONSULTATIVE PANEL AND THE LEISURE GARDENS AND ALLOTMENTS PANEL 2013/14 (Pages 115 - 118)**

7 PRE-DECISION SCRUTINY OF REPORTS TO THE EXECUTIVE

- a UPDATE ON THE IMPLEMENTATION OF THE FLOODING AND WATER ACT 2010 (Pages 119 - 124)**
- b LONDON HIGHWAYS ALLIANCE CONTRACT (Pages 125 - 130)**

POLICY DEVELOPMENT AND OTHER ITEMS

8 FRIENDS ANNUAL REPORT (Pages 131 - 146)

9 ENVIRONMENT PORTFOLIO PLAN 2012/13: END OF YEAR PERFORMANCE OUT-TURN (Pages 147 - 160)

10 FORWARD WORK PROGRAMME, MATTERS ARISING FROM PREVIOUS MEETINGS, AND CONTRACTS REGISTER (Pages 161 - 168)

.....

ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY COMMITTEE

Minutes of the meeting held at 7.30 pm on 16 April 2013

Present

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

Also Present

Councillor Colin Smith and Councillor John Ince

54 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

Apologies were received from Councillor Ian Payne.

Although present during the early and later stages of the meeting, Councillor David Jefferys apologised that he would have to leave part way through to attend another appointment.

55 DECLARATIONS OF INTEREST

There were no declarations.

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

There were no questions to the Committee.

57 MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON 5TH MARCH 2013

The minutes were agreed.

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

Three questions were received from Mr Colin Willetts for written reply. Details of the questions and replies are at **Appendix A** along with questions submitted for the Committee's previous meeting and their written replies.

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

A) BUDGET MONITORING 2012/13

Report ES13039

Based on expenditure and activity levels to 31st January 2013, the 2012/13 controllable budget for the Environment Portfolio had been projected to under spend by £6k.

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.

Report ES13039 also outlined expenditure against Member Priority Initiatives for the Environment Portfolio and progress of the selected projects. It also highlighted that the final payment of a European grant had been received for the Commerce project. This, together with the release of provisions made for the project totalled £97k. Subject to Executive approval, it was proposed to transfer this amount to the earmarked reserve, for any possible redundancy costs in future related to TfL funded staff.

In response to a question from Councillor Peter Fookes, it was confirmed that no TfL funded staff were being lost and there was no indication that LIP funding would cease. The proposed transfer of £97k to an earmarked reserve would be held to cover any possible redundancy costs for TfL funded staff should the costs not be able to be contained within LIP resources.

Councillor Julian Grainger questioned whether the projected shortfall for on and off-street parking could be attributed to current economic conditions. He felt the economy was currently stable and he sought evidence that economic conditions might have contributed to the shortfall. It was explained that fewer people overall were parking – less than originally projected. There was also a lower footfall in town centres. The downturn took place in the first year of the recession and parking demand had remained stagnant since then.

On enquiring whether there were shorter parking times or less parking, Councillor Grainger was advised that overall visits had reduced as had revenue from parking tickets.

Concerning rebates and credits of Cr £80k for street lighting electricity, it was indicated to Councillor Jefferys that this was associated with the terms of the street lighting energy contract where an adjustment was made in the following year for the difference between estimated electricity prices used compared to actual prices.

Highlighting the projected surplus within Trade Waste collection income, Councillor Reg Adams was pleased that the price increase from 1st April 2012 had not had a detrimental effect. With the previous year's price

increase for trade waste collections similarly not having a detrimental effect, Councillor Adams highlighted the advantage over two years of raising trade waste collection prices.

In response to a question from the Vice-Chairman, it was indicated that the Street Scene and Green Space review of back-office functions had been implemented as soon as was possible. There were delays in the planned closure of public conveniences as they were not closed until alternative provision was in place.

Referring to Winter Maintenance costs, Councillor Grainger highlighted a projected £100k variance for salt, gritting and snow clearance. Even though it had been a long cold winter, snow had not fallen to the level of recent winters. It was explained that a lot of precautionary salting had been necessary given the frequency of sub-zero temperatures. Councillor Grainger considered that some salting in the Chelsfield area was excessive given the level of salting found on pavements.

The Chairman highlighted a projected £50k surplus from the green garden waste collection service due to its popularity and a higher take-up than originally budgeted.

In view of winter weather being unpredictable in recent years, the Chairman suggested that the Environment budget bears a limited amount towards winter maintenance costs with a remainder (up to £600k) held as central contingency to be drawn upon when necessary. Supporting the idea, Councillor Grainger suggested that a typical level of winter maintenance be determined from experience over recent years and that any maintenance costs above such a level be met from contingency. The Director indicated his support to having a certain level of contingency.

RESOLVED that the Portfolio Holder be recommended to:

(1) endorse the latest 2012/13 budget projection for the Environment Portfolio;

(2) note progress with implementing the Environment projects within the Member Priority Initiatives programme; and

(3) request that the Executive approve the transfer of £97k to an earmarked reserve to meet future possible redundancy costs as detailed at paragraph 5.7 of Report ES13039.

**B) CHISLEHURST AND ST. PAULS CRAY COMMONS
CONSERVATORS - NOMINATIONS FOR ELECTION AND
ANNUAL REPORT**

Report ES13040

Approval was sought for the re-appointment of two nominees to the Board of the Chislehurst and St Paul's Cray Commons Conservators following expiry of their term of office during April 2013.

The Conservators had also carried a vacancy from 2011 and a further vacancy had been created following a retirement/resignation. Accordingly, Report ES13040 outlined the Trustees appointed by the Board since the previous nominations report to the Committee.

A member of the Board had also unexpectedly retired early during 2012, and with no additional nominations, it was proposed that the Board of Conservators be given authority to appoint a suitable new member in due course, should a volunteer with the necessary skills and attributes present themselves. This would need to be ratified via the next annual nominations report during 2014. In this context, the Chairman referred to an additional recommendation which had been tabled. This not only recommended that the Portfolio Holder authorise the Board of Conservators to appoint for the vacancy arising last year, but also for any future vacancies, provided details are reported to Members via the annual nominations report.

The Conservators Annual Report for 2012 was also provided.

RESOLVED that Environmental Portfolio Holder be recommended to:

- (1) note and approve the retirement and requests for re-standings set out more specifically at paragraph 3.3 of Report ES13040;**
- (2) approve the new nominees within paragraph 3.3 of Report ES13040;**
- (3) receive and note the Conservators Annual Report for 2012 (Appendix A to Report ES13040); and**
- (4) authorise the Board of Conservators to appoint for the current vacancy referred to at paragraph 3.5 of Report ES13040, and for future vacancies, when a suitable candidate volunteers – reporting such details via the annual nominations report.**

**C) TRAFFIC CONGESTION NEAR THE NUGENT CENTRE -
PROPOSED TRAFFIC SIGNALS**

Report ES13021

Changes were recommended at the entrance to the Nugent Centre and nearby locations to reduce congestion and improve safety.

Traffic had increased since completion of the Nugent Centre and queuing, particularly from vehicles turning right on to Cray Avenue (A224), had delayed traffic. A staggered Pelican crossing south of the exit added to congestion with frequent crossings by shoppers across Cray Avenue. It was recommended that the crossing be removed and traffic signals added with pedestrian facilities at the Nugent Centre entrance. This would enable the “walk with traffic” design to be used, minimising delay as some traffic would be able to proceed while pedestrians were crossing.

Such a signal controlled junction would help control vehicles exiting and entering the retail park. Accidents would be reduced as each movement would have its own movement stage, avoiding give way operation. Additionally, shoppers would be more likely to park in the Nugent Centre car park as there would be a dedicated exit stage.

It was also recommended that the section of bus lane, currently suspended, be permanently removed. Although there might be a slight delay to buses, it was expected that their delays overall (in both directions) should be reduced by the improvements proposed.

At detailed design stage it was reported that there might be some changes, including a possible relocation of the bus stop on the southbound approach to the entrance, and the possible addition of a left turn filter lane into the Nugent Centre bypassing the new traffic signals.

As a next stage, it was also proposed to consider linking the Nugent Centre junction with the Leasons Hill traffic signals and use Urban Traffic Control (UTC) along much of the A224. By UTC, Transport for London could take direct control of any traffic signal, including crossings, when long traffic queues were detected. CCTV was usually required for visibility.

An options report was also proposed for considering improvements to the A224/Leasons Hill/Station Road junction and the A224/Station Approach junction.

Installing a no right turn ban at the A224/Leasons Hill junction during the Chislehurst Road bridge closure improved A224 traffic flow and reduced the number of injury accidents at the junction. It was recommended that the ban remain in place for congestion and safety reasons.

Councillor Grainger asked why a signal controlled junction was preferred to a roundabout, which he felt would keep traffic moving. It was explained that a roundabout had been considered by officers but was not recommended. It would mean the existing pelican crossing would have to remain. The proposed new arrangements included a pedestrian phase in the traffic signals which was considered the best option by officers. Modelling figures for a roundabout would be provided to Councillor Grainger for information. Before arriving at a recommendation, Councillor Grainger indicated that he would

have preferred to have seen more evidence on the roundabout option including associated traffic flow figures.

Councillor Grainger also suggested part time signals but it was thought that these might not have been supported by officers. With a signal controlled junction, the traffic lights would take account of the absence of any traffic queue from the retail park.

As a further alternative to traffic signals, Councillor Fookes suggested banning right turns and providing other entrances/exits to the retail park. However, any banning of right turns could encourage motorists to “u-turn” along the A224 and the provision of other entrances/exits was not advocated. Councillor Grainger suggested a vehicle exit along the wide pedestrian route from Marks and Spencer at the Nugent Centre to Mill Brook Road/St Mary Cray High Street (B258). However, the Head of Traffic and Road Safety anticipated a significant issue with channelling a large amount of traffic along such a route. In addition, the Assistant Director (Transport and Highways) anticipated concerns from Affinity Sutton with traffic passing residential land.

The Chairman invited Councillor John Ince (Cray Valley West), to address the Committee. Councillor Ince opposed retention of the current right turn bans at the nearby A224 /Leesons Hill/Station Road junction (Recommendation 2.5 of Report ES13021). He also spoke on behalf of Councillor Fortune and a number of local residents in this regard. Since introducing right turn bans to ease A224 traffic flow during the Chislehurst Road Bridge closure, Councillor Ince indicated that Broomwood Road had been used to provide access via other residential roads to Leesons Hill. There was also an industrial area along Murray Road off Leesons Hill. If the right turn bans continued and more traffic was also generated along Station Approach, Councillor Ince felt that some controls would be needed along this road. To avoid a right turn ban into Station Road, views received by Councillor Fortune also indicated that motorists turn right into Kent Road and then left along St Mary Cray High Street.

Councillor Ince also suggested that the cycle lanes are removed from the A224 near the Nugent Centre to improve traffic flow. He also referred to two lanes converging into one along the A224.

Noting that an options report was proposed on improvements to the A224/Leesons Hill/Station Road junction and the A224/Station Approach junction, Councillor Ince would be prepared to assess the effects of a new signalised junction at the Nugent Centre, including A224 traffic flow, but he wanted to register his objection to the recommendation at 2.5 of Report ES13021.

In the last three years there were 12 injury accidents at the A224/Leesons Hill/Station Road junction with just one of these occurring since the right turn ban was introduced. Additionally, during the right turn bans, 57 cars per hour were delayed compared with delay to approximately 200 vehicles per hour before the right turn bans. On balance, officers favoured retaining the right turn bans.

Councillor Samaris Huntington-Thresher supported the proposed removal of the bus lane. Motorists were hesitant on when to lawfully use the bus lane - she had noticed that it was usually empty, even during busy times. She also supported the consideration of other options for the A224/ Leeson's Hill/Station Road junction apart from a right turn ban. Concerning the earlier suggestion of using the wide pedestrian route from Marks and Spencer, Nugent Centre, to Mill Brook Road/St Mary Cray High Street (B258), she cautioned against this in view of the B258 being particularly busy on a Saturday.

Councillor Ince favoured removing the bus lane along the A224 between Carlton Parade and Poverest Road.

Given the views expressed on retaining the right turn bans at the A224/ Leeson's Hill/Station Road junction, the Chairman suggested that Recommendation 2.5 of Report ES13021 reflect a retaining of the bans pending a review of the junction. Members were advised that it would take some time for the new Nugent Centre signals to be installed and this would enable any suggestions for the Leeson's Hill junction to be considered.

As the traffic flow had improved along the A224 and taking account of the wishes of local residents to have the right turn bans lifted at the Leeson's Hill junction, Councillor Grainger recommended a roundabout at the junction. He added that for northbound traffic along the A224, the only significant right turn options available with the current bans were at Kent Road or Main Road. He also felt that the pavement should be aligned along the A224 where, heading southwards, the road reduced to a single lane beyond the Poverest Road junction. Councillor Grainger was also in support of transferring the cycle lane from the road to a shared footway.

Councillor Ince highlighted that the top of Station Approach was prone to congestion and he cautioned against encouraging more traffic along the road by retaining the right turn bans.

For Recommendation 2.3 of Report ES13021, Councillor Grainger suggested that Members in the surrounding area should also be consulted by the Executive Director in addition to the Portfolio Holder and Ward Members.

RESOLVED that the Portfolio Holder be recommended to:

(1) agree the proposal to implement Traffic signals at the Entrance/Exit of the Nugent retail park, as detailed in drawings labelled '11239- 01' and that the existing staggered Pelican crossing be removed and a full pedestrian crossing stage be incorporated in the new proposed traffic signals;

(2) approve the permanent removal of the bus lane, which is currently suspended;

(3) delegate authority to the Executive Director of Environment and Community Services, in consultation with the Portfolio Holder and Ward Members, to implement any changes considered necessary at the detailed design stage; and

(4) agree that the scheme construction costs of £80k be met from the Transport for London funding for Congestion Relief Schemes; and

(5) approve retention of the current right turn bans at the nearby junction with Leasons Hill and Station Road pending a review of the junction.

D) SERVICE ROAD TO SHOPS FRONTING SOUTHBOROUGH LANE/THE FAIRWAY, BROMLEY - PROPOSED MAKING-UP UNDER PRIVATE STREET WORKS PROCEDURE

Report ES13036

The service roads on either side of the The Fairway, serving Nos. 187-211 Southborough Lane to the west and 213a-239 Southborough Lane to the east, had not been made-up and adopted. There had been a history of complaints about the condition of the roads, particularly the slab-paved footways which were in a poor condition.

The Council was entitled to make-up the footways for adoption under the provisions of the Private Street Works Code, referred to in the Highways Act 1980 and it was proposed that the Council meet the cost of the works, as enabled by S.236 of the Act, rather than recharge most of the cost to frontage owners.

RESOLVED that the Portfolio Holder be recommended to:

(1) approve the layout for the footway in front of Nos. 187-211 Southborough Lane, as shown on drawing No. 11324-01-1;

(2) approve the layout for the footway in front of Nos. 213a-239 Southborough Lane, as shown on drawing No. 11324-01-2; and

(3) make a First Resolution under s.205(i) of the Highways Act 1980 in respect of the footways as follows:

The Council do hereby declare that the footway in front of Nos. 187-239 Southborough Lane is not levelled, paved, metalled, flagged channelled and made good to its satisfaction and therefore resolves 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

Part 1 – From a point in line with the Western flank boundary of No. 187 Southborough Lane to the west, to the western boundary of the highway known as The Fairway to the east.

Part 2 – From the eastern boundary of the highway known as The Fairway to the west, to a point in line with the eastern flank boundary of Nos. 237-239 Southborough Lane, to the east.

E) PARKS AND GREENSPACE FEES AND CHARGES

Report ES13038

Approval was sought to revise the existing charging policy for the Bromley Environmental Education Centre at High Elms (BEECHE) and introduce charges for outdoor fitness trainers using the Borough's parks and open spaces commercially.

Report ES13038 outlined the revised BEECHE charges and reasoning for them. It also outlined proposed annual fees to outdoor fitness trainers, according to the number of clients and either one or two sessions per week. A rationale for the proposed charges was also provided.

Potential income from the revised BEECHE charges, 2013/14 was compared to 2012/13 income. Estimated income from fees/charges to outdoor fitness trainers was also provided although it was not known how many applications would be received.

A system of registration, application and checking would need to be introduced for the fitness trainers. A personal trainer would need to apply and provide accredited Fitness Industry Association (FIA) approved training qualifications, risk assessment, lesson plan, Public liability Insurance document and a signed licence/agreement upon which a permit/licence would be issued. A draft licence was appended to Report ES13038.

Subject to revenue collection being economically viable, Councillor Adams felt that charging trainers was justified given that indoor trainers are charged for similar activity in leisure centres. From example fee ranges highlighted by officer research at Appendix 2 to Report ES13038, Councillor Adams favoured examples 1 or 3. Concerning the draft "*Licence to operate*", he thought this seemed watertight from a Council viewpoint and he also asked whether the Council should be discretionary on the types of parks to use for fitness activities. In response, the Licence document was considered to provide a watertight agreement between fitness operators and the Council, putting the onus on the operator. For a trainer having between four and ten clients at one session per week, it was proposed to charge £250.

Without such licensing in operation, Councillor Adams enquired whether the Council would be liable if a member of the public incurred an injury at a

Council owned park. Should there be unauthorised activity, it was suggested the Council would not be liable. Football teams were expected to pay for public liability insurance.

Councillor Samaris Huntington-Thresher suggested that enforcing a charging system could cost as much as the revenue obtained. Such a watertight licensing arrangement might also cause difficulties for some trainers and be off-putting. She asked how it was proposed to challenge individuals who might simply be a group of friends training. It was indicated that Ward Security personnel would speak to the individuals; the system was not proposed to be onerous and it was necessary for administration to be cost effective. It was proposed to report back to Members on how the system was working. The Chairman also highlighted a role for the Friends of Parks.

Councillor Grainger sought to understand the benefits trainers might receive from registering rather than operating unlicensed at different locations, including open land. He was also concerned that groups of joggers might be mistaken for trainers and clients.

It was suggested there would be a difference between trainers and others such as joggers and footballers. In particular, trainers could be expected to use equipment such as “step-ups”. For any unlicensed session, it was proposed that Ward personnel would approach the trainer(s) to offer advice on the licensing system and provide leaflets.

A registered trainer would also be expected to have the necessary professional fitness qualifications and a Council licensing system would help to improve the local outdoor fitness offer. People had also been asking for such arrangements.

However, in line with removing obstacles for business, Councillor Grainger suggested this might not be achieved by the approach proposed. He also asked why a trainer needed to have Public Liability Insurance cover of £5m for any one incident. Councillor Adams thought £5m seemed to be the insurance sector’s starting point. Councillor Milner saw the proposed system as a measure to manage a demand. He felt the draft licence was not onerous, provided the licensee obtained the necessary insurance cover.

In response to a question from the Vice-Chairman, it was confirmed that officers would seek evidence of CRB checks for trainers and their staff. However, Councillor Grainger questioned why the Council should be concerned about CRB checks if children were not being trained. Given his concern for practicalities such as enforcement and administration costs, Councillor Grainger preferred to support the system on a trial basis only.

The Chairman highlighted that at Goddington Park, runners were assisting in restoring the Pavilion and contributing to the park’s efficient running. He supported the proposed licensing system provided fitness trainers and their clients moved around a park to limit grass damage to an area. Councillor

Fookes also supported charging particularly where operators used a Council park and advertised.

Concerning BEECHE, it was confirmed to Councillor Fookes that the Council was funding the Centre to an amount of between £50k and £60k per year. Councillor Fookes suggested charging academy schools more than the borough's maintained schools.

Councillor Grainger highlighted that most visits to BEECHE were at the weekend. A significant upturn in visits for the Easter weekend was attributed to an Easter Egg Hunt. Total visits to the Centre for 2012/13 amounted to almost 15,000 and there could be up to 60 daily visits on some days. Councillor Grainger suggested that other opportunities could be opened up with marketing.

The Chairman proposed that the recommendations be supported subject to additional wording to Recommendation 2.2 of Report ES13038.

On charges to outdoor trainers, Councillor Grainger suggested charging a trainer with three or less clients; a trainer might have a number of clients but choose to take each client out individually. Moreover, the trainer might continue to advertise. Given a possible transient nature of clients, he also suggested that trainers be charged monthly or quarterly. Councillor Adams endorsed the views of Councillor Grainger provided it was not cost prohibitive to administer/collect fees.

Members were advised that it was not intended to price small operators out of business. The Chairman suggested that the system be reviewed after the first year of operation; an assessment could then be made on whether it would be sensible to charge a trainer with three or less clients.

On VAT, it was confirmed that charges for the BEECHE school were VAT exempt but fitness training charges would be subject to VAT.

RESOLVED that the Portfolio Holder be recommended to:

(1) approve the revised charges for BEECHE for implementation from 1st May 2013; and

(2) approve the introduction of charges from 1st May 2013 for outdoor fitness trainers using the Borough's parks and open spaces commercially, subject to:

- **charges being a Bromley Parks Licence or charge;**
- **provision of a suitable increment charge for more than two sessions per week and a maximum charge for trainers with four or more sessions per week; and**
- **the charges being introduced for an initial period of one year and then reviewed.**

F) ENVIRONMENT PORTFOLIO PLAN 2013/16

Report ES13024

Members considered the draft Environment Portfolio Plan for 2013/16.

Report ES13024 also summarised the recommended priorities for the Plan, providing background on their significance as the key outcomes to be sought in 2013/16.

On expanding take up of the Green Garden Waste (GGW) collection service, the Chairman wanted to see a long-term target figure for the number of residents using the service. He also wanted a date in the plan for introducing a kerbside collection service for textiles. The aim of the GGW collection service was to reduce congestion around waste sites so a high take-up was preferred. The Chairman understood that other outer-London boroughs had high service take-ups so it should be achievable over the longer term. The Portfolio Holder indicated that this would increase incrementally.

Councillor Fookes highlighted an occurrence where notices had been left advising that vehicles were not to be parked in a street pending a thorough clean that was to take place. Vehicles were moved but the cleaning did not take place. He felt that improvements were necessary on informing residents of forthcoming events such as street cleans. The Chairman reminded Members and Officers of his suggestion at the Committee's meeting on 15th January 2013 for the Council's website to indicate when a street was last cleaned (and when future cleaning work was scheduled). He also asked that a specific commitment be made to improve street cleanliness. Councillor Fookes also suggested that the Council's intranet system, "*One Bromley*", indicate in chart form the responsibilities of officers. He also indicated that it was necessary to improve street cleaning in the area he represented. Where waste was being left in an area and in order to assist the successful prosecution of offenders, he advocated the use of CCTV to capture an incident of waste being deposited.

On extending the trial use of a private enforcement company to issue fixed penalty notices for littering and dog fouling, Councillor Adams understood that the company had yet to issue a fixed penalty notice for dog fouling. He felt that serious effort was needed in this regard. The Portfolio Holder indicated that the company could be requested to have a focus on securing dog fouling prosecutions. He advocated trialling such an enforcement focus, suggesting a trial in Bromley based on a cross-party approach.

Councillor Grainger had a number of comments. In the context of recycling and waste, he referred to waste carpets being heavy and adding to landfill tax. He suggested that recycling carpet waste be considered. He supported the responsibilities of officers being available on *One Bromley*, highlighting functions in the Department and not simply job titles. On enforcement against dog fouling, and noting that owners often walked their dog early morning or at dusk, he hoped that enforcement officers would be on patrol during those

times. He also advocated the use of figures instead of, or in addition to, percentages. On highway maintenance, he advocated maintenance works to lengths of roads as necessary and for improving transportation he felt that reducing journey times should apply not just to priority routes but to all routes. He also preferred not to have casualty figures as targets.

Comments made in response to the points raised included those summarised below.

- The road safety targets were a requirement for TfL and were needed to help secure investment in road safety initiatives and schemes. They were also prefaced with *“no more than”*. In reality accidents would continue to occur but the targets for reductions were stretching.
- An aim for improving transportation was to *“improve the road network and journey times for all users”*.
- Performance Indicators NI 168 and NI 169 for highway maintenance were technical definitions which could be provided along with details of the footway surface indicator for town centres.

On improving transportation, Councillor Adams supported lobbying for extensions of the DLR from Lewisham to Bromley but felt that extending Tramlink to Crystal Palace should also be an aim. The Portfolio Holder supported the Crystal Palace link but highlighted the priority of extending the DLR to Bromley. This was the highest aspiration for the borough followed by a Tramlink extension to Crystal Palace and then a link from Beckenham junction to Bromley.

Councillor Adams felt that any Beckenham junction link was some way into the future. On extending Tramlink to Crystal Palace, he suggested the Council could possibly receive support from nearby Local Authorities. Tramlink access to Crystal Palace would benefit many residents in the Borough's North West who used the Crystal Palace node. The Portfolio Holder referred to Crystal Palace having recently received London Overground; residents from Bromley and beyond would benefit from a DLR extension, particularly in view of issues a Jubilee line proposal would bring. Councillor Adams highlighted that it was TfL money and the Overground had enhanced Crystal Palace so providing further reason to support a Tramlink extension. Councillor Fookes supported comments from Councillor Adams. Councillor Milner saw a DLR extension as a big request compared with a Tramlink extension. He was concerned that the bigger request might jeopardise the smaller request.

Noting commentary reference to improved park security supported by fixed penalty notices for dog related crime and close Police liaison for a joint approach to dangerous dog offences, the Vice Chairman referred to an incident of a dangerous dog killing another dog. She felt that a strong campaign was necessary to illustrate that dangerous dogs were not controllable. It was indicated that work on dangerous dogs was led by officers in the Public Protection Division of Environment and Community Services,

with support from Parks and Greenspace in relation to parks. The Director confirmed that the matter would be taken forward as a cross portfolio issue and officers would look at having a campaign.

On support to schools, developers and businesses for implementing Travel Plans, Councillor Grainger suggested the position on traffic and congestion is monitored before and after Travel Plan implementation. He felt there had been no substantial evidence to justify a need for Travel Plans. Concerning transport interchanges, Councillor Grainger also highlighted interconnectivity and improved parking at stations. Members were advised that Orpington station would have double decked parking. Construction on the second tier would start later in the year and it was intended to improve the entrance to the station from Crofton Road, reducing the impact on local residents. It was confirmed that Network Rail would fund the car park development. The Chairman referred to a forthcoming Public Transport Liaison Committee (scheduled for 25th April 2013) which would provide an opportunity for South Eastern representatives to be present.

On extending the New Beckenham (Lennard Road) car park, Councillor Fookes asked that his opposition to the development be recorded. He explained that the location was an area of green space. For planning considerations, Councillor Grainger highlighted that a double decked extension provided a minimum space. If the Lennard Road car park extension had taken place earlier Councillor Adams indicated that the Copers Cope Controlled Parking Zone might not have been necessary and there might not have been problems with parking in the area.

RESOLVED that the Portfolio Holder be recommended to:

(1) endorse the aims, activities and outcome measures proposed in the draft Portfolio Plan appended to Report ES13024, taking into consideration the budget for 2013/14 which had already been agreed and the comments of the Environment PDS Committee; and

(2) delegate the setting of detailed service outcome expectations for 2013/14 to the Executive Director of Environment and Community Services, in consultation with the Environment Portfolio Holder and the Chairman of the Environment PDS Committee.

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

Report ES13025

Officers had anticipated a further meeting of the Parking Working Group in September 2013 subject to agreement at the Committee's first meeting for 2013/14.

Members were also handed the following briefing papers for information:

- Traffic and Road Safety Work programme
- Update on Congestion Relief in Bromley and
- Smarter Driving

The papers would be circulated to all Members and any comments were to be provided to the Head of Traffic and Road Safety. The Chairman added that the Work programme and Congestion papers fed into consideration of the annual LIP Programme which was considered by the Committee. The Chairman felt that the papers would be of interest to each Ward Member. Member views were to be provided in advance of officers preparing the annual LIP report which was normally presented to the Committee at its November meeting.

RESOLVED that:

- (1) the Committee's Work Programme at Appendix 1 to Report ES13025 be agreed;**
- (2) progress related to previous Committee requests as set out at Appendix 2 to Report ES13025 be noted; and**
- (3) the Environment Portfolio contracts listed at Appendix 3 to Report ES13025 be noted.**

APPENDIX A

QUESTIONS TO THE PORTFOLIO HOLDER FROM MR COLIN WILLETTS FOR WRITTEN REPLY ON 5TH MARCH 2013

1. With regard to the steep grass banking outside nos 79 - 97 Leasons Hill, nos 147- 173 Leasons Hill and 282 - 304 Chipperfield Road, could the Portfolio Holder tell us i) if the Health and Safety issues have been resolved to allow all the grass banking (top to bottom) to be cut?, ii) if these issues have not been resolved could he tell us when they will be?

Reply

(i) The Landscape Group and LBB are currently jointly reviewing the health and safety control measures.

(ii) These issues should be resolved following a review of the health and safety control measures. This may result in an adjusted maintenance regime from April 2013 and subsequent seasons.

2. Having been informed by Councillor Ince at our LCRA meeting 4/2/13 that a CCTV camera had been installed overlooking Cotmandene Crescent car park it transpired via a later email that this was 'promised' rather than 'installed'. Could the Portfolio Holder tell us when this 'promise' will be fulfilled with an approximate date for installation to counter the ongoing fly tipping problem at this location?

Reply

The contract was put out to tender immediately after the Portfolio Holder gave the go ahead for the scheme, the tenders have been evaluated and the contract awarded.

There is a six week lead in on having the cameras built and the installation will be started as soon as the cameras are received, shortly thereafter. It is anticipated that all of the works should be completed and the system commissioned at the beginning of April.

3. Could the Portfolio Holder tell us if the flank fences forming the boundaries adjoining the public footpaths adjacent at i) 50 Curtismill Way & ii) 52 Curtismill Way & iii) 43 Broomwood & iv) 45 Broomwood Road are the responsibility of the London Borough of Bromley?

Reply

Flank fences that form the boundary to a public footpath would be considered the responsibility of the adjoining owner of the premises. Investigations regarding land ownership of these locations have been made with the Land Registry Office.

**QUESTIONS TO THE PORTFOLIO HOLDER FROM MR COLIN WILLETTS
FOR WRITTEN REPLY ON 16TH APRIL 2013**

1. Could the Portfolio Holder have the 96% (overall total estimate) of unnumbered lamp columns in Saxville Road, Pleasance Road, Kelsey Road, Normanhurst Road & Dawson Avenue marked up for identification?

Reply

In view of the lamps' original ID tags having either been stolen or vandalised, numbers will now be stencilled on to the columns for identification purposes.

2. Could the Portfolio Holder assist in cordoning off a missing section of metal railings (leading to a 20 foot drop on to concrete hard standing) 60 yards in, on the left hand side, in LBB road adjacent 1 Whippendell Way, reported as urgent 7/4/13 and further reported to me by Mr Stephen Brown 281 Chipperfield Road on Tuesday evening 7pm 9/4/13 as still a hazard.

Reply

Yes.

3. Having been asked directions to Orpington Library on several occasions (including today 10/4/13 outside of WH Smith), could the Portfolio Holder consider installing Library sign/s at the north/south side entrances to the Walnuts lead from Orpington High Street?

Reply

I have referred your question on to Mr Marc Hume, Director for Renewal & Recreation who holds responsibility for libraries to determine whether he believes, or might have previously heard concerns expressed that such signage is necessary.

I will write to you in due course when I have heard back from him.

The Meeting ended at 9.45 pm

Chairman

This page is left intentionally blank

Report No.
ES13065

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment Portfolio Holder

For Pre-Decision Scrutiny by the Environment PDS Committee on

Date: 25 June 2013

Decision Type: Non-Urgent Executive Non-Key

Title: PROVISIONAL OUTTURN 2012/13

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

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

Ward: Borough-wide

1. Reason for report

This report provides the Portfolio Holder with the provisional final outturn position for 2012/13 for the Environment Portfolio. This shows an overspend of £33k for 2012/13.

It also reports the level of expenditure during 2012/13 for the selected projects within the Member Priority Initiatives.

2. **RECOMMENDATIONS**

The Portfolio Holder is requested to:

2.1 **Endorse the 2012/13 provisional outturn position for the Environment Portfolio.**

2.2 **Note the outturn position in respect of the Environment projects within the Member Priority Initiatives programme.**

Corporate Policy

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

Financial

1. Cost of proposal: Not Applicable
 2. Ongoing costs: Recurring Cost
 3. Budget head/performance centre: All Environment Portfolio Budgets and Earmarked Reserve for Member Priority Initiatives
 4. Total current budget for this head: £41.5m and £1.15m
 5. Source of funding: Existing revenue budgets 2012/13 and Earmarked Reserve for Member Priority Initiatives
-

Staff

1. Number of staff (current and additional): 206ftes
 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 provisional outturn for the Environment Portfolio shows an overspend of £33k against a controllable budget of £31.655m, representing a 0.1% variation. The detailed variations are shown in Appendix 1 with a summary included in Section 5.
- 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.
- 3.3 Council on 26th March 2012 approved the setting aside of £2.26m in an earmarked reserve for Member priority initiatives. The Environment Portfolio is responsible for the delivery of three of these initiatives as detailed below:-

Member Priority Initiatives	£'000
General Improvements to footways and highways	750
Support to Friends Groups	250
Renew/replace the Council's community recycling sites	150
	<u><u>1,150</u></u>

- 3.4 Appendix 2 has the details of the actual expenditure incurred during 2012/13 for each of the schemes.

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 total variation for the Environment Portfolio at the year end is an overspend of £33k. Some of the major variations are summarised below, with more detail included in Appendix 1.
- 5.2 At the end of the year there was a shortfall in income totalling £570k for on- and off-street parking, partly due to the price increases not taking effect until 30th April and partly due to a

reduction in usage. This deficit was offset by management action to reduce parking running costs (Cr £148k), extra income from parking and bus lane contraventions (Cr £138k) and other underspends across the Portfolio.

- 5.3 Customer drop out for trade waste collections was not as high as previous years despite the recent price increase and a surplus of Cr £180k has been generated. This offset a reduction in income (Dr £124k) from trade waste delivered to the depots due to a decrease in customers. It should be noted that part of the reduction in waste disposal tonnages was directly related to a decrease in customers (Cr £77k). Disposal tonnage was much less than anticipated generating an underspend of Cr £163k and there were other net overspends within waste total Dr £24k.
- 5.4 Rebates and credits have been received totalling Cr £80k for street lighting energy which partly offset the overspend of £236k on winter maintenance.
- 5.5 There is an underspend of £123k for the Parks and Greenspace division budgets. This is made up of £20k on staffing due to vacancies, £38k credits received for utility bills and £65k on grounds maintenance budgets.
- 5.6 Other minor underspends across the department total £12k.
- 5.7 The final payment of a European grant has now been received for the Commerce project. This, together with the release of provisions made for the project totals £97k. This amount has been transferred to an earmarked reserve for future possible redundancy costs relating to TfL funded staff, subject to executive approval. Members should note that at this time there is no indication that LIP funding is likely to be reduced, however, should this amount be set aside in the reserve it would provide a buffer should the costs not be able to be contained within TfL resources.
- 5.8 Appendix 2 shows that £764k has been spent during 2012/13 out of the £1.15m set aside for the three projects within the Member priority initiatives. This leaves a balance of £386k.

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

Environmental Services Portfolio Provisional Outturn Summary

2011/12 Actuals £'000	Division Service Areas	2012/13 Original Budget £'000	2012/13 Latest Approved £'000	2012/13 Outturn £'000	Variation £'000	Notes	Variation Last Reported £'000	Full Year Effect £'000
(5,610)	Customer & Support Services	(6,697)	(6,754)	(6,470)	284	1-6	247	200
1,932	Parking	1,402	1,374	1,359	(15)	7	(10)	0
(3,678)	Support Services	(5,295)	(5,380)	(5,111)	269		237	200
101	Public Protection - ES	113	113	104	(9)	8	0	0
101	Emergency Planning	113	113	104	(9)		0	0
5,904	Street Scene & Green Space	4,535	4,460	4,440	(20)	9	(7)	0
2,454	Area Management/Street Cleansing	2,385	2,380	2,428	48	10	(13)	0
(18)	Highways	(29)	(29)	(36)	(7)	11	0	0
6,057	Markets	6,042	6,130	6,007	(123)	12	(105)	0
567	Parks and Green Space	628	579	582	3	13	0	0
16,549	Street Regulation	16,254	16,454	16,182	(272)	14	(157)	(200)
31,513	Waste Services	29,815	29,974	29,603	(371)		(282)	(200)
6,613	Transport & Highways	6,188	6,470	6,622	152	15	39	0
161	Highways incl London Permit Scheme	142	172	167	(5)	16	0	0
866	Highways Planning	346	306	303	(3)	17	0	0
7,640	Traffic & Road Safety	6,676	6,948	7,092	144		39	0
35,576	TOTAL CONTROLLABLE	31,309	31,655	31,688	33		(6)	0
7,652	TOTAL NON-CONTROLLABLE	6,937	7,561	7,561	0		(141)	0
2,614	TOTAL EXCLUDED RECHARGES	2,103	2,321	2,321	0		0	0
45,842	PORTFOLIO TOTAL	40,349	41,537	41,570	33		(147)	0

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
Allocation from Contingency Inbucon Pay Awards	7
Carry forward re Garden Waste Trial	161
Carry forward re Parks & Green Space - Keston Ponds	20
Carry forward re Parks & Green Space - Playground works	67
Rental Income - Budget Adjustments (already actioned by KT)	60
Property Services Rental Income	(4)
Fibre Optic Cable Chartwell transfer from ES to Resources	(5)
Latest Approved Budget for 2012/13	41,042

Memorandum Items

Capital Charges 5802	253
Deferred Charges (REFCUS) 5804	(1,475)
Impairment 5806	2,281
Gove Grants Deferred Sub 5807	(997)
Insurance	102
Rent Income	(33)
Repairs & Maintenance	(403)
IAS19 (FRS17)	674
Excluded Recharges	93
Reported Latest Approved Budget for 2012/13	41,537

Environmental Services - Provisional Outturn Notes as at 31st March 2013

1. Income from bus lane contraventions Cr £97k

An increase in bus lane contraventions has meant that income was above budget by £106k. This has been offset by £9k less income received for tickets issued in 2011/12 than expected. The net effect is a surplus of £97k.

2. Off Street Car Parking Dr £245k

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 around Dr £20k.

For 2012/13, off-street car parking income was a further £296k below budget. Within this variation, around £110k relates to the four multi-storey car parks, and £186k to other surface car parks. The impact of the Easter bank holiday at the end of the financial year meant the income was slightly lower than originally projected.

The income deficit is partly being offset by savings from management action of £60k from reducing running expenses, including contract costs. There is a further net £11k underspends from minor variations across the service.

3. On Street Car Parking Dr £144k

Income shortfall in April was £40k as the fees were introduced at the end of the month. The actual income for 2012/13 is well below budget in Bromley, Beckenham and Orpington town centres. Overall a shortfall in income of £254k is projected. Again, the impact of the Easter bank holiday at the end of the financial year meant the income was slightly lower than 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.

There are underspends within the telephone budget of £6k, £31k on contract variation orders and a £3k on other areas.

The full year effect of the deficit currently projected for parking will be balanced by a combination of additional income generated from the extra parking capacity being provided within Bromley Town Centre following the closure of Westmoreland Road Car Park, and the balance will be funded from the underspend within waste management.

4. Car Parking Enforcement Cr £3k

There is a net surplus of £24k from PCNs issued by Vinci due to an increase in contraventions.

There is a net surplus of £17k for mobile and static cameras. There have been reduced contraventions in 2012/13, however a slight increase in income received from tickets issued in 2011/12.

There are overspends within employee budgets of £21k, and £17k across general running expenses. Of this £17k, there is an overspend on postage of £23k and credit card commission of £7k, partly offset by an underspend of £8k on non-scheduled maintenance of the mobile cars and £5k on printing and stationery.

5. Permit Parking Dr 5k

There is a net variation of £5k on permit parking due to an underspend of running costs of £10k and a deficit in income of £15k.

6. Disabled Parking Cr £10k

There is an underspend within the controllable budget of £10k, due to reduced printing & stationery costs. The recharge contribution to Care Services has been reduced accordingly.

Summary of variations within Parking:	£'000
Bus Routes Enforcement	(97)
Off Street Car Parking	316
On Street Car Parking	254
Net additional income from other parking contraventions	(41)
Savings resulting from management action	(130)
Underspend within supplies & services - off-street	(11)
Underspend within supplies & services - on-street	(40)
Overspend within Enforcement employee costs	21
Increased supplies and service costs within Enforcement	17
Variation on permit parking	5
Underspend within disabled parking printing & stationery	(10)
Total variation for parking	<u>284</u>

7. Support Services Cr £15k

There is an underspend within employee costs of Cr £20k, largely due to not filling vacancies, and other minor variations across running expense budgets of Dr £5k.

8. Emergency Planning Cr £9k

There is an underspend within employee costs of Cr £12k, due to a further secondment taking place. This more than covers a small net overspend across running expense budgets of £3k, resulting in an overall underspend of Cr £9k.

9. Area Management & Street Cleansing Cr £20k

Within the FPN Littering Offence budget, there is a net deficit of £17k. This takes account of contractor payments, printing and stationery partly offset by income received. It should be noted that the deficit has occurred because the recovery rate has dropped below 60%.

There is a net overspend within employee costs of £8k. This is a combination of underspends on staff advertising, and an overspend resulting from the delay in implementing the Street Scene & Green Space review of back-office functions.

There is also a net overspend within premises costs of £5k, resulting from delays in the planned closure of public conveniences: £17k electricity, and £6k water which are offset by an underspend of £18k on general repairs & maintenance. Additionally there are increased toilet cleaning contract payments of £12k. These overspends are being met by underspends within graffiti removal.

Within the cleansing contract there are underspends on graffiti removal of £54k. Of this, approximately £30k is due to a reduction in planned works in order to finance additional pothole expenditure within Highways SSGS (see below).

There is a net overspend of £7k on the cleansing contract.

There is an underspend of £15k on car allowances.

10. Highways - SS&GS Dr £48k

There is an underspend within "Snow Friends" of £14k due to surplus supplies being used from 2011/12.

There is a net overspend within contract costs of £42k. This is largely due to additional pothole repairs carried out as a result of the prolonged period of cold and wet weather which caused increased deterioration of the highway network. These costs are being met by planned underspends within the street environment contract budgets.

There is a net underspend with the amenity / environment budgets for tree maintenance, minor works and rural verge maintenance of £12k. This is due to poor ground conditions caused by extended periods of wet weather during 2012/13 preventing easy access to some trees, hedges & verges.

There is an overspend of £23k within the Public Rights of Way budget due to additional works being undertaken. However, these costs are more than offset by the underspend within Markets and across the Street Scene and Greenspace division as a whole.

Within the budgets for income from Street Traders' Licences, and Issue of Skip Licences, there is a combined deficit of £9k. This is largely due a bad debt provision raised at year-end relating to unpaid charges.

11. Markets Cr £7k

There is an underspend within premises costs of £17k, largely due to receiving an unanticipated credit on electricity charges. This is offsetting an overspend of £12k within supplies and services relating to general market improvements.

There is also a small surplus within income of £2k. This has resulted in a net underspend across the markets service of £7k.

12. Parks & Green Space Cr £123k

There is an underspend across staffing budgets of £20k. This is due to a combination of not recruiting to vacant posts, and using temporary / agency workers generating cost savings, to cover other vacant posts.

Within premises costs, there is an underspend on utility budgets of £38k. This has arisen due to unexpected credits and re-invoicing occurring during December/January as result of meter re-calibration and previous period adjustments.

In Grounds Maintenance, there is an underspend of £62k. This relates to minor underspends on contract works of £20k, other hired & contracted services £40k and net other underspends across the service of £2k.

There is surplus income within BEECHE of Cr £20k. This is as a result of a higher volume of school visits than previously expected as well as additional income from room hire at the centre.

There are other net overspends across the service of Dr £17k, giving rise to an overall underspend of Cr £123k

Summary of variations within Parks & Green Space	£'000
Underspend across staffing budgets	(20)
Underspend on utility budgets	(38)
Grounds Maintenance underspends	(62)
Surplus income within BEECHE	(20)
Net overspend on other budgets across service	17
Total variation for Parks & Green Space	<u>(123)</u>

13. Street Regulation Dr £3k

There is a small net overspend across supplies and services budgets of Dr £3k.

14. Waste Management Cr £272k

Disposal tonnage was 3,140 below budgeted levels, resulting in a underspend of £240k on the disposal contract.

Within the total variation of 3,140 tonnes, approximately 1,000 tonnes relates to decreased activity from builders and other tradesmen bringing waste to the depots. This has resulted in an underspend of £77k, which partly offsets the income shortfall described below.

There is a deficit of £124k for trade waste delivered income due to reduced activity as described above. The bad weather earlier in the year, especially during April and May may have had an impact, and it had been hoped that this activity would pick up later in the year. However, this does not appear to have happened, hence the year-end variation. The net deficit relating to this service is therefore £47k.

There is a deficit as a result of the payment mechanism built into the disposal contract of £34k, based on 2012-13 tonnages.

Within trade waste collection income, there is a surplus of £180k. 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 total customers has only been around 3.5%, resulting in the surplus income. Additionally, bad debt provisions no longer required of approximately £25k have been released into revenue, contributing to this overall surplus.

There is a deficit of £33k within income from recycled paper, due to lower than anticipated paper tonnages.

Within other income streams, there is a net shortfall of £16k. This relates to a textiles deficit of £28k, and a net surplus of £12k from other income lines.

As a result of a reduced dropout of trade customers than budgeted, there are increased costs within the collection contract of approximately £23k. These are offset by various underspends across other aspects of the collection service, resulting in a net underspend of £79k.

There is also an underspend within the collection contract of £70k relating to the green waste sticker collection service. Through introducing the new full Garden Waste Collection Service, collection costs associated with the existing sticker service have been absorbed, leading to this underspend. This has enabled expenditure of £60k on new containers for the full Garden Waste Collection Service in anticipation of its expansion in 2013-14.

There are also provisions no longer required relating to Trade Waste and Clinical Waste totalling £72k which have been released to revenue.

Within the Green Garden Collection Waste service, there is an actual in-year surplus of £17k. However, when taking into consideration the payback to the invest-to-save fund of £80k, there is an overall deficit of £63k. This is largely attributable to an income deficit of £100k due to staggered customer take-up throughout the year (as opposed to anticipated customer numbers already being part of the scheme as at 1st April 2012). There are also increased staffing costs of £6k and printing & publicity costs not previously allowed for of £23k.

Partly offsetting this deficit are reduced collection costs of £34k (as a result of fewer customers being in the scheme than expected), and savings on disposal costs of £32k due to no additional green garden waste tonnage costs incurred. These variances give rise to the overall deficit within the Green Garden Waste Collection service of £63k.

There is an underspend within staffing and other running expenses of £19k. This is largely due to staff vacancies.

Due to legislative changes, detritus collected from street cleansing can no longer be composted. Veolia have offered to dispose of this tonnage at a price of £73 per tonne instead of landfilling it at a cost of £122. This tonnage used to be disposed of by composting at a cost of £43 per tonne. The change in legislation has meant that the Council has had to incur additional disposal costs in 2012-13 of £58k, relating to around 1,930 tonnes of detritus.

Summary of variations within Waste Management	£'000
Decrease in waste disposal tonnage	(163)
Reduction in disposal tonnage as a direct result of a decrease in trade waste delivered customers	(77)
Shortfall of income due to drop in customers delivering trade waste to depots	124
Payment mechanism deficit	34
Additional income from trade waste collections	(180)
Paper income	33
Income from the sale of textiles	28
Surplus from other income lines	(12)
Net underspend within collection contract - trade waste & other items	(79)
Underspend within collection contract - sticker collection	(70)
Purchase of green garden waste containers	60
Release of provision balances	(72)
Green garden waste collection service	63
Underspend within staffing & other running expenses	(19)
Extra cost of disposing of detritus	58
Total variation for Waste Management	<u><u>(272)</u></u>

15. Highways including London Permit Scheme Dr £152k

Actual street lighting electricity costs are £90k below budget, largely the result of receiving unexpected rebates and credits of £80k.

Within carriageway and footway repairs, there is a net underspend of £24k. This has largely arisen where actual contractor costs for some repair works have been slightly lower than initially anticipated.

Within Street Lighting, unrecovered costs from impact damage are £28k below budget. This has arisen due to a higher number of incidents being successfully recovered through insurance claims than previously anticipated.

There is an underspend of £24k within the Lead Local Flood Authorities budget. This has occurred where the accrued costs for completed works at the end of 2011/12, were slightly higher than the final charges.

There are net underspends across IT, and other general running expense budgets of £17k.

Within NR&SWA income, there is a net deficit of £99k. This relates largely to increased bad debt provision of £91k for defects raised in 2011/12 which are still outstanding as at 31st March 2013.

Costs relating to winter maintenance due to the snow during the winter months, and the subsequent prolonged period of cold weather, have resulted in an overspend of £236k. This has increased from the previously reported overspend of £129k, largely due to further salt/gritting costs as a result of the cold weather continuing longer than initially anticipated i.e. into March. The table below gives a breakdown of winter maintenance budgets and variances: -

Winter Maintenance	Budget £'000	Spend £'000	Variance £'000
Salt, gritting & snow clearance	157	368	211
Met Office Costs	25	21	(4)
Vehicle / plant maintenance & repairs	110	122	12
Standby / training / overtime and other costs	104	121	17
Winter Maintenance Totals	396	632	236

Summary of variations within Highways (incl London Permit Sci £'000

Street Lighting electricity	(90)
Carriageway / Footway underspend	(24)
Underspend on Street Lighting Impact damage unrecovered	(28)
Underspend within Lead Local Flood Authorities budget	(24)
Net underspends across other running expenses	(17)
Deficit within NR&SWA income	99
Winter Maintenance	236
Total variation for Highwas including London Permit Scheme	152

16. Highways Planning Cr £5k

Minor variations in supplies and services budgets totals Cr £5k.

17. Traffic & Road Safety Cr £3k

The final payment of a European grant has now been received for the Commerce project. This together with the release of provisions made for the project, totals £97k and this amount has now been transferred to the earmarked reserve for future potential redundancy costs relating to TfL funded staff, subject to Executive approval. This will provide a buffer should the costs not be able to be contained within TfL resources.

Other net variations across budgets total Cr £3k.

Analysis of Members' Initiatives - Earmarked Reserves @ 31.3.2013

Item	Divison / Service Area	Responsible Officer	Allocation £'000	Total Spend During 2012/13 £'000	Balance Available £'000
Footways, Highways & General Improvements	T&H - Highways	Garry Warner	750	614	136
Support for Friends Groups	SS&GS - Parks & Green Space	Louise Simpson	250	0	250
Renewal / Replacement of Community Recycling Sites	SS&GS - Waste	John Woodruff	150	150	0
TOTAL			1,150	764	386

This page is left intentionally blank

Decision Maker: Environment Portfolio Holder

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

Date: 25th June 2013

Decision Type: Non-Urgent Executive Non-Key

Title: GREEN CHAIN MANAGEMENT PLAN

Contact Officer: Stephanie Waddington; Principal Greenspace & Countryside Development Officer Tel: 020 8464 3333 E-mail: stephanie.waddington@bromley.gov.uk

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

Ward: Crystal Palace; Copers Cope; Bromley Town; Plaistow & Sundridge; Mottingham and Chislehurst North; Chislehurst

1 Reason for report

To advise Members of the updated constitution of the Green Chain Joint Officer Working Party, and inform Members of the new Green Chain Management Plan drafted for 2012-2017

2 RECOMMENDATIONS

That the Environment Portfolio Holder:

2.1 Agrees the revised constitution of the Green Chain Joint Officer Working Party; and

2.2 Agrees the 2012-2017 Green Chain Management Plan.

Corporate Policy

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

Financial

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

Staff

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: ~ 20-30 hrs pa
-

Legal

1. Legal Requirement: None
 2. Call-in: Applicable
-

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): apx. 5,000 visitors per month (based on Walk London pedestrian count 2009)
-

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 The Green Chain Joint Officer Working Party is made up of two officers from each of the Green Chain boroughs (one representing planning/highways and one parks/greenspace). Following the abolition of the Green Chain Joint Committee in February 2012 it was agreed that new terms of reference should be agreed for the Green Chain [Joint Officer] Working Party, to enable them to move from a previously informal group to a more formal arrangement. These are attached as Appendix 1.
- 3.2 With its original Policy Document having been formally adopted in 1977, the Green Chain partnership has recently celebrated its 35th anniversary. The pioneering approach of the four original local authorities (now five with Southwark) working together to protect, enhance and promote the open spaces of South East London continues to be seen as an exemplar model for others to follow.
- 3.3 Over the past five years the partnership has continued to deliver on its core policy aims, whilst achieving a number of additional benefits.

Key achievements include:

- Securing over £750,000 from external sources to enhance the strategic walk linking the open spaces - a ratio of £3 to every £1 of local authority core funding.
 - Completing a new 7 mile extension of the Green Chain Walk to Dulwich Park.
 - Engaging with over 25,000 local stakeholders through annual walking festivals, community road-shows and town centre parades.
 - Ensuring the protection of the existing Green Chain open spaces.
 - Supporting the development and delivery of the East London and All London Green Grid - with over £5 million invested locally in green infrastructure improvements
 - Establishing links with over 50 primary schools in SE London benefiting over 2,000 school children through field study trips delivered through an annual outreach project.
 - Successfully demonstrating the role of the Green Chain Walk in integrated transport policy thinking, providing links to transport hubs within a mile of the Green Chain
- 3.4 **2012-2017 Green Chain Management Plan** - The format of the Plan has not changed from the previous document, to retain consistency, and has been laid out in four sections. Part One provides a general introduction and a review of the achievements from the previous Plan; Part Two describes existing service provision and resources; Part Three identifies Green Chain objectives and issues, in particular the impact of bids to Transport for London and the All London Green Grid. Part Four explains the means of delivering the Action Plan and evaluating progress over the five year period.
- 3.5 As set out in the plan, there are 12 main aims for the Green Chain:

1. Strengthen the Green Chain financial base;
2. Raise the profile of the Green Chain across the region;
3. Ensure the continual protection of the Green Chain open spaces;
4. Develop an effective walking network for the Green Chain;
5. Develop the Green Chain as a regional resource;
6. Increase community involvement in the Green Chain;
7. Promote the Green Chain as a resource for health initiatives;

8. Provide educational opportunities to schools and higher educational centres;
9. Contribution to the protection of London’s biodiversity;
10. Integrate the Green Chain into a sustainable transport system for SE London;
11. Contribute to regeneration initiatives; and
12. Provide a service that is available to all

3.6 The 5 year forward plan sets out a range of ambitious strategic objectives which are considered by the Working Party to be both achievable and realistic in the context of local authority budgetary constraints and the challenging economic times.

These medium-term objectives include:

- Creating a new 5 mile extension of the Green Chain Walk to Greenwich Royal Park as part of the Olympic Legacy
- Maximising existing project costs and resources by structuring operational work with volunteers and establishing a “Friends of the Green Chain” user group to support delivery of the partnership’s aims and objectives.
- Co-ordinating the development and delivery of the Green Chain Plus framework of the All London Green Grid, and project-managing partnership proposals totalling £475,000.
- Monitoring and responding to all planning applications affecting the Green Chain
- Contributing to the development of “Greenways for the Olympics and London” (GOAL) in South East London.

3.7 Previously endorsed by the Member-led Green Chain Joint Committee, the initial draft plan was sent to over 100 community groups and stakeholders for comment. Their feedback has been incorporated into this final draft which was subsequently approved with some minor amendments by the Green Chain Joint Officer Working Party. The Final version of the Management Plan is attached as Appendix 2.

4. FINANCIAL IMPLICATIONS

- 4.1 The Council does not currently contribute to the Green Chain operational fund.
- 4.2 The Green Chain Officer Working Party may use their own funds to improve Green Chain areas within Bromley.

5. POLICY IMPLICATIONS

- 5.1 The Green Chain Management Plan supports the Environment Portfolio Plan –
 - Outcome 3: Enhancing Parks and Green Spaces
 - Outcome 5: Improving transportation (encouraging walking)

Non-Applicable Sections:	Legal and Personnel Implications
Background Documents: (Access via Contact Officer)	Previous Green Chain Management Plan Letter detailing abolition of Green Chain Joint Committee

GREEN CHAIN Joint Officer Working Party

Aims, Terms of Reference and Membership

Aims

The aim of the Joint Officer Working Party is to achieve and promote the objectives and policies set out in the Green Chain Policy document. The Main policy objectives are:

1. To improve and encourage the provision of suitable recreational facilities with an emphasis on those serving a wide area of south east London and/or requiring open land.
2. To safeguard the open land from built development and maintain its structural contribution in providing a visual break in the built up area of London.
3. To conserve and enhance the visual amenity and ecological aspects of the landscape.
4. To improve public access to and through the area.
5. To promote an overall identity for the area in order to increase public awareness of available recreational facilities.
6. To encourage collaboration and co-operation of the various public and private agencies, owners, organisations, clubs etc., in the area to achieve the above objectives.

Terms of Reference

1. To monitor and give direction to the work of the Green Chain Project Officer and assist the Officer in responding to Planning applications that are on a Green Chain site or are deemed to have a potential impact on the Green Chain.
2. To comment, suggest and endorse on matters of policy implementation and revision.
3. To recommend an annual budget for expenditure relating to the achievements of Green Chain Policy objectives.
4. Where decisions on any of the above are deemed strategic (affect more than one Borough), Borough representatives should take the Joint Officer Group's decision back to be endorsed by their individual Borough's Member process.
5. Where decision on items above affects only one Partner Borough, it is up to that Borough's representatives to decide what, if any, further endorsement/permissions are required from their Authority.

Membership

Two Officers from each of the constituent local authorities. Membership should collectively comprise representatives from Planning, Highways and Parks/Recreation.

Frequency of Meetings and Election of Chair

The Joint Officer Working Party shall meet quarterly to agree strategic direction of the partnership and recommend the annual budget. The Chair and Vice-Chair should be elected from amongst the membership on an annual basis.

SE London Green Chain
Management Plan
2012- 2017

Final Draft version

July 2012

CONTENTS

PART ONE	<i>What is the Green Chain?</i>	1
	Introduction	1
	How the Green Chain operates	1
PART TWO	<i>Green Chain Service Provision in SE London</i>	5
	Existing service	5
	Service issues	5
PART THREE	<i>Looking Forward</i>	8
	Current issues and project development	8
	Green Chain objectives	9
PART FOUR	<i>Getting There</i>	22
	Priorities	22
	Planned activities	22
	How will this be delivered?	23
	Action plan	23
	Evaluation	24
	Table of actions	25
APPENDICES		
	1. References	34
	2. Borough policies	35
	3. Regional Policies referring to the Green Chain	38

PART ONE *What is the Green Chain?*

Introduction

- 1.1 In 1977 some 300 open spaces in South East London were designated as Green Chain open spaces to give extra protection against inappropriate development in the London Boroughs of Bexley, Bromley, Royal Greenwich and Lewisham. In 2008 a fifth borough- Southwark- was welcomed to the partnership. The open spaces all have a strategic value as they are connected to form a 20-mile long swathe of land through South East London. Within the Green Chain open spaces can be found ancient woodlands, historic parks and landscapes, commons, heath, farmland and recreation grounds. This continues as a collaborative initiative between these 5 boroughs.
- 1.2 In the early 1980s the strategic significance of these open spaces was further reinforced with the introduction of a network of sign-posted footpaths. More than 50 miles of footpaths link many of the open spaces and create a recreational resource of regional significance, see Figure 1.

How the Green Chain operates

- 1.3 The Green Chain is managed and co-ordinated by a Joint Officers' Working Party comprised of council officers from planning, highways, and leisure services departments of the five boroughs, with formal decisions taken through the Member's of individual authorities.
- 1.4 In 1993 a Project Officer was employed to implement many long standing proposals and develop new initiatives to further enhance the project. The Working Party acts as his steering group.

Figure 2 illustrates how the Green Chain is managed.

What people think about the Green Chain Walk...

- **93%** think it's good for your **health**
- **83%** think it helps **protects the natural environment**
- **83%** think it's **convenient** to visit and use
- **78%** think its **educational**
- **78%** think it provides **access to open spaces** in SE London
- **69%** think it provides **recreational opportunities**
- **68%** think it's an **alternative means of getting around**

Figure 1 The SE London Green Chain open spaces and walking network

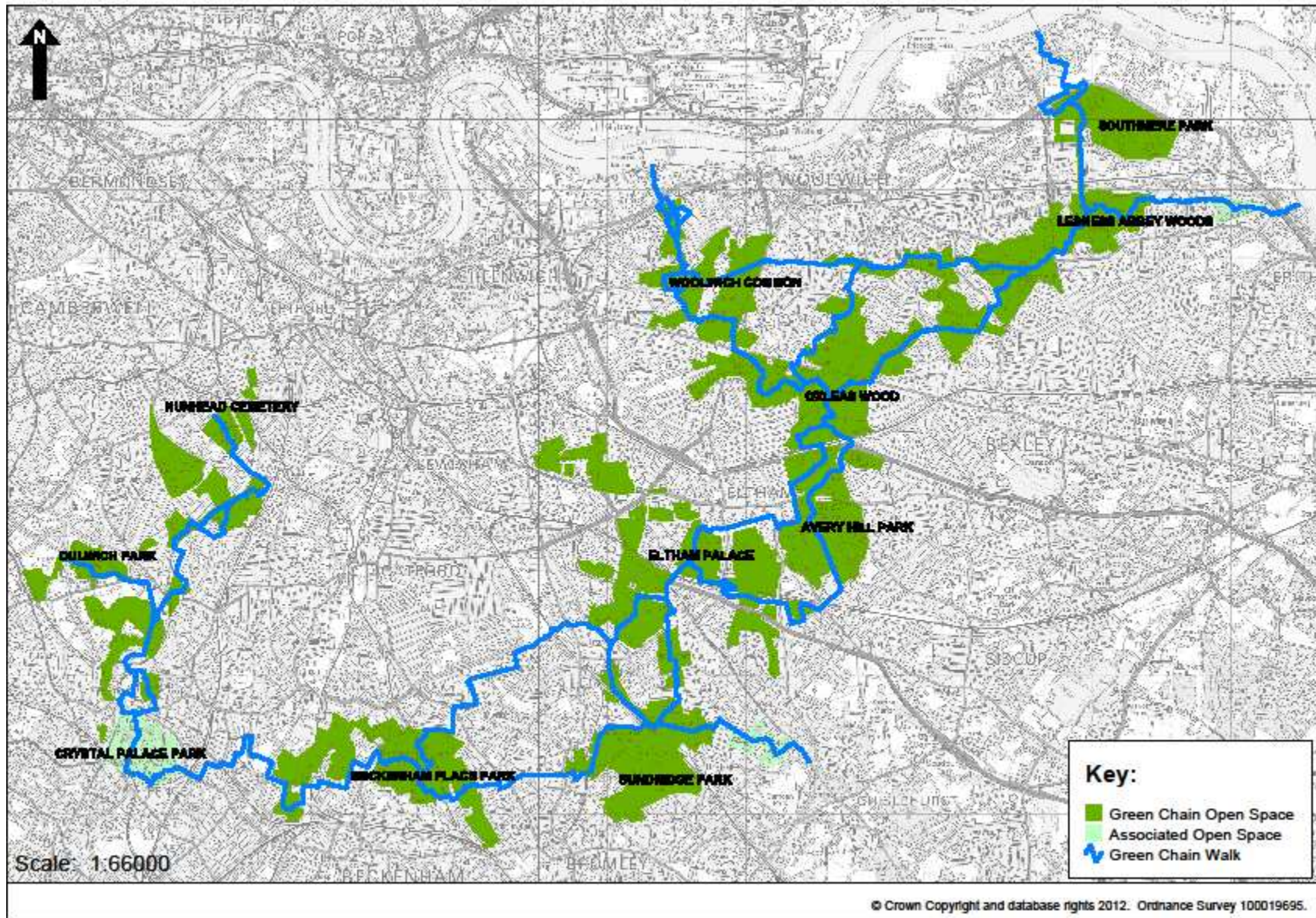


Figure 2. Management Structure of the Green Chain

Partner Local Authorities	Takes formal decisions on the strategic direction of the partnership through Members.
Green Chain Working Party	Represents the Green Chain in each of the boroughs. Sets long term management programmes and acts as a steering group for the project officer. Monitors Green Chain Operational Fund and planning proposals affecting the Green Chain Open Spaces.
Green Chain Project Officer	Carries out day-to-day management of the Green Chain and progress projects identified by the Working Party.
Friends of the Green Chain	Reports any issues impacting on the Green Chain to the Project Officer, acting as the partnership's "eyes and the ears".

1.5 The Green Chain's development has depended on a successful partnership between the boroughs and the continued financial contributions made to the Joint Operational Fund. Within the boroughs, officers on the Working Party are the main link between Green Chain boroughs, liaising with elected councillors, other council staff and members of the public. The Green Chain public open spaces are managed by the partner boroughs while planning issues are the responsibility of each of the boroughs, these close relationships are essential for the long term success of the Green Chain.

1.6 The aim of the partnership is to achieve and promote the objectives and policies set out in the 1977 Green Chain Policy Document. The objectives are:

- § To improve and encourage the provision of suitable recreational facilities, with an emphasis on those serving a wide range of South East London and/ or requiring open land.
- § To safeguard the open land from built development, and to maintain its structural contribution in providing a visual break in the built up area of London.
- § To conserve, enhance and raise public awareness of the visual amenity and ecological aspects of the landscape.
- § To improve public access to and through the area.
- § To promote an overall identity for the area in order to increase public awareness of available recreational facilities

- § To encourage the collaboration and co-operation of the various public and private agencies, owners, organisations, clubs, etc. in the area to achieve the above objectives.

1.7 The policy objectives set out in 1977 continue to be as relevant today as they were then. These can be summarised as a mission statement for the Green Chain:

The London Boroughs of Bexley, Bromley, Royal Greenwich, Lewisham and Southwark working in partnership to safeguard, enhance and promote the Green Chain open spaces for the enjoyment of all.

Achievements from the last management plan:

The previous plan set out 11 policy areas to be developed backed by 39 actions. 34 of these actions have either been completed or are underway. Among these actions there have been clear achievements, namely:

- Secured over £750,000 from external sources
- Raised the profile of the Green Chain regionally through an annual walking festival, marketing campaigns and the extension to Southwark;
- Supported the development and delivery of the East London and All London Green Grid;
- Enabled targeted service provision to under-represented groups through a new health walks pack and school's resource directory;
- Became involved in regional fora on transport, open space development and biodiversity;
- Engaged with local communities through outreach and consultation activities;
- Established links with over 50 primary schools through an annual outreach project;
- Successfully demonstrated the role of the Green Chain Walk in integrated transport policy thinking.

PART TWO *Green Chain Service Provision in SE London*

Existing service

- 2.1 The Green Chain has continued to develop a range of services that fulfil its original objectives while responding to change, so that the strategic network of open spaces can be fully enjoyed by SE Londoners.
- 2.2 There are core services for all the partner boroughs, namely:
1. Responding to planning matters affecting the open spaces
 2. Managing the sign-posted Green Chain Walk to a quality standard
 3. Promoting the scheme through the range of publicity material
 4. Maintaining beneficial relationships between the partner boroughs
- 2.3 At the same time, by responding to public demand and from taking advantage of opportunities new services have been developed. These include:
1. Establishing projects to reach new or under represented audiences
 2. Working with health professionals to improve peoples' health through walking
 3. Raising funds from external sources to finance new projects
 4. Developing projects to integrate walking with other modes of transport
 5. Working with schools and other education providers to encourage outdoor learning
 6. Cultivating new relationships that benefit the Green Chain
- 2.4 The initiative is managed centrally by the Project Officer, making efficient use of the Joint Operational Fund and a point of contact for partner boroughs and the public.

Service issues

- 2.5 The last five years have seen positive developments to the Green Chain. The consolidation of our own research and policy formed the previous Management Plan and set out the direction for the Project. A clear brand identity and suite of promotional materials has already been established and so enabled the Project to develop in areas of health, accessibility, strategic planning, biodiversity and transport.

2.6 Progress has come about from both taking an active role in developing projects and by taking advantage of changing situations and policy directions. These include:

The emergence of the All London Green Grid and the Thames Gateway Parklands spatial plan, comprising a range of green infrastructure proposals;

The hosting of the 2012 Olympic and Paralympic Games in London, and the Government's Legacy Action Plan;

The Coalition Government's "Big Society" and "Localism" agenda, and the growing importance attached to these initiatives to support and deliver environmental improvements;

Government concern to increase physical activity and combat growing levels of obesity nationally.

The emergence of spatial planning being progressed through Local Development Frameworks, and the adoption of the Government's National Planning Policy Framework to promote sustainable growth;

The development, adoption and delivery of the boroughs' Open Space Strategies, Sustainable Community Strategies, Biodiversity Action Plans and Rights of Way Improvement Plans;

The re-appointment of a Mayor for London committed to improving sustainable modes of transport in the capital to include cycling and walking;

New projects discussed in more detail in Part Three.

2.7 Four of the five partner boroughs currently contribute to the Joint Operational Fund, which finances both the signage of the network and a dedicated Project Officer. The proportion paid by each borough is calculated by the size of the population living within 2 miles of the Green Chain.

2.8 In 1999, Bexley took the decision to remain at an earlier funding level when contributions were raised. Bromley decided to withdraw their contribution to the Joint Fund in 2011. Member's agreed that the level of service received would be commensurate with the level of contribution, which in Bexley's case is equivalent to a part time post.

- 2.9 Notwithstanding the recent reduction in its core funding the Green Chain project has been notably successful in attracting external funding to finance new services, with over £600,000 awarded through Transport for London over the past 5 years, and potentially a further £975,000 for projects over the coming 5 years.
- 2.10 While the appointment in 2008 of a temporary (2 year) Access Officer enabled a number of additional projects including the Southwark extension to be delivered, the longer term establishment of further new services is likely to be affected by the ability to manage expansion within existing resources. The Joint Operational Fund provides the “core funding”, and continues to give a level of stability to enable long-term planning and further fund raising opportunities.
- 2.11 Clear benefits are passed onto the partner boroughs from the work of the Green Chain. Successful fund raising has added further value to borough contributions, while publicity and promotion has boosted tourism and leisure interest in the open spaces. For local communities, the service has a role in improving peoples’ health and well being, and increasing social inclusion. This service is delivered on core borough contributions currently worth £59,055. In comparison the five partner boroughs contribute in the region of £1.5 million¹ to the Lee Valley Park, demonstrating that the Green Chain provides clear value to the partner boroughs.

¹ Contributions to the Lee Valley Park levy by Green Chain partner borough for 2012/13: Bexley £242,895; Bromley £384,879; Royal Greenwich £232,600; Lewisham £255,940; Southwark £287,183

PART THREE *Looking Forward*

Current issues and project development

3.1 The Green Chain has identified a number of contemporary issues that fit within its aims and are considered in this section for development. While the global economic recession in the U.K and Europe has resulted in severe cut-backs to local authority funding, it also provides an opportunity to review the existing funding and governance structures for the partnership.

3.2 A major issue that will influence future delivery of certain aspects of the management plan is the on-going outcome of annual bids to Transport for London (TfL), and those Green Chain projects currently funded through partner authorities' transport plans. This source of funding is all the more critical given the demise of the Walk London and South East London Transport Strategy (SELTRANS) partnerships, which previously sponsored the delivery of a range of new services on the Green Chain.

3.3 A second major issue is the All London Green Grid, and how this emerging green infrastructure initiative can support the delivery of the management plan. Specific project proposals for funding have been agreed by the Working Party from a rolling programme that will be updated every 3 years.

3.4 The Olympic Legacy provides opportunities for the Green Chain to secure improvements to the recreational and sporting value of the open spaces, and includes the Greenways for the Olympics and London (GOAL) initiative and proposals to link the Green Chain Walk to the Olympic Site at Royal Greenwich Park.

3.5 The section below outlines the issues that the Green Chain addresses within the Action Plan (see page 24). The resolution of these issues form specific objectives for the next five years, and are based on the Policy Document objectives in Part One.

Green Chain objectives

Strengthen the Green Chain financial base

- 3.6 Existing levels of funding are set out in Part Two. The inclusion of Southwark as a new partner in April 2008 augmented the Green Chain's financial base, however this was subsequently reduced in 2011 by Bromley's withdrawal from the Joint Operational Fund. The Joint Operational Fund is critical for the partnership's ability to secure match funding, and as such Bromley Members will be encouraged to review their decision when their circumstances permit. Attracting further finances to the Green Chain is also a priority for the continued expansion and delivery of new services, but set within the context of the straitened economic climate of the present time.
- 3.7 The fund raising strategy sets out the most efficient means for attracting funding. This has proved effective in securing external funding from a range of bodies including the Heritage Lottery Fund and Transport for London. Funding bids have been identified for a wide range of green infrastructure projects within Areas 5 -7 of the All London Green Grid, including bids of £475,000 in Area 6 by the Green Chain Officers' Working Party.
- 3.8 Future proposals include a bid to improve connectivity and access to and between the Green Chain open spaces. The Olympic Legacy, European funded projects and the Mayor of London's "Great Outdoors" programme provide further opportunities to lever in funding through working in partnership over the next 5 years. Working with local community groups and transport and regeneration charities such as Sustrans and Groundwork may also provide access to previously untouched sources.
- 3.9 Notwithstanding its success to date in securing external funding, the Green Chain project remains vulnerable to the economic climate and the precarious nature of short-term funding streams once these projects come to an end. A more secure financial base than the present arrangement may be achieved through seeking Charitable Trust or Community Interest Company status and/or a diversion of the Lea Valley levy to the SE London Green Chain. This should be explored alongside other London boroughs who are taking this forward as part of the Wandle Valley and Colne Valley Regional Park proposals.

Raise the profile of the Green Chain across the sub-region

- 3.10 A prime function of the Green Chain is to raise public interest in the open spaces. To this end a range of promotional materials has been produced including audio trails, leaflets, route guides, travelling displays, on site information panels and a dedicated web site and Information Line: Collectively this has resulted in significant public interest.
- 3.11 It is proposed that the Marketing Advisory Group be reformed and the Marketing Plan for the Green Chain be updated. This will also enable the partnership to create an Audience Development Plan, so that new social media audiences can be reached. Investment will continue through a range of media including the internet and video, bus and train poster campaigns, MP3 audio guides and local radio broadcasts.
- 3.12 Membership of Green Space has enabled promotion of the Green Chain to a wider audience through their “Love Parks” week and other campaigns. Walk London and South Eastern Railways also actively promote the Green Chain through their own suite of promotional materials, adding considerable value and exposure to the project both within the capital and beyond. The partner local authority communication and web teams provide further opportunities to promote the Green Chain as a resource for health and well-being across the sub region.
- 3.13 Targeted promotional campaigns through Creative Studios (web sites), Take One Media (leaflets), CBS Outdoor (bus and tram posters), LBV Television (film, and road-shows) and local press and radio have raised the profile of the Green Chain across the sub region, and will continue to be utilised where funding permits. Marketing opportunities that reflect changes in technology and life-style- in particular the use of social networking sites- will continue to be exploited.
- 3.14 Further investment of finances and resources should be made for the implementation of a new Marketing Plan. The Green Chain Marketing Advisory Group and other stakeholders will have a role to play in progressing this.

Mitigate the impact of climate change.

- 3.15 There is now a widely recognised need to mitigate the impacts of climate change. The potential effect of unrestrained growth on the environment was anticipated when the Green Chain was created some 30 years ago. Its contribution has been achieved most notably through the planning system by ensuring the protection of over 300 open spaces (see below), and the critical role they play in climate change.
- 3.16 At the sub-regional level the SE London Green Chain partnership continues to have an important role to play by supporting and encouraging a number of objectives: These include; Managing increased flood risk; Conserving and enhancing scarce resources, in particular water resources; Offsetting urban heat island effects; Meeting the open space needs of a growing population; and making energy production, food production and waste management local.
- 3.17 The Green Chain can become a sub-regional model, transforming parks into open spaces that serve the local communities they support by being managed for flood risk, sport, leisure, recreation and nature conservation: The pioneering examples at Sutcliffe Park, Chinbrook Meadows and along the River Ravensbourne provide “exemplar” models of how this can be achieved.
- 3.18 The All London Green Grid in its Supplementary Planning Guidance and Area Frameworks sets out how this mitigation can be further realised on the Green Chain open spaces over the coming years through a range of measures.

Ensure the continual protection of the Green Chain Open Spaces as a multi-functional resource

- 3.19 The Green Chain was conceived for planning reasons, protecting SE London’s open spaces from inappropriate development. The original Green Chain Policies have now been largely assimilated into the partner boroughs’ Unitary Development Plans and emerging Local Development Frameworks (see Appendix Two). All Green Chain open spaces are now identified as Metropolitan Open Land, the urban equivalent of Green Belt and the highest level of protection against harmful development.

3.20 The Working Party continues to monitor and comment on all sensitive planning applications and strategic documents relevant to the Green Chain open spaces, including the Mayor for London's spatial development strategy (the "London Plan") and Transport Plan. Responses have been made to these Mayoral Plans and to the boroughs' emerging Local Development Framework documents and Open Space Strategies.

3.21 There has been growing recognition of the multi-functional role of urban parks and open spaces, heralded by a key report ² published by the former Countryside Agency³. Regionally, this multi-functional vision has been translated through a number of policy documents including the Mayor of London's *Strategic Parks Report* (2006), the *All London Green Grid*⁴ (2012) and the *London Plan* (2012).

3.22 The importance of protection has been underpinned at the national level by the Natural Environment and Rural Communities Act 2006, and by Planning Policy Statements (PPS) on Biodiversity Conservation (PPS 9) and Flood Risk (PPS 25). In terms of protection, it is uncertain what impact their recent replacement by the Government's National Planning Policy Framework will be. However a review of the Green Chain Policy Document is needed to guide future management and provision of open space within the Green Chain.

3.23 The cultural and heritage value of the Green Chain is underlined at the national level through the work of Natural England⁵ in highlighting the unique contribution of the landscape in giving a locality its 'sense of place'. The Green Chain is supporting this work sub-regionally through its participation in the All London Green Grid which is seeking to enhance the heritage of the Green Chain open spaces through a range of project proposals.

² *Countryside In and Around Towns (CIAT): A vision for connecting towns and country in the pursuit of sustainable development*

³ The Countryside Agency and English Nature were merged in 2007 to form Natural England

⁴ The Green Grid is the London delivery end of Government's 'Greening the Gateway' strategy.

⁵ Landscape Character Assessment is a tool that helps to identify the features that give a locality its 'sense of place' and pinpoints what makes it different from neighbouring areas.

Develop an effective walking network for the Green Chain

- 3.24 The walking network has been improved to the level where it now corresponds to standards of best practice set out in Walk London's design guide manual⁶. This guarantees that most people can navigate the Green Chain Walk with confidence and explore the Green Chain open spaces and beyond. Given the sensitive nature of some sites (including nature reserves and Sites of Special Scientific Interest), improvements to physical walking conditions will be made that are sympathetic to the environment of the area.
- 3.25 A further development of the network has been the extension of the Green Chain Walk into Southwark borough, with an additional spur into Lewisham. In total these links have created an additional 7 miles, connecting the strategic route to key visitor attractions at the Horniman Museum and Dulwich Picture Gallery. Shorter circular trails have also been constructed at Charlton and Mottingham to broaden the appeal of exploring the Green Chain for the less physically mobile.
- 3.26 Proposals to extend the Green Chain Walk from Eltham Palace to Greenwich Park will be developed as part of the 2012 Olympic Legacy, and in consultation with stakeholders including the Royal Parks and community groups.
- 3.27 The introduction of an annual Green Chain Walking Festival and a new health walks pack (featuring 12 self-guided circular trails) promotes use of the Green Chain to a wider audience. These two initiatives support a key management aim of providing a service that is available to all. Subject to funding, the walking festival will be re-instated on an annual basis.

Develop the Green Chain as a regional resource

3.28 The Green Chain already plays an important role in promoting and encouraging use of South East London's open spaces. The Green Chain's strength lies in the variety of benefits it has to offer the communities of SE London and much has been done to brand the project, lending a sense of cohesion and collective identity to both the open spaces and the opportunities they offer.

3.29 The Green Chain Policy Document realised the value and importance of a walking route to help people enjoy and access the open spaces, and much has been done to make this happen. Other opportunities for cycling and horse riding will be explored, while remaining suitably segregated from walkers.

3.30 As a sub-regional project, the Green Chain is in a good position to aid in the delivery of a range of key areas within partner boroughs' strategy documents and at a wider regional level (see text box above). The Thames Path and Waterlink Way are both examples of strategic cycle/footpath routes that connect with the Green Chain to extend the provision of connected green space and provide mutual benefit. Through its chairing and co-ordination of the All London Green Grid Area steering group meetings, the Green Chain will continue to cultivate links with other organisations, agencies and community groups to benefit from closer working.

3.31 The value of the Green Chain will continue to be recognised at a strategic level, consolidating and building relations with agencies, organisations and groups.

Strategic Links

The Green Chain has a role to play in these strategic areas:

- Sustainable Community Strategies
- Local Agenda 21
- Tourism
- Parks and open spaces
- Sports development
- Social inclusion
- Biodiversity Action Plans
- Education
- Local Development Frameworks
- Transport Plans
- Health Improvement Programmes
- Regeneration
- Best Value
- London Plan

⁶ *Delivering the London Strategic Walk Network: A design guide manual: Walk London, 2008*

Increase community involvement in the Green Chain

3.32 The Green Chain open spaces are a resource enjoyed by the local communities across SE London. At the same time there has been a clear emphasis on dialogue and consultation with the public. Increasing involvement with local communities can help improve services through feedback, greater liaison, practical community action and a sense of ownership which itself can have its own benefits. To this end the Green Chain will (in conjunction with land managers) consult with community groups on physical enhancements proposed by the Green Chain partnership to the open spaces.

3.33 The Green Chain continues to develop and improve relations with community groups involved in managing and promoting local Green Chain open spaces and will seek to engage them in the implementation of the Management Plan; this is apparent through community participation in organising and delivering events and guided walks as part of the Green Chain walking festival.

3.34 The Green Chain web site provides an effective tool for linking to the wider community, both in raising the profile of park-user groups and in promoting their activities. The quarterly events programme introduced in 2011 and distributed electronically has resulted in greater collaboration with local groups and the wider community that can support and deliver the objectives of the Green Chain.

3.35 The annual Green Chain road-shows and town centre parades have also enabled the partnership to reach out to the community and promote its benefits to a wider audience, thereby encouraging local involvement.

Promote the Green Chain as a resource for health initiatives

3.36 Natural England have estimated⁷ that for every £1 spent on establishing healthy walking schemes, the National Health Service (NHS) could save £7.18p in the cost of treating conditions such as heart disease, stroke and diabetes. There is a significant role

⁷ Our Natural Health Service: *The role of the natural Environment in maintaining healthy lives: 2009*

for the Green Chain to play in the delivery of national and local policies including the NHS frameworks for coronary heart disease, diabetes, mental health, older people and children, and in the Department for Health's obesity strategy "Healthy Weight, healthy lives" (2008). It also can play an active role in the health objectives of the 2012 Olympics in London and the Government's Legacy Action Plan.

3.37 The national "Walking for Health" initiative continues to target those with poor health and low levels of physical activity. Part of Natural England's health campaign and hosted by the Ramblers and Macmillan Cancer Support, Walking for Health works at a local level to support borough-based walk schemes. In partnership with Natural England, Primary Care Trusts (PCT) and healthy walk co-ordinators, a healthy walks pack of 12 short self-guided walks on the Green Chain was introduced. It provides an important stepping-stone to more active use of the Green Chain for the less mobile. The free pack is promoted locally through a short video broadcast at promotional road-shows, in doctors' surgeries and community, leisure and faith centres.

3.38 The Green Chain takes an active role in partnering local projects in SE London through strategic health network meetings: These comprise of staff that are involved in health promotion, sport and leisure, education and environmental organisations e.g local walking and cycling networks and Physical Activity Partnerships. These networks then feed into the boroughs' Community Sport and Physical Activity Networks (CSPANs).

Provide educational opportunities to schools and higher educational centres

3.39 The Green Chain open spaces lie close to many schools through-out the area, and provide low cost learning facilities. The Green Chain Resource Directory, launched in 2004 supports educational opportunities by informing teachers and education providers what they can do and who can help with visits on 26 selected sites on the Green Chain. The directory has been updated and revised to include 3 new sites within the Green Chain's Southwark and Lewisham extension.

3.40 An annual schools outreach project currently enables Key Stage 1 and 2 pupils to visit selected sites on the Green Chain as part of an organised field study trip. To date over 50 primary schools have directly benefited from this project. The development of sign-posted circular trails at Charlton and Mottingham has provided further opportunities for schools to

use the open spaces as their “outdoor classroom”, while relationships with education providers have been cultivated.

3.41 In addition to schools, there would also be significant mutual benefit in establishing a closer working relationship with institutions of higher education such as colleges and universities. The common practice of under-graduate student placement schemes from local universities and colleges will also be explored by the Green Chain.

Contribute to protecting and enhancing London’s Bio and Geodiversity

3.42 A key objective of the original Green Chain Policy document is the conservation and enhancement of the ecological landscape. Biodiversity Action Plans and Habitat Action Plans have been produced at both a regional and borough level. The Green Chain has contributed to the production and implementation of these plans at both levels.

3.43 There are opportunities to enhance the ecological nature of the network of open spaces through improvements; The Working Party will be actively engaged in the development of management plans for parks and open spaces on the Green Chain to support wider ecological improvements at the landscape scale. Participation in the All London Green Grid is also supporting this in the longer term by bringing land-owners and others together in order to enhance biodiversity across the sub region.

3.44 The Green Chain will support boroughs’ efforts to achieve and retain recognised standards such as Beacon Status and the Green Flag Award, which benefit nature conservation amongst other things. Support will also be given to borough awards schemes such as the Bexley Environmental Challenge that recognise the value of local environmental champions.

3.45 Working in collaboration with the London Geo-diversity Partnership has enabled the partnership to raise the profile of sites of geological importance on the Green Chain, and the need for their on-going protection.

Integrate the Green Chain into a sustainable transport system for SE London

3.46 Walking and cycling as sustainable forms of transport have been rapidly rising up the political agenda with the causes of climate change now more widely recognised. In 2004 the *Walking Plan for London* was published, while initiatives such as *Legible London*⁸ and the investment by the Mayor's office in cycling and walking are moving this agenda forward in practical ways.

3.47 The Mayor for London's transport policy on dealing with congestion and promoting public transport has included a section on walking, reinforcing its credibility within transport planning. The findings of a Select Committee⁹ on walking in urban areas provides a wealth of facts to support walking as a sustainable mode of transport, while the Government has published advice to local authorities on encouraging walking.

3.48 There have been major developments in this area recently, through closer working with South Eastern Railways, the London Overground, Sustrans and Groundwork London. The fruits of this relationship have provided investment in projects to improve access to the Green Chain open spaces. In addition, the Green Chain has been successful in delivering a range of additional services through the borough transport plans which has enabled a number of additional services to be delivered, see text box (right).

Borough Transport Plans has supported the Green Chain by:

- Improving access from train stations to the Green Chain
- Enabling local schools to value the Green Chain Walk as a local commuting route
- Installing interpretation to integrate the network with local facilities
- Running promotional campaigns to get more people engaged in active

3.49 New signed links connecting the Green Chain Walk through to Dulwich Park and Nunhead Cemetery were fully completed in 2009, and a new link to Royal Greenwich Park through Kidbrooke is being explored as part of the Olympic Legacy.

⁸ A way-finding system for London.

⁹ Environment, Transport and Regional Affairs Committees report **Walking in Towns and Cities** (HC 167-1, published 30 June 2001).

3.50 A recent Sustrans study- *Greenways for the Olympics and London (GOAL)*- shows how the Green Chain open spaces can also provide the function of a greenway (routes used by walkers, cyclists or horse riders), to connect people with facilities without using a car. In responding to this initiative, the preference remains for segregated routes for walkers and cyclists but shared use will be considered where it would not prejudice the safe use of the Green Chain Walk for walkers and it would not be detrimental to the character of the walk and area.

3.51 Over the next five years a key role for the Green Chain will be the delivery of sustainable transport bids through Transport for London and the All London Green Grid. It will continue to play an important role as an enabler and influencer to support partners to enhance linkages with sustainable modes of transport, and to encourage visitors to choose car-free travel alternatives such as walking and cycling when visiting the protected landscape of the Green Chain.

Contribute to regeneration initiatives

The Green Chain has its part to play in local regeneration initiatives. Boroughs will be encouraged to include Green Chain projects in their regeneration programmes, and other funding proposals. Tourism and cultural strategies are other means of regenerating areas and can also be supported by Sustainable Community Strategies that set clear targets for making areas safe for residents and visitors alike. Regeneration is also being delivered through the Olympic Delivery Agency, while co-ordination of the All London Green Grid framework has enabled close collaboration with local regeneration agencies.

3.52 The Green Chain Walk is an attraction for visitors to SE London, providing boroughs with a valuable resource in their tourism portfolio. Its extension into Southwark has provided new opportunities for linking-up cultural and heritage landmarks in our capital- notably the Horniman Museum, Dulwich Picture Gallery and Nunhead Cemetery. A possible extension linking Eltham Palace to the Royal Park in Greenwich via Kidbrooke provides a further regeneration opportunity. Regional Park designation¹⁰ could also

¹⁰ The London Plan identifies the SE London Green Chain as a regional park opportunity within an area of identified deficiency.

contribute to regeneration initiatives by encouraging inward investment and helping to create a favourable image of place.

3.53 The partner borough's regeneration plans and the Mayor's London Plan have identified specific areas where regeneration and development should be focussed, some of which fall within the Green Chain. Closer liaison with the agencies responsible for their development will be cultivated, including the Olympic Delivery Agency.

Provide a service that is available to all

3.54 Over a million people live within two miles of the Green Chain, many of whom are able to enjoy the diversity of facilities that are free. There is a general aim to provide access to the Green Chain for people in SE London, so there should be equality of opportunity. However for some people there are physical and psychological barriers that may serve to reduce their enjoyment and participation in the Green Chain. This may include footpath conditions in places that are unsuitable for people with limited mobility, others may feel intimidated by other users or unsafe in remoter parts of the Green Chain open spaces.

3.55 The Disability Discrimination Act (DDA) legislation bolsters the need to account for wider access, and introduced new duties on public authorities. Improved access for all is also supported in legislation through the Countryside and Rights of Way Act 2000, which requires local authorities to produce by law Rights of Way Improvement Plans that take account of mobility or visually impaired persons. The Green Chain will work with public and private land owners in association with organisations of disabled people to ensure that access on the Green Chain open spaces is DDA compliant, and with local authorities on their Rights of Way Improvement Plans.

3.56 In addition to Government legislation, two reports by the former Countryside Agency- "Paths without Prejudice" and "By All Reasonable Means" - make a persuasive case for the benefits to land-owners and open space service-providers in taking account of the needs of all in delivering services. The Government's non-statutory "Outdoors for All?" Diversity Action Plan (2008) also sets out what needs to be done to get more under-represented groups to frequent and enjoy green spaces.

3.57 With regard to cultural and ethnic barriers, the Black Environment Network (BEN) has underlined the value of a more inclusive open space service provision when this is tailored to the particular needs of the Black and Minority Ethnic (BME) community: Their report “Capturing Richness” is pertinent to the Green Chain project, and the ethnic and cultural diversity of SE London’s burgeoning population.

3.58 A number of new initiatives are also being introduced in partnership with organisations working on behalf of the disabled to enable better access for all: These include Green Chain audio guides that can be accessed through the phone or downloaded from the internet/PDA, and Braille interpretation plaques at key locations along the strategic walking route. Further consultation is also taking place with disability groups on new projects where these arise.

3.59 The schools outreach project provides an opportunity and focus for young children from disparate social and ethnic backgrounds to enjoy selected sites on the Green Chain through field study activities and play. In addition, initiatives such as the annual walking festival and free health walks pack enable vulnerable and hard-to-reach groups to benefit from the health and well being these green spaces provide.

PART FOUR ***Getting There***

Priorities

4.1 It is important that the Green Chain continues to develop its role in SE London by building on previous projects and embracing new opportunities and issues as set out in Part Three. The Green Chain has identified seven priority areas that will guide the core services and other planned activities for the next five years. These are:

1. Ensure the protection of the Green Chain open spaces
2. Maintain the Green Chain walking network
3. Improve the financial base of the Joint Operational Fund
4. Increase usage of the Green Chain
5. Develop partnerships
6. Subject to the agreement of partner authorities and local stakeholders, undertake an extension of the Green Chain Walk to Greenwich Park.
7. Co-ordinate the delivery of the All London Green Grid Framework within SE London.

Planned activities

Core services

4.2 Four of the five partner boroughs contribute to the Joint Operational Fund, which is the main source of funding for Green Chain core activities. These four partner boroughs will continue to receive a core service from the Green Chain as identified in Part Two.

Additional services

4.3 The Green Chain will be taking forward new initiatives based on the objectives in Part Three. These services will be focused on the partner boroughs, specifically Royal Greenwich and Lewisham and Southwark. The lower contribution to the Joint Operational Fund made by the London Borough of Bexley means that this partner borough will not directly benefit from these new services immediately.

How will this be delivered?

4.4 Delivering both the objectives in Part Three and the priorities provide a challenge for the partner boroughs. To meet this, three approaches will be adopted; as a deliverer, an enabler and an influencer. Figure Three illustrates this.

Figure 3. Approach adopted for the delivery of the Green Chain objectives

<p>As a deliverer <i>Implementing Green Chain objectives directly.</i></p>	<p>Project Officer Working Party Access Officer Contractors Boroughs Funders Volunteers</p>
<p>As an enabler <i>Supporting others to achieve Green Chain objectives.</i></p>	<p>Agencies Community groups Other bodies</p>
<p>As an influencer <i>Influencing strategy and policy in support of the Green Chain.</i></p>	<p>Joint Committee Boroughs Sub regional strategic organisations Regional bodies National organisations National Government</p>

Action Plan

4.5 The following Action Plan lays out a range of activities, headed up by each objective from Part Three. These cover both the core and additional services, some of which are borough specific and have been chosen according to need, opportunity and funding levels. A cost is attached to each of the actions, although for some the source of the funding is still unknown, but will be linked to

<p>Action Plan costs</p>	
<p>Joint Operation Fund</p>	<p>£34,100</p>
<p>Externally funded</p>	<p>£3,036,440</p>
<p>Projects with no identified funding</p>	<p>£210,000</p>
<p>Total Cost</p>	<p>£3,290,540</p>

the revision of the fund raising strategy. In this situation the action plan is aspirational, providing goals for the Green Chain Working Party.

Evaluation

4.6 The Management Plan covers the next 5 years, and will be reviewed annually. It will report to the partner local authorities. The delivery of the activities in the Action Plan will be the measure of progress.

4.7 The established user questionnaire and web site statistical analysis will continue to provide comparative information to assess whether usage and enjoyment of the Green Chain open spaces has risen as a result of these activities.

4.8 Subject to staffing resources, an annual user survey will be used to gauge user satisfaction of the walking route under a range of key elements such as safety and ease of access.

GREEN CHAIN ACTION PLAN 2012-2017

Project	Location	Cost	Source of funding	Leader	Completion Date
Strengthen the Green Chain financial base					
1. Revise and update the Fund Raising Strategy, incorporating all projects in this Plan without funding.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	-	-	Working Party	Summer 2013
2. Agree funding in principle for the Joint Operational Fund for April 2013 to March 2016.	Bexley, Royal Greenwich, Lewisham Southwark	-	-	Working Party	Autumn 2012
3. Undertake regional park feasibility study	Bexley, Bromley, Royal Greenwich, Lewisham. Southwark	£50,000	All London Green Grid/Joint Operational Fund	Working Party/Local Authorities	Summer 2013
Raise the profile of the Green Chain across the region					
4. Continue to renew, maintain and circulate the suite of promotional material.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	£5,000 annually	Joint Operational Fund	Working Party/ Project Officer	Ongoing
5. Review and update the Marketing Plan.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	-	-	Working Party/ Project Officer	Autumn 2014
6. Re-constitute the Marketing Advisory Group, to support the implementation of the Marketing Plan	Bexley, Bromley, Royal Greenwich, Lewisham,	-	-	Working Party/ Project Officer	Autumn 2012

	Southwark				
7. Identify additional resources to assist in co-ordinating the promotion of walking across SE London.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	-	-	Project Officer/Health Authorities	Ongoing
8. Undertake annual Monitoring Use of the Green Chain Walk to assess progress.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark		Transport for London	Working Party/Colin Buchannan	Ongoing
9. Install 5 information panels along the Green Chain Walk's Southwark extension.	Lewisham, Southwark	£10,000	Joint Operational Fund/ Transport for London	Project Officer	Spring 2013
10. Replace the boroughs nomadic travelling displays	Bexley, Royal Greenwich, Lewisham, Southwark	£5,000	Joint Operational Fund	Project Officer	Spring 2012
11. Participate in events and seminars to promote the Green Chain as a tourist destination.	Bexley, Bromley Royal Greenwich, Lewisham, Southwark.	£600 annually	Joint Operational Fund	Working Party/ Project Officer	Ongoing
Ensure the continued protection of the Green Chain open spaces					
12. Monitor and respond to all planning applications affecting the Green Chain.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	-	-	Working Party/ Project Officer	Ongoing
13. Review and update the Green Chain Policy Document.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	£5,000	Joint Operational Fund	Working Party/ Project Officer	Summer 2013
14. Respond to new strategic documents which are relevant to Green	Bexley, Bromley, Royal Greenwich,	-	-	Working Party/ Project Officer	Ongoing

Chain objectives.	Lewisham, Southwark				
15 Respond to relevant Local Development Framework documents.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark			Working Party/ Project Officer	Ongoing
Develop an effective walking network for the Green Chain					
16. Develop and deliver the extension of the Green Chain Walk to Greenwich Park via Kidbrooke and Blackheath as part of the Olympic Legacy	Lewisham, Royal Greenwich	£75,000	Joint Operational Fund/Transport for London	Working Party Project Officer/	Spring 2017
17. Promote a trail linking sites of geological importance along the Green Chain open spaces	Royal Greenwich, Bexley	£500	Joint Operational Fund/Curry Fund	Project Officer/ London Geo- diversity Group	Summer 2012
18. Manage the sign maintenance programme to accredited Walk London standards.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	£7,000 annually	Joint Operational Fund/Bromley Transport Plan	Project Officer	Ongoing
19. Act on arising opportunities to improve conditions along the Green Chain Walk	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	£250,000	All London Green Grid	Project Officer	Ongoing
20. Develop opportunities to promote use of the 12 Green Chain circular Walks with partner health authorities	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	£5,000	Externally funded, source unconfirmed.	Working Party/Access Officer	2013
21. Establish new short circular trails where appropriate to compliment the trails at Charlton and Mottingham Woods trails.	Bexley, Lewisham, Southwark	£15,000	Transport for London	Project Officer	Summer 2016

Develop the Green Chain as a sub-regional resource					
22. Co-ordinate the development and delivery of the Green Chain Plus (Area 6) framework of the All London Green Grid, and support development of Areas 1, 5 and 7.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	£5,000 annually	Greater London Authority/Design for London	Working Party/Project Officer	Ongoing
23. Deliver All London Green Grid project proposals sponsored by the Working Party within the Area 5 & 6 frameworks.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	£475,000	Lottery, European and Mayors Fund	Working Party	On-going
24. Identify opportunities to aid the delivery of relevant borough strategies (see Strategic Links p 13)	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	-	-	Working Party/Project Officer	Ongoing
25. Identify and participate in relevant regional fora.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	-	-	Working Party/Project Officer	Ongoing
26. Identify and develop links with agencies, organisations and community groups with complementary objectives to the Green Chain.	London and in Bexley, Bromley, Royal Greenwich, Lewisham and Southwark	-	-	Working Party/Project Officer	Ongoing
Increase community involvement in the Green Chain					
27. Co-ordinate and deliver an annual Green Chain walking festival in partnership with community groups and borough health walk co-ordinators.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	£25,000 annually	Transport for London	Working Party/Project Officer	On going

28. Deliver photographic workshops for local people on the Green Chain, culminating in a competition and exhibition of framed prints of the winning entrants	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	£5,000 annually	Transport for London	Project Officer/Verve Arts	On going
29. Publish and distribute a quarterly Green Chain Events Calendar for distribution to local groups and friends of the Green Chain.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	£1,000 annually	Joint Operational Fund	Project Officer	Ongoing
30. Support the development of local groups that support the objectives of the Green Chain.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	-	-	Working Party/ Project Officer	Ongoing
31. Develop a “Friends of the Green Chain” umbrella group for community groups and individuals who support its wider objectives.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark			Working Party/ Project Officer	Spring 2012
32. Consult local stakeholders on any physical enhancements proposed by the Green Chain partnership	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark			Working Party/ Project Officer	Ongoing
Promote the Green Chain as a resource for health initiatives					
33. Distribute and promote a health walks pack of 12 short circular trails on the Green Chain, to be used as a health resource to under-represented groups.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	£5,000	Transport for London	Project Officer/	Winter 2016

34. Support borough staff working on healthy walking initiatives.	Bromley, Royal Greenwich, Lewisham, Southwark	-	-	Project Officer	Ongoing
35. Participate in the SE London Physical Activity Network.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	-	-	Project Officer	Ongoing
36. Participate in the preparation of Health Improvement Programmes.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	-	-	Project Officer	Ongoing
37. Update the Green Chain Health Walks Pack to include 2 circular trails in Southwark	Southwark	£2,000	Southwark Council	Project Officer	Spring 2012
Provide educational opportunities to schools and higher education centres					
38. Co-ordinate and deliver the Green Chain Primary schools outreach project	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	£15,000 annually	Transport for London through borough transport plans	Project Officer/ External Contractor	Ongoing
39. Commission a short film promoting awareness of the Green Chain as a resource for field studies and targeting primary schools in SE London.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	£2,000	Transport for London through borough transport plans	Project Officer/TARU Arts	Spring 2012
40. Update the Green Chain Resource Directory	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	-	-	Project Officer/ Working Party	Summer 2012

41. Re- establish the post of a Green Chain Access Officer to work with schools in outreach work.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	£15-25,000 annually <i>(estimated on part or full- time basis)</i>	Joint Operational Fund/Heritage Lottery Fund	Working Party	Autumn 2015
Contribute to protecting and enhancing London's biodiversity					
42. Participate in the preparation and implementation of boroughs' Local Biodiversity Action Plans.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	-	-	Working Party/ Project Officer	Ongoing
43. Support the delivery of the London Biodiversity Partnership's Heathland Heritage project	Bexley, Bromley, Royal Greenwich	-	-	Working Party/ Project Officer	On-going to Autumn 2012
44. Liaise with boroughs on obtaining quality standards for parks and open spaces, eg Green Flag and Beacon Status.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	-	-	Working Party/ Project Officer	Ongoing
45. Through collaborative partnership with stakeholders, contribute to the aim of reducing environmental risks within the All London Green Grid	Bexley, Bromley, Royal Greenwich, Lewisham	-	-	Green Chain Plus Steering group/ Project Officer	On going
Integrate the Green Chain into a sustainable transport system for SE London					
46. Complete the implementation of the Walk London transport bid for the Green Chain Walk.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	£100,000 per annum	Transport for London	Working Party/ Project Officer	Spring 2012

47. Work with South Eastern Railways and the London Overground on projects to integrate walking with the wider transport network	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	£15,000	Transport for London	Project Officer	Ongoing
48. Contribute to the research and development of "Greenways for the Olympics and London" (GOAL) in South East London	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	-		Project Officer/ Partner L.A's/ Sustrans	2012-17
49. Develop a promotional leaflet/booklet promoting sections of the Green Chain open spaces that are suitable for cycling.	Royal Greenwich, Lewisham, Southwark, Bromley, Bexley	15,000	Transport for London	Project Officer/ Sustrans/	Spring 2013
Develop partnerships with regeneration agencies					
50. Identify all relevant existing and planned regeneration initiatives.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	-	-	Working Party/ Project Officer	Ongoing
51. Progress Green Chain projects within regeneration programmes.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	-	-	Working Party/ Project Officer	Summer 2012 onwards
Provide a service that is available to all					
52. Develop and install 12 plaques incorporating audio guide download and braille information along key sections of the Green Chain Walk	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	£5,000	Transport for London	Dog Rose Trust	Summer 2015
53. Develop closer links with disability groups to ensure service provision is more accessible.	Bexley, Bromley, Royal Greenwich, Lewisham, Southwark	-	-	Project Officer	Ongoing

54. Develop audio guides for sections of the Green Chain Walk for internet and PDA download	Bexley, Bromley, Royal Greenwich, Lewisham	£10,000	Transport for London	Project Officer/	Spring 2016
55. Undertake outreach projects that target under represented groups, including people who are disabled and young people.	Bromley, Royal Greenwich, Lewisham, Southwark	£30,000	Externally funded, source unconfirmed	Project Officer	On going

APPENDIX ONE

References

- Colin Buchanan: *London's Strategic Walks Network: Key Performance Indicators, 2007-2012*
- Countryside Agency: *By all reasonable means, 2005.*
- Countryside Agency/Black Environment Network: *Capturing Richness, 2003*
- Countryside Agency: *Paths without Prejudice, 2001*
- Countryside Agency: *The countryside in and around towns: A vision for connecting town and country in the pursuit of sustainable development, 2005*
- Department for Health: *Healthy, weight, healthy lives: A cross-government strategy for England, 2008*
- Department for Culture, Media and Sport: *Making the most of the London 2012 Games: The Olympic Legacy Plan, 2008*
- Department for Environment, Farming and Rural Affairs: *Outdoors For All: Diversity Action Plan, 2008*
- EDAW: *London Strategic Parks Project Report 2006*
- English Heritage: *Register of Parks and Gardens of Special Historic Interest*
- Green Chain Marketing Advisory Group: *Green Chain Marketing Plan, 2001*
- Green Chain Working Party: *Green Chain Management Plan 2003-2008, 2003*
- Green Chain Working Party: *Green Chain Policy Document, 1977*
- HM Government: *The Parklands Spatial Framework, 2008*
- London Parks and Gardens Trust: *London Inventory of Historic Green Spaces*
- Manchester University: *Green Future: A Study of the Management of Multi-functional green spaces in England, 2005*
- Mayor of London: *The London Plan, Spatial Development Strategy for Greater London, 2008.*
- Mayor of London: *East London Green Grid Framework: Supplementary Planning Guidance, 2008*
- Mayor of London: *The Mayor's Transport Strategy 2001*
- Mayor of London: *The London Walking Plan ("Making London a walkable city"), 2004*
- Office of the Deputy Prime Minister. *Living Places, Cleaner, Safer, Greener, 2002.*
- Sustrans: *Central South Eastern Greenways- A consultation document, 2008*

APPENDIX TWO

Borough Core Strategy and Unitary Development Plan (UDP) policies for the SE London Green Chain

London Borough of Bexley

Core Strategy adopted June 2011

Policy CS15: Achieving an integrated and sustainable transport system

The Council will work to achieve a comprehensive, high quality, safe, integrated and sustainable transport system which makes the most of existing and proposed transport infrastructure within the borough and seeks to ensure a much improved and expanded role for public transport through the following actions:

- e protecting significant green corridors, and seeking opportunities to increase connectivity between the network of green spaces and habitats;
- i encouraging walking and cycling within the borough through implementation of local and strategic walking and cycling programmes, school travel plans, local safety schemes and the provision of facilities within development proposals and environmental improvement projects

Policy CS17 Green infrastructure

Bexley's green infrastructure, including open spaces and waterways will be protected, enhanced and promoted as valuable resources. In particular, this will be achieved by:

- a protecting metropolitan green belt and metropolitan open land from inappropriate development;
- d protecting and enhancing the biodiversity, heritage and archaeological values of open spaces, including the Rivers Thames, Cray, Shuttle and their tributaries within the borough;
- e protecting significant green corridors, and seeking opportunities to increase connectivity between the network of green spaces and habitats;
- f working in partnership, seeking funding and supporting projects to promote the restoration and enhancement of open spaces, public realm and the Blue Ribbon Network within the borough;

London Borough of Bromley.

UDP adopted July 2006

Policy G.7

Development proposals will be required to respect and not harm the character or function of the Green Chain and the Green Chain Walk, as defined on the Proposals Map. Measures to protect the designated area are to include the use of suitable

screening, landscaping or in appropriate areas the planting of native vegetation and enhancing wildlife habitats.

London Borough of Royal Greenwich

UDP adopted July 2006

Policy O5:

Areas of Metropolitan Open Land forming part of the “Green Chain” which is defined on the Proposals Map, will be promoted as a regional and local outdoor recreational resource and visual amenity in conjunction with other parts of the Green Chain in South East London. The six objectives for the Green Chain are:

- (a) To improve and encourage the provision of suitable recreational facilities, with an emphasis on those serving a wide range of South East London and/ or requiring open land.
- (b) To safeguard the open land from built development and maintain its positive contribution in providing a visual and physical break in the built up area of London.
- (c) To conserve and enhance the visual amenity and ecological aspects of the landscape.
- (d) To improve public access to and through the area.
- (f) To promote an overall identity for the area in order to increase public awareness of available recreational facilities.
- (e) To encourage the collaboration and co-operation of the various public and private agencies, owners, organisations, clubs, etc. in the area to achieve the above objectives.

Policy O15

Existing footpaths will be safeguarded and new footpaths created to and through open spaces and places of interest, where they do not adversely affect nature conservation. The Council will endeavour to create a signposted network of continuous and circular routes. In particular the “Green Chain Walk” footpath network will be improved and extended and new links created wherever possible.

London Borough of Lewisham.

Core Strategy adopted June 2011

Policy 12

Open space and environmental assets

1. In recognising the strategic importance of the natural environment and to help mitigate against climate change the Council will:

- a. conserve nature
- b. green the public realm
- c. provide opportunities for sport, recreation, leisure and well-being.

2. This will be achieved by:

- a. protecting the character, historic interest and amenity of, and within, open spaces, as well as the effects of development outside their boundaries
- b. protecting Metropolitan Open Land, open space, urban green space and green corridors from inappropriate built development to ensure there is no adverse effect

on their use, management, amenity or enjoyment in accordance with the principles of PPG2 and the London Plan

c. maintaining and improving the publicly accessible open space network, such as the Waterlink Way, the Thames Path, the South East London Green Chain, the East London Green Grid, parks and gardens, playing fields, nature reserves, allotments, community gardens, amenity green space, cemeteries and churchyards as well as smaller open spaces that have townscape quality

d. designating additional Metropolitan Open Land in accordance with the London Plan definitions, in particular Sydenham Wells Park, Horniman Gardens and Telegraph Hill Park due to the role they perform in the South East London Green Chain

Policy 14

Sustainable movement and transport

2. A network of high quality, connected and accessible walking and cycling routes across the borough will be maintained and improved, including Waterlink Way, the South-East London Green Chain, the Thames Path, and new connections throughout the Deptford New Cross area.

London Borough of Southwark

Core Strategy- Adopted February 2011

Policy 2 – Sustainable transport

Our approach is:

We will encourage walking, cycling and the use of public transport rather than travel by car. This will help create safe, attractive, vibrant and healthy places for people to live and work by reducing congestion, traffic and pollution.

Policy 11 – Open spaces and wildlife

Our approach is:

We will improve, protect and maintain a network of open spaces and green corridors that will make places attractive and provide sport, leisure and food growing opportunities for a growing population. We will protect and improve habitats for a variety of wildlife.

We will do this by:

- Continuing to protect important open spaces from inappropriate development. These will include parks, allotments, sports grounds, green chains, sites of importance for nature conservation (SINCs) and cemeteries. Large spaces of importance to all of London will be protected (Metropolitan Open Land) as well as smaller spaces of more borough-wide and local importance (Borough Open Land and Other Open Spaces).
- Promoting and improving access to and links between open spaces.

APPENDIX THREE

Regional policies relating to the SE London Green Chain

The London Plan (Adopted 2010)

London's Places

Strategic network of open spaces

Policy 2.18 | Green infrastructure: the network of open and natural spaces

Strategic: The Mayor will work with all relevant strategic partners to protect, promote, expand and manage access to London's green infrastructure of multi-functional green and open spaces and to secure benefits including, but not limited to, biodiversity, landscape, culture, building a sense of place, the economy, sport, recreation, local food production, mitigating and adapting to climate change, water management and the social benefits that promote individual and community health and well-being.

Planning decisions: Development proposals should:

- Incorporate appropriate elements of open space that are integrated into the wider network of green infrastructure.
- Encourage the linkage of green infrastructure to the wider public realm to improve accessibility for all and develop new links, including Green Corridors and Green Chains and the innovative use of street trees.

London's Response to Climate Change:

Climate Change Adaptation

Policy 5.10 Urban greening:

LDF preparation: Boroughs should identify areas where urban greening and **green infrastructure** can make a particular contribution to mitigating the effects of climate change, such as the urban heat island.

Policy 5.12: Flood risk management:

Strategic: The Mayor will work with all relevant agencies including the Environment Agency to address current and future flood issues and minimise risks in a sustainable and cost effective way

London's Transport:

Better streets

Policy 6.10 | Walking

LDF preparation: DPDs should:

- Identify, promote and complete the relevant sections of the strategic walking routes shown on Map 6.3, as well as borough routes.

London's Living Places and Spaces

Historic environment and landscapes

Policy 7.8 | Heritage assets and archaeology

LDF preparation: Boroughs, in consultation with English Heritage, Natural England and other relevant statutory organisations, should include appropriate policies in their LDFs for identifying and protecting heritage assets scheduled ancient monuments, archaeological assets, memorials and **natural landscape character** within their area.

Protecting London's Open and Natural Environment

Policy 7.17 Metropolitan Open Land

Planning decisions: The strongest protection should be given to **London's Metropolitan Open Land** and inappropriate development refused, except in very special circumstances, giving the same level of protection as in the Green Belt. Essential ancillary facilities for appropriate uses will only be acceptable where they maintain the openness of MOL.

Policy 7.19 Biodiversity and access to nature

Planning decisions: Development proposals should: wherever possible, make a positive contribution to the protection, promotion and management of biodiversity.

Mayor's Transport Strategy (Adopted 2011)

Proposals to encourage more cycling and walking

The cycling revolution

Improving cycle infrastructure, cycle training and safety

Proposal 54

The Mayor, through TfL, and working with the boroughs and other stakeholders, will deliver improvements to cycling infrastructure and training to support the cycling revolution, including:

- Enhanced cycle links to the Olympic Park by 2012 and the development of a wider network of Greenways across London

Making walking count

Introduction;

Proposal 59

The Mayor, through TfL, and working with the London boroughs, employers, schools, community groups, other organisations and individuals, will bring about a step change in the walking experience in London to make walking count.

Providing a safe, comfortable and attractive street environment

Proposal 60

The Mayor, through TfL, and working with the London boroughs and other stakeholders, will improve the walking experience by enhancing the urban realm and taking focused action to ensure safe, comfortable and attractive walking conditions, including:

- Development of the 'key walking route' approach, to encourage walking and improve corridors between local destinations where people want to travel, encapsulating squares and open spaces where appropriate (for example, London parks)
- Delivery of the seven Strategic Walk Network routes, separate from, but alongside the development of, Greenways
- Improving access, safety and security between the station and surrounding areas for pedestrians (and cyclists) to encourage active and smarter travel
- Encouraging the extension of a network of linked green spaces (namely, the All London Green Grid)

Promoting the health and environmental benefits of walking

Proposal 62:

The Mayor, through TfL, working with London boroughs, developers and other stakeholders will promote walking and its benefits through information campaigns, events to raise the profile of walking, and smarter travel initiatives such as school and workplace travel plans.

All London Green Grid: Supplementary Planning Guidance (Adopted March 2012)

Implementation Point 1: Protecting the network of green infrastructure

The Mayor will work with boroughs, authorities adjoining London and other stakeholders to put into place appropriate mechanisms to ensure that green infrastructure is protected, enhanced, and managed to support the wider benefits of a network of multifunctional green infrastructure within London and beyond.

SPG Implementation Point 2: Green Grid Area partnership working

The 11 area partnerships should prepare Green Grid Area Frameworks that identify objectives and projects, taking into account cross boundary integration and promoting opportunities for improving the provision, quality, functions, linkages, accessibility, design, planning and management of the green infrastructure network.

Implementation Point 3: Governance and delivery

The Mayor will work with boroughs and other stakeholders to put into place the appropriate governance structures needed to drive forward the All London Green Grid and secure the resources for its delivery.

SPG Implementation Point 4: Integrating the ALGG

A The Mayor will and boroughs and other partners should incorporate the SPG Implementation Points, the strategic opportunities set out in Chapter 5 and appropriate area frameworks into policies, plans, proposals and projects, including infrastructure delivery plans, working together across boundaries where relevant.

B Development and regeneration proposals should plan, locate and design new and improved green infrastructure and manage the ALGG as an interdependent, integrated and multifunctional open and green space network.

Implementation point 5: Delivery Plan

The Mayor will work with partners to prepare a Delivery Plan that identifies and develops key Green Grid projects for investment, collated from the Green Grid Area Frameworks. The Plan will identify a phased delivery programme and will be regularly updated.

SPG Implementation Point 6: Creation, improvement and management

Development and regeneration proposals should demonstrate that adequate long term funding is provided for the creation, improvement and management of the ALGG, subject to the appropriate statutory tests, to maintain high quality and to achieve the associated benefits.

Implementation Point 7: Achieving the benefits of green infrastructure

The Mayor, boroughs and other stakeholders should work in partnership to address all opportunities to achieve the appropriate range of diverse functions and benefits from the network of green infrastructure both within and around London.

This page is left intentionally blank

Report No.
ES13059

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment Portfolio Holder

For pre-decision scrutiny by the Environment PDS Committee on

Date: 25th June 2013

Decision Type: Non-Urgent Executive Non-Key

Title: LEESONS HILL JUNCTION UPGRADE

Contact Officer: Ismiel Alobeid, Senior Traffic Engineer
Tel: 020 8461 7487 E-mail: Ismiel.Alobeid@bromley.gov.uk

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

Ward: Cray Valley East & Cray Valley West

1. Reason for report

During the recent Chislehurst Bridge closure a right turn ban was introduced at the junction of Leasons Hill and Station Road with Sevenoaks Way to aid traffic flow; the right turn bans are still present and continue to reduce congestion on the A224. Some residents are now requesting that the right turn ban be removed as their local journey time has increased and Members have asked officers to investigate alternative solutions to the issue of congestion at this junction.

2. **RECOMMENDATIONS**

- 2.1 That the Portfolio Holder approves Option 2, the widening of the A224 Sevenoaks Way, to allow the introduction of dedicated right turn lanes and the reintroduction of right turn manoeuvres into Leasons Hill and Station Road.
- 2.2 That authority is delegated to the Executive Director of Environment and Community Services, in consultation with the Portfolio Holder and Ward Members, to approve the scheme's detailed design.

Corporate Policy

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

Financial

1. Cost of proposal: Estimated Cost: £175k
 2. Ongoing costs: Non-Recurring Cost:
 3. Budget head/performance centre: TfL Funding for Congestion Relief and Casualty Reductions 2013-14.
 4. Total current budget for this head: £244.4k allocated to this scheme, of which £186.5k is the uncommitted balance
 5. Source of funding: TfL LIP Funding 2013/14
-

Staff

1. Number of staff (current and additional): 4
 2. If from existing staff resources, number of staff hours: 90
-

Legal

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

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): All motorists using the A224..
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors' comments: Ward Members from both adjacent Wards appreciate the reasons for the right turn ban. However, they are sympathetic to local residents who are requesting that the right turns be reinstated.

3. COMMENTARY

- 3.1 As part of the diversionary routing during the reconstruction of the bridge on Chislehurst Road, traffic modelling was conducted in order to maximise traffic flow around the diverted route, which included the Leasons Hill junction with the A224. Modelling of the Leasons Hill junction with Station Road and Sevenoaks Way showed that by banning right turn movements congestion would be reduced. This right turn ban has remained in place since the reopening of the bridge in November 2012, as the ban has continued to benefit traffic flow along the A224.
- 3.2 A decision was taken by the Portfolio Holder in April 2013 to keep the ban in place at least until the completion of the Nugent Retail Park traffic signal scheme, planned for autumn 2013. However, following complaints from local residents that the ban is causing localised inconvenience, the Portfolio Holder asked officers to investigate alternatives to the right turn ban, which is currently in place.
- 3.3 Four options are now being put forward as possible alternatives to the current design. All options except Option 3 include right turn movements.
- Option 1A: The installation of a roundabout, with two controlled pedestrian crossings, one on the southern arm of Sevenoaks Way and another on the northern arm.
 - Option 1B: The installation of a roundabout, with one controlled pedestrian crossing on the southern arm of Sevenoaks Way, twenty metres away from the junction (toward the junction with Station Approach).
 - Option 2: To widen and modify the existing junction, creating two lanes ahead with dedicated right turn lanes for vehicles wishing to turn into Leasons Hill and Station Road. The signals would also later be linked to other signals on this route via urban traffic control (UTC) to improve traffic flow along the A224.
 - Option 3: Do nothing; leave the signals as they are currently, with a right turn ban in place, but link to nearby traffic signals via urban traffic control (UTC) to improve traffic flow along the A224.
 - Option 4: To leave the junction as it is but to revert to allowing right turn movements into Leasons Hill and Station Road, as was the case before the temporary closure of the bridge on Chislehurst Road in November 2011.

Option Details

- 3.4 **Option 1A:** This design would feature a roundabout equipped with two pelican type crossings, one on each arm of Sevenoaks Way. The carriageway would need to be widened to accommodate the roundabout. The current all-round pedestrian stage would not be available, as the traffic signals would be decommissioned. Although pedestrian flow is relatively low during the day there is a safety concern if all round pedestrian facilities are removed. The two pelican type crossings should offer pedestrians a good opportunity to cross the A224, but pedestrian wishing to cross Leasons Hill or Station Road, at this junction, would have to do so using uncontrolled crossings. Note: Research reveals that vehicular collisions are more likely at a roundabout than a traffic signal junction; however, accidents at signal junctions are usually more severe in nature. This option would result in longer peak time delays on the A224 than at present (see Table 3 below). The estimated cost for this option is £135,000.

- 3.5 **Option 1B:** This design would also feature a roundabout with a pelican crossing on the southern arm of Sevenoaks Way about 25 metres from the junction, to minimise the congestion due to pedestrian delay. A recent survey revealed that the majority of pedestrians cross at this location, towards the bus stop and train station. Pedestrians wishing to cross the other three arms would need to use an uncontrolled crossing point. As with the above option there will be a concern for pedestrians especially those with mobility and visibility impairment. Widening of the carriageway will be required. This option would result in shorter peak time delays on the A224 than at present (see Table 4 below). The estimated cost of this option is £107,000.
- 3.6 **Option 2:** Widening the A224 at the junction to provide dedicated right turn lanes in addition to two lanes ahead in both directions would be most functional as it would provide all round pedestrian crossing stage along with optimum traffic flow whilst allowing right turners. However, it would require greater carriageway widening than needed for a roundabout, which may prove to be expensive due to the levels of underground services such as gas, electric, water, cable TV and BT. In order to convert footways into carriageways some of the above services may need to be relocated. This option would result in shorter peak time delays on the A224 than at present (see Table 5 below). The estimated cost of this option is £175,000.
- 3.7 **Option 3:** Do nothing; this is obviously the cheapest option which gives fairly good traffic flow through the junction and all round pedestrian crossing facilities (see Table 6 below). However, with this option no right turns are allowed from Sevenoaks Way into Leeson's Hill or Station Road, which has resulted in longer journeys for some local residents and some "rat running" in local roads. It is also proposed that this junction will be linked to the proposed traffic signals for Nugent centre via an UTC system.
- 3.8 **Option 4:** Revert back to previous traffic design prior to the bridge closure without a right turn ban in place (see Table 7 below). This will also be an inexpensive option that allows all round pedestrian demand, however, as the modelling shows, congestion on the A224 will be greatly increased. This option would result in much longer peak time delays on the A224 than at present. The estimated cost of reintroducing right turn movements at the junction is £3,200.
- 3.9 The volume of vehicular and pedestrian traffic has a bearing on all designs. Tables 1 and 2 below give an idea of vehicular and pedestrian traffic for a typical morning peak flow.

Table 1 Traffic Flow at Junction: (morning peak traffic flow 8 – 9am)

Origin	Destinations	Vehicles / Per hour (PCU) passenger carrying unit = 1 car
Sevenoaks Way (Southbound)	Right into Leasons Hill	73
	Ahead into Sevenoaks Way	833
	Left into Station Road	130
Cray Avenue (Northbound)	Right into Station Road	85
	Ahead onto Sevenoaks Way	771
	Left into Leasons Hill	77
Leasons Hill (Westbound)	Right into Sevenoaks Way	111
	Ahead into Station Road	203
	Left into Sevenoaks Way	163
Station Road (Eastbound)	Right into Sevenoaks Way	100
	Ahead into Leasons Hill	132
	Left Sevenoaks Way	80
Total Flow		2,758

Table 2 Pedestrian movements (morning peak traffic flow 8 – 9am)

Across Sevenoaks Road Southern Arm	Across Sevenoaks Road Northern Arm	Across Leasons Hill	Across Station Road	Total Pedestrians crossing during the peak period
88	15	27	7	137

Table 3 Oscady Modelling Results for Option 1 A

(Roundabout with two controlled pedestrian crossings at junctions, north & south arm of Sevenoaks Way)

AM Peak Flow	(RFC)	Vehicular Queues Per/hour
	RFC of 0.85 = good traffic flow above this figure and congestion will occur.	
Arm 1 (Sevenoaks Way) SB	1.06	38.92
Arm 2 (Station Road)	0.65	1.76
Arm 3 (Sevenoaks Way) NB	1.10	53.94
Arm 4 (Leesons Hill)	0.88	5.91
Overall Result Total Queue		100.53

Table 4 Oscady Modelling Results for Option 1B

(Roundabout with one controlled pedestrian crossing on the Southern arm of Sevenoaks Road, twenty metres away from the junction)

AM Peak Flow	(RFC)	Vehicular Queues Per/hour
Arm 1 (Sevenoaks Way) SB	1.00	21.31
Arm 2 (station Road)	0.66	1.89
Arm 3 (Sevenoaks Way) NB	0.95	12.10
Arm 4 (Leesons Hill)	0.98	12.53
Overall Result Total Queue		47.83

Table 5 Linsig Modelling Results for Option 2

(Three lanes with pedestrian demand; widened carriageway to allow extra lanes on the A224)

AM Peak Flow	Practical Reserve Capacity (PRC) Degree of saturation 85% = traffic good flow	Vehicular Queues Per/hour
Sevenoaks Way NB. Ahead and Left	87.4 %	7.4
Sevenoaks Way NB. Ahead and Right	88.4%	8.7
Sevenoaks Way SB, Ahead and Left	96.2%	11.6
Sevenoaks Way SB Ahead and Right	95.8%	11.8
Leasons Hill , Ahead , Left and Right	96.4%	13.0
Station Road, Ahead ,left and Right	58.8%	3.2
Total network delay	PRC for network = (-7.1)	56.8

Table 6 Linsig Modelling results for Option 3

(Current traffic signal arrangement on site with pedestrian demand)

AM Peak Flow	Practical Reserve Capacity (PRC) Degree of saturation, 85% = good traffic flow	Vehicular Queues Per/hour
Sevenoaks Way NB. Ahead and Left	89.5 %	8.2
Sevenoaks Way NB. Ahead and Right	89.3%	8.1
Sevenoaks Way SB, Ahead and Left	96.2 %	11.6
Sevenoaks Way SB Ahead and Right	99.4%	15.8
Leasons Hill , Ahead , Left and Right	99.0%	15.3
Station Road, Ahead ,left and Right	58.8%	3.2
Total network delay	Overall PRC = (- 10.5)	63.1

Table 7 Modelling result for Option 4

(Showing junction with right-turn operation in place as was in place prior to the Chislehurst bridge closure, with pedestrian demand)

AM Peak Flow	Practical Reserve Capacity (PRC) Degree of saturation 85% = good traffic flow, above this figure and congestion will occur	Vehicular Queues Per/hour
Sevenoaks Way NB. Ahead and Left	113.8 %	64.6
Sevenoaks Way NB. Ahead and Right	158.3%	25.3
Sevenoaks Way SB, Ahead and Left	175.9 %	118.3
Sevenoaks Way SB Ahead and Right	126.3%	112.9
Leesons Hill , Ahead , Left and Right	176.4%	32.3
Station Road, Ahead ,left and Right	82.5%	5.5
Total network delay	Overall PRC = (- 96%)	358.97

Safety Considerations

- 3.10 Independent safety audits of each design have been undertaken. Both roundabout options would introduce additional risks and difficulties for pedestrians, as either two or three arms of the junction would not have any controlled crossing facility. Leesons Hill has a fairly high crossing rate for pedestrians and for cyclists using the off road cycle route.
- 3.11 Another issue raised is the possible high vehicle approach speeds on the A224, where the main traffic flow is found, increasing the risk for drivers entering the roundabout from either Leesons Hill or Station Road.
- 3.12 If option 2 was to be introduced – the widened carriageway with dedicated right turn lanes – there could be an issue with limited opportunities for right turners, which could lead to drivers taking chances and turning when they should not. However, to remove this risk a dedicated right turn stage would need to be introduced into the signals sequence, but any such facility would remove the traffic flow advantages created by this design so could not be recommended.

Recommendations

- 3.13 In light of all the evidence provided, Option 2 – widening the carriageway to introduce two lanes ahead on the A224 plus a dedicated right turn lane into both Leeson's Hill and Station Road – would provide the greatest benefits: congestion on the A224 would be minimised, pedestrian movements would be catered for on each arm of the junction, the safety of vehicle occupants would be maximised, and local residents would not be inconvenienced by being unable to turn right from the A224.
- 3.14 The only other option that could be considered would be Option 3 i.e. to maintain the status quo and leave the right turn bans in place, but this would continue the disbenefit for local residents and other drivers who would wish to turn right from the A224. There would however be no cost if this option were to be agreed.

4 POLICY IMPLICATIONS

- 4.1 Two of the key aims set out in the Environment Portfolio Plan 2013-16 are to “Improve the road network and journey times for all users” and “Promote safe and secure travel”

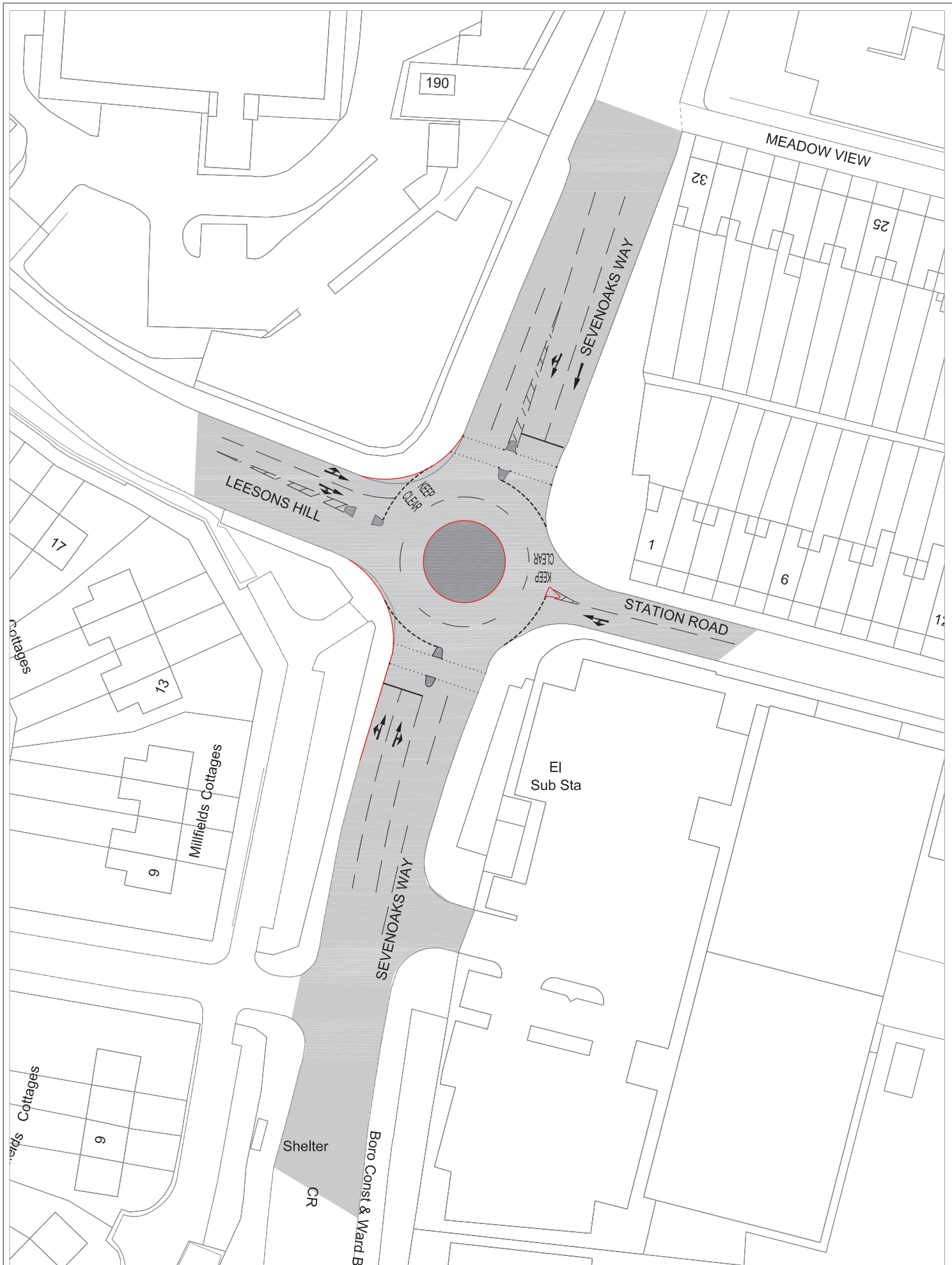
5 FINANCIAL IMPLICATIONS

- 5.1 The estimated cost of the various options are summarised in the table below: -

Option	Cost £'000
Option 1A	135
Option 1B	107
Option 2	175
Option 3	0
Option 4	3

- 5.2 The report is recommending that the Portfolio Holder approves Option 2 that costs £175k. This can be funded from the TfL 2013 /14 LIP funding for Congestion Relief and Casualty Reductions that has an allocation of £244.4k set aside for this scheme. An uncommitted balance remains of £186.5k to meet these costs.

Non Applicable Sections:	Legal and Personnel Implications
Background Documents: Access on website (Decision) or via Contact Officers	Portfolio Holder Decision on 26/4/13 re TRAFFIC CONGESTION NEAR THE NUGENT CENTRE, PROPOSED TRAFFIC SIGNALS - Decision Ref ENV12027 OSCADY, roundabout traffic modelling results. Linsig, traffic signal modelling results. Various survey documents



© Crown copyright and database rights 2013 Ordnance Survey 100017661.

Job Title:
**LEESONS HILL JCT
 SEVENOAKS WAY
 PROPOSED JUNCTION
 REALIGNMENT**

Drawing Title:
**PROPOSED ROUNDABOUT
 ON SEVENOAKS WAY
 OPTION 1A**

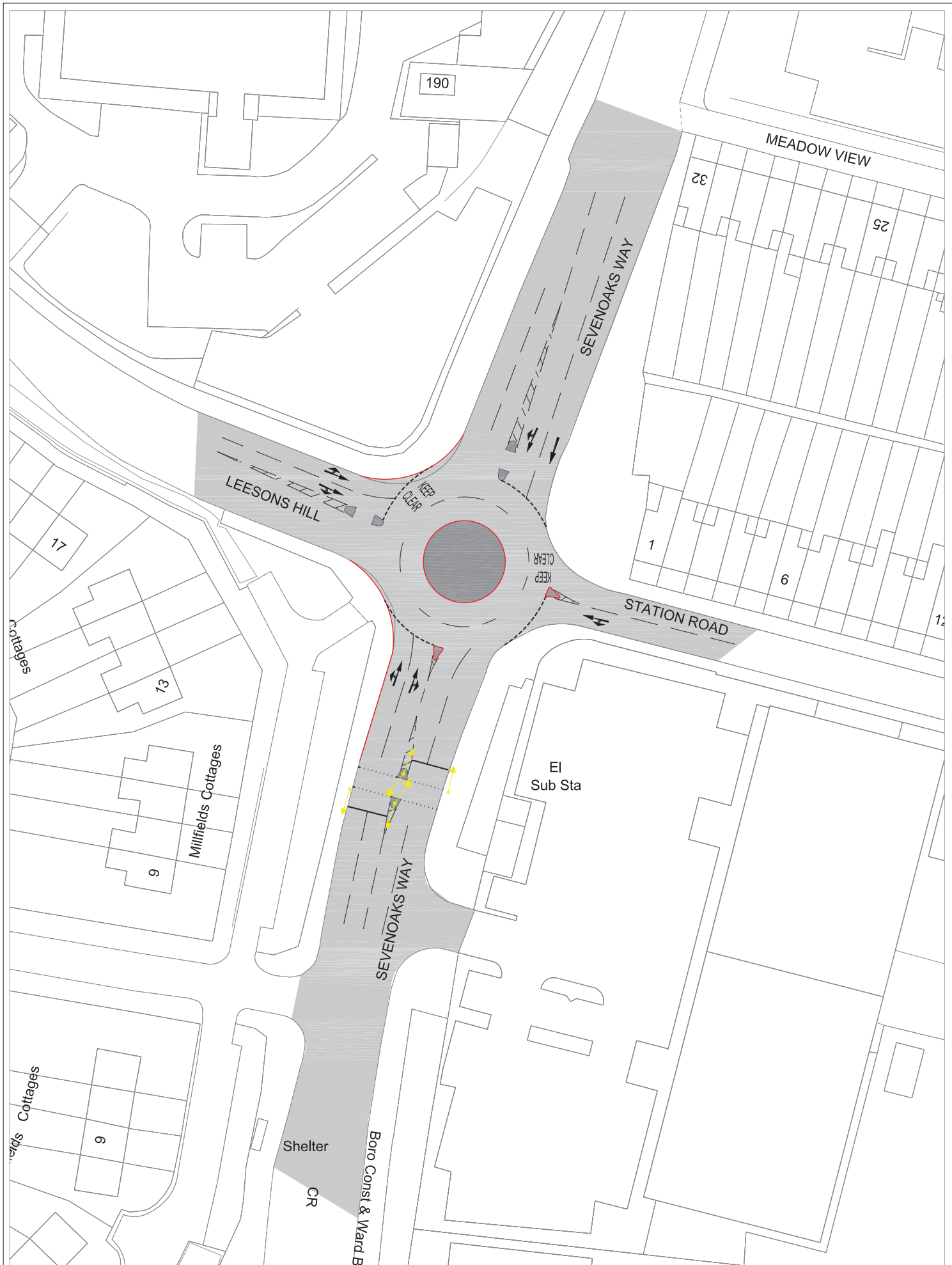

 Environmental Services
 Civic Centre, Stockwell Close,
 Bromley, BR1 3UH
 Tel: 020 8464 - 3333
 Fax: 020 8313 - 4555
 Email: www.bromley.gov.uk

Nigel Davies
 Executive Director of Environment &
 Community Services

Scale @ A3
 1:500
 Date
 17/05/13
 Drawn by:
 J.J.
 Checked by:
 J.A.

Rev	Date	Description	By
Drawing Number		11416-03	

This page is left intentionally blank



© Crown copyright and database rights 2013 Ordnance Survey 100017661.

Job Title:
**LEASONS HILL JCT
 SEVENOAKS WAY
 PROPOSED JUNCTION
 REALIGNMENT**

Drawing Title:
**PROPOSED ROUNDABOUT
 ON SEVENOAKS WAY
 OPTION 1B**

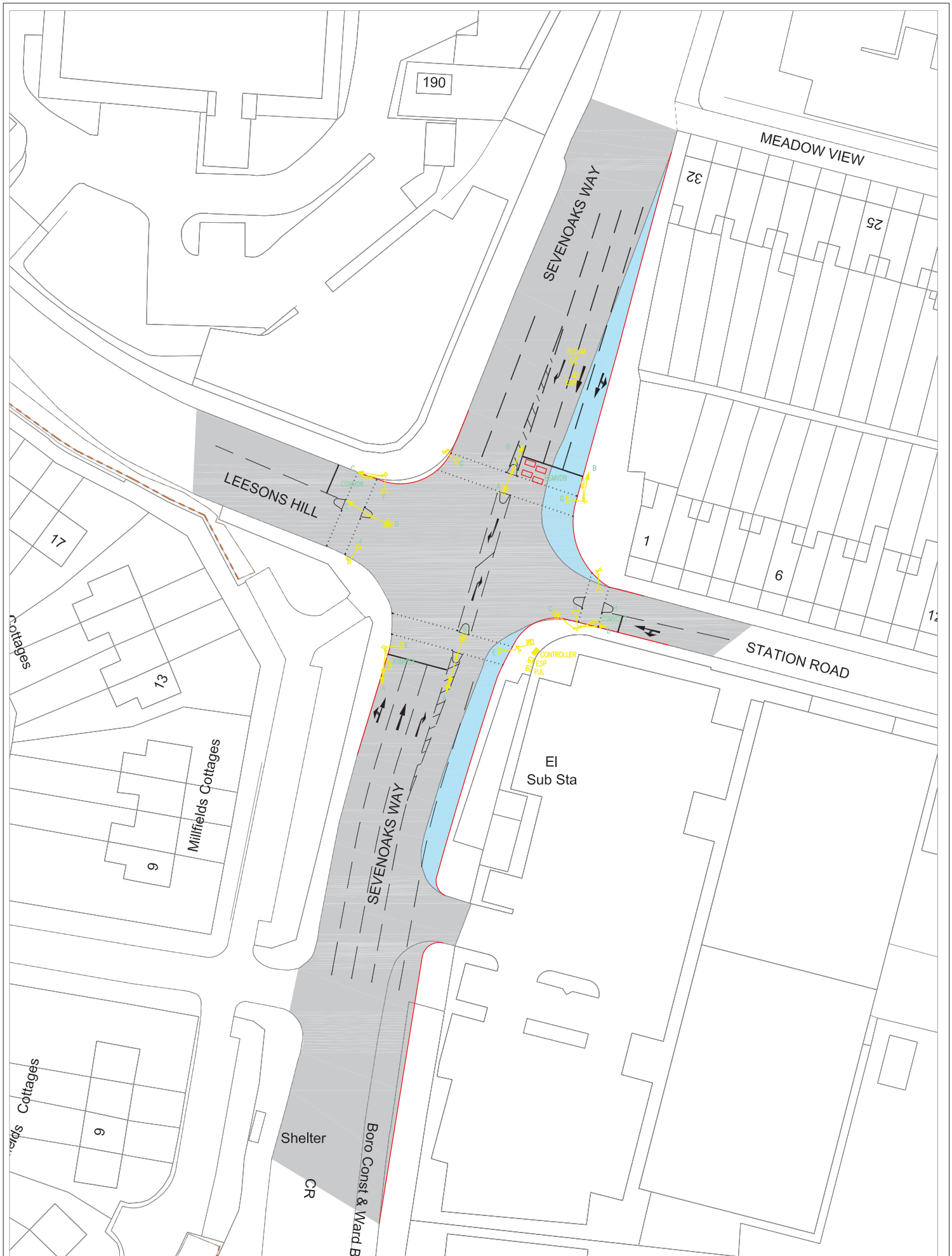
Bromley
 THE LONDON BOROUGH

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

Nigel Davies
 Executive Director of Environment &
 Community Services

Scale @ A3	1:500		
Date	17/05/13		
Drawn by:	J.J.	Rev	Date
Checked by:	J.A.	Description	By
		Drawing Number	Rev
		11416-02	-

This page is left intentionally blank



© Crown copyright and database rights 2013 Ordnance Survey 100017661.

Job Title:
**LEESONS HILL JCT
 SEVENOAKS WAY
 PROPOSED JUNCTION
 REALIGNMENT**

Drawing Title:
**PROPOSED ROAD WIDENING
 ON SEVENOAKS WAY
 OPTION 2**

Bromley
 THE LONDON BOROUGH

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

Nigel Davies
 Executive Director of Environment &
 Community Services

Scale @ A3
 1:500

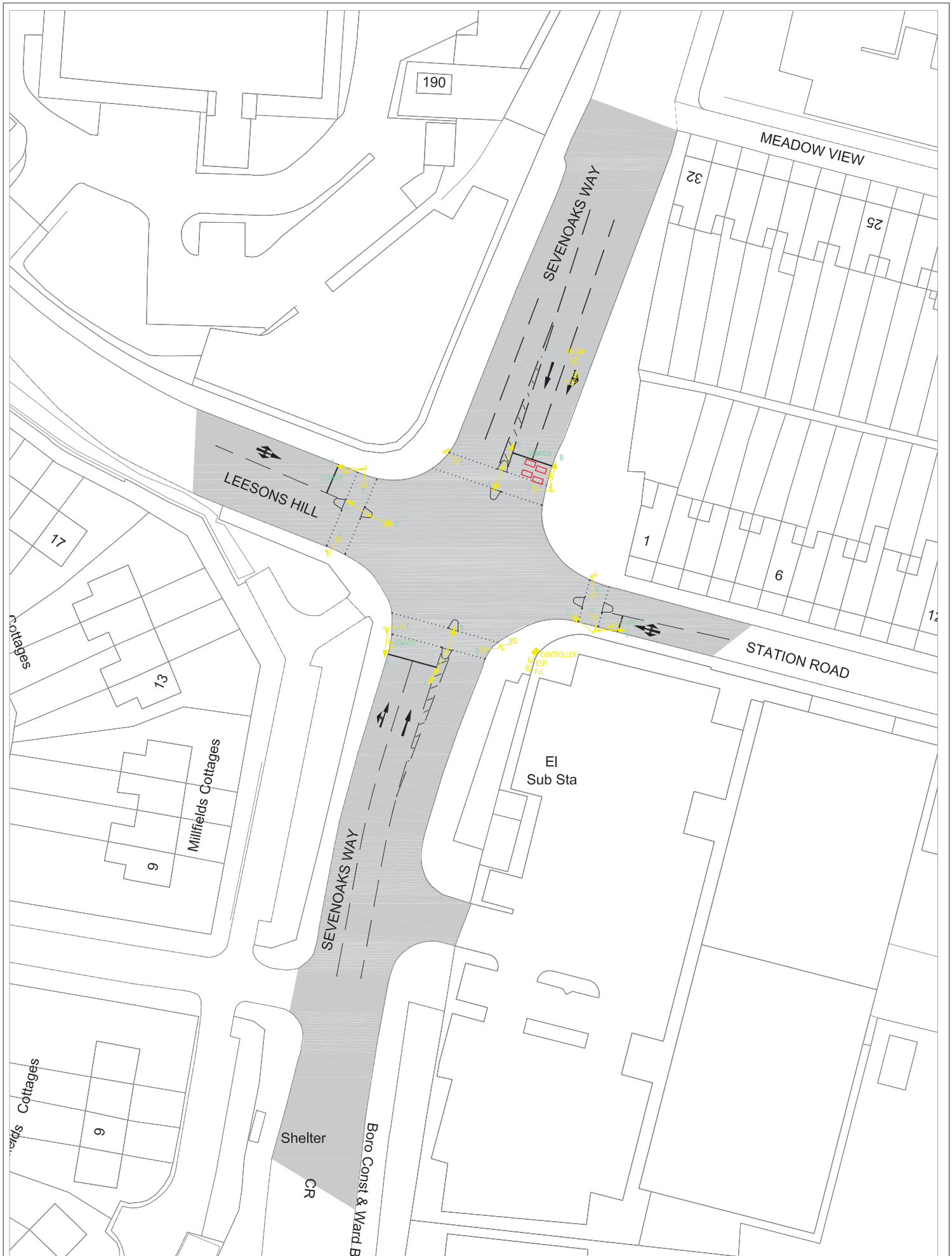
Date
 17/05/13

Drawn by:
 J.J.

Checked by:
 J.A.

Rev	Date	Description	By
		Drawing Number	
		11416-01	

This page is left intentionally blank



© Crown copyright and database rights 2013 Ordnance Survey 100017661.

Job Title:
**LEESONS HILL JCT
 SEVENOAKS WAY
 PROPOSED JUNCTION
 REALIGNMENT**

Drawing Title:
**AS EXISTING (NO RIGHT TURN)
 OPTION 3**

Bromley
 THE LONDON BOROUGH

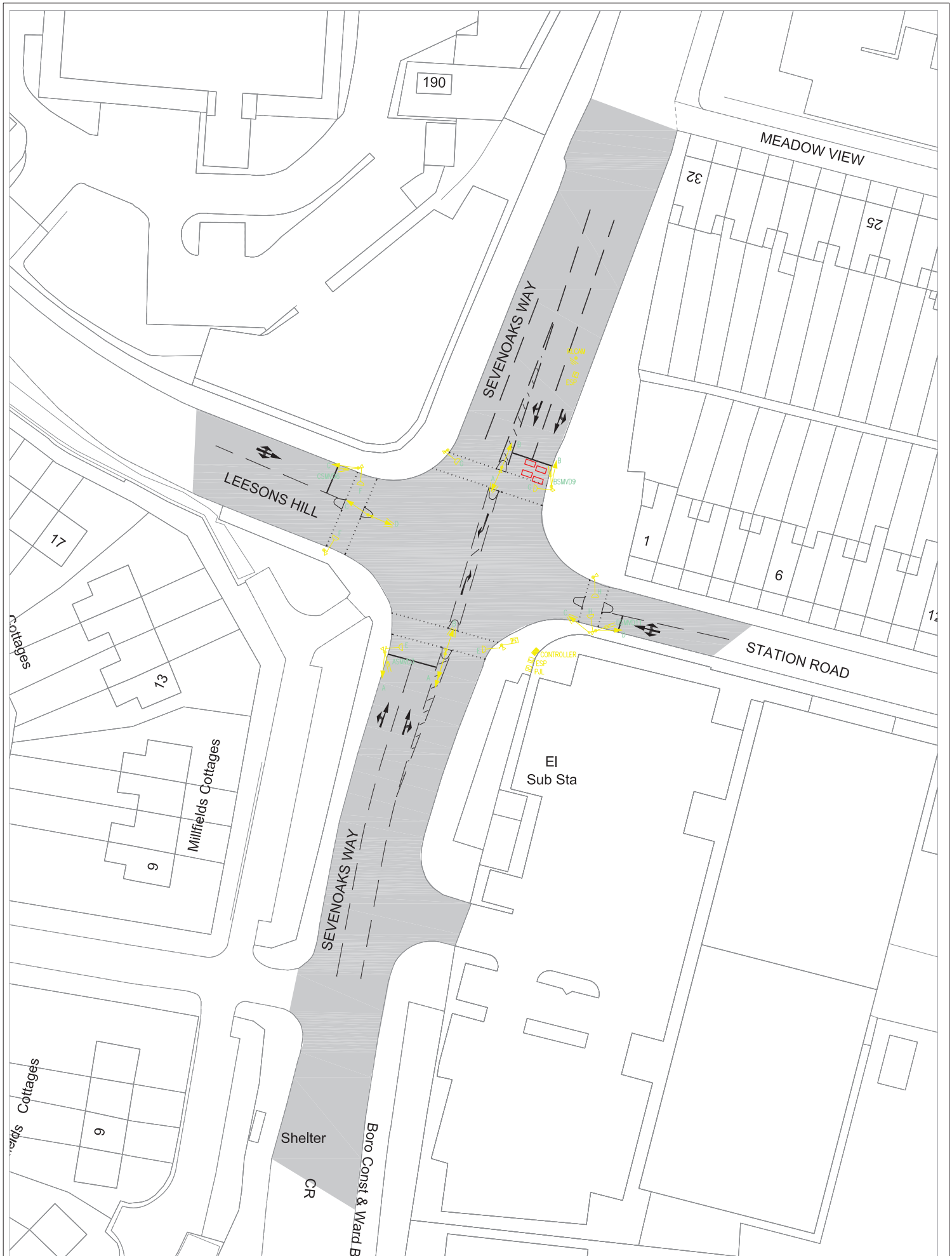
Environmental Services
 Civic Centre, Stockwell Close,
 Bromley, BR1 3UH
 Tel : 020 8464 - 3333
 Fax : 020 8313 - 4555
 Email : www.bromley.gov.uk

Nigel Davies
 Executive Director of Environment &
 Community Services

Scale @ A3	1:500		
Date	24/05/13		
Drawn by:	J.J.	Rev	Date
Checked by:		Description	By
		Drawing Number	Rev
		11416-04	-

W:\Environmental Services\Transportation Planning\AutoCAD\Drawings\Completed\Work\11416\11416_Leeson's Hill [2] Sevenoaks Way\11416-04.dwg USER: Joyce, John FILE SIZE = 1.01

This page is left intentionally blank



© Crown copyright and database rights 2013 Ordnance Survey 100017661.

Job Title:
**LEESONS HILL JCT
 SEVENOAKS WAY
 PROPOSED JUNCTION
 REALIGNMENT**

Drawing Title:
**RIGHT TURN MOVEMENT
 OPTION 4**

Bromley
 THE LONDON BOROUGH

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

Nigel Davies
 Executive Director of Environment &
 Community Services

Scale @ A3
 1:500

Date
 17/05/13

Drawn by:
 J.J.

Checked by:

Rev	Date	Description	By

Drawing Number
 11416-05

This page is left intentionally blank

Report No.
ES13069

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment Portfolio Holder

For Pre-decision Scrutiny by the Environment PDS Committee on

Date: 25th June 2013

Decision Type: Non-Urgent Executive Non-Key

Title: ACCESS ROAD TO DEVELOPMENT ADJACENT TO SITE OF 2, STATION COTTAGES, CHELSFIELD - PROPOSED LIGHTING UNDER PRIVATE STREET WORKS PROCEDURE

Contact Officer: Mike Hammond, Highway Development Engineer
Tel: 020 8313 4667 E-mail: mike.hammond @bromley.gov.uk

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

Ward: Chelsfield and Pratts Bottom.

1. Reason for report

The Council has been approached by Robust Developments who wish to build 2 pairs of semi-detached houses adjacent to 2, Station Cottages and have a planning consent granted on appeal. The developer requires the Council to exercise its powers under the Private Street Works Code to facilitate the lighting of the access road, at the Developer's expense. The initial stage is to make a First Resolution which is the subject of this report.

2. **RECOMMENDATION(S)**

That the Environment Portfolio Holder:

2.1 **Makes a First Resolution under s.205(i) of the Highways Act 1980 in respect of the lighting as follows:**

The Council do hereby declare that the access road leading to 2, Station Cottages is not lighted to its satisfaction and therefore resolves to execute street works therein, under the provisions of the Private Street Works Code, as set out in the Highways Act 1980.

The access road extends from the junction with Windsor Drive to the north-west, to the boundary of the site of 2, Station Cottages to the south-east.

Corporate Policy

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

Financial

1. Cost of proposal: No Cost
 2. Ongoing costs: Non-Recurring Cost
 3. Budget head/performance centre: Highways
 4. Total current budget for this head: £6.118m
 5. Source of funding: Nil cost to the Council as all costs will be fully funded by the developer
-

Staff

1. Number of staff (current and additional): 3
 2. If from existing staff resources, number of staff The number of staff hours will depend on the number and type of responses received in respect of the serving of the Notice on the frontagers and whether the case is referred to the Magistrates Court. The costs will be borne by the developer:
-

Legal

1. Legal Requirement: Non-Statutory - Government Guidance No requirement at this stage, but should a scheme proceed then the procedures which must be followed are set out in legislation.
 2. Call-in: Applicable
-

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): All users of the access way following the construction of the new houses.
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments: Any views expressed by Ward Members will be reported to Environment PDS Committee and the Portfolio Holder

3. COMMENTARY

- 3.1 In 2011, Robust Developments Ltd applied for planning consent to build 2 pairs of semi-detached houses adjacent to the site of 2, Station Cottages, Chelsfield. (Planning reference 11/01628)
- 3.2 The site is only accessible by means of an unadopted access road which is narrow and unlit, so officers recommended refusal on safety grounds and the application was refused by the Development Control Committee. Drawing No WD/422/BP 01 is attached, showing the details of the proposal and access.
- 3.3 The developer appealed the Council's decision. The Planning Inspector subsequently allowed the development, but agreed with the Council in respect of the need for a passing bay and lighting. The Inspector placed conditions on the permission that these had to be in place ahead of the commencement of the development. It was expected that the developer would be able to negotiate with the owners of the access road (i.e the several owners of the various dwellings which front onto the road) to secure agreement to enable a passing-bay to be constructed and street lighting to be installed. Despite efforts extending over the last year, no agreement has been reached.
- 3.4 The issue of the passing-bay has now been dealt with by means of the Council providing a suitable area of land, upon which the developer will construct a passing-bay at his own expense. The matter of the street lighting could be addressed by means of the Private Street Works Code. Legal advice is that the Council should use its powers, albeit the lighting will not be adopted upon completion and the developer will be required to meet the Council's costs in full.

4. POLICY IMPLICATIONS

- 4.1 Policy T14 of the Unitary Development Plan (UDP) adopted in July 2006 says that unadopted highways will normally be considered for making-up and adoption as resources permit, but only following a referendum conducted in each road in which the owners of the majority length of frontage are in favour. In exceptional circumstances however, such a referendum may be dispensed with.
- 4.2 In this case, it is not proposed to make-up the road for adoption, but only to light it to enable the development to proceed. The Council can exercise its Private Street Works powers in this instance and it is not proposed that the cost of lighting the access road will be passed onto the frontage owners. The frontagers are well aware of the situation as a result of their contact with the developer, and in this case it is recommended that a referendum is not conducted.

5. FINANCIAL IMPLICATIONS

- 5.1 Because the developer will be required to meet all of the costs of a scheme to light the access road, including any costs involved with appearing in front of Magistrates to resolve any objections, no costs will fall upon the Council.
- 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 the scheme.
- 5.3 The future cost of the electrical energy involved with the lighting would not fall upon the Council, but would have to be met by the developer possibly by some arrangement involving the purchasers of his new houses.

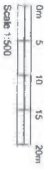
6. LEGAL IMPLICATIONS

- 6.1 If the Council refused to use its powers under the Private Street Works Code, this could be seen as an attempt to frustrate the implementation of the award of planning consent by the Planning Inspector. The Council would then be vulnerable to legal challenge for wrongful use of its discretion.
- 6.2 The Council would need to proceed under the requirements of the Private Street Works Code, which would involve serving Notices of Provisional Apportionment on the frontage owners. Because of the intention that the full cost of the scheme will be met by the developer without charge to the frontagers, these Notices will show 'nil' street works cost i.e. the frontagers would not be able to raise objections to the proposal on financial grounds. S.208 of the Highways Act 1980 sets out the grounds upon which the owners of premises, shown in a Provisional Apportionment of Estimated Expenses as liable to be charged with any part of the expenses of executing street works, may by notice object to the proposed works. It is anticipated that the frontagers would choose to pursue objections on non-financial grounds.
- 6.3 If any objections are raised by the frontagers, it may not be possible to resolve these by negotiation, in which case they would have to be referred to the Magistrates Court for determination. This would not only increase the cost to the developer, but could delay the scheme. The developer has been made aware of this.

Non-Applicable Sections:	Personnel
Background Documents: (Access via Contact Officer)	Delegated Planning Report 20 th July 2011 Planning Inspectorate Appeal Decision 15 th January 2012



Proposed block plan scale 1:500



Site location plan



Proposed address: proposed development at: Station Cottages Windsor Drive Chelsfield	
Drawing Title: proposed block plan site location plan	
Scale:	Date:
AS stated @ A2	2010
Drawing Number:	Revision:
WD/422/BP 01	01
CLIENT: Robust Developments Ltd Nigel Bradbury Designs <small>Unit 20, Kingsway Business Centre Kingsway, Chelsfield, Chelmsford, Essex, SS8 7JH Tel: 0206 3800000 Fax: 0206 3800001 Email: info@nigbradburydesigns.co.uk</small>	
Drawing Date: 15/05/2011	

This page is left intentionally blank

Report No.
ES13074

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment Portfolio Holder

**For Pre-decision Scrutiny by the Environment PDS Committee
on 25th June 2013**

Date: 25th June 2013

Decision Type: Non-Urgent Executive Non-Key

Title: HIGHWAY MAINTENANCE POLICY

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

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

Ward: All

1. Reason for report

To consider a revised policy for the treatment of vehicle crossovers and hard footway verges during planned maintenance schemes.

2. **RECOMMENDATION(S)**

That the Environment Portfolio Holder agrees:-

A revised policy for the treatment of vehicle crossovers and hard footway verges during planned maintenance schemes, as set out in the attached report.

Corporate Policy

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

Financial

1. Cost of proposal: No additional cost:
 2. Ongoing costs: Not Applicable:
 3. Budget head/performance centre: Highways – planned footway maintenance
 4. Total current budget for this head: £1.094m
 5. Source of funding: Existing revenue budget 2013/14
-

Staff

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

Legal

1. Legal Requirement: Statutory Requirement:
 2. Call-in: Applicable:
-

Customer Impact

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

Ward Councillor Views

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

3. COMMENTARY

- 3.1 In November 2012, the Environment Portfolio Holder approved the recommendations of the Highway Assets Working Group (HAWG) to change the policy for planned footway projects with respect to the materials used.
- 3.2 The previous policy for footway maintenance required schemes involving the reconstruction of slabbed footways to utilise 'like-for-like' materials, with existing vehicle crossings being built using block paving, even when they were of concrete or flexible asphalt construction.
- 3.3 Having considered data from insurance claims, the HAWG accepted this approach where maintenance projects are restricted to the repair of defective areas and existing vehicle crossing materials are retained to provide a similar level of service at a reduced cost. Following the trial scheme in Oxhawth Crescent, the revised policy was adopted for future year's works.
- 3.4 While this policy has been effective in roads with asphalt surfaced vehicle crossing and footway verges, and the cost reductions achieved, it has caused problems where concrete crossings and footway verges require maintenance. This is mainly due to the difficulties in protecting the concrete surface from the weather and damage during the curing period.
- 3.5 In most of our roads we have slabbed footways with a mixture of concrete and asphalt surfaced vehicle crossings. Having considered the costs involved it is proposed that all vehicle crossings and hard footway verges are maintained using asphalt materials. This would not impact on the use of slabbed paving for footways, and should produce a more consistent finish in the street for a similar outlay. The use of asphalt materials would also reduce disruption to residence as the closure of vehicle access to properties would be reduced from 5 days to 24 hours.

4. POLICY IMPLICATIONS

- 4.1 The Environment Portfolio Plan 2013-16 includes the key aim of maintaining roads, pavements and street lighting in a good condition. The borough's carriageways and footways have a high profile and are used by most residents and businesses on a daily basis. Maintaining these assets will contribute to the Council's vision of providing a place where people choose to live and do business and links well with policy priorities of a quality environment, vibrant thriving town centres and supporting independence /safer communities.

5. FINANCIAL IMPLICATIONS

- 5.1 Planned maintenance works for borough footways are funded from the annual revenue highway maintenance budget of £1.094m. The proposed policy change would be cost neutral and would not impact on the budget for these works.

6. LEGAL IMPLICATIONS

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

Non-Applicable Sections:	Personnel implications
Background Documents: (Access via Contact Officer)	ES11126 – Planned Highway Maintenance Programme 2012/13

This page is left intentionally blank

Report No.
RES13124

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: Environment Portfolio Holder

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

Date: 25th June 2013

Decision Type: Non-Urgent Executive Non-Key

Title: **APPOINTMENTS TO THE COUNTRYSIDE CONSULTATIVE
PANEL AND THE LEISURE GARDENS AND ALLOTMENTS
PANEL 2013/14**

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

Chief Officer: Mark Bowen, Director of Corporate Services

Ward: N/A

1. Reason for report

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

1.2 It is necessary to confirm the appointment of Members to these Panels for 2013/14.

2. **RECOMMENDATION**

2.1 **The Portfolio Holder is asked to confirm the 2013/14 Membership of the Countryside Consultative Panel and the Leisure Gardens and Allotments Panel.**

Corporate Policy

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

Financial

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

Staff

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

Legal

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

Customer Impact

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

Ward Councillor Views

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

3. COMMENTARY

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

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

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

- Councillors Peter Fookes, Ellie Harmer, Alexa Michael, Harry Stranger and Michael Turner.

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

This page is left intentionally blank

Report No.
ES13072

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Executive

For Pre-decision Scrutiny by the Environment PDS Committee on 25th June 2013 and the Executive and Resources PDS Committee on 18th July 2013

Date: 24th July 2013

Decision Type: Non-Urgent Executive Non-Key

Title: **UPDATE ON THE IMPLEMENTATION OF THE FLOODING AND WATER ACT 2010**

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

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

Ward: All

1. Reason for report

- 1.1 Updates Members on the Council's second year of operation as a Lead Local Flood Authority.
- 1.2 Agree funding for the current financial year

2. **RECOMMENDATION(S)**

That the Executive approve the release of £220,000 from the 2013/14 Central Contingency to implement the proposals detailed in this report in order to meet the responsibilities required by the Flooding and Water Act 2010.

Corporate Policy

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

Financial

1. Cost of proposal: Estimated Cost: £220,000
 2. Ongoing costs: Recurring Cost:
 3. Budget head/performance centre: Central Contingency
 4. Total current budget for this head: £253,000
 5. Source of funding: Grant funding from DEFRA for Flooding & Water Management Act implementation and Business Rates Retention
-

Staff

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

Legal

1. Legal Requirement: Statutory Requirement:
 2. Call-in: Applicable
-

Customer Impact

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

Ward Councillor Views

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

3. COMMENTARY

Background

- 3.1 The Flooding and Water Management Act 2010 (FWMA) requires the London Borough of Bromley, as a Lead Local Flood Authority (LLFA), to develop, maintain, apply and monitor a strategy for local flood risk management in its area. A report was previously considered by the Environment Portfolio Holder in April 2011, who agreed to delegate all responsibilities for the FWMA to the Director of Environmental Services.
- 3.2 In February 2012 a further report was brought to the Environment Portfolio Holder and Development Control Committee. This covered the implementation of further legislation requiring the Council to adopt the role of SAB (SUDS Approving Body) to approve Sustainable Urban Drainage Systems submitted by developers.
- 3.3 The LLFA has a duty to identify the causes of surface water flooding and determine those organisations or authorities that have a role in mitigating the flood risk. This report reviews the Council's progress in the role of LLFA, and considers responsibilities and activities for the coming year.
- 3.4 During the last year good progress has been made on implementing the FWMA:
- 3.5 **South East London Flood Risk Partnership** – as an LLFA we have been part of the South East London Flood Risk Group (SELRG), working in partnership with Bexley, Lewisham and Greenwich. The SELRG provides a forum at which officers and elected Members from each authority come together to exchange information, share experiences and identify opportunities for partnership working. Representatives from the Environment Agency and Thames Water Utilities regularly attend quarterly meetings, together with any other authority or organisation that has an interest in flood risk within its catchment area.
- 3.6 **Flood reporting** – a flood register has been established and populated with historic data on known flooding incidences. This will be used to record all future reports of flooding across the borough to use in subsequent investigations. While 2012 was the second wettest year nationally, in Bromley instances of significant flooding were relatively rare.
- 3.7 **Flood Asset Register** – As the LLFA we have a statutory responsibility to maintain a register of significant surface water drainage assets which may have an impact on future flooding in the borough. Condition surveys undertaken during the year have added further detail to our GIS records.
- 3.8 **Condition Surveys** – the condition of surface water drainage assets determine their effectiveness during storm conditions. As part of the asset survey, the condition of these assets has been recorded to identify any cleaning or other maintenance works that may be required. These will include soakaways, catchpits and ponds, as well as part of the critical pipe network controlled by Thames Water. Over the last year condition surveys have been targeted at locations with a known flood risk. Data from the surveys has been added to the Flood Asset register described above.

Future Responsibilities and Work Streams

- 3.9 **Local Flood Risk Strategy** – During 2012/13 a scoping exercise was undertaken to determine the way forward for a joint Local Strategy to be procured by the boroughs within the SELRG. The full document will be produced with the assistance of consultants during 2013/14. This is a mandatory document that must be submitted to the Environment Agency for publication. While there is no deadline for producing the document, LLFA's have been encouraged to have their strategies 'in the public sphere' by Autumn 2013.

- 3.10 The South East London Flood Risk Group's joint strategy is due to be out for public consultation by autumn 2013, and finalised and published by spring 2014.
- 3.11 **SUDS Approving Body (SAB)** – Introduction of the SAB role has been delayed, with the latest date being proposed by central Government of spring 2014. The outcome of the consultation exercise described in this report last year has been published, and we are waiting for detailed national standards to be published.
- 3.12 **Review of impounded water bodies** – the FWMA is going to introduce new standards for the management of reservoirs, and there will be new requirements to assess the risk associated with failure of the reservoir structure. There are 18 sites within the borough that may require regular statutory inspections under the FWMA, half of which are within LBB owned land. Asset and condition details of each site will be included in the Drainage Asset Management Plan.
- 3.13 **Public Engagement** – As the Local Strategy is produced we are obliged to conform to the national strategies template and include widespread stakeholder consultation including the public. Our current proposal is to make full use of the Bromley web site and mail shots to residents groups, to raise interest and encourage responses to a web-based survey.
- 3.14 **Retrofitting of SUDs** – during the last year LLFA funding has been used to subsidise and promote rain water harvesting at residential properties. Reduced price water butts have been available via the Bromley web page using the existing home composting campaign arrangements. 782 butts have been purchased by Bromley residents as a result of this initiative. Water butts sold over the first two years of LLFA operation could potentially reduce storm run off by 1,5m litres (330,000 gallons). While this figure is not significant in terms of flood reduction when considered over a borough the size of Bromley, the initiative promotes the concept of water harvesting at source to reduce run-off to the river network. It will also engage residents in a longer-term dialogue on the need to conserve water and reduce flood risk.
- 3.15 **Working with the Environment Agency** – The Environment Agency's programme of works is prioritised on the basis of the number of properties removed from flood risk areas. In marginal cases an LLFA can encourage works to proceed by actively engaging and/or providing a proportion of the funding. In the case of the Main River Ravensbourne at Addington Road, locally important river channel clearance works are progressing as a result of LBB works to clear silt from a culvert beneath the highway. The work to this river channel did not meet EA regional intervention levels but was funded because Bromley as LLFA was proactive and willing to commit DEFRA monies. There is more work still to be done at Addington Road and potentially at other Main River locations.

4. POLICY IMPLICATIONS

- 4.1 In order for the Council to fulfil the requirements of the FWMA, the Director of Environment and Community Services has delegated responsibilities for co-ordinating the tasks with other Council departments, including the introduction of the additional responsibilities of a SUDS Approval Body. It is proposed that this arrangement continues.
- 4.2 The Environment Portfolio Plan 2013-16 includes a commitment to minimise the risk of flooding through the role of Lead Local Flood Authority.

5. FINANCIAL IMPLICATIONS

- 5.1 In 2011/12 and 2012/13 DEFRA provided grant funding to the Council to carry out its new responsibilities under the FWMA.

- 5.2 Following the Autumn Statement in December 2012 the Department for Communities and Local Government announced that the Business Rates Retention scheme would be introduced from April 2013. As an LLFA, Bromley has been allocated £253k for local flood risk management during 2013/14. £142k is provided from the sum received for the Locally Retained Business Rates and the remaining £111k paid via the Local Services Support Grant.
- 5.3 A sum of £253k has been set aside in the Council's 2013/14 Central Contingency Sum for local flood risk management. It is proposed that £220k is now drawn down from this Contingency with the approval of the Executive. A sum of £33k would remain in the 2013/14 Central Contingency Sum which may be realised as a saving once full details of the Council's new responsibilities as a SUD's Approval Body are known.
- 5.4 The proposed budget for implementing the requirements of the FWMA is shown below;

	2013/14 (£'000)
Review and update LBB SFRA (Strategic Flood Risk Assessment)	20
Ongoing asset & condition survey of surface water drainage assets	40
Ongoing maintenance/improvement of surface water drainage assets	60
Produce Local Flood Risk Strategy	25
Impounded water body review	15
Contribution to Environment Agency Flood catchment initiatives (Green Space LLFA allocation)	50
Contribution to retro fitted SUDS to existing residential properties – water butts	10
Total	220

6. LEGAL IMPLICATIONS

- 6.1 The London Borough of Bromley has a statutory duty under the Flooding and Water Management Act 2010, as a Lead Local Flood Authority, to develop, maintain, apply and monitor a strategy for local flood risk management within the borough.

Non-Applicable Sections:	Personnel Implications
Background Documents: (Access via Contact Officer)	ES11017 - Implications Of The Flooding And Water Management Act 2010

This page is left intentionally blank

Agenda Item 7b

Report No.
ES13073

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Executive

For Pre-Decision Scrutiny by the Environment PDS Committee on 25th June 2013 and Executive & Resources PDS Committee on 18th July 2013

Date: 24th July 2013

Decision Type: Non-Urgent Executive Key

Title: LONDON HIGHWAYS ALLIANCE CONTRACT

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

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

Ward: All

1. Reason for report

This report presents the results of a tender exercise for the London Highways Alliance Contract and recommends that the Council make use of the contract where it demonstrates best value.

2. **RECOMMENDATION(S)**

That the Executive agrees to make use of the London Highways Alliance Contract and in appropriate cases enter into contracts with Enterprise Mouchel where it represents best value for money.

Corporate Policy

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

Financial

1. Cost of proposal: Up to £1.5m
 2. Ongoing costs: Up to £1.5m
 3. Budget head/performance centre: Capital programme
 4. Total current budget for this head: Between £1.2m and £1.5m
 5. Source of funding: TfL LIP and Principle Road network funding
-

Staff

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

Legal

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

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Potentially all users of the Borough's highways network
-

Ward Councillor Views

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

3. COMMENTARY

3.1 Highways Term Maintenance contracts were awarded to FM Conway (major works) and O'Rourke Construction (minor works) in 2010 for a period of 7 years. A new pan-London highways contract has recently been prepared which will offer an alternative method of procuring works in the future.

Background

3.2 The London Borough of Bromley, as the Highway Authority, is responsible for the repair and maintenance of 856 miles (1370km) of footways, and 552 miles (842km) of carriageways. With its extensive highway network, Bromley has always been able to secure competitive rates for their highway maintenance schemes, due to the way in which previous contracts have been packaged. Companies with appropriate experience in highway maintenance and the necessary resources are attracted by the value, duration and continuity of work offered by the contract, which facilitates competition within the market.

3.3 The Council employs specialist contractors to undertake highway maintenance works, under two main contracts; the Major Works contract was awarded to FM Conway and the Minor Works contract to O'Rourke Construction in 2010 for a seven year term.

3.4 The Minor Works contract deals with the day-to-day repairs needed to keep the highway network in a safe condition for pedestrians, cyclists and motorists. This includes filling potholes, replacing broken paving slabs and replacing damaged street furniture. The construction of vehicle crossings, small traffic safety schemes and other similar works are also included in the contract.

3.5 Planned highway and traffic projects in the borough fall into three categories;

- (i) Revenue funded maintenance projects
- (ii) Local Implementation Plan (LIP) projects funded by TfL
- (iii) Major projects part funded by LBB/TfL

3.6 These projects have traditionally been implemented by one of the Council's term contractors: FM Conway for larger schemes; or O'Rourke Construction for minor traffic and drainage schemes. Both of these contracts were awarded to implement the borough's revenue funded maintenance programmes, with the option of including capital and LIP funded projects.

3.7 TfL has recently recommended that the LoHAC contract is used for projects funded by TfL, where it offers better value.

3.8 Additional contracts have been let for street cleaning, gully cleaning etc, although there are occasions where specialist works are required which are not included within any of our existing contracts. As the LoHAC contract includes all work types, its use in the future could avoid the need to let further contracts.

London Highways Alliance Contract

3.9 The London Highways Alliance Contract (LoHAC) is a pan London contract for a range of highway related works on all Transport for London (TfL) and Borough roads. Under the LoHAC umbrella four Framework Alliance contracts have been let on behalf of all London authorities, covering four geographical areas; North East, North West, Central and South London.

3.10 The South London Contract, covering Bromley, Bexley, Greenwich, Lewisham, Croydon, Sutton, Merton & Kingston-upon-Thames, has been let to Enterprise Mouchel for a period of eight years, following a compliant tender process.

3.11 The contract is comprehensive, and includes:

Safety Inspections
Design Services
Highway maintenance
Traffic Signs
Road Markings
Drainage
Street Lighting
Fencing
Horticulture, Arboriculture, Landscaping and Ecology
Street Cleaning
Bridges and other Structures
Winter Service
Emergency Call-Out Service

3.12 Members will recall that the LoHAC contract was assessed in 2012 when the new street lighting contract was being awarded. At that time it was not found to be as competitive as the tenders received from our own tendering process.

3.13 The new South London contract started in April 2013 and is currently being used by TfL and the London Borough of Kingston-upon-Thames. Other London boroughs are considering its use either for highways maintenance schemes when their current contracts are renewed, or to implement capital funded projects. The contract has been prepared in such a way as to provide additional discounts as and when other London boroughs join the contract or work volumes increase.

3.14 It is proposed that a call-off contract is formed with Enterprise Mouchel under LoHAC, and that in the first instance its use is considered for capital funded projects where it offers better value than our existing contracts or for projects not within the scope of existing arrangements.

3.15 As the LoHAC is a framework arrangement, forming a contract will not commit LB Bromley financially or require LB Bromley to order works from Enterprise Mouchel, though there appears to be a growing expectation from TfL that LoHAC contractors will be used for work they fund, unless local arrangements offer demonstrably better value.

4. POLICY IMPLICATIONS

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

4.2 The Environment Portfolio Plan 2013-16 includes the key aim of maintaining roads, pavements and street lighting in a good condition

5. FINANCIAL IMPLICATIONS

- 5.1 Planned maintenance works for Borough roads are funded from the annual revenue highway maintenance budget and the existing contractor will continue to be used to undertake these works.
- 5.2 In addition to the revenue funding, resources to undertake the maintenance works to the Principle Road Network and to implement traffic and road safety schemes are provided by Transport for London. The annual budget for these works varies, but is usually between £1.2m and £1.5m.
- 5.3 It is proposed to carry out an options appraisal for future works funded by TfL and capital monies, comparing prices from the LoHAC contract to prices supplied from the existing contractors in order to achieve the best Value For Money. Only where the LoHAC contract provides the best Value for Money option, will it be used to undertake these works.

6. LEGAL IMPLICATIONS

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

7. PROCUREMENT IMPLICATIONS

- 7.1 This report is provided in line with the Council's Contract Procedure Requirements, and accurately reflects the procurement strategy resulting from discussions between the service area and corporate interests, including Procurement, Legal and Finance.
- 7.2 The procurement strategy identified is designed to give the optimum level of flexibility in terms of the need to ensure the delivery of a cost efficient service while providing for the Council's policy aims, including those around sustainability issues such as apprenticeship opportunities.
- 7.4 A considerable amount of resource and funding has been provided by Capital Ambition and Transport for London (TfL), to develop a London Wide Framework Contract which will offer both clients and contractors the opportunity to benefit from the potential economies of scale a regional contract might offer.
- 7.5 The use (or at least consideration) of these type of arrangements is endorsed as best practice by the Government Procurement Service (formally Buying Solutions), and London Councils who have considered the matter as part of reviews completed on the management of this (and other) categories of work.
- 7.6 As the LBB Highways Maintenance contracts were let in April 2010, this did not allow consideration of the LoHAC tender as part of the Council's option appraisal process. Pragmatically providing for both outcomes to be considered side by side will allow the Council to be able to access the appropriate information to come to a best value for money decision.

Non-Applicable Sections:	Personnel implications
Background Documents: (Access via Contact Officer)	ES10043 - Highways Maintenance Contract Acceptance Report

This page is left intentionally blank

Agenda Item 8

Report No.
ES13063

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment PDS Committee

Date: 25 June 2013

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

Title: FRIENDS ANNUAL REPORT

Contact Officer: Louise Simpson, Development and Community Manager
Tel: 020 8461 7864 E-mail: louise.simpson@bromley.gov.uk

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

Ward: All

1. Reason for report

- 1.1 This report updates Members on the work carried out by the Department working in partnership with the Friends (volunteers) of the Borough. The document provides a summary of the progress made from April 2012 to end March 2013.
- 1.2 Appendices providing a more detailed report are attached.

2. **RECOMMENDATION(S)**

That the Environment PDS Committee

- 2.1 **Comments on the annual report; and**
- 2.2 **Records Members' thanks to the volunteers for their significant and valuable contribution.**

Corporate Policy

1. Policy Status: Existing Policy
 2. BBB Priority: Quality Environment Contributes to other BBB priorities.
-

Financial

1. Cost of proposal: N/A
 2. Ongoing costs: Recurring Cost: £60.6k 2013/14 onwards
 3. Budget head/performance centre: Streetscene & Greenspace
 4. Total current budget for this head: £68.9k plus additional external funding secured
 5. Source of funding: Revenue budget 2012/13 plus additional project funding delivered through external funding opportunities
-

Staff

1. Number of staff (current and additional): 11
 2. If from existing staff resources, number of staff hours: 5 FTE
-

Legal

1. Legal Requirement: Non-Statutory - Government Guidance
 2. Call-in: Not Applicable
-

Customer Impact

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

Ward Councillor Views

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

3. COMMENTARY

- 3.1 Friends are local people who work alone or as part of a group to improve their environment, helping to make their area a better place in which to live and work. By becoming a Bromley volunteer, our Friends receive advice, training, supervision, tools and equipment. The continual dedication and selfless work of these individuals has ensured our parks, streets, woodlands and countryside sites are safer, cleaner and greener. Volunteers play an important role, connecting communities through events, activities, carrying out consultation and raising funds.
- 3.2 Some Friends initiatives can be managed by volunteers independently of close officer support. In the case of Park Friends, without close guidance and support from the Council, the network would not be able to achieve what it does. This includes expert practical support, as many officers, across all disciplines, give up their own personal time to help Friends deliver projects in the evening and at weekends. It is this partnership, which enables volunteers to have confidence that they are doing the right thing for their environment whilst protecting the Borough's green spaces.
- 3.3 There are numerous examples of the great work volunteers do, far too many to mention in this report. Examples can be found in the Friends Annual Report appendices and/or are available on request.

External Funding

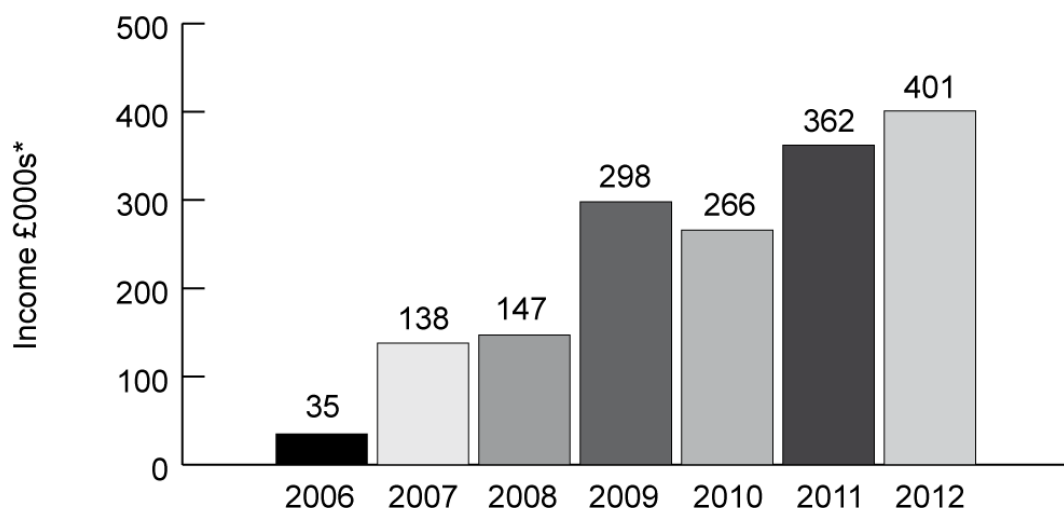
- 3.4 In the past year, volunteers from over 20 of Bromley's community groups have worked alongside officers to secure an additional £401,300 of external funding for enhancements across a variety of green space sites. This figure includes income from a range of sources including grants, donations and sponsorship, with many of these groups being successful in securing funds from several funders. In some cases funding is 'held' by LBB, in other cases funds are held by the community groups themselves.
- 3.5 Of the £401,300 secured this financial year, £88,400 was applied for during 2011/12 and £312,900 during 2012/13. The total sum applied for during 2012/13 was actually £342,600 with the difference in the amount awarded being due to a small number of applications being rejected, or a lower offer from funders than was originally applied for. .
- 3.6 Members should note that at the time of writing this report, £275,800 of external funding applications submitted in 2012/13 is still pending a decision.
- 3.7 External fundraising expenditure for LBB in 2012/13 was £133k, £62k of which was from funding secured during 2011/12 and £71k of which was secured during 2012/13. As shown in the table below, £289k of funding secured in 2012/13 is due to be spent on projects that will be delivered during 2013/14:

	2012/13	2013/14
LBB spend	£133k	£190k
Community spend	£41k	£99k
Total	£174k	£289k

- 3.8 In addition to the £401,300, £175,000 of investment was also secured for improvements to parks and green spaces. This included £155,000 provided by Transport for London through the Local Implementation Plan programme and £20,000 of DEFRA funding for the Maintenance of Surface Water Drainage assets for Glassmill Reservoir.
- 3.9 The Parks and Greenspace Fundraising Team work alongside these groups to guide them through the fundraising process and provide advice and support at every step. Applications for external funding are only made if they would be beneficial to park landscapes and/or the

community. Examples of the type of fundraising requests and successes this year can be found in the Friends Annual Report appendices. A fundraising thank-you event was held in May 2013 to celebrate the successes of the community groups involved in securing external funding over the past two financial years. This event was an opportunity to showcase projects and allow groups that normally wouldn't meet collectively, to network.

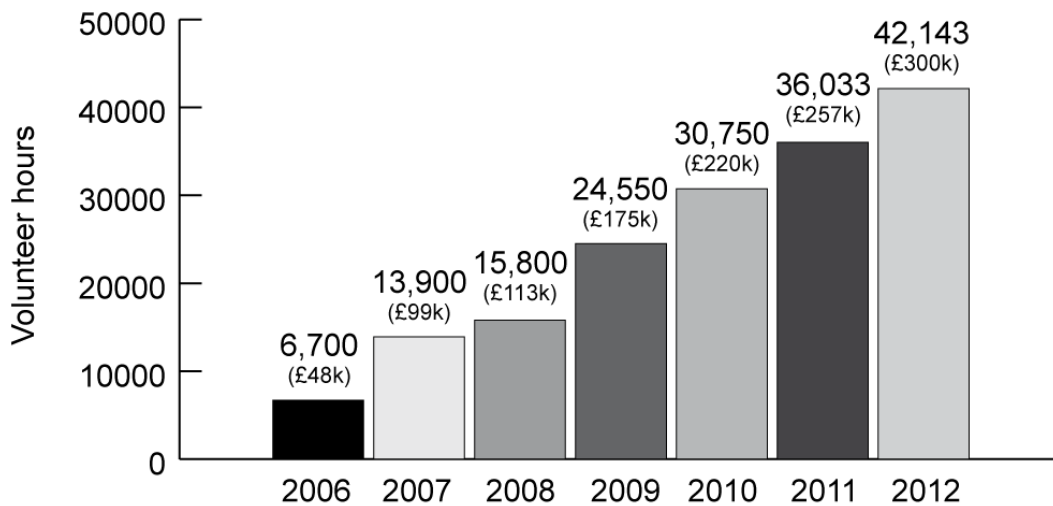
- 3.10 This year has seen an increase in the number of requests from Allotment Associations for advice and guidance on fundraising activities. Two dedicated training sessions were attended by 16 of these groups.
- 3.11 The amount of sponsorship secured by Friends and officers has also increased this year through the continuation of existing relationships and the development of new ones. Examples of these can be found in the Friends Annual Report appendices.
- 3.12 The delivery of fundraising secured for projects sometimes crosses financial years. A series of grants secured from the Big Lottery's Community Spaces programme in 11/12 were delivered on-site this financial year. These capital schemes, in total over £110,000, included the transformation of South Hill Woods, enhancements of play facilities at Glentrammon Recreation Ground and introduction of a children's trim trail at Chislehurst Recreation Ground. Further details can be found in the Friends Annual Report appendices.



**Friends of parks and green spaces*

Volunteer Hours

- 3.13 The Friends have donated 42,143 hours for the betterment of Bromley. Street Friends have continued monitoring and reporting, and Snow Friends have kept their streets cleared of snow during the three snow episodes this winter. Nash, Green Gym and Grow Time have delivered 8,748 hours of work and River Keepers have provided 240 hours wading through the River Cray clearing fly tipping and providing vegetation clearance.



Green space volunteers

- 3.14 The notion of supporting people who want to improve their area is something we have done for many years now, improving the Borough beyond what we, the Council could do alone. Our Park Friends continue, either as individual groups or by helping officers to deliver in partnership with other organisations to deliver positive change. In the past twelve months the Friends of Crystal Palace Park, Well Wood, High Broom Wood, South Hill Woods & Kingswood Glen, High Elms, Biggin Hill, Cray Valley, Chislehurst Recreation Ground and St Paul's Cray have all contributed a significant amount. More information can be found in the appendix.
- 3.15 The grant for the Riverkeepers scheme concluded in 2012, and officers have continued working closely with the group to ensure the River Cray remains clear of litter and the conservation work continues. The adult group meets every other Monday and tasks include clearing footpaths, planting reed beds, small tree work and the redevelopment of the area behind the Nugent Estate. Local residents have commented on how wonderful the river looks thanks to this team's efforts.
- 3.16 Bromley Countryside Volunteers are a highly trained group that work across all countryside sites and have undertaken 2 practical conservation tasks per week throughout the year.
- 3.17 Tree Friends (previously known as Basal Buddies) is gradually expanding. As well as basal growth removal, their repertoire will soon include; young tree maintenance, mulching and watering, monitoring, and minor pruning.
- 3.18 The Ranger Service is an important component in the Friends delivery. Working side by side with groups they have: assisted 162 Friends activities (386 staff hours); carried out 780 maintenance tasks; collected 381 piles of fly tipping; removed 141 patches of graffiti; and removed 19 cars and 10 motorbikes from green spaces. The Rangers have also played their part in supporting Bromley's countryside - following additional training, they have delivered 360 countryside maintenance days to enable site manage plans to be progressed. This is very important work because if these tasks are not carried out, Bromley could see the demise of vulnerable Sites of Special Scientific Interest (SSSI's)
- 3.19 The grounds maintenance officers have provided an additional 5,000 plants and shrubs throughout the Borough, assisted with 14 Friends work days, worked with Friends to deliver management plans for urban parks, and improved GM mapping information – a huge undertaking that not only makes working with contractors easier, but provides detailed information to residents requests including those asked through Fix My Street.

Street Friends and Snow Friends

- 3.20 Our Street Friends have grown in number to over 3,700, helping officers keep neighbourhoods clean and tidy by reporting problems such as fly tipping, potholes and removing leaves, graffiti and litter to supplement the work of Bromley's contractors.
- 3.21 The popularity of the Snow Friends scheme continues to grow. From the beginning of April 2012 to the end of March 2013, 141 new groups were formed bringing the total to nearly 300 groups around the Borough (approximately 4,000 individuals). Throughout the year Bromley distributed a further 631 scoops and 2,530 bags of salt – all helping to keep pavements and roads free of snow during the winter period.
- 3.22 Bromley welcomed the 2nd Orpington Scouts on board to become its first official Scout Snow Friends group. Officers now intend to expand the scheme to other groups throughout the forthcoming year.

Working with young people

- 3.23 The Community and Development Team, aided by the Rangers Service has continued to enhance Bromley's offering specifically aimed at young people. We have built on relationships with schools, groups and other organisations listening to the views of the consultative panel, BYAP and improving the environment with partners including Thames21 and the Challenge.

Promotion

- 3.24 Over the past 12 months, the Information Centre at BEECHE has received over 8,800 visitors. This valuable resource provides a main point of contact for many residents interested in environmental education and provides a valuable promotional opportunity for Friends Groups wanting to contact the wider public, as well as opportunities to promote Snow & Street Friends, and Waste & Recycling programmes.
- 3.25 The annual Responsible Dog Ownership campaign was held in May 2012 at various parks across the Borough. Participating Friends of the Parks groups were sent packs of leaflets, posters and dog-waste bags to use within their parks to promote responsible dog ownership. Staff promoted Responsible Dog Ownership at subsequent events later in the year, at the Priory Gardens Fun Day and in Crystal Palace Park in conjunction with Battersea Dogs and Cats Home.

Events

- 3.26 The Friends of South Hill Woods and Kingswood Glen secured funding to engage a landscape historian to investigate the past behind their park. This work contributed to one of the last heritage Blue Plaques being installed in the Borough to commemorate Sir Thomas Dewey. Sir Thomas was a benefactor to Evelyn Hellicar who designed St Marks Church and the Parish Church in Westmoreland Road. He served the then Borough of Bromley as the Charter Mayor in 1903-4, and was a major benefactor of the local cottage hospital, education establishments and community groups including the Scouts and Guides.
- 3.27 Croydon Road and Chislehurst Recreation Grounds were part of the Bandstand Marathon, the official closing event of the London Olympics 2012 Festival. On Sunday 9th September, music rang out at 225 bandstands, parks and town centres throughout the UK, with around 9,000 volunteer performers taking to the stage and entertaining the local crowds. The Friends of Croydon Road also organised a second Olympic celebration, *Community Games*, promoting sport and cultural activities. Some 350 plus people attended throughout the day.

- 3.28 New to The Cray Valley this year was the Haunted Hoblingwell Halloween event run by the Friends of Hoblingwell. Local children were invited to participate in a storytelling event, leading through the woods, performed by The Kent Stage Academy of Performing Arts. The Friends Group prepared the site with litter picks and conservation work and decorated the woodland into a weird and wonderful world. After the dusk event, children were then invited to learn the Michael Jackson 'Thriller dance' and perform for parents before dancing to a Halloween disco at the Rugby club at Hoblingwell Recreation Ground.

Healthy Lifestyles

- 3.29 Grow Time continues to run successfully at Poverest Allotments. After receiving Health Lottery funding the group have employed their own horticultural project leader. They are now focusing on becoming self-financing and this has encouraged individuals to take a mentoring role with new volunteers, reducing reliance on Council officers. Fund raising has been consistent with flowers and herbs sold at the local Country Market and community events, and the ever popular Christmas wreaths and Easter baskets. Nutrition sessions have been on-going and have been contributed to by all members of the group cooking and sharing healthy lifestyle practice. As part of a holistic approach, officers have been working alongside the local community centre to improve health and wellbeing for residents. A plan has been submitted to improve the kitchen facilities enabling healthy cooking sessions for a variety of different groups, and linking in with the Grow Time project that will be supplying fresh produce and using the kitchen for nutrition training.
- 3.30 At Brook Lane Community Nursery, Veolia has been removing fly tipping from the site free of charge, but it has delayed the project. Due to the site being an ex-allotment, the soil is perfect for growing but has made it difficult going for heavy vehicles and plant - even so, over 100 tonnes of fly tipping has now been cleared. The trees have been removed from site free of charge by a woodsman who agreed to take the felled timber as payment for his work. Veolia has donated a new gate to maximise security and many tonnes of recycled hardcore to enable vehicle access at the entrance. This spring, community work days have progressed.
- 3.31 One year on from the start of the Leaves Green Tree nursery project, and with support from the Friends of Biggin Hill, the tree stock is now at the stage where Friends groups are able to request trees to plant in their own parks, providing a cost effective mechanism to ensure tree succession for future generations.

Sport

- 3.32 Grass-roots sports providers continue to benefit from their membership of the Bromley Parks Sports Federation and its dedicated independent website. Members have achieved external funding for improvements to Chislehurst Recreation Ground, and football and cricket facilities at Goddington Park. Sports providers continue to actively promote sporting and recreational use and access in parks and work with officers to improve pavilion and playing field assets across the Borough.

Conferences and Awards

- 3.33 The Snow Friends Conference in July 2012 brought the Snow Friend co-ordinators together in the Council Chamber to network and share best practice.
- 3.34 Success was achieved at Bromley Stars – the Development & Community Team won the Partnership award for their work with Friends and Caroll Long received the Employee of the Year award for her community work in the Crays.

- 3.35 Friends were awarded local and regional Mayors' awards – they received two of the 6 Mayor of Bromley Awards, and Friends of Chislehurst & Walden Recreation Ground received Team London achievement certificates from the Mayor of London
- 3.36 The Friends of South Hill Wood & Kingswood Glen has received the LEAF Tree & Woodland Award 2013 (GLA) in recognition of a project that has involved the whole community. Antisocial behaviour such as drug taking, fly tipping, and vandalism led to the group forming, and it has been fully supported by the local community, Police and Bromley's Community Forester. Completed projects including improvements to woodland access, breaking down barriers to people using the woods and engaging with residents, local groups and youths to transform the site through monthly conservation days, a school design competition, and teacher training. A family woodland festival with environmental arts & crafts, heritage and wildlife walks, music, scavenger hunts, bird box making, and art exhibition by local schools was organised by the Friends to celebrate their achievements.
- 3.37 Parks & Countryside volunteers have been recognised through a range of awards: Team London Achievement Certificate; (Mayor of London award); LEAF Tree & Woodland Awards 2013 (Mayor of London award); Green Flag Community Award; Unsung Hero Award; London In Bloom Neighbourhood Achievement Award; Bromley Environment Awards, Garden Awards and Mayor's Civic Reception.

New Initiatives

- 3.38 The Council's grounds maintenance contractor, the Landscape Group, is working with Groundwork to train long-term unemployed people via the Job Centre with a view to giving them future seasonal employment.
- 3.39 Officer mentoring of a pupil from Nash College who, with the aid of his support worker to experience working with the Park Team. The student has been taking on tasks including clearing a new training plot at Grow Time and working in the river.
- 3.40 Two Outdoor gyms were funded by Public Health and installed at Betts Park (over 230 attendees attended the launch) and Farnborough Recreation Ground (280 attended the launch). Feedback from visitors was highly positive with a good proportion requesting further information about becoming a Friend of the Park.
- 3.41 The GLA London Downlands Area Framework 7 of the All London Green Grid has been launched providing a very usable tool to attract external funding for a variety of green space projects across the Borough (details can be found on: <http://www.london.gov.uk/sites/default/files/AF07%20London%E2%80%99s%20Downlands.pdf>)
- 3.42 A volunteer from the Friends of Willet Rec not only carries out the repairs to the pavilion, the public toilets, and even the park gates, but now has also taken on the public toilet cleaning responsibilities.
- 3.43 The Council continues to support and recognise volunteers and has launched the Unsung Hero award for volunteers. Nominated by Friends for Friends, twelve special individuals received the first Unsung Hero Awards in November 2012 from the Environmental Portfolio Holder in recognition of their efforts.
- 3.44 Six Bromley Street Environment Officers are now engaging with Street Friends in each of their areas arranging community clean ups. These have included: 50 Petts Wood residents collecting 90 bags of rubbish over a two day period, seven people cutting back 600 metres of overhanging vegetation in St Marys Cray and 34 teenagers collecting 68 sacks of rubbish in Hayes.

- 3.45 The Friends have worked with officers to produce a tool kit. It will guide decisions, and provide information to help improve the effectiveness of the groups and the relationship between the Friends and Council during this climate of reduced resources. The document, which will be available on the Friends website, will provide generic information about the Friends movement as well as more specific items such as risk assessment templates, insurance details and useful phone numbers.

Moving Forward

- 3.46 Fundraising priorities for 2013/14 have been developed by officers working alongside community groups, Members and the wider community in response to identified needs. As previously, the approach will involve seeking a range of grants and sponsorship to enable delivery.

4. POLICY IMPLICATIONS

- 4.1 The Council seeks to empower communities by working with individuals and groups to improve their local environment. One of the key aims set out in the Environment Portfolio Plan 2012/15 was to "Promote the activities of Friends groups in enhancing the borough's parks and street scene".
- 4.2 Friends are voluntary partners who actively participate in the development and maintenance of individual parks and residential streets. Their activities form part of the Divisional Action Plan, the Bromley Biodiversity Plan and Building a Better Bromley. Their role is also recognised in recent Central Government White Papers – *Healthy Lifestyles Healthy People; Proposals for a Public Health Outcomes Framework (Spring 2011); The Role of Local Government in Promoting Wellbeing (Spring 2011); and the Localism Act (2011)*.

5. FINANCIAL IMPLICATIONS

- 5.1 In the past year Friends groups and officers have brought in additional external funding of £401,300 for investment in the Borough; and an additional £175,000 through partnership working, as well as more than 42,000 hours of volunteers' time.
- 5.2 In addition, contributions in kind were made by Kier (Bromley's Street Cleansing contractor) for litter picking and leaf collection events, and Veolia for providing staff, fly tipping and landfill costs to clear Brook Lane Community Nursery.
- 5.3 £36,881 was spent in 2012/13 from the Parks and Greenspace budget and £18,384 from the Highways / Streetscene budget to support the delivery of Friends activities – this included training, the purchase of tools and protective clothing, and pump priming of large and small parks improvement works. It also included insurance to cover Friends events, and safety equipment and training for Council officers. In addition to 5 dedicated FTE, other Council officers provide dedicated support to specific Friends activities.
- 5.4 Actual expenditure incurred during 2012/13 resourced from external funding totalled £133k. £62k of this funding was secured during the previous financial year.
- 5.5 £289k of the external funding secured in 2012/13 will be used to deliver projects during 2013/14.

5.6 The table below shows the split of expenditure between the Council and Friends groups: -

	2012/13	2013/14
	£'000	£'000
Expenditure funded from external resources		
LBB spend	133	190
Community spend	41	99
	<hr/> 174	<hr/> 289
Expenditure funded from Street Scene & Greenspace budgets		
Parks and Green Space	37	31
Highways	18	30
	<hr/> 55	<hr/> 61
Total expenditure	<hr/> 229 <hr/>	<hr/> 350 <hr/>

Non-Applicable Sections:	Legal and Personnel Implications
Background Documents: (Access via Contact Officer)	Appendices are attached.

Friends Annual Report appendices

Grant Funding

Examples of grant funding securement 12/13:

Grant funding has been secured to remedy the decaying paddling pool at St Mary Cray. This funding will provide a new modern sand and water play facility at Riverside Gardens. This will be an improved play area for the children of St Mary Cray, whilst at the same time providing a much easier facility for Bromley to maintain in future years. Officers have worked with the St Mary Cray Action Group to secure £20,500 from the Veolia Environmental Trust and £2,500 from the Capital Community Foundation towards the project.

The Friends of Keston have secured a £10,000 grant from the Heritage Lottery Fund for a series of interpretation boards and printed history trails.

£70,000 was secured from Public Health for two outdoor gyms at Betts Park, Anerley and Farnborough Recreation Ground. As part of their introduction a series of free fitness training sessions were available for interested residents to find out how to use the equipment. These are part of a trial and are proving successful to date.

The kitchen at the newly established Duke Community Centre is being upgraded to allow healthy lifestyle training alongside its use as the centre's café. This was made possible through a £10,000 grant from the grant funding programme Happy Healthy Crays and sponsorship through Howdens Joiners.

Pine Walk and Southlands Road Allotments Associations have secured funding for on-site toilets totalling £16,500. Hook Farm Road secured an £8,000 grant for water butts to conserve water, chicken keeping equipment, new sheds, training, and ergonomic tools.

Officers have worked in partnership with Elmstead FC to secure £50,000 from the Football Foundation for the refurbishment of football pitches at Chislehurst Recreation Ground, including drainage and re-levelling. The Chislehurst Playing Fields Association has also contributed a further £3,000 in addition to the £10,000 granted in the last financial year.

Orpington Football Club at Goddington Park has successfully secured £138,000 of sponsorship and grant funding towards the refurbishment of the on-site pitches and pavilion improvements from a range of funders.

£155,000 has been secured through the Transport for London Local Implementation Plan to provide a number of walking and cycling improvements throughout parks and other green spaces.

This year we have again secured UK Woodland Assurance Scheme accreditation to enable the Council to seek additional funding for woodland improvements. A holistic woodland management programme is being integrated to ensure the timber felled from Bromley's woodlands will be cost neutral by providing income through commercial timber sales or to be used as fencing on Bromley's land. This complements the habitat management programme part funded by two Higher Level Stewardship grants from Central Government which was achieved this year.

This year, three Big Lottery Community Spaces projects were successfully delivered in partnership with associated Friends groups, using funding secured last financial year. These included the expansion of the playground at Glentrammon Recreation Ground and introduction of play equipment for 7-13-year-olds, the opening event of which was attended by over 400 local residents.

The transformation of South Hill Woods saw access improvements, including a new pathway and woodland management works to 'open up' areas of the site and encourage more people to use this valuable local asset. As part of the project the group and officers worked alongside a Landscape Historian to find out more about the site, the findings of which have been interpreted on a series of information panels at the park entrances and other key points. Friends of Chislehurst Recreation Ground worked alongside officers to install a trim trail for children within the existing playground. The equipment was designed to complement the existing facilities and was introduced to the community through a successful launch event.

A series of sustainability grants have been secured from the Big Lottery to ensure the continued development and promotion of these capital projects which were delivered on-site this financial year under the Community Spaces programme (funding having been secured last financial year). This includes South Hill Woods, Glentrammon Recreation Ground and Chislehurst Recreation Ground.

The Friends of Hollydale Open Space had been working with officers this year to deliver their island restoration project using £5,000 funding from the Veolia Environmental Trust. This included coir matting to stabilise island banks, planting to attract wildlife (and subsequently bats) and reduce intrusion and signage.

Sponsorship

This year saw the successful conclusion of Green Gym at Winsford Gardens, funded by the Glades Shopping Centre. The volunteers are now independent, and have reformed as a Friends Group and carry on the maintenance tasks for their park. The Glades enjoyed this partnership so have offered £15,000 more funding to set up a second Green Gym at College Green, Bromley, to improve this historic landscape over the next year.

Veolia is Bromley's partner for Brook Lane Community nursery. This year they have cleared over 100 tons of fly tipping, provided gates to ensure site security and are sourcing recycled materials to start building the infrastructure of the site. The Ranger team have provided their expertise to cut back the vegetation working with the community and JusBe has supplied many volunteer hours.

Discussions began last year with the Regional Managers of the Nugent Retail Estate, who are working with officers to support the redevelopment of the new sand and play area in Riverside Gardens. Nugent have contributed £10,000 of sponsorship towards the project, with a commitment to explore further investment in capital and revenue improvements to integrate the Retail Park into the community. The local branch of Jewsons have also committed up to £3,000 worth of materials towards the project.

Sponsored in part by Coolings nursery, the grounds maintenance team worked for over a year planning and preparing for the Queens Diamond Jubilee visit to Bromley, making improvements to Queens Garden. The centre piece was a living three dimensional crown that was created by a specialist company, InstaPlant, to mark the Queens visit on the 15th May 2012. The crown was made of a metal framework which took a month to create ahead of its planting and growing-on in the greenhouse through the cold months. The crown was installed on 30th April 2012.

Green space volunteers

The Friends of Crystal Palace Park have been conducting essential woodland and grassland management work in the countryside area designed to provide environmental education for school groups. This has involved scrub clearance, hedge weeding, planting and pond clearance; and conducting butterfly, woodland plants and wildflower surveys. Thames 21 have been commissioned, utilising £20,000 of DEFRA 'Maintenance of Surface Water Drainage assets' funding, to remedy the silt build up at Glassmill Reservoir. Working with the community, Thames 21 are teaching residents new skills enabling them to continue the maintenance requirements once the project has been completed.

Well Wood Friends meet up on the third Saturday of each month and deliver a range of activities such as cutting back vegetation encroaching on the paths, thinning out trees, removing invasive species, doing conservation work to improve biodiversity, and improving the infrastructure by erecting benches, planting native species and conducting wild flower surveys.

High Broom Wood Friends improve woodland diversity and accessibility and continually remove the sycamore, holly and brambles which has allowed bluebells to re-emerge in greater profusion. They also continually maintain the river bank to deter erosion and have regular litter picks to keep the area tidy.

Friends of South Hill Woods & Kingswood Glen have been involved in the delivery of pond improvement works for biodiversity at Kingswood Glen. This grant funded work included desilting of the ponds, tree works to reduce shading and leaf fall, and installation of interpretation panels.

Friends of Keston have been involved in the delivery of pond improvement works for biodiversity and a variety of other practical conservation work and improvements to Keston Common, Ravensbourne Open Space and Padmall Woods. They have recently submitted a successful grant of £10,000 to the Heritage Lottery Fund for interpretation and improvement works.

The Friends of High Elms have continued to undertake valuable management on site both for wildlife and visitors ensuring the gardens are kept in good condition, participating in woodland and other habitat management across this important Site of Special Scientific Importance.

The Friends of Biggin Hill have adopted Jugg Hill and have moved on to the 3rd land parcel to coppice ash, bringing the woodland back under management and leaving higher quality tree space to develop with the secondary aim of encouraging chalk land flora to return.

The Friends of Chislehurst Recreation Ground have been transplanting self-sown oaks to other parts of their landscape to provide succession. They have also been regenerating a small neglected orchard of mature apple trees, felling some and pruning others. The orchard is in a prime focal position so not only was this necessary work for the good of the recreation ground but it was good on the eyes too.

The Cray Valley Friends have continued to make an impressive difference to the Cray Valley parks. Once every two weeks they tackle all the parks on a rota basis and every time they report less and less rubbish. They are also the eyes and ears of the community reporting any problems in the parks. They have worked with the Environment Agency to

establish new reed beds along the River Cray. Bulbs and tree whips planted last year are now in full bloom with more conservation work to take place.

The Friends of St Paul's Cray Recreation Ground are a sub-group of the newly formed Little Chislewick Group, and have made a huge difference to the Brook Park area in a short time. Every Saturday a group of Friends meet up for a general clear up and to action conservation work. Paths have been cleared back, and river work is undertaken with the group having their own waders. Dog waste has been tackled and local dogs now have pride of place on the notice boards, following Hollydale's example of deterring dog offenders.

A volunteer was responsible for finding the Oak Processionary Moth outbreak in Bromley at Bethlem Hospital grounds. It is one of the best examples of local people being the eyes and ears of the community and reporting problems to the Council. Due to her actions, the Council and the Forestry Commission were able to act quickly in removing over 4,000 caterpillar nests from the hospital grounds and set up a monitoring strategy to identify and contain other OPM incidents in the Borough to control the outbreak.

Officers have worked closely with the Environment Agency in the Crays – meetings are held every two months along with community consultations and schools information days. The reed beds are established, the weir removal has created an excellent teaching zone and chalk river habitat, and work continues to improve the fish runs.

Nash College now hire BEECHE for three days per week. Working from High Elms, this learning/mobility disability group learn new skills to help with employment opportunities. The centre delivers a varied and practical work programme based around conservation tasks and learning experiences, and learning includes building insect, hedgehog, bird and bat boxes, litter and vegetation clear up days around the High Elms estate and making Christmas decorations.

Street Friends

The Big Bromley Brush Up focused on Petts Wood in March 2013. Over 40 people from local businesses, town centre manager, local Ward Councillors, the Street Environment Officer and Petts Wood 5th Scout Group collected over 50 sacks of rubbish around the streets and alleyways.

Working with Young People

The Young River Keeper Scheme goes from strength to strength. As well as continued improvements to the River Cray and its surroundings, the scheme has improved the young volunteers' outlook on life and increased their sense of achievement and self worth. It has also enabled these teenagers to become closer to the Cray community.

The Bromley Youth Advisory Panel has acquired 4 new members this year. They are working on a funding application to raise local environment awareness, with the aim that this will encourage increased youth membership of Bromley's Friends of Parks groups. They have also volunteered to deliver work days at the Brook Lane Community Nursery project.

The Challenge is an intense four part programme for 16 and 17 year olds delivered as part of the government's National Citizen Service (NCS). This programme comprises physical and team challenges, and social action projects. Over the summer, officers worked with

over 70 young people over three days in Betts Park and Hayes, carrying out confidence building exercises and environmental management tasks inside parks and along streets.

BEECHE has provided environmental education, events and activities for approx 7500 participants, including over 150 class visits, the delivery of 350 A Level Student courses, 7 Continuing Professional Development courses. 16 teaching staff have gained Forest School teaching qualifications and are now delivering Forest School within their own school grounds.

Sixteen children's paid activities were organised for High Elms Country Park and Crystal Palace Park, including a Bug Hunt, Pond Dipping, and a Dinosaur Tour. This year officers have ensured all activities are provided without a net cost to the Council.

Conferences and Awards

Team London Achievement Certificate (Mayor of London award)	Friends of Chislehurst and Walden Recreation Ground
LEAF Tree & Woodland Awards 2013 (Mayor of London award)	The Friends of South Hill Wood and Kingswood Glen
Green Flag Community Award	Dorset Road Allotments
Unsung Hero Award	Alan Francis (Willet Rec) Peter Jordan-Derring (Mottingham Woods) Les and Pam Dale (Darrick and Newstead Wood) Vivienne Tatam (Hollydale) Stephen Ernoult (Glentrammon) Linda Sokoloff (Glentrammon) David Jeffrey (High Broom Wood) Anne Pilfold (Keston Common) Ishpi Blatchley (South hill Wood) Mike Smart (Hoblingwell / former Forum Chairman) Darren Russell (Hoblingwell)
London In Bloom Neighbourhood Achievement Award	Friends of Alexandra Cottages Outstanding (Level 5)
London In Bloom Neighbourhood Achievement Award	Friends of Biggin Hill Outstanding (Level 5)
London In Bloom Neighbourhood Achievement Award	Friends of Chislehurst Thriving (Level 4)

London In Bloom Neighbourhood Achievement Award	Friends of Tugmutton Thriving (Level 4)
Bromley Environment Awards Garden Awards	Hannah Barnes Sidney Carter Fleur Wood Phil Baxter Blandsford Drummond Friends of Glebe Housing Association St Cecilia's Leonard Cheshire Disability
Mayor's Civic Reception	Bob Fisher – Bromley Countryside Volunteers Jan Wilson – Bromley Countryside Volunteers Dot Kilsby – Friends of South Hill Wood and Kingswood Glen Rachel Bailey – Friends of South Hill Wood and Kingswood Glen Mary Hempstead – High Elms Friends

Agenda Item 9

Report No.
ES13057

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment PDS Committee

Date: 25th June 2013

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

Title: ENVIRONMENT PORTFOLIO PLAN 2012/13:
END OF YEAR PERFORMANCE OUT-TURN

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

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

Ward: All

1. Reason for report

The report sets out information on the achievements of Environment Portfolio services in 2012/13, in the context of the agreed Portfolio Plan for the year as well as performance in previous years.

2. **RECOMMENDATION**

2.1 **That the Committee notes and comments on the achievements of Environment Portfolio services during 2012/13.**

Corporate Policy

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

Financial

1. Cost of proposal: Not Applicable
 2. Ongoing costs: Not Applicable
 3. Budget head/performance centre: Environment Portfolio 2012/2013 approved budget
 4. Total budget for this head during 2012/13: £31.7 million and £6.246m LIP
 5. Source of funding: 2012/13 revenue budget and 2012/13 LIP funding agreed by TfL
-

Staff

1. Number of staff (2012/13): 206 fte
 2. If from existing staff resources, number of staff hours: As above
-

Legal

1. Legal Requirement: Non-Statutory - Government Guidance
 2. Call-in: Not Applicable
-

Customer Impact

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

Ward Councillor Views

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

3. COMMENTARY

- 3.1 The 2012/15 Environment Portfolio Plan was considered by the Environment PDS Committee on 17th April 2012 and 3rd July 2012. The Committee endorsed the Plan, and it was subsequently approved by the Environment Portfolio Holder. The Plan set out the desired outcomes, priority aims and specific activities for 2012/13, together with descriptions of associated performance indicators. A half-year progress report was presented to the Environment PDS Committee on 20th November 2012. The Portfolio Plan was intended to facilitate:
- Understanding of the Portfolio's objectives for 2012/13
 - Setting milestones and local performance expectations for 2012/13
- 3.2 The Portfolio Plan was prepared in accordance with the Council's performance management strategy. This is one of the Council's eight corporate Foundation Strategies which have been identified as being the key building blocks on which to grow and improve the authority to be 'excellent in the eyes of local people'.
- 3.3 The Council uses a range of local and national performance indicators and measures to assess whether we are achieving our Building a Better Bromley (BBB) service outcomes. Portfolio Holders are identified by the strategy as having responsibility for ensuring the creation and achievement of their Portfolio Plans; setting the vision and identifying priorities for their service remit. The respective PDS committees provide wider views before those plans are agreed, and hold the Portfolio Holder and officers to account for service performance and achievements.
- 3.4 The Committee will be aware of the continuing prominence given to environmental issues and the need to take action on this locally. These issues affect not just the Environment Portfolio, but the Council corporately.
- 3.5 The Committee has previously expressed an interest in tracking performance over longer timescales. An Appendix to this report provides information on the Portfolio's Key Performance Indicators from 2006/07 through to 2012/13.
- 3.6 Commentary on the achievements of the Portfolio in 2012/13 is set out below, organised within the framework of the priority Building a Better Bromley objectives agreed at the beginning of the year. Officers will be available at Committee to respond to Member questions on the achievement of these and other objectives of the Environment Portfolio Plan 2012/13.

Performance Highlights from 2012/13

- 3.7 *Improve recycling and composting rates, building on the success of Recycling and Composting for All to divert even more waste from landfill.*
- We have continued to recycle and compost over half of the borough's domestic waste
 - The proportion of waste sent to landfill has reduced to an all-time low of 25%, despite the closure of the SELCHP incinerator for six weeks in summer 2012
 - However, the mean amount of residual waste per household crept up slightly, from 445 kg (981 lb) in 2011/12 to 451 kg (994 lb) in 2012/13
 - 8,500 households joined the new Green Garden Waste collection service, with more joining each week.
 - The Waste team visit an average of approx 14,000 residents each year, providing advice and information to encourage households to minimise waste and recycle.
 - Bring Banks for recycling electronic equipment have been introduced at 5 locations.

3.8 *Introduce a new used textile collection service.*

- New textile Bring Banks have been installed
- Preparations are under way to introduce a trial kerbside collection service in summer 2013

3.9 *Sustain our standards of street cleanliness.*

- The service has been closely monitored and reviewed following the introduction of the new contract
- Bromley has sustained its high level of performance in tackling litter, graffiti and fly-posting
- Levels of detritus exceeded expectations, mainly due to the wet weather during the spring and summer of 2012 which particularly affected rural roads.
- Problems of overflowing litter bins and weed growth have been addressed
- Supplementary programmes of non-scheduled work, including litter bin emptying, weekend channel sweeping, and deep cleaning, have been undertaken.
- We are trialing the use of XFor to issue fixed penalty notices for littering
- The number of fly-tipping incidents reduced by 14% (1,871 incidents - the lowest in recent years), and the number of enforcement actions increased from 300 in 2011/12 to 344 in 2012/13 – the highest in recent years

3.10 *Expand the Street Friends scheme, and forge greater links with Friends of Parks*

- The number of members of the Snow Friends initiative has increased by almost 10%, and the number of co-ordinators by almost a quarter
- Thames 21 were engaged to work with the Friends of Bromley Town Parks to improve Glassmill Reservoir
- The Friends Visitor Centre at Kelsey has been opened
- We are working with Friends of Bromley Town Parks to enhance biodiversity on Martins Hill

3.11 *Promote responsible dog ownership.*

- Park Rangers gave a presentation on responsible dog ownership to the Junior Citizen program for Bromley's Primary Schools.
- Joint event held in October at Crystal Palace Park with Battersea Dogs Home, focusing on responsible dog ownership including micro-chipping and pet I.D.

3.12 *Implement an 'invest to save' programme to replace 8000 aged lamp columns.*

- The programme has been approved and is fully funded
- The new 10 year lighting maintenance contract has started
- Project to replace 8,000 lamp columns has commenced, and an additional 4,000 lanterns will be fitted with new LED units
- This initiative also includes capacity for variable dimming of street lights, facilitated by a new Central Management System

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

- Total road casualties have declined - from 870 in 2011 to 821 in 2012.
- However, deaths and serious injuries increased from 81 in 2011 to 90 in 2012
- For comparison, in 2010 there were 90 deaths and serious injuries, and 816 casualties in total
- 35 schools have joined the School Crossing Patrol scheme
- The programme of accident reduction measures in key locations has continued
- Locations for accident reduction measures in 2013/14 have been identified and prioritised
- The programme of skid-resistant road surfacing at key locations has been continued
- Training and road safety education programmes are continuing

3.14 *Seek to reduce traffic congestion and improve journey times.*

- Renovation of Chislehurst Bridge was completed in November 2012
- Major carriageway resurfacing works have commenced on the A208 (White Horse Lane) and A233 (Leaves Green Road).
- Following completion of Chislehurst Bridge, a scheme has been approved to tackle congestion in the vicinity of the Nugent Centre
- 110 schools have adopted and are implementing School Travel Plans
- Bromley's main roads continue to be maintained to a high standard
- Data on the condition of footways was not collected during 2012/13 – this will be surveyed and reported for 2013/14

Performance Expectations for 2013/14

3.15 As set out in the report to Environment PDS Committee on 16th April 2013, the setting of detailed performance expectations for 2013/14 has been delegated to the Executive Director of Environment and Community Services, in consultation with the Portfolio Holder and the Chairman of the PDS Committee.

3.16 The only significant change proposed has been a revision to the local targets previously set for reducing road casualties. Reductions in deaths and serious injuries have been greater than originally expected, although there has been a slower decline in the number of slight injuries. As a result LB Bromley's own targets for casualty reduction have been revised. The amended targets remain consistent with the Council's LIP and the pan-London targets approved by the Mayor of London, but predict a higher level of reduction in deaths and serious injuries in the short and medium-term than previously anticipated.

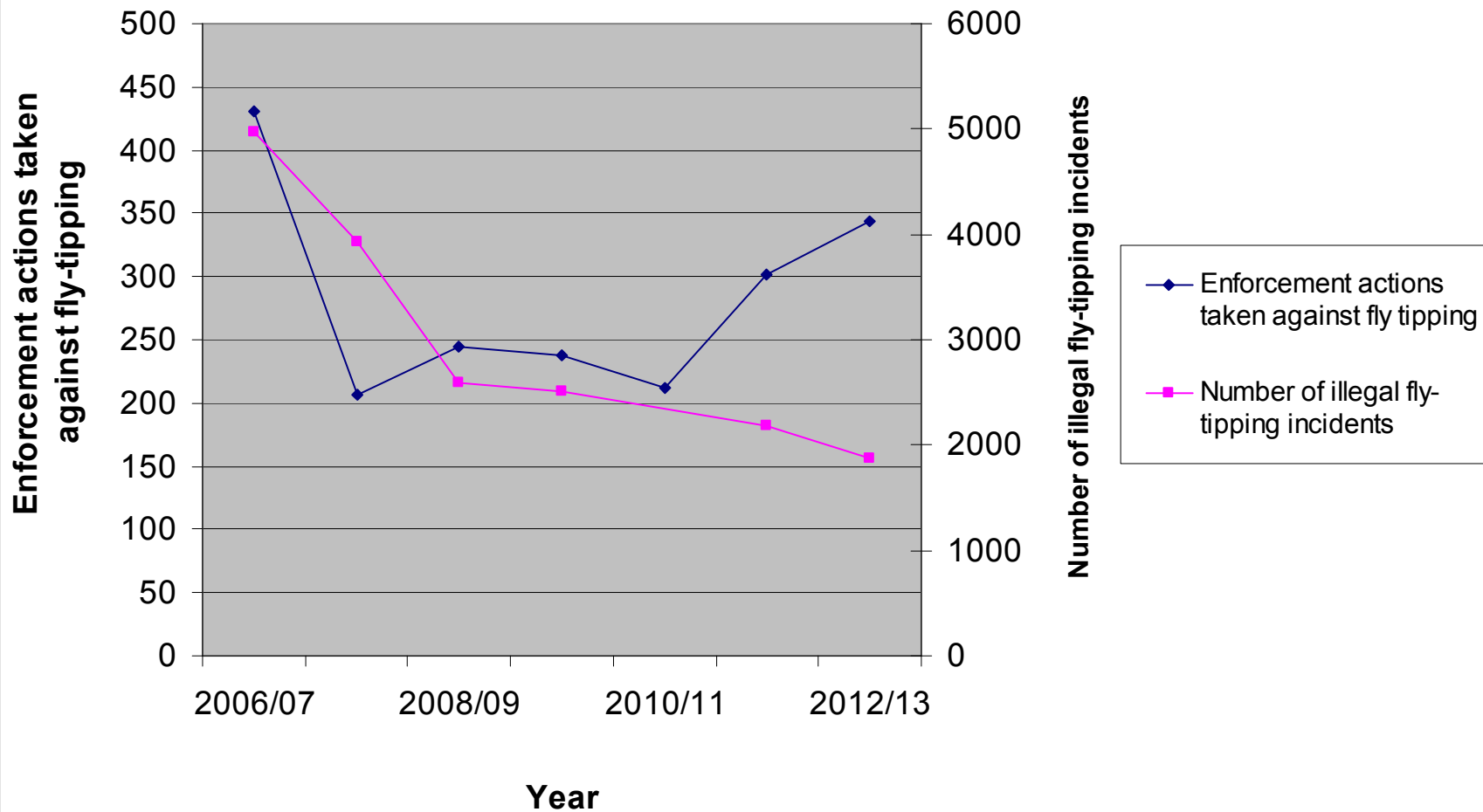
4. POLICY IMPLICATIONS

4.1 This report addresses the achievements of the Environment Portfolio in respect of the agreed policy objectives and performance expectations for 2012/13 set out in the Portfolio Plan.

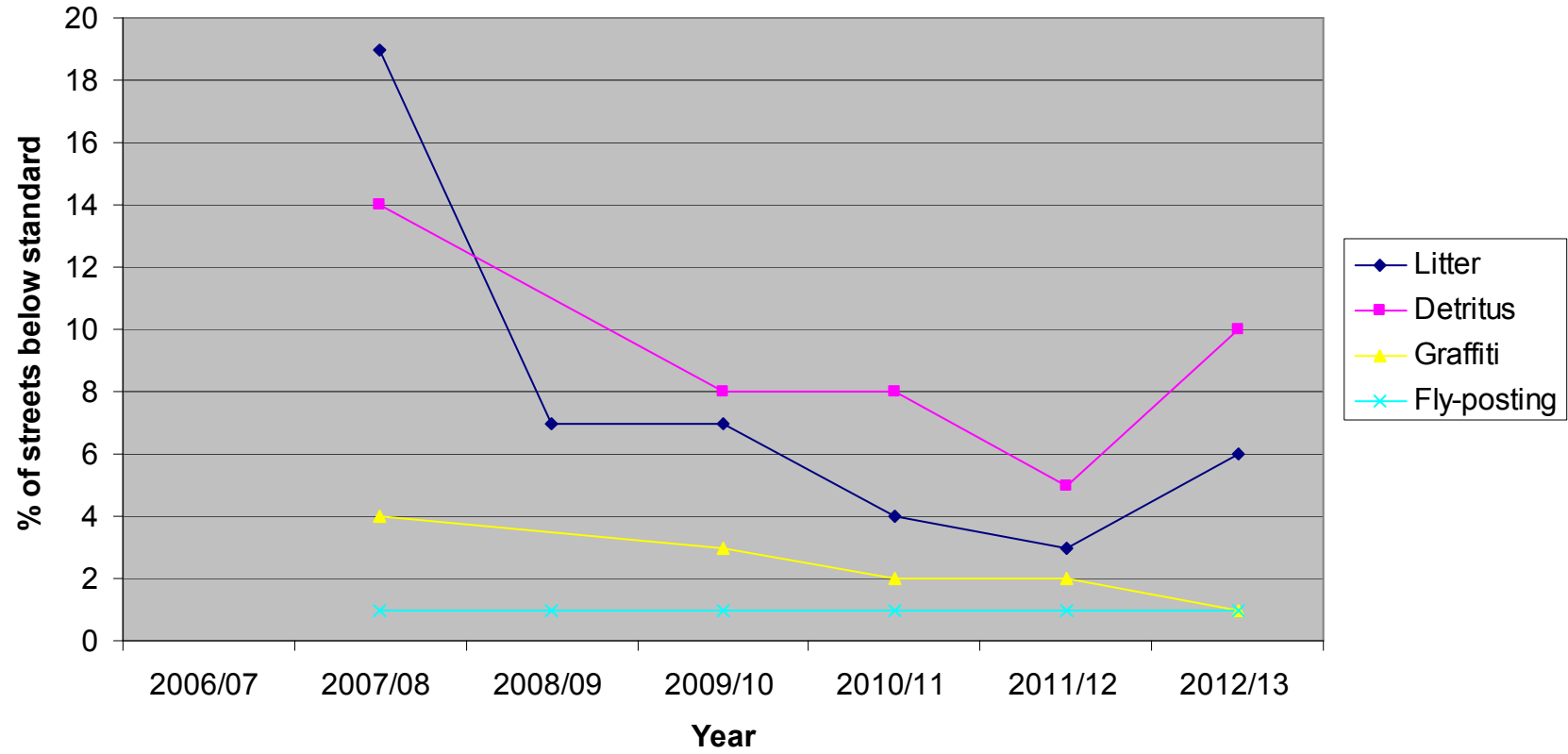
Non-Applicable Sections:	Personnel, Legal and Financial implications
Background Documents: (Access via Contact Officer)	Environment Portfolio Plan 2012/15 Environment Portfolio Plan 2012/13: half-year progress report; Appendix Draft Environment Portfolio Plan 2013/16

This page is left intentionally blank

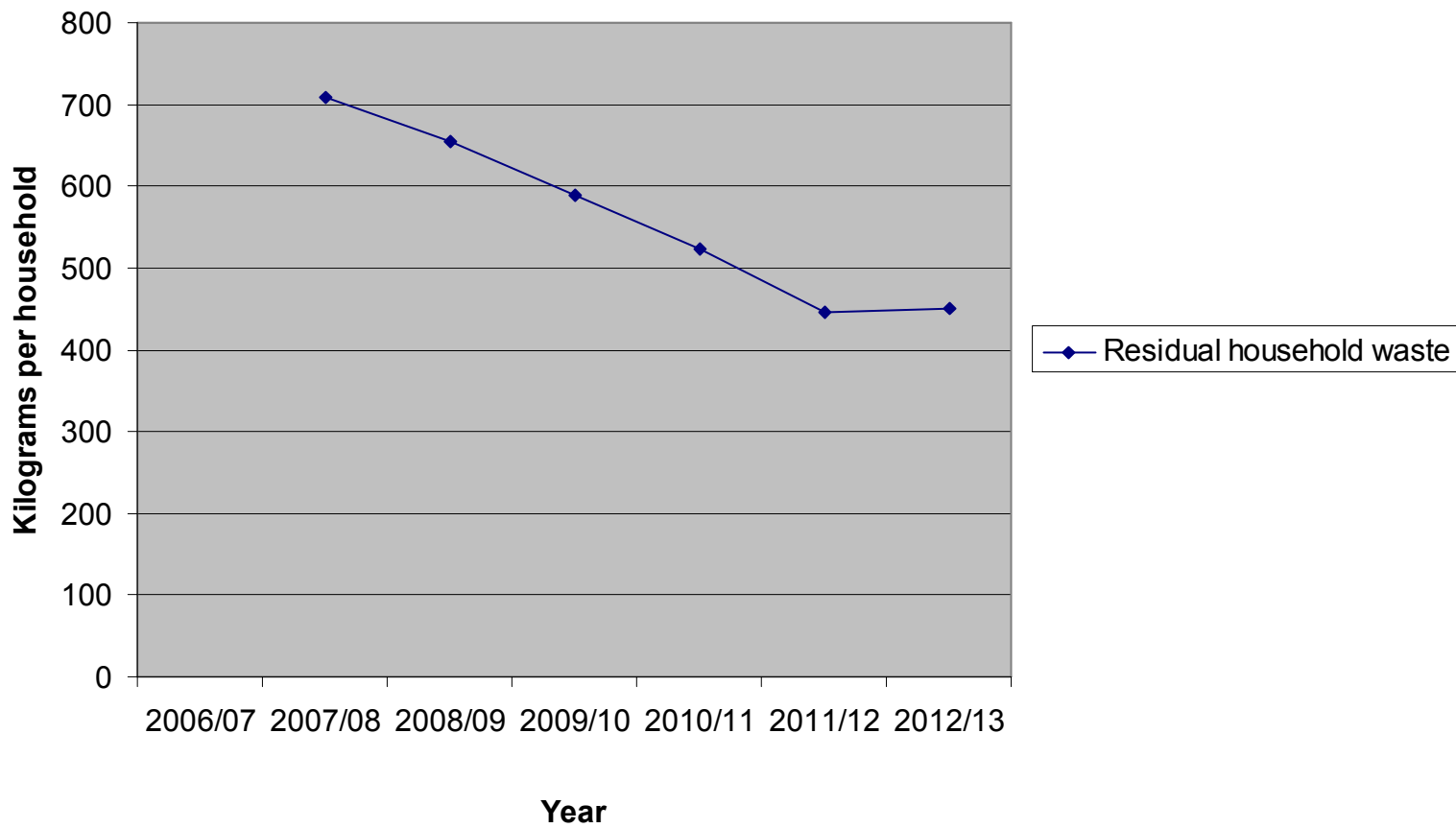
Maintaining Street Cleanliness



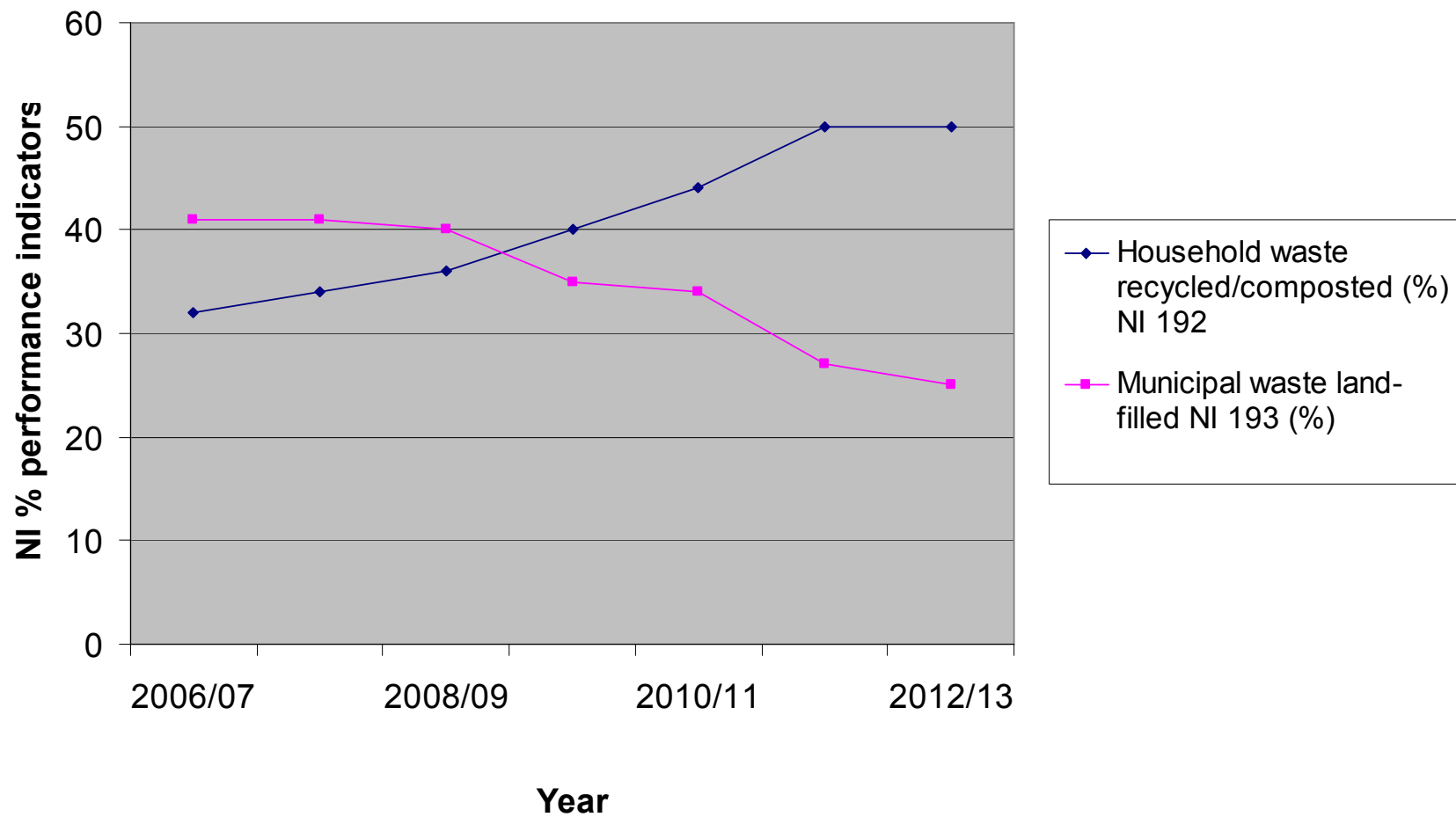
Street and Environmental Cleanliness

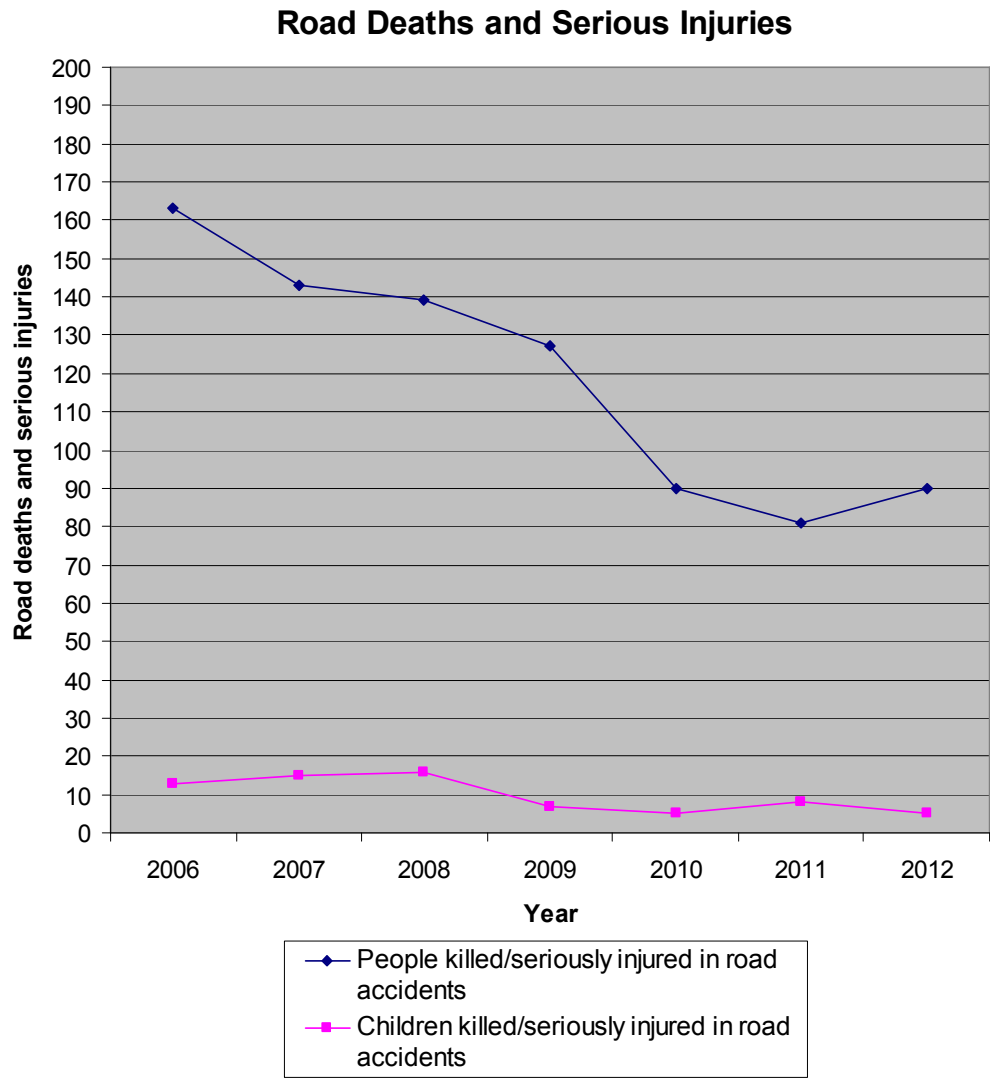


Minimising Waste

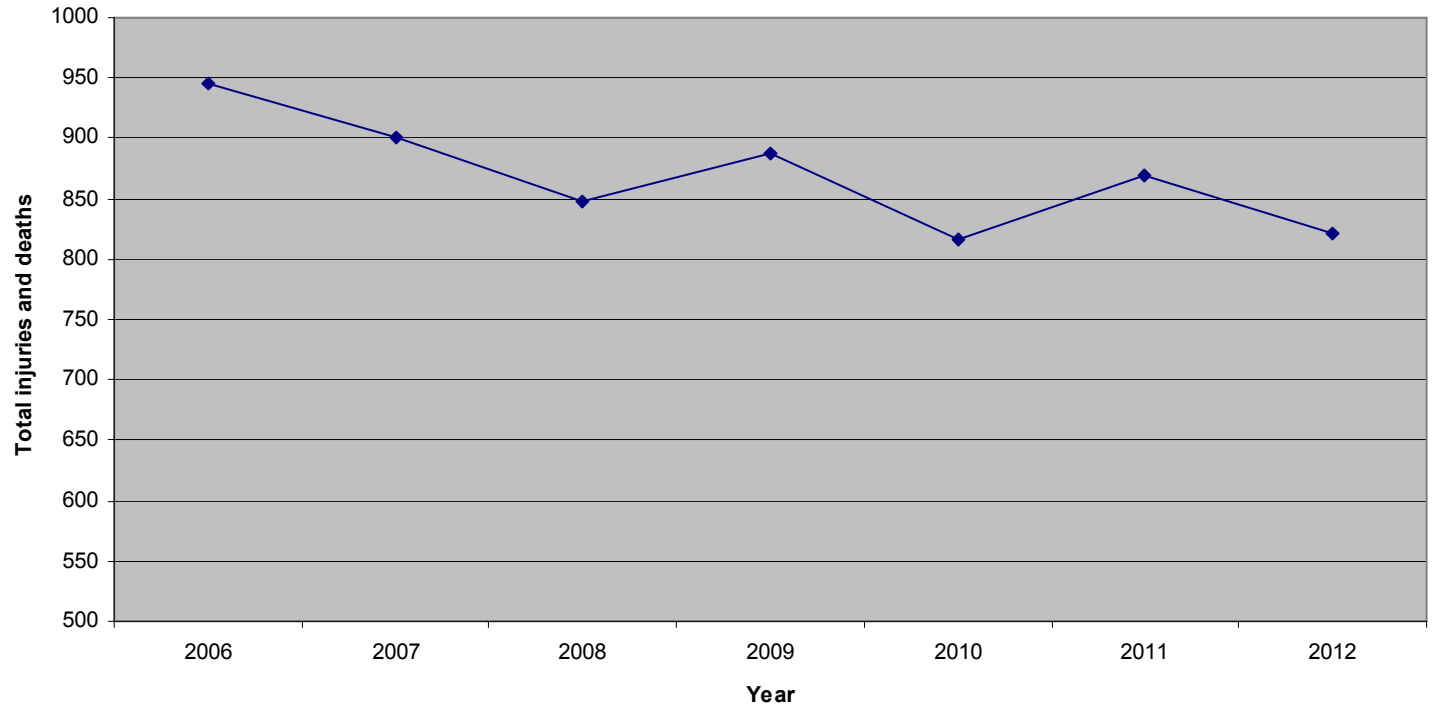


Increasing recycling and composting

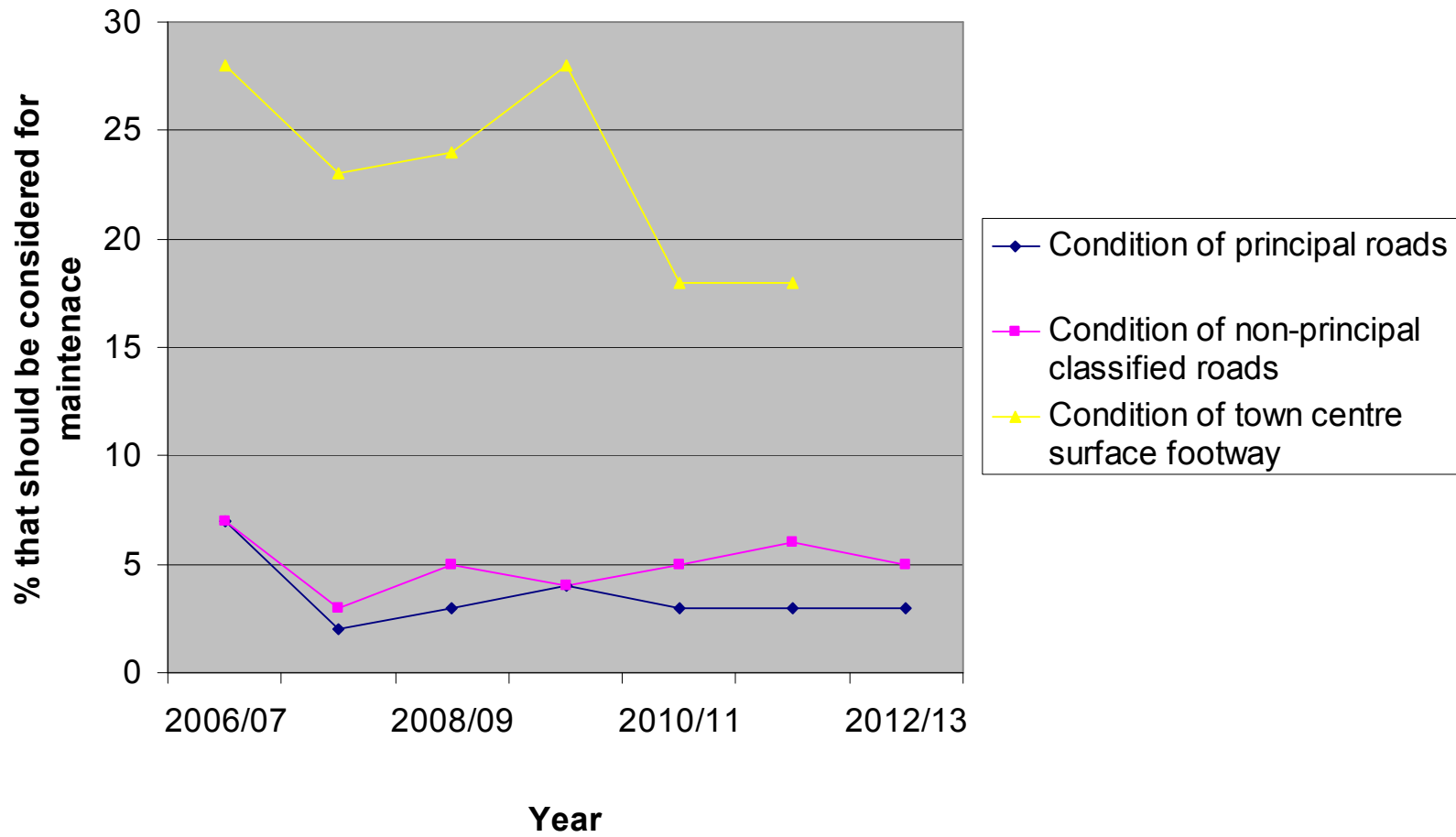




Total road injuries and deaths



Securing Our Transport Infrastructure



This page is left intentionally blank

Report No.
ES13052

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment PDS Committee

Date: 25th June 2013

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

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

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

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

Ward: Borough Wide

1. Reason for report

Members are asked to review the Committee's draft work programme for 2013/14 and to consider:

- progress on requests from previous meetings of the Committee;
 - the contracts summary for the Environment Portfolio; and
 - the establishment of Working Groups for 2013/14
-

2. **RECOMMENDATIONS**

2.1 **That the Committee:**

- Review the draft work programme attached as Appendix 1;**
- Review the progress report related to previous Committee requests as set out in Appendix 2;**
- Note the Environment Portfolio contracts listed in Appendix 3; and**
- Consider the establishment of Working Groups for 2013/14**

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 2013/14 approved budget
 4. Total current budget for this head: £31m and £5.6m of LIP funding from TfL.
 5. Source of funding: 2013/14 revenue budget and 2013/14 LIP funding agreed by TfL
-

Staff

1. Number of staff (current and additional): 193 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

Forward Programme

- 3.1. The table in **Appendix 1** sets out the Environment Forward Programme for 2013/14, 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.
- 3.2 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.

Previous Requests by the Committee

- 3.3 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.

Contracts Register

- 3.4 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.

Working Groups

- 3.5 The Committee is empowered to establish Working Groups for the examination of priority issues in depth, with the aim of bringing a detailed report to the PDS Committee itself on completion of the review. Such Working Groups are normally established by the Committee at its first meeting of the municipal year.
- 3.6 In this regard Members are asked to confirm whether the Working Groups on Waste Minimisation, Public Transport Investment and Street Cleaning should continue into 2013/14, and if so, membership of the groups will need to be agreed. The membership position for last year was as follows:

<i>Waste Minimisation</i>	<i>Did not meet in 2012/13</i>	Cllrs William Huntington-Thresher, Reg Adams, Lydia Buttinger & Samaris Huntington-Thresher
<i>Public Transport Investment Working Group</i>	<i>Last met on 13th November 2012</i>	Cllrs William Huntington-Thresher, Nicholas Bennett, Ellie Harmer, David Jefferys and Nicholas Milner
<i>Street Cleaning Working Group</i>	<i>Did not meet in 2012/13</i>	Cllrs William Huntington-Thresher, Kathy Bance, Jane Beckley, Tom Papworth and Ian Payne

- 3.7 The Committee is also asked to consider convening a one-off Parking Working Group in September 2013, to include consideration of options for any further outsourcing of aspects of the shared parking service. The Members of the Parking Working Group in 2012/13 were Cllrs Samaris Huntington-Thresher, William Huntington-Thresher and Julian Grainger.

4. POLICY IMPLICATIONS

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

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

APPENDIX 1

ENVIRONMENT PDS COMMITTEE FORWARD PROGRAMME FOR MEETINGS 2013/14

Environment PDS – 24 Sept 2013		
Forward Work Programme, Matters Arising from Previous Meetings and Contracts Register	P&CS	PDS Committee
Budget Monitoring 2013/14	Finance	For pre-decision scrutiny
Environment PDS – 19 Nov 2013		
Forward Work Programme, Matters Arising from Previous Meetings and Contracts Register	P&CS	PDS Committee
Budget Monitoring 2013/14	Finance	For pre-decision scrutiny
Environment Portfolio Plan 2013/14 – Six Month Progress Monitoring	P&CS	PDS Committee
Environment PDS – 29 Jan 2014		
Forward Work Programme, Matters Arising from Previous Meetings and Contracts Register	P&CS	PDS Committee
Budget Monitoring 2013/14	Finance	For pre-decision scrutiny

APPENDIX 2

Progress Report on Previous Requests of the Committee

PDS Cttee Minute & Date	Committee Request	Progress
16.04.13	Provide an update on the proposal to use Shortlands ward as a pilot, to take forward greater resident engagement on street cleaning.	Officers have briefed Cllr Jefferys directly. A meeting with all ward Members will be organised, with the aim of taking forward a six month pilot study involving residents' groups.
16.04.13	Following the establishment of the Environment and Community services department, produce a guidance document for Members setting out lead officer contacts and their responsibilities.	Referred to departmental Customer Service and Communications Board
16.04.13	Improve information for residents on the purpose of temporary road closures.	Referred to departmental Customer Service and Communications Board
16.04.13	Consideration be given to the practicality of carpet recycling.	Referred to the Waste Minimisation Working Group.

Contracts Register Summary

Appendix 3

Contract	Start	Complete	Extension granted to	Contractor	Total Value £	Annual Value £	Environment PDS
Removal of Abandoned Vehicles	01.10.10	30.09.13	Extended for twelve months	Pick a Part	33,800	10,600	In tendering process
Playground Maintenance	01.01.08	31.12.13		Safeplay	369,300	61,550	Extension (6+2+2 to December 2017) under consideration
Transportation Consultancy	01.12.09	30.11.13	TfL have option to extend to 30.11.15	TfL Framework	1.2m (if max. years agreed)	200,000	
Parking Bailiff Services	1.10.11	31.03.13	Extension to 31.03.14	JBW & Swift	320,000 est.	240,000 est.	
<i>Parking Bailiff Services</i>	<i>1.04.14</i>	<i>31.03.17</i>	<i>n/a</i>	<i>ESPO framework</i>	<i>600 to 750k est.</i>	<i>240k est.</i>	Agreed following Environment PDS 15.01.13
Removal of Surface Vegetation from Public Rights of Way	30.04.13	29.04.14		Holwood GM Ltd	25,000	25,000	
Hanging Baskets Contract A&B	30.05.11	31.04.14		CJS Plants Ltd	124,657	40,657	Contract extended for a further year Waiver recorded
Rural Grass Cutting	30.05.11	29.05.14		Eath Matters, DMC landscapes, Landmark Services	142,000		Contract extended for a further year Waiver recorded
Council Fleet Hire	05.11.06	04.11.12	05.11.14	London Hire	674,383	85,000	24 month extension agreed by EDECS. Waiver recorded
Ambulance Hire	05.11.07	04.11.13	05.11.14	London Hire	2.03m	339,000	
Depot Security	01.04.10	31.03.15	N/A	Sight and Sound	126,000	126,000	
Street Works (NRSWA)	01.04.13	31.03.16	Option for 1 or 2 x 2 yr extns	B&J Enterprises	871,920 based on three year contract term	290,640	
Parking	01.10.06	30.09.11	30.09.16	Vinci Park	£11.6m	£2.3m	
Parking ICT	01.04.13	30.09.16		ICES Ltd.	£245,281	£70,080	Costs have reduced further as a shared service with LB Bexley has been agreed

Contract	Start	Complete	Extension granted to	Contractor	Total Value £	Annual Value £	Environment PDS
Street Environment Contract	29.03.12	28.03.17		Kier (public toilets);	281,983	56,397	Awarded a five year contract with the option of a two year extension at the Council's discretion.
				Community Clean (graffiti removal);	1,221,800	244,360	
				Veolia (Gulley cleansing)	1,463,538	292,708	
				Kier (Cleansing, Highway Drainage)	15,798,212	3,159,642	
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		Landscape Group	26.1m	2.75m	
Waste Collection	01.11.01	31.03.19	Extended to March 2019	Veolia	127.5m	8.5m	
Waste Disposal	24.02.02	31.03.19	Extended to March 2019	Veolia	147m	10.5m	
Parks Security	01.04.10	31.03.20		Ward Security	4.2m	420,000	
Street Lighting Maintenance and Improvements	01.04.13	31.03.23	Option for 1 year extension	May Gurney (Cartledge)	16.95m; Yr 1/ 2 invest to save £8.5m	£845k per annum,.	