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DATE: 27 October 2014

To: Members of the
ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY COMMITTEE

Councillor William Huntington-Thresher (Chairman)
Councillor Lydia Buttinger (Vice-Chairman)
Councillors Kevin Brooks, Samaris Huntington-Thresher, Terence Nathan,
Angela Page, Sarah Phillips, Catherine Rideout, Richard Scoates and
Melanie Stevens

A meeting of the Environment Policy Development and Scrutiny Committee will be held at Bromley Civic Centre on **TUESDAY 4 NOVEMBER 2014 AT 7.30 PM**

MARK BOWEN
Director of Corporate Services

Copies of the documents referred to below can be obtained from
<http://cds.bromley.gov.uk/>

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 29th October 2014.

**4 MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON
23RD SEPTEMBER 2014 (Pages 3 - 12)**

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 29th October 2014.

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 BUDGET MONITORING 2014/15** (Pages 13 - 24)
- b GREEN GARDEN WASTE SATELLITE SITES - REVISED SERVICE**
(Pages 25 - 30)
- c ON-STREET ENFORCEMENT** (Pages 31 - 36)
- d ORPINGTON RAILWAY STATION: IMPROVED ACCESS AND BUS STOP ENHANCEMENT** (Pages 37 - 44)
- e CONGESTION RELIEF SCHEME: HEATHFIELD ROAD / WESTERHAM ROAD, PROPOSED ROUNDABOUT** (Pages 45 - 56)
- f PRIVATE STREET WORKS REFERENDA - UPPER DRIVE AND SWIEVELANDS ROAD (PART), BIGGIN HILL** (Pages 57 - 62)
- g TODDLER PLAY AREA AT PRIORY GARDENS** (Pages 63 - 66)

7 PRE-DECISION SCRUTINY OF REPORT WITH A RECOMMENDATION TO THE EXECUTIVE AND OTHER RECOMMENDATIONS TO THE ENVIRONMENT PORTFOLIO HOLDER

- a PLANNED HIGHWAY MAINTENANCE PROGRAMME 2015/16**
(Pages 67 - 82)

POLICY DEVELOPMENT AND OTHER ITEMS

8 ENVIRONMENT PORTFOLIO PLAN 2014/15 - HALF-YEAR PROGRESS REPORT (Pages 83 - 100)

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

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ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY COMMITTEE

Minutes of the meeting held at 7.30 pm on 23 September 2014

Present

Councillor William Huntington-Thresher (Chairman)
Councillor Lydia Buttinger (Vice-Chairman)
Councillors Kevin Brooks, Terence Nathan, Angela Page,
Sarah Phillips, Richard Scoates and Melanie Stevens

12 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

Apologies were received from Councillor Samaris Huntington- Thresher.

There were also apologies from Councillor Colin Smith as Environment Portfolio Holder.

13 DECLARATIONS OF INTEREST

There were no declarations.

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

There were no questions to the Committee.

15 MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON 1ST JULY 2014

The minutes were agreed.

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

There were no questions to the Portfolio Holder.

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

A) BUDGET MONITORING 2014/15

Report FSD14065

Based on expenditure and activity levels to 31st July 2014 the latest overall budget monitoring position for the Environment Portfolio 2014/15 showed an

overspend of £188k, with the controllable budget projected to overspend by £207k.

Details were provided of the projected outturn with a forecast of projected spend against each relevant division compared to the latest approved budget. Background to variations was outlined.

Report FSD14065 also highlighted expenditure and progress against Environment Portfolio projects within the Member Priority Initiatives Programme.

RESOLVED that:

(1) the latest 2014/15 budget projection for the Environment Portfolio be endorsed; and

(2) progress in implementing the Environment projects within the Member Priority Initiatives Programme be noted.

B) CAPITAL PROGRAMME MONITORING - 1ST QUARTER 2014/15

Report FSD14063

At its meeting on 16th July 2014, the Executive agreed a revised Capital Programme for 2014/15 to 2017/18. Changes in respect of the Environment Portfolio were outlined and a revised programme for the Portfolio presented. Details of the 2013/14 Capital outturn for the Portfolio were also provided as were capital monitoring details at the end of the first quarter 2014/15.

RESOLVED that the Portfolio Holder be recommended to note and confirm the changes agreed by Executive in July.

C) PRIVATE STREET WORKS: GOSSHILL ROAD, SECOND RESOLUTION

Report ES14058

In respect of the unadopted highway known as Gosshill Road, Chislehurst, the Portfolio Holder's agreement was sought to a Resolution of Approval being made under the Private Street Works Code. This would enable the street to be made-up and adopted as a highway maintainable at public expense.

In addition to commentary provided in Report ES14058, Members were advised that it was not intended to make Gosshill Road a through road except for cyclists. Following adoption, it was also intended to provide some parking for users of nearby Chislehurst station.

RESOLVED that in respect of the scheme approved by the Portfolio Holder on 16th July 2014, the Portfolio Holder be recommended to

approve, without modification, the specification (Plan No. 11690-101), sections, estimate, and provisional apportionment of estimated expenses.

D) TFL FUNDED WORK PROGRAMME FOR 2015/16

Report ES14072

L B Bromley has a formula allocation of £2.4m from Transport for London (TfL) for 2015/16. Ring-fenced funding will also be available to support a number of other programmes.

It is largely for boroughs to determine how the formula allocation will be spent, (provided spend reflects the Mayor's Transport Strategy) and early next month a list of schemes will be provided to TfL for 2015/16. Report ES14072 sought approval for the list.

In discussion it was confirmed that all Council provided cycle training (for children and adults) is provided free of charge. It is fully funded by TfL, including LBB staff time to provide the training. As such it would not be appropriate for the Council to charge for adult cycle training.

Attention was also drawn to a casualty "hot spot" at the junction of Green Lane and High Street Penge. A range of options to improve the junction would be presented to Ward Members followed by a report to the Portfolio Holder in the New Year. The cost of a scheme was expected be covered by TfL Local Implementation Plan (LIP) funding although officers were exploring whether it would be possible to tap into alternative funding linked to the public realm scheme for Penge.

RESOLVED that the Portfolio Holder be recommended to agree that:

(1) the programme of formula funded schemes for 2015/16 outlined at Enclosure 1 to Report ES14072 be approved for submission to Transport for London; and

(2) the Executive Director of Environment and Community Services, in consultation with the Environment Portfolio Holder, be authorised to make post-submission changes to the programme to reflect necessary changes on priority, potential implementation delays following detailed design and consultation, or other unforeseen events.

E) DISABLED PERSON PARKING BAYS AND WHITE BAR MARKINGS

Report ES14068

Report ES14068 reviewed the Council's approach and application process for implementing Disabled Person Parking Bays and white bar markings.

A formal application process was proposed for a Disabled Person Parking Bay. The process would ensure an improved information record for each new Disabled Person Parking Bay and help ensure that use of the bays is reviewed annually. A sample application form was appended to the report.

The total cost to the Council of providing a medical assessment (by the Council's Occupational Health service) for Blue Badge holders applying for a Disabled Person Parking Bay could amount to up to £2,250 per annum. The cost of refurbishing road markings and providing appropriate signage was approximately £1,500 per annum and the estimated annual cost of installing new bays and removing redundant bays amounted to approximately £2,600. There were also potential enforcement costs.

To cover the above costs an annual permit, charged at £80 per annum, was proposed for all Disabled Person Parking Bays issued at the request of individuals. Consultation with all disability groups and other key stakeholders would be carried out in advance of the scheme becoming operational.

An increased number of requests had resulted in a large number of white bar markings being installed borough-wide. The cost of the service in both officer time and implementing the markings was rising. Records were also limited on where markings had been implemented and the reasons for them.

A new approach to white bar markings proposed a set of criteria for approving applications so enabling a consistent approach borough-wide. Report ES1406 outlined details. Any applicant requesting a white bar marking would complete an application form (appended to the report).

A £50 application fee was proposed to cover the cost of a site assessment with an additional £50 installation charge helping to cover the costs of administration, implementation and road markings. A proposed application form for white bar markings was appended to Report ES14068.

In response to Member comments and questions, a number of points were made as summarised below:

- the medical assessment stage for a Disabled Person Parking Bay could be excluded, with a resultant saving, but more applications for bays were likely to be granted and officers would be less assured of a bay being needed for genuine medical purposes;
- the medical stage also provided an independent assessment, often demonstrating strong evidence of eligibility should objections be received to an application;
- a permit at £80 per annum corresponds with the charge for a resident permit bay operating for more than a few hours;

- although no re-assessments were proposed for Disabled Person Parking Bays, Blue Badge holders were required to re-apply for a Badge every three years.

As £2,250 per annum would represent minimal savings, and a robust application process for Disabled Person Parking Bays was needed, the Vice-Chairman expressed her support for maintaining the medical assessment stage of the process. This was agreed as were the proposed fees related to Disabled Person Parking Bays and White Bar markings.

RESOLVED that the Portfolio Holder be recommended to agree that from 1 April 2015:

(1) a new application process be introduced for residents requesting a Disabled Person Parking Bay;

(2) a fee of £80 per year be charged to each resident having a Disabled Person Parking Bay installed outside of their home; and

(3) a fee of £50 be charged to each resident applying for a white bar marking outside of their property, with a further £50 charged should the application be successful and the marking installed.

F) WIDMORE ROAD A21 JUNCTION IMPROVEMENTS

Report ES14076

Report ES14076 recommended completion of the detailed design of an improvement to the Widmore Road/A21 junction. Implementation of the improvement was expected to significantly reduce traffic congestion at the junction.

Atkins consultants had been commissioned to provide options for improvements, their report including an initial design stage for the junction as well as a traffic model to investigate the impact of the design.

Three possible design options were outlined to Members with drawings provided. Option 3 was preferred by officers as the best approach to reducing congestion.

Subject to Portfolio Holder approval, the next stage would be production of a detailed design.

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

(1) detailed design of the junction improvement at Widmore Road and the A21 be completed and the scheme then proceed to implementation; and

(2) the Executive Director for Environment and Community Services be given delegated authority to make any required changes at the detailed design stage, after consultation with Ward Members and the Environment Portfolio Holder.

G) ADDITIONAL HIGHWAY MAINTENANCE WORKS

Report ES14084

Following agreement of the programme of schemes to be included within the 2014/15 planned highway maintenance programme, additional highway maintenance funding of £1m was approved in February 2014 to manage the impact of winter damage. An additional £715k for highway repairs (prioritised for bus route resurfacing) was also provided through the Local Implementation Plan (LIP) process.

It was proposed to use £200k of the £1m to supplement the emergency and reactive repairs budget.

For the planned highway maintenance programme, the remaining £800k was proposed for additional road resurfacing schemes and for schemes to replace those funded by the additional £715k.

In advance of the planned highway maintenance programmes for 2015/16 and beyond being considered at the Committee's next meeting, the Chairman highlighted that a draft list of proposed schemes had been circulated, and he encouraged Members to provide officers with any comments on the schemes proposed.

RESOLVED that the Portfolio Holder be recommended to agree that:

(1) the £1.515m works at Table 2 within Report ES14084 be included in the Council's programme of planned highway maintenance for 2014/15; and

(2) the remaining £200k of additional resources be allocated to the budget for emergency and reactive highway repairs.

18 PRE-DECISION SCRUTINY OF REPORTS TO THE EXECUTIVE

A) STREET LIGHTING - INVEST TO SAVE

Report ES14071

In November 2012, it was agreed that £8.507m could be drawn down from the Invest to Save Fund to allow the replacement of 7,902 lamp columns and 11,902 lanterns, including the installation of a Central Management System (CMS) to facilitate remote control of lighting levels and reduce night time inspections.

It has since been identified that fewer “at risk” steel columns require replacement, so reducing projected column replacements to 6,748 and reducing the number of lanterns needing replacement by 1,154. A remaining balance of £1.2m could then be used to replace more lanterns and increase the level of energy savings. It was proposed that the number of lantern replacements would increase to 14,377, providing additional energy savings of £46k per annum. There would also be carbon allowance savings of £5k per annum.

RESOLVED that the Executive be recommended to approve the proposed amendment to the street lighting Invest to Save project, namely to replace fewer lamp columns and instead convert more lanterns as set out at paragraphs 3.18 to 3.20 of Report ES14071.

B) PUBLIC TOILET PROVISION

Report ES14085

Report ES14085 outlined a proposal to close Penge High Street public toilet and introduce the Community Toilet Scheme (CTS) at three locations in the town.

Whilst preferring that the public toilet is kept open, Councillor Brooks, sought confirmation there would be publicity related to any closure; that staff at the proposed CTS locations would be fully briefed on arrangements; and that enough queuing space would be provided within premises. Councillor Brooks also sought assurance that the public toilet building would not be allowed to deteriorate at a time when a number of Penge traders were endeavouring to provide attractive premises in pursuit of custom. It was important the building does not fall into disrepair and become subject to graffiti, rendering it a negative asset for Penge.

It was confirmed that any closure of the public toilet would be publicised including: a proposed closure notice; a notice on the closed door of the building; updated page(s) on the Council’s website; and provision of relevant public signs to CTS facilities. There was no additional cost to L B Bromley in providing these CTS facilities; two of the locations, McDonalds and Sainsbury’s were thought to be part of the London-wide community toilet scheme, “*Open London*”. Stickers would also be displayed in windows of the premises providing CTS facilities (including baby changing facilities where provided).

Should closure of the public toilet building be agreed and the Portfolio Holder for Resources subsequently declare the property surplus to Council requirements, the property would be offered for sale. Should a purchaser not be found, it would be necessary to proceed to demolition and reinstatement of the site. Pending a sale of the property, the relevant maintenance budget for the building would be sustained. The Assistant Director, Street Scene and Green Space, intended to work with colleagues in the Strategic Property team to ensure the building is sold quickly.

The Chairman suggested that the Committee might wish to make a request to the Portfolio Holder for Resources that the building should be prevented from falling into disrepair. Members supported this.

It was suggested to Councillor Nathan that closing remaining public toilets in the borough in favour of more CTS facilities is a preferred policy direction. However, too many CTS providers in a town centre might start to become a cost burden for the Council, and it was felt that three CTS facilities in Penge would provide sufficient coverage.

RESOLVED that:

(1) the Executive be recommended to agree -

- **the closure of Penge High Street public toilet from 1 January 2015 and**

- **the introduction of the Community Toilet Scheme (CTS) in Penge town centre; and**

(2) the Portfolio Holder for Resources be requested to ensure that measures are in place to prevent the public toilet building falling into disrepair.

19 REPORT TO THE ENVIRONMENT PORTFOLIO HOLDER NOT REQUIRING PRE-DECISION SCRUTINY

A) ELMSTEAD LANE: FOOTWAY UPGRADE

Report ES14059

Approval was sought for a replacement hard footway in Elmstead Lane, Chislehurst, between its junctions with Grange Drive and Walden Road.

RESOLVED that the Portfolio Holder be recommended to:

(1) approve the proposal shown on drawing 11429-01[2] to improve the walking environment along Elmstead Lane; and

(2) agree that the scheme cost be met from Section 106 funding associated with the development of the site previously known as Ravensbourne College of Art.

20 PUBLIC TRANSPORT LIAISON MEETING

Report ES14080

Report ES14080 proposed an informal Public Transport Liaison Meeting on a trial basis with members of the public in attendance.

If successful, consideration could be given to amending the Meeting's formal Terms of Reference so that one meeting each year is attended by members of the public, with the other closed for Members to discuss strategic matters directly with public transport providers.

The Chairman hoped that an informal meeting would attract residents and details would be published on the Council's website.

RESOLVED that an informal meeting of the Public Transport Liaison Meeting be organised, to trial opening the Meeting to Bromley residents.

21 INVEST TO SAVE: GREEN GARDEN WASTE COLLECTION

Report ES14073

Report ES14073 provided an update on the Green Garden Waste (GGW) collection service, introduced borough-wide in June 2012 following a successful trial using £80k from the Invest to Save fund.

The report outlined progress of the service from introduction of the trial in 2011/12 to the present position. It included details of customer numbers and costs associated with the service, including implications for the waste budget. A revised Table 1 within the report (paragraph 3.6), circulated to PDS Members prior to the meeting, showed additional disposal costs from GGW tonnage growth.

In response to an enquiry from the Vice-Chairman, it was confirmed that a direct debit payment option for the service was intended to be introduced as quickly as possible.

The report highlighted an annual charge for the service which was set at £60 in 2011. Although operating costs had since increased, the charge at £60 had not increased to reflect inflation. The Chairman suggested a rise to £65 and an increase thereafter by the rate of inflation. This was supported by the Vice-Chairman.

It was confirmed that a £5 increase to the charge should cover costs although it was difficult to predict future GGW tonnage.

RESOLVED that:

(1) progress of the Green Garden Waste collection service to date be noted;

(2) the continuing expansion of the scheme and associated financial implications be noted; and

(3) to reflect increased costs, the Portfolio Holder be requested to consider an increase in the annual charge to £65 for the Green Garden

Waste collection service, and that the charge be increased annually thereafter by the rate of inflation.

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

Report ES14064

The Chairman highlighted that a meeting of the Parking Working Group had been scheduled for 6th October 2014 (5.30 p.m.) with a meeting of the Waste Working Group to be convened for late October 2014.

Noting the Forward Programme, the Chairman suggested that it was possible for the performance of a partner organisation to be scrutinised at the Committee's meeting on 11th March 2015. This would be in addition to scrutiny of the street cleansing contractor at the Committee's meeting on 20th January 2014 (Street Cleaning Performance Review). In view of concerns from Councillor Brooks about motorists exceeding speed limits in the Penge area, it was agreed that an invitation be extended to the Metropolitan Police Traffic Unit for South East London to attend the March 2015 meeting.

Noting that this was the final meeting of the Committee attended by Mr Gavin Moore, Assistant Director, Parking and Customer Services, the Chairman thanked Mr Moore for his work over recent years in supporting the Committee at senior level.

RESOLVED that:

(1) the Committee's rolling 2014/15 Work Programme be agreed, subject to the Metropolitan Police Traffic Unit for South East London being invited to the Committee's meeting on 11th March 2015;

(2) progress related to previous Committee requests be noted; and

(3) a summary of contracts related to the Environment Portfolio be noted.

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

24 EXEMPT MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON 1ST JULY 2014

The Part 2 Minutes were agreed.

The Meeting ended at 8.35 pm

Chairman

Report No.
FSD14068

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: **Environment Portfolio Holder**

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

Date: **4th November 2014**

Decision Type: Non-Urgent Executive Non-Key

Title: **BUDGET MONITORING 2014/15**

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 an update of the latest budget monitoring position for 2014/15 for the Environment Portfolio, based on expenditure and activity levels up to 30th September 2014. This shows an underspend of £19k.

2. **RECOMMENDATIONS**

That the Environment Portfolio Holder:

2.1 Endorses the latest 2014/15 budget projection for the Environment Portfolio.

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
 4. Total current budget for this head: £41.593m
 5. Source of funding: Existing revenue budgets 2014/15
-

Staff

1. Number of staff (current and additional): 190 fte
 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.
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Ward Councillor Views

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

3. COMMENTARY

- 3.1 The 2014/15 projected outturn is detailed in Appendix 1. This forecasts the projected spend for each division compared to the latest approved budget, and identifies in full the reasons for any variances.
- 3.2 Costs attributable to individual services have been classified as “controllable” and “non-controllable” in Appendix 1. Budget holders have full responsibility for those budgets classified as “controllable” as any variations relate to those factors over which the budget holder has, in general, direct control. “Non-controllable” budgets are those which are managed outside of individual budget holder’s service and, as such, cannot be directly influenced by the budget holder in the shorter term. These include, for example, building maintenance costs and property rents which are managed by the Property Division but are allocated within individual departmental/portfolio budgets to reflect the full cost of the service. As such, any variations arising are shown as “non-controllable” within services but “controllable” within the Resources Portfolio. Other examples include cross departmental recharges and capital financing costs. This approach, which is reflected in financial monitoring reports to budget holders, should ensure clearer accountability by identifying variations within the service that controls financial performance. Members should specifically refer to the “controllable” budget variations relating to portfolios in considering financial performance. These variations will include the costs related to the recession.

Comments from the Executive Director of Environment and Community Services

- 3.3 Overall, the controllable budget for the Environment Portfolio is projected to be balanced.
- 3.4 The projected overspend in Waste Services is primarily due to the decline in the tonnage of paper collected and the increase in the tonnage of residual waste collected. Both of these factors are reflected on the national stage and are largely outside our control. A growth bid will be submitted for the full year effect of these variances.
- 3.5 The overspend of £362k within Waste Services is offset by underspends of Cr £362k across other areas of the portfolio budget.

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 2014/15 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 main variations compared to the last reported budget monitoring report are as follows: -

| Variation | £'000 |
|---|--------------------|
| Increase in waste disposal tonnages & loss of paper income | 100 |
| Increase in parking fee income | -46 |
| Management action within Parking | -50 |
| Underspend from support service staff & business rate rebate | -65 |
| Underspend within parks & green space, incl management action | -64 |
| Other minor variations across the Portfolio | -82 |
| | <u>-207</u> |

5.2 Although the overall budget shows an underspend of £19k for 2014/15, the controllable budget for the Environment Portfolio is projected to be balanced at the year-end based on the financial information available to 30th September 2014. Within this projection there are variations which are detailed in Appendix 1 and summarised below.

Parking

- 5.3 A surplus of Cr £170k is projected for parking fee income and management action has been taken to freeze the equipment replacement budget of £50k to help offset budget pressures elsewhere within the portfolio .
- 5.4 A net deficit of Dr £51k is projected for parking and bus lane enforcement. This is due to a combination of greater compliance and the impact of the works at Bromley North, which has resulted in some areas becoming temporarily unenforceable from April to September 2014.

Support Services

- 5.5 There is an underspend of £65k due to the vacancy of the Assistant Director post and a business rate rebate for the depots.

Street Scene & Green Space

- 5.6 Reduced tonnages of paper have meant that a deficit of £150k is projected.
- 5.7 Actual disposal tonnage (mainly from households) is higher than the budget for the first four months of the year and expenditure is expected to be at least £292k above budget at the year end. This is partly offset by underspends of £92k from the green garden waste collection service and £18k from other net variations across the waste service.
- 5.8 There has been a reduction in the number of commercial and school customers from the trade waste collected service, resulting in a loss of income of approximately Dr £90k. This has been offset by an increase in the number of traders visiting the Civic Amenity sites, generating additional income of £60k.
- 5.9 Other variations within Street Scene and Green Space include a deficit of Dr £20k from the Fixed Penalty Notice litter enforcement scheme offset by additional income from skip and street trader licences Cr £25k.
- 5.10 The parks and green space budget is projecting an underspend of £64k. This is made up of Cr £20k from staffing vacancies, Cr £9k from additional income and Cr £35k from management action to balance to overall portfolio budget.
- 5.11 Other minor variances within Highways and markets total Cr £36k.

Transport and Highways

5.12 There is an overall net underspend of Cr £23k projected within the Transport and Highways budget, mainly due to vacancies within staffing offsetting a shortfall of income from defect notices.

5.13 The table below summarises the main variances: -

| Summary of Major Variations | £'000 |
|--|--------------|
| Net surplus of income from on- and off- street parking | Cr 170 |
| Impact of management action within parking | Cr 50 |
| Net shortfall of income from parking and bus lane enforcement | 51 |
| Underspend within support services | Cr 65 |
| Increase in waste disposal tonnages | 292 |
| Underspend from green garden waste collection service | Cr 92 |
| Net shortfall of income from trade waste collected, delivered services and paper | 180 |
| Underspend within parks and greenspace | Cr 64 |
| Other variations across the Portfolio | Cr 82 |
| | <u>0</u> |

| | |
|---|---|
| Non-Applicable Sections: | Legal, Personnel |
| Background Documents: (Access via Contact Officer) | 2014/15 budget monitoring files within E&CS Finance section |

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Environment Portfolio Budget Monitoring Summary as at 30.09.2014

| 2013/14 Actuals £'000 | Division Service Areas | 2014/15 Original Budget £'000 | 2014/15 Latest Approved £'000 | 2014/15 Projection £'000 | Variation £'000 | Notes | Variation Last Reported £'000 | Full Year Effect £'000 |
|-----------------------------|--|--|--|--------------------------------|--------------------|-------|--|------------------------------|
| | Customer & Support Services | | | | | | | |
| Cr 6,461 | Parking | Cr 6,036 | Cr 6,036 | Cr 6,205 | Cr 169 | 1-4 | Cr 73 | 0 |
| 1,247 | Support Services | 1,198 | 1,198 | 1,133 | Cr 65 | 5 | 0 | 0 |
| Cr 5,214 | | Cr 4,838 | Cr 4,838 | Cr 5,072 | Cr 234 | | Cr 73 | 0 |
| | Public Protection | | | | | | | |
| 76 | Emergency Planning | 75 | 75 | 75 | 0 | | 0 | 0 |
| 76 | | 75 | 75 | 75 | 0 | | 0 | 0 |
| | Street Scene & Green Space | | | | | | | |
| 4,135 | Area Management/Street Cleansing | 4,079 | 4,079 | 4,099 | 20 | 6 | 20 | 0 |
| 2,540 | Highways | 2,535 | 2,535 | 2,484 | Cr 51 | 7 | Cr 20 | 0 |
| Cr 18 | Markets | 1 | 1 | 9 | Cr 10 | 8 | 0 | 0 |
| 5,775 | Parks and Green Space | 5,898 | 5,952 | 5,888 | Cr 64 | 9 | 0 | 0 |
| 481 | Street Regulation | 461 | 461 | 461 | 0 | | 0 | 0 |
| 17,085 | Waste Services | 17,570 | 17,570 | 17,932 | 362 | 10 | 280 | 743 |
| 29,998 | | 30,544 | 30,598 | 30,855 | 257 | | 280 | 743 |
| | Transport & Highways | | | | | | | |
| 6,436 | Highways incl London Permit Scheme | 6,611 | 6,861 | 6,838 | Cr 23 | 11 | 0 | 0 |
| 129 | Highways Planning | 136 | 136 | 136 | 0 | | 0 | 0 |
| 177 | Traffic & Road Safety | 171 | 171 | 171 | 0 | | 0 | 0 |
| 6,742 | | 6,918 | 7,168 | 7,145 | Cr 23 | | 0 | 0 |
| | TOTAL CONTROLLABLE | 32,699 | 33,003 | 33,003 | 0 | | 207 | 743 |
| 7,391 | TOTAL NON-CONTROLLABLE | 6,386 | 6,481 | 6,462 | Cr 19 | 12 | Cr 19 | 0 |
| 2,035 | TOTAL EXCLUDED RECHARGES | 2,095 | 2,109 | 2,109 | 0 | | | 0 |
| 41,028 | PORTFOLIO TOTAL | 41,180 | 41,593 | 41,574 | Cr 19 | | 188 | 743 |

Reconciliation of Latest Approved Budget

£'000

Original budget 2014/15

41,180

Keston Ponds Dam carry-forward from 2013/14

65

Lead Local Flood Authorities

250

Increase in annual insurance premiums

98

Latest Approved Budget for 2014/15

41,593

REASONS FOR VARIATIONS**1. Income from Bus Lane Contraventions Dr £65k**

Due to a combination of greater compliance and the impact from the works at Bromley North which has resulted in some areas becoming unenforceable from April, a deficit of income of £65k is projected. It should be noted that not all the activity reports were available for September 2014 data from the new parking ICT system. It is expected that the reports will be available in November to carry out a more detailed analysis.

2. Off Street Car Parking Cr £64k

Overall a surplus of £90k is projected for off street parking. There is a projected surplus of Cr £42k from Village Way multi-storey car park. Additional income of Cr £48k is projected from surface car parks: major variations are at Beckenham Leisure Centre Cr £17k relating to one-off permit income, Station Road Bromley Cr £10k, Fairfield Road, Beckenham Cr £14k, and Chislehurst and Hayes Cr £15k.

Summary of variations within Off Street Car Parking

| | £'000 |
|---|--------------|
| Off Street Car Parking income - multi-storey car parks | Cr 42 |
| Off Street Car Parking income - other surface car parks | Cr 48 |
| Total variations within Off Street Parking | Cr 90 |

3. On Street Car Parking Cr £130k

An overall surplus of £80k is projected for on street parking income. Major variations are within Bromley Town Centre with a net surplus of Cr £18k, a net surplus of Cr £16k from Petts Wood, Cr £20k from Orpington, and Cr £26k from Shortlands and other areas.

Management action is being taken to freeze the equipment budget of £50k to offset budget pressures across the other areas of the portfolio.

Summary of variations within On Street Car Parking

| | £'000 |
|--|---------------|
| Income from Bromley Town Centre | Cr 18 |
| Income from Petts Wood, Orpington & other areas | Cr 62 |
| Management action - equipment budget | Cr 50 |
| Total variations within On Street Car Parking | Cr 130 |

4. Car Parking Enforcement Cr £14k

Based on activity levels up to September 2014, there is a projected net surplus of £56k from PCNs issued by Vinci in the current year due to an increase in contraventions. Additional income is also projected for PCN contraventions in 2013/14 totalling Cr £10k. It should be noted that not all the activity reports for September 2014 were available from the new parking ICT system. It is expected that the reports will be available in November to carry out a more detailed analysis.

A net deficit of Dr £55k is projected for mobile and static cameras due to the works being undertaken in Bromley North which has led to areas becoming unenforceable from April to September 2014. This is partly offset by extra income received for tickets issued in 2013/14 of Cr £3k. Please note the comments above on the activity reports. It is expected that a more detailed analysis will be carried out in November.

Summary of variations within Car Parking Enforcement

| | £'000 |
|--|--------------|
| PCNs issued by wardens | Cr 66 |
| PCNs issued by mobile & static cameras | 52 |
| Total variations within Car Parking Enforcement | Cr 14 |

Summary of overall variations within Parking:

| | £'000 |
|--|---------------|
| Bus Routes Enforcement | 65 |
| Off Street Car Parking income | Cr 90 |
| On Street Car Parking income | Cr 80 |
| Management action - on street equipment budget | Cr 50 |
| Car Parking Enforcement | Cr 14 |
| Total variation for Parking | Cr 169 |

5. Support Services Cr £65k

There is a projected net underspend within staffing of £25k as a result of not replacing the recently departed Assistant Director of Customer & Support Services. Additionally there is an underspend of £40k within Depot premises budgets, due to a one-off business rates rebate from 2013-14.

6. Area Management & Street Cleansing Dr £20k

Within the FPN littering offence scheme there is a deficit of £20k, relating to the period to 31st August 2014. This has arisen due to a combination of lower than anticipated income recovery rates, as well as fewer tickets issued than expected in recent months, and therefore costs exceed income collected. Following renegotiation of contract arrangements, the scheme is expected to be cost neutral to the end of the financial year as any cost to income deficits will be covered by the contractor.

7. Highways SSGS Cr £51k

There is a net projected underspend within staffing budgets including car allowances, of £17k due to the part-year effect of a vacant post.

A surplus of income is projected from skip licences of £20k. This is due to a combination of a general upturn within the economy, as well as improved management systems and processes within the SSGS division. A small surplus of income is also projected from street traders' licences of £5k, giving a net surplus of £25k for the service. This is being used to contribute towards deficits within the Street Scene and Green Space division.

Other miscellaneous income of Cr £9k has been transferred from the deposits register relating to highways works undertaken. The net projected variation for Highways SSGS is an underspend of £51k.

Summary of variations within Highways SSGS

| | £'000 |
|--|--------------|
| Underspend within staffing, car allowances & leased cars | Cr 17 |
| Surplus income - skip licences & street trader licences | Cr 25 |
| Miscellaneous income | Cr 9 |
| Total variation for Highways SSGS | Cr 51 |

8. Markets Cr £10k

Projected income surplus of £10k, due to higher customer activity than previously anticipated.

9. Parks & Green Space Cr £64k

Within staffing budgets there is a projected net underspend of £20k. This is largely due to vacancies within the Grounds Maintenance team.

Other miscellaneous income of Cr £9k has been transferred from the deposits register relating to parks works undertaken.

Management action has been taken to withhold £35k of expenditure within the parks budget to balance the overall portfolio budget. Therefore the net projected variation for Parks & Green Space is an underspend of £64k.

10. Waste Services Dr £362k

There is currently projected to be a net overspend within waste disposal tonnages, excluding garden waste, of £179k. Actual tonnage is 450 tonnes above budget for the first six months of the year, and 1,380 tonnes above the same period in 2013-14. It is currently anticipated that there will be a year-end variation of 985 tonnes, resulting in an overspend of £179k. £60k of this variation relates directly to the extra disposal tonnage generated by the increase in trade waste delivered activity as reflected in the extra income projected. The balance of £119k is the net effect of the growth in residual household tonnage and the reduction in recycled paper tonnage.

In addition to the increase in residual disposal tonnage from households, the green garden waste tonnage is 1,514 higher for the first 6 months of the year when compared to the same period last year. The pattern of increased tonnages is expected to continue, and a year end variation of 2,500 tonnes is projected, resulting in an overspend of £113k.

The green garden waste collection service is projected to be underspent by £92k by the year end. This is due to a number of factors; Staffing and running expenses are expected to be £42k lower than budgeted and the fourth vehicle has only been required intermittently providing a saving of £45k. There is a projected net overachievement of income of £5k, which incorporates the continued sale of green garden waste stickers.

There is a projected deficit from paper recycling income of £150k due to reduced tonnages currently being collected from households. Paper tonnages have been reducing for the last two years, and it is likely that this trend will continue into future years.

There is currently a projected deficit within income from trade waste collections of £90k. This has arisen where around 4% of commercial customers have withdrawn from the services since April 2014.

Within trade waste delivered income, there is a projected surplus of £60k, resulting from higher activity than budgeted. This offsets the disposal costs of the additional tonnage generated.

There are other projected net variations across the service of Cr £18k. This is a combination of an underspend across the collection contract of Cr £22k and a minor net income deficit of Dr £4k.

Summary of variations within Waste Services

| | £'000 |
|--|-------------------|
| Waste disposal tonnages | 292 |
| Underspend from green garden waste collection scheme | Cr 92 |
| Paper recycling income | 150 |
| Trade waste collection income | 90 |
| Trade waste delivered income | Cr 60 |
| Other net variations | Cr 18 |
| Total variation for Waste Services | <u>362</u> |

11. Highways (incl London Permit Scheme) Cr 23k

There is a projected underspend on salaries of £35k resulting from part-year vacant posts.

Within NRSWA income, there is a net projected deficit of £50k. This largely relates to income from defect notices where in recent months the value of invoices raised has fallen below previous expectations. Management action is being taken across the service to freeze non-essential expenditure to the value of £15k, to ensure a balanced portfolio budget.

Other miscellaneous income of Cr £23k has been transferred from the deposits register relating to highways works undertaken.

Summary of variations within Highways (incl London Permit Scheme)

| | £'000 |
|--|---------------------|
| Underspend within staffing | Cr 35 |
| NRSWA income deficit | 50 |
| Management action on non-essential expenditure | Cr 15 |
| Miscellaneous income from deposit register | Cr 23 |
| Total variation for Highways | <u>Cr 23</u> |

12.Non-controllable budgets Cr £19k

For information here, the variation relates to a net surplus within property rental income across the Environment portfolio. Property division are accountable for these variations.

Waiver of Financial Regulations

The Council's Contract Procedure Rules state that where the value of a contract exceeds £50k and is to be exempted from the normal requirement to obtain competitive quotations, the Chief Officer has to obtain the agreement of the Director of Resources and Finance Director and (where over £100,000) approval of the Portfolio Holder, and report use of this exemption to Audit Sub committee bi-annually. No waivers over £50k have been approved since the last report to the Executive.

Virements Approved to date under Director's Delegated Powers

Details of virements actioned by Chief Officers under delegated authority under the Financial Regulations "Scheme of Virement" will be included in financial monitoring reports to the Portfolio Holder. Since the last report to Executive, no virements have been actioned.

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Report No.
ES14096

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment Portfolio Holder

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

Date: 4th November 2014

Decision Type: Non-Urgent Executive Non-Key

Title: GREEN GARDEN WASTE SATELLITE SITES - REVISED SERVICE

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

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

Ward: All

1. Reason for report

This report outlines two options for achieving savings through a revision to the current Green Garden Waste Satellite Site service. This involves changing the days on which they are open, but maintains the current number of sites.

2. RECOMMENDATIONS

That the Environment Portfolio Holder:

- 2.1 Agrees an option for the future operation of the Green Garden Waste Satellite Site service as outlined at paragraph 3.14 , with the changes to be effective from April 2015.

Corporate Policy

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

Financial

1. Cost of proposal: Option 1: saving of £136k p.a. Option 2: saving of £151k p.a.
 2. Ongoing costs: Option 1: saving of £136k p.a. Option 2: saving of £151k p.a.
 3. Budget head/performance centre: Waste Services (Green Garden Waste Satellite Sites)
 4. Total current budget for this head: £17.6 m, of which £271k is associated with the Green Garden Waste Satellite Site service
 5. Source of funding: Existing revenue budget 2014/15
-

Staff

1. Number of staff (current and additional): Less than 1 fte associated with this service
 2. If from existing staff resources, number of staff hours: Less than 1 fte.
-

Legal

1. Legal Requirement: Non-Statutory: Any proposed service revisions will be compliant with the Environmental Protection Act 1990, Controlled Waste Regulations 2012, Household Waste Recycling Act 2003, and the Waste (England and Wales) (Amendments) Regulations 2012
 2. Call-in: Applicable
-

Customer Impact

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

Ward Councillor Views

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

3. COMMENTARY

- 3.1 At present, the council offers four options which enable residents to dispose of their Green Garden Waste (GGW) for recycling:
- The wheelie bin collection scheme
 - A chargeable collection for sacks of GGW (controlled through a sticker system)
 - The Household Waste Recycling Centres at Waldo Road (Central Depot) and Churchfields Road (Churchfields Depot)
 - The five Green Garden Waste Satellite Sites
- 3.2 Customers joining the **wheelie bin collection scheme** (for which there is an annual charge of £60) are provided with a 240 litre wheeled bin for their GGW. This is emptied every other week for nine months of the year, and once every four weeks during December, January and February. This service was introduced in February 2012.
- 3.3 Veolia provides the collection service utilising dedicated vehicles. The vehicles also collect GGW sacks from those customers continuing to opt for the **sticker scheme**. Stickers cost £1.60 each, and are collected at the same frequency as the wheelie bin scheme.
- 3.4 **Household Waste Recycling Centres (HWRCs)**: The Environmental Protection Act 1990 requires authorities to provide a facility where residents can deliver their household waste (including GGW) free of charge. Both Waldo Road and Churchfields Road HWRCs accept GGW. However at certain times, particularly Easter and other Bank Holidays, the number of residents wishing to use the sites can cause traffic congestion in nearby roads, leading to complaints both from site users and local residents. The Waldo Road and Churchfields webcams have assisted in mitigating this issue, by allowing residents to check whether there is a queue before setting off to the site. However, the most important factor in reducing the levels of congestion has been the introduction of the Green Garden Waste Satellite Sites.
- 3.5 The **GGW Satellite Sites** were introduced in 2005, with the aim of reducing traffic congestion near the HWRCs, and also reducing the number of complaints regarding the sack-based collection service (which was equally overwhelmed at times of high demand). The five sites have subsequently undergone several changes of location for practical and operational reasons, but continue to be popular with the public. Veolia provide appropriate vehicles and staffing for the sites, with all material delivered to Waldo Road. The service is currently available every weekend from April to November. The budget for this service currently stands at £271k p.a
- 3.6 The sites operate on Saturdays from 11am to 4pm, and on Sundays from 8am to 12 noon. The hours are prescribed by the need to be able to empty the vehicles at Waldo Road at the end of each day. Licensing of the Waldo Road facility prohibits any waste activity after 4pm on Saturday and 1pm on Sundays. The sites are also open one weekend in January for recycling Christmas trees.
- 3.7 As can be seen from the table below, the tonnage collected from each of the sites tends to fluctuate annually, with the weather being a major factor in the volume of GGW. However, it is apparent that the introduction of the new collection service has particularly impacted on the Shire Lane site, which has seen a substantial fall in tonnage collected.

| Site | Tonnage | | | |
|--------------------------------|--------------|--------------|--------------|--------------|
| | 2010 | 2011 | 2012 | 2013 |
| Cotmandene | 377 | 417 | 402 | 369 |
| Shire Lane, Green Street Green | 611 | 530 | 462 | 356 |
| Unicorn School | 350 | 306 | 331 | 309 |
| Charles Darwin, Biggin Hill | 276 | 344 | 309 | 303 |
| Normans Park, Hook Farm | 345 | 425 | 327 | 267 |
| TOTAL | 1,959 | 2,022 | 1,831 | 1,604 |

3.8 In 2010, 2,022 tonnes of GGW were collected. In 2013, this had fallen to 1,831 tonnes. However, provisional tonnages for 2014 suggest tonnages have risen slightly, although they are still projected to be lower than in 2012.

3.9 The tonnages of GGW delivered by residents to the Waldo Road and Churchfields HWRCs has declined since 2010 (although the excellent weather this year has seen tonnages rise slightly). The table below shows tonnages from April-September for recent years.

| | 2010 | 2011 | 2012 | 2013 | 2014 |
|----------------------|-------|-------|-------|-------|-------|
| WALDO & CHURCHFIELDS | 6,563 | 5,746 | 5,146 | 4,365 | 4,596 |

3.10 With 15,500 customers having joined the new GGW collection service, and an average of 493 new customers signing up each month over the last 6 months, the original objective of the Satellite Sites – to address the congestion issues near the HWRC sites – has become less crucial. Improvements to the customer areas at both sites have also helped address the congestion pressures.

3.11 In light of this, negotiations have been held with Veolia to explore alternative options for reducing the cost of operating the Satellite Sites. Four options are being considered:

1. Close all five sites
2. Reduce the number of weeks the sites operate for
3. Reduce the number of sites
4. Operate 3 sites each Saturday and 2 sites each Sunday

3.12 Ceasing to operate the sites, including the Christmas tree recycling weekend, would result in a budget saving of £271k. It would be expected that a proportion of residents would become customers of the new GGW collection service, whilst others would revert to using one of the HWRCs. The risk that congestion at the HWRCs would worsen is therefore high. The risk of illegal depositing of waste (fly tipping) would also increase, particularly in parks, rural areas and at the locations where the sites previously operated from.

3.13 Whilst the GGW collection service has proved to be popular and subscriptions continue to increase, at this time a full or partial closure of the GGW Satellite Sites is not recommended. However, officers will continue to monitor the impact of the increasing number of subscribers to the GGW Collections Service, on the usage of satellite sites, the HWRC and present options on further savings in the future.

3.14 Instead, at this time it is recommended that two options be considered:

Option 1: Open 3 sites on Saturdays and 2 different sites on Sundays between April and November – Annual saving = £136k

Option 2: Open 3 sites on Saturdays and 2 different sites on Sundays between April and October – Annual saving = £151k

3.15 Operating three of the sites each Saturday only, with the other two sites open on Sundays only, would ensure that residents were still able to visit their most local site. This would result in a saving of £136k per annum. If the sites were operated only to the end of October, a further saving of £15k would result.

3.16 At present, the sites open on both Saturday and Sunday. Approximately 48% of the tonnage is delivered on Saturdays, and 52% delivered on Sundays, although this proportion varies each year. The cost of operating the sites is highest on Sundays, due to the additional wage costs of Sunday working. The opening hours on Sundays are also more limited due to the restrictions on the HWRCs' opening hours on Sundays, and the need to empty the vehicles ready for their normal work on Mondays. This is why the proposed option has more sites open on Saturdays, to maximise the availability of the sites to residents and avoid congestion.

3.17 Based on the pattern of tonnages and allowing for customer numbers, the proposed opening days would be:

| | | |
|-----------|-----------------|---|
| Saturdays | 11am to 4pm: | Shire Lane, Cotmadene Crescent, Biggin Hill |
| Sundays | 8am to 12 noon: | Norman Park, Unicorn School |

| Site | Day | 2013 tonnage |
|-----------------------------|-----------------|--------------|
| Normans Park, Hook Farm | Saturday | 119 |
| | Sunday | 148 |
| Charles Darwin, Biggin Hill | Saturday | 151 |
| | Sunday | 152 |
| Unicorn School | Saturday | 102 |
| | Sunday | 207 |
| Shire Lane, Green-St-Green | Saturday | 176 |
| | Sunday | 180 |
| Cotmandene | Saturday | 181 |
| | Sunday | 188 |

3.18 Any change in service would need to be communicated to residents. This would include using Environment Matters (the costs of which are covered by Veolia), adaptations to the publicity informing residents about the sites, signage at the HWRCs, and signage at the sites themselves.

3.19 The GGW Satellite Site budget also includes provision for the operation of the sites for one weekend in January, to enable residents to recycle their Christmas trees. It has been assumed this provision will continue, with three sites open on the Saturday and two open on the Sunday.

3.20 It should be noted that the Council continues to promote Home Composting to residents. This represents the most cost-effective way for residents to deal with their GGW, since it not only keeps green waste out of the waste stream altogether but also creates a useful soil improver for residents' use. The Council offers for sale a 220 or 330 litre home composting bin at £10/£13 plus delivery fee of £5.99.

4. POLICY IMPLICATIONS

4.1 The Environment Portfolio Plan 2014/17 includes the key aims “Increasing the proportion of waste recycled and composted” and “Reducing the amount of waste sent to landfill”.

5. FINANCIAL IMPLICATIONS

5.1 The potential savings represented by the two options proposed are shown below:

| Proposals | Option 1 £'000 | Option 2 £'000 |
|---|-------------------|-------------------|
| Existing budget | 271 | 271 |
| Operate 3 sites Saturdays only & 2 sites Sundays only | 135 | 120 |
| Saving | 136 | 151 |

5.2 In Option 1 the sites continue to operate through to the end of November. In Option 2, they would only operate through to the end of October.

5.3 It is expected that any reduction in the level of service at the GGW Satellite Sites would lead to an increase in demand for the wheelie bin collection service. As a fourth collection vehicle has recently been added to this service, there is more than adequate capacity for any resultant increase in customer numbers.

6. LEGAL IMPLICATIONS

6.1 All proposals will be compliant with the Environmental Protection Act 1990, Controlled Waste Regulations 2012, Household Waste Recycling Act 2003 and the Waste (England and Wales) (Amendments) Regulations 2012, which specify the Council’s statutory and non-statutory duties with regard to household waste.

| | |
|---|---|
| Non-Applicable Sections: | Personnel Implications |
| Background Documents: (Access via Contact Officer) | Invest to Save Green Garden Waste Collection ; report to Environment PDS Committee, 23 September 2014 |

Report No.
ES14027

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: **Environment Portfolio Holder**

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

Date: **4th November 2014**

Decision Type: Non-Urgent Executive Non-Key

Title: **ON-STREET ENFORCEMENT**

Contact Officer: Dan Jones, Assistant Director Street Scene and Green Space
Tel: 0208 313 4211 E-mail: Dan.Jones@bromley.gov.uk

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

Ward: All

1. Reason for report

- 1.1 This report presents an option to provide a service, at zero net cost to LBB, for dedicated officers to enforce on-street littering and other related environmental crimes, through the issuing of fixed penalty notices (FPNs), from 1 January 2015 to 31 March 2020.
-

2. **RECOMMENDATIONS**

That the Environment Portfolio Holder:

- 2.1 **Approves to extend and vary the existing Parks Security Contract to include the issuing of Fixed Penalty Notices where individuals are in breach of the requirements of the Clean Neighbourhood and Environment Act, including for littering and dog fouling on the public Highway.**

Corporate Policy

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

Financial

1. Cost of proposal: Estimated contract value is £677k with an overall net nil cost to the Council. One-off set up costs of £2k
 2. Ongoing costs: £2.2k for year 1 and £1k per annum thereafter for licence fees and stationery
 3. Budget head/performance centre: Street Regulation
 4. Total current budget for this head: £320k
 5. Source of funding: Existing controllable revenue budget for 2014/15
-

Staff

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: 0.3 FTE
-

Legal

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

Customer Impact

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

Background

- 3.1 Since September 2012 the London Borough Bromley have trialled the provision of a Littering Enforcement service by external providers.
- 3.2 Unfortunately the trial arrangements have not delivered the cost neutral budget position as was expected and therefore an alternative model has been considered with the current contractor (Ward Security).
- 3.3 Following negotiations Ward Security are operating the service at a net zero cost to LBB by providing a credit note to LBB for the difference between labour costs incurred and income received between 1 September 2014 and 31 December 2014.
- 3.4 Under this arrangement LBB would not incur any further costs for the provision of Enforcement Officers to issue Fixed Penalty Notices (FPNs) between this period.
- 3.5 In order to continue to deliver a littering enforcement function from 1 January 2015 at net zero cost, Ward Security have proposed to continue delivering the service but on a contractual basis concurrent with the existing Parks Security service, which they are contracted to provide until 31 March 2020.
- 3.6 To enable the arrangement to continue on a contractual basis –coterminous with the Parks Security contract - it is proposed to extend and vary the existing Parks Security contract.
- 3.7 Back in 2009 LBB tendered a Town Centre Wardens Contract in conjunction with the Parks Security contract the. This contract included the requirement to deliver a service whereby officers would issue Fixed Penalty Notices where individuals were in breach of the requirements of the Clean Neighbourhood and Environment Act, including for littering and dog fouling.
- 3.8 At the time the bid was received by the market for the Town Centre Wardens contract were not proceeded with and this element of the contract was not awarded. However, given the service and financial benefits to the Council of the latest proposal from Ward Security it is proposed to extend and vary the Parks Security contract to include elements of the Town Centre Community Warden contact to Ward Security from 1 January 2015 to 31 March 2020 at an annual net zero cost to LBB.

Proposal

A summary of the Ward Security Proposal is as follows:

- 3.9 That the service is delivered on a seasonal basis and concentrated around peak hours and events to make it more effective, with the focus being on days that the town centres in the borough are most busy. It is therefore proposed that this service will run from a Tuesday to Saturday capturing market days and rush hours.
- 3.10 It is also proposed that two full time Enforcement Officers are worked in conjunction with the Parks Security Contract so that there is a greater potential of coverage particularly during winter months when the parks are not as busy.
- 3.11 In addition to this it is proposed that the team are supplemented seasonally with two additional officers for 72 days of the year. These will be the peak seasonal times for people to be in the street and causing littering.

- 3.12 The estimated average cost per month for the provision of this service by Ward Security is £10,750, inclusive of administrative support and management supervision. This will be paid to Ward Security monthly in arrears.
- 3.13 Ward Security will bill LBB for the hours worked and in return LBB will retain the income received from the FPNs paid. Should the level of income received from FPNs not equal the cost of the labour paid to Ward Security then Ward Security will provide a credit note to LBB for the difference.
- 3.14 In addition, both SS&GS management and Ward Security Management have engaged with the Parking Services team who have demonstrated the ability of linking the issuing of FPNs for littering and other enforcement activities with the parking enforcement system, thereby reducing the level of administration required by streetscene and finance staff. Ward Security have therefore been able to reduce current cost of Supervision and Administration.
- 3.15 The introduction of the electronic handheld devices used by Parking Services will greatly improve the reconciliation process and the accuracy of the data for management and audit purposes.
- 3.16 A one-off set up cost of £2k for four hand held devices is required and this can be met from within the street regulation budget. There will also be on-going costs of £2.2k for year 1 and £1k per annum from year 2 onwards, for the parking system licences and stationery. Ward Security have agreed to meet these costs from year 2 onwards.
- 3.17 There are no one-off costs for the purchase of handheld devices as they will be allocated from existing parking equipment stock.
- 3.18 LBB will continue to manage the process of taking offenders who do not pay through the court process.

Opportunities for further developments

- 3.19 Ward Security will be developing an option for them to take over the full management of the service, including collection of income and managing the court process.
- 3.20 Ward are also keen to expand the functions provided within the contract to potentially deliver other functions for the Council. These options will be investigated further and are linked to the report on Commissioning within the Street Scene and Green Space Division also on this agenda.

4. POLICY IMPLICATIONS

- 4.1 To contribute towards the Building a Better Bromley objective of a Quality Environment, a key aim set out in the Environment Portfolio Plan 2013-16 is to improve street cleanliness. This scheme supplements existing Council resources in bringing about an improvement to the street scene through a reduction in the amount of litter. The Environment Portfolio Plan 2013/16 also includes a specific commitment to “Extend the trial use of a private enforcement company to issue fixed penalty notices for littering and dog fouling”.

5. FINANCIAL IMPLICATIONS

- 5.1 As reported in the budget monitoring report elsewhere on this agenda, the on-street enforcement service is projecting a net deficit of £20k for 2014/15. This is being funded from projected underspends within other areas of the portfolio. The service has been running at a net nil cost to the Council from 1st September 2014.

- 5.2 This report is proposing to extend and vary the existing Parks Security Contract to include the issuing of Fixed Penalty Notices at a net zero cost to the Council. The total estimated value of this extension, from 1st January 2015 to 31 March 2020, will be £677k which will be funded by the income.
- 5.3 There will be one-off set up costs for the parking system module of £2k plus running costs of £2.2k for year 1 to cover the licences and stationery costs. This will be met from the Street Regulation budget. From year 2, the annual running costs of £1k will be met by Ward Security.
- 5.4 The use of the hand held equipment directly linked to the parking system will greatly reduce the amount of staff time within the streetscene and finance teams required for the monitoring and management of this service. As mentioned above, the use of the system will also improve the reconciliation processes and the accuracy of data.

6. PROCUREMENT

- 6.1 Preliminary discussions with the current providers of this service and the Parks Security contract (Ward Security Ltd), seem to indicate a good opportunity for improvement in service and a reduction in cost if we consider treating this service as a zero net cost contract, with the service provider taking the risk on the successful payment of the FPNs issued.
- 6.2 Because of the way the notice/tender for Town Centre Community W ardens was placed back in 2009 there would appear to be an opportunity to extend and vary the Parks Security contract to include a range of these service in a way which was provided for in the original Contract Notice and Tender Process, this provides an opportunity to consider these matters in a way which is in compliance within the EU Procurement Regulations.
- 6.3 As the contractor is putting himself at risk in terms of the payment, we don't believe this provides him with any additional economic advantage beyond that envisaged in the scope of the original process. This reduces the opportunity for challenge on the intended action.

7. LEGAL IMPLICATIONS

- 7.1 The FPN process is in accordance with the requirements of The Clean Neighbourhoods and Environment Act 2005. This legislation enables the Council to enter into an agreement with a contractor to issue FPNs.
- 7.2 For the purpose of the initial trial period, under Contract Procedure Rule (CPR) 13.1 the Portfolio Holder waived the requirement to put this scheme out for competitive tender.
- 7.3 The arrangement from 1 September 2014 to 31 December 2014 with Ward Security is a negotiated variation to the existing contract for the provision of security services to the London Borough of Bromley. Necessary authorisation has been sought under CPR 23.7 and 13.1.
- 7.4 It will be necessary to adapt the existing contract to provide for this service. This can be done quickly upon confirmation that this arrangement is to be adopted

8. PERSONNEL IMPLICATIONS

- 8.1 There is a requirement to manage the arrangement with Ward Security, which will need to continue. This impact on existing resources amounts to about 0.3 FTE, which is currently being covered by changing priorities in other work areas.

| | |
|---|--|
| Non-Applicable Sections: | |
| Background Documents: (Access via Contact Officer) | <p>Proposal to introduce Fixed Penalty Notices in respect of litter. Report No. ELS05339. 20 October 2005.</p> <p>An update on Fixed Penalty Notices in respect of litter. Report No. ELS06163. 27 June 2006.</p> <p>Fixed Penalty Notices for Envirocrime Offences. Report No. ELS07031. 8 March 2007.</p> <p>Proposal for Provision of Enforcement Services. Report No. ES12066. 17 April 2012.</p> <p>Review of the Provision of Enforcement Services. Report No. ES13002. 15 January 2013.</p> <p>On Street Enforcement. Report No. ES14027. 25 March 2014</p> |

Report No.
ES14075

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment Portfolio

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

Date: 4th November 2014

Decision Type: Non-Urgent Executive Non-Key

Title: **ORPINGTON RAILWAY STATION: IMPROVED ACCESS AND BUS STOP ENHANCEMENT**

Contact Officer: Malcolm Harris; Traffic Engineer, Transport & Highways
Tel: 020 8313 4500 E-mail: malcolm.harris.bromley.gov.uk

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

Ward: Farnborough and Crofton

Reason for report

1.1 This report seeks approval for S106 monies, associated with the development of Earls Way, Orpington by Tesco Stores Ltd., to be allocated for access and bus stop improvements as part of the Orpington railway station car park and forecourt scheme. The report also seeks approval to proceed with informal public consultation on the proposed traffic flow improvements to Crofton Road.

RECOMMENDATIONS

That the Environment Portfolio Holder:

- 2.1 Approves the allocation of £80k of S106 monies towards access and bus stop improvements as part of the Orpington railway station car park and forecourt scheme, subject to TfL agreement;
- 2.2 Agrees that informal consultation proceed based on the proposed changes to Crofton Road identified on drawing number ESD/11745-02; and
- 2.3 Delegates authority to the Executive Director of Environment and Community Services to implement the detailed scheme design following consultation with the Environment Portfolio Holder and Ward Members.

Corporate Policy

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

Financial

1. Cost of proposal: Estimated Cost – £130k
 2. Ongoing costs The new lay-by and carriageway will require maintenance from within existing budgets.
 3. Budget head/performance centre: S106 funds and 2014/15 LIP budget for Public Transport Interchange and Access
 4. Total current budget for this head: £80k from S106; £50k from LIP 2014/15 budget.
 5. Source of funding: Funds obtained under S106 of the Town and Country Planning Act 1990 (Tesco Development) and LIP funding from the 2014/15 LIP budget for Public Transport Interchange and Access.
-

Staff

1. Number of staff (current and additional): One
 2. If from existing staff resources, number of staff hours: 75 staff hours to prepare relevant preliminary and detailed design to facilitate construction of the bus lay-by.
-

Legal

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

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): The proposal will benefit all road users near this location by assisting with the free flow of traffic. Residents in the immediate area will also benefit from the increased supply of parking at the rail station, with an anticipated reduction in the demand for on-street parking in the surrounding roads.
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments: See paragraphs 3.18 to 3.20.

3. COMMENTARY

- 3.1 S106 scheme no.203 is associated with the re-development of a former multi-storey car park for Tesco Stores Ltd. in Orpington (Earls Way). As a condition attached to the planning approval, £80k was set aside to enhance bus stops within the Orpington area. This money is held by LB Bromley on behalf of TfL. It is now proposed to use this money to facilitate the changes to the bus stop outside nearby Orpington Railway Station, if agreement can be obtained from TfL. £50k is also available from the LIP budget for Public Transport Interchange and Access.
- 3.2 Network Rail has received a Lawful Development Certificate in order to enlarge the car park at Orpington Station. This confirms that planning permission is not required because the expansion of the car park is classified as 'permitted development rights.'
- 3.3 Network Rail's plans will increase parking capacity on the rail station site to 445 spaces. The car park will consist of a steel superstructure with open galvanized steel support columns
- 3.4 The scheme will expand the existing car park by over 150 spaces by installing a decked platform above the existing parking area. It will also help alleviate parking pressure on nearby residential roads.
- 3.5 As part of the wider associated development it is proposed to relocate the existing forecourt taxi rank to Crofton Road. This will provide the space required for the dedicated disabled persons parking bays.
- 3.6 The proposal to relocate the forecourt taxi rank will allow the installation of a new bus stop and lay-by on Crofton Road, thereby improving traffic flow along this busy road.
- 3.7 Orpington station is currently served by bus services 61, 208, 353 and R2.
- 3.8 The existing bus stop is located directly adjacent to the carriageway, and buses are at present required to stop directly on the main carriageway. This often results in vehicles queueing whilst they wait to overtake the bus when a suitable gap in the opposing traffic can be observed.
- 3.9 The creation of the new bus lay-by will enable buses to access the relocated bus stop in a lay-by adjacent to the main carriageway. This will significantly contribute to the free flow of traffic as traffic will be able to continue to flow past the bus, as the bus in turn allows passengers to board and alight.
- 3.10 The construction of the lay-by will necessitate the construction of a retaining wall structure which will be sited within the existing curtilage of the station forecourt.
- 3.11 The existing forecourt parking arrangement provides enough parking spaces for 13 Hackney carriage taxis to wait in a rank for a fare.
- 3.12 The new forecourt arrangement will provide space for no more than 5 taxis to wait in a rank for a fare.
- 3.13 Additional on-street parking has been identified for Hackney carriage taxis, requiring the repositioning of the existing zebra crossing on Crofton Road. This will enable the construction of a new lay-by for 2 vehicles to be designated as a stand for Hackney carriage taxis. This will be introduced via a Traffic Management Order.

- 3.14 Additional on-street parking for a further 5 Hackney carriage taxis has been identified by: extending the existing dedicated loading bay on Crofton Road (adjacent to York Rise); and amending the Traffic Management Order to permit loading Monday to Saturday 8am to 5pm, and to dedicate it as a Hackney carriage taxi stand Monday to Saturday 5pm to midnight and all day Sunday.
- 3.15 The existing times of operation of the loading bay are Monday to Saturday 7am to 7pm.
- 3.16 The total Hackney carriage taxi rank provision, subject to approval of the proposals for Crofton Road, will be 12 spaces; 5 will be provided within the station forecourt and a further 7 spaces (split 5 and 2) on Crofton Road.
- 3.17 Drawing number ESD/11745-02 shows the preliminary design for the proposed bus lay-by, carriageway widening and amendments to Crofton Road, including the repositioned zebra crossing.
- 3.18 Details of the Section 106 agreement and the proposed works are as follows: -

| Planning Ref | Development | S106 Agreement Clause | Amount & how money will be spent |
|--------------|---|--|--|
| 06/01277 | Multi Storey Car Park, Earls Way, Orpington (Tesco) | Payment of £80,000 towards the cost of carrying out improvements to bus stops in the vicinity of the Site. 4.7 To pay the Bus Stop Enhancement Contribution to Transport for London. | This proposal is to improve the major bus stop outside the rail station, one-third of a mile from the Earls Way car park, to enhance the bus-rail interchange and the waiting environment. In addition, the slight relocation of the bus stop will help reduce congestion in the vicinity and improve journey time reliability for buses. Discussions are ongoing with TfL to secure the S106 funds. |

Consultation

- 3.19 Drawing number ESD/11745-02 was forwarded to Ward Councillors and the Portfolio Holder in an email dated 29th August 2014.
- 3.20 Councillor Joel has provided comments on the proposal. His comments are summarised below;
- i. *The provision of the bus lay-by will be an improvement.*
 - ii. *The Network Rail emergency depot is located at the rear of the station car park; if the existing traffic flow to the emergency depot is retained would the two taxi bays impede the visual site lines? High sided vehicles and possibly more importantly employees ... private vehicles could have sight lines affected by the provision of the two vehicle Hackney carriage stand on Crofton Road.*

Response: an assessment has concluded that a sight line in the region of 70 metres could be achieved, in spite of the presence of a two Hackney carriage taxis using the feeder rank.

- iii. *What controls will be introduced for the drop off/pick up bays? Motorists could use Crofton Road and the Station Forecourt as a roundabout.*

Response: It will be almost impossible to completely prevent this behaviour. However it is anticipated that the natural flow of traffic along Crofton Road past the forecourt entrance/exit will deter or even prevent this. A limited waiting Traffic Management Order could be made to restrict waiting in the dedicated drop off/pick up bays; however this would require the agreement of Network Rail.

- 3.21 It is understood that Ward Members welcome the proposal to construct the new car park.

4. POLICY IMPLICATIONS

- 4.1 The Environment Portfolio Plan 2014/17 includes a specific commitment to “Work with Southeastern and Network Rail to improve parking at Orpington rail station, increasing capacity and improving access”.
- 4.2 Policy T5 of the Unitary Development Plan states: “The Council will seek to improve the environmental quality, capacity and safety of local roads where appropriate, either by minor improvement or suitable traffic management schemes”.
- 4.3 Bromley’s agreed Parking and Enforcement Plan refers to the need “to regulate the location and use of on-street parking facilities where this is necessary to safeguard the efficiency and safety of the road network for all road users, to support the local economy, or to meet the needs of residents or other priority users.”
- 4.4 In “Building a Better Bromley 2020 Vision – Quality Environment”, two stated issues to be tackled are: (i) Promoting safe parking provision; and (ii) Improving the road network for all users.

5. FINANCIAL IMPLICATIONS

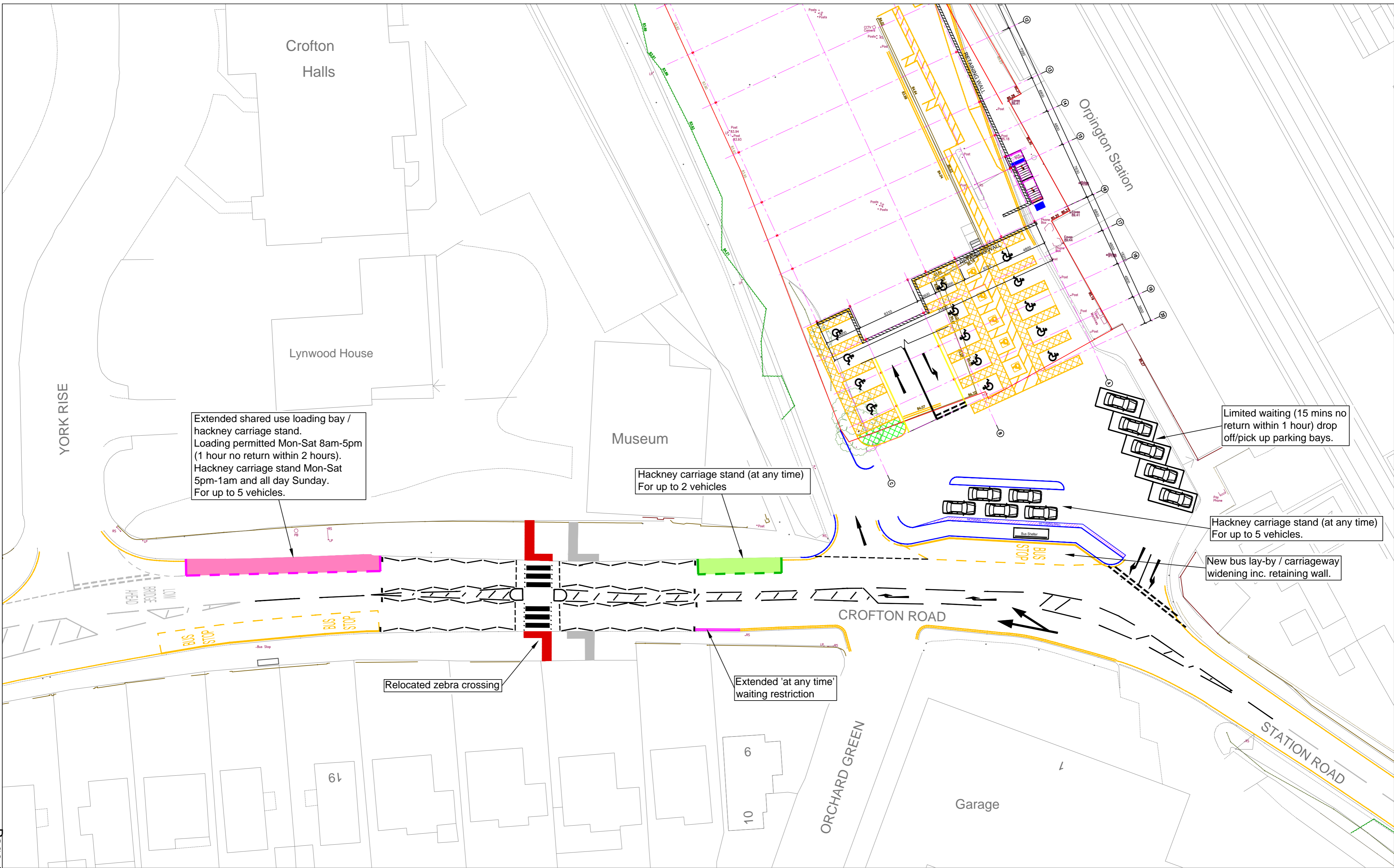
- 5.1 The estimated implementation cost of the proposal is £130k. It is intended to fund these costs from the 2014/15 LIP budget for Public Transport Interchange and Access and the S106 monies from the Orpington Tesco development .
- 5.2 An allocation of £71.5k was set aside for this scheme from the 2014/15 LIP budget and an uncommitted balance of £50k is available to part fund this scheme.
- 5.3 S106 funds of £80k are available for the improvement to bus stops within the vicinity of the site, from the legal agreement concerning the Tesco development at Station Road, Orpington. There is no specified date when these monies have to be spent by, however, these monies can only be used if agreement is given by TfL.

6. LEGAL IMPLICATIONS

- 6.1 It will be necessary to undertake highway improvement works under powers granted through The Highways Act 1980 Part V.
- 6.2 It will be necessary to amend existing and implement new Traffic Management Orders under powers granted through The Road Traffic Regulation Act 1984.

- 6.3 The Section 106 funds available for bus stop improvements within the vicinity of the site can only be used subject to the agreement of Transport for London and shall be used in accordance to the terms of the agreement and for no other purpose.

| | |
|---|---|
| Non-Applicable Sections: | Personnel Implications |
| Background Documents: (Access via Contact Officer) | London Borough of Bromley and Orpington Station Road Limited DEED, made pursuant to Section 106 of the Town and Country Planning Act 1990 and other relevant powers relating to Development at Station Road, Orpington. |



Job Title:
ORPINGTON STATION ACCESS IMPROVEMENTS
ORPINGTON STATION / CROFTON ROAD
FARNBOROUGH & CROFTON WARD

Drawing Title:
WARD MEMBER CONSULTATION

Bromley
THE LONDON BOROUGH

Environmental Services
 Civic Centre, Stockwell Close,
 Bromley, BR1 3UH
 Tel : 020 8464 - 3333
 Fax : 020 8313 - 4556
 Email : www.bromley.gov.uk

Nigel Davies
 Executive Director of Environment &
 Community Services

| | | | | |
|------------|----------|----------------|------|-------------|
| Scale @ A2 | NTS | | | |
| Date: | 29/08/14 | | | |
| Drawn by: | SNP | Rev | Date | Description |
| Checked: | CC | Drawing Number | | 11745-02 |
| | | | | Revision |
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Report No.
ES13094

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment Portfolio Holder

For Pre-Decision Scrutiny by the Environment PDS Committee on

Date: 1st October 2013

Decision Type: Non-Urgent Executive Non -Key

Title: CONGESTION RELIEF SCHEME: HEATHFIELD ROAD / WESTERHAM ROAD, PROPOSED ROUNDABOUT

Contact Officer: Spencer Pritchard, Traffic Engineer, Transport & Highways
Tel: 020 8313 4166 E-mail: spencer.pritchard@bromley.gov.uk

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

Ward: Bromley Common and Keston

1. REASON FOR REPORT

- 1.1 Originally identified as a pinch point by the Congestion Working Group in 2008, the Heathfield Road / Westerham Road junction was subsequently included in the Transport for London (TfL) funded work programme for 2013/14 as a congestion relief scheme. The purpose of the scheme now proposed is to assist traffic flow through this busy junction, in particular vehicles travelling south from Heathfield Road to Westerham Road.
-

2. RECOMMENDATIONS

That the Environment Portfolio Holder approves:

- 2.1 The proposed congestion relief scheme as set out in paragraph 3.9 and as shown on the attached drawing number 11473-01 (large scale copies of the drawing will be available at the meeting of the Environment PDS Committee);
- 2.2 Delegation of the decision regarding the final scheme design to the Executive Director of Environment and Community Services, in consultation with Ward Councillors and the Portfolio Holder, having regard to the outcomes of consultation; and

Corporate Policy

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

Financial

1. Cost of proposal: Estimated Cost: £37k
 2. Ongoing costs: Recurring Cost: N/A
 3. Budget head/performance centre: TfL LIP funding for congestion relief 2013/14
 4. Total current budget for this head: £50k, of which £37k is available as an uncommitted balance.
 5. Source of funding: Transport for London LIP funding
-

Staff

1. Number of staff (current and additional): One
 2. If from existing staff resources, number of staff hours: 150 staff hours to prepare and consult on this scheme.
-

Legal

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

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): All road users, residents / businesses in the Keston Village area as well as the 14,400 drivers that pass through this location on average daily.
-

Ward Councillor Views

1. Ward Councillors were made aware of this proposed scheme through the Members Briefing Paper for Transport Projects - Environment PDS Committee April 2013.
2. Councillor Michael has commented "I am very pleased to hear about junction improvement at Heathfield Road / Westerham Road". Any other ward Member comments will be reported to PDS Committee and the Portfolio Holder.

3. COMMENTARY

- 3.1 Westerham Road is an A classified road (A233) linking Bromley with Biggin Hill and beyond to the south of the Borough. Heathfield Road is a B classified road (B265) and runs from Keston Village, southerly, to its junction with Westerham Road. Westerham Road is the priority road with traffic on Heathfield Road having to stop to give way.
- 3.2 A traffic turning count was commissioned and completed between 1st and 7th July 2013 between the hours 7am and 7pm. This revealed that on average each day, between these hours, some 14,400 vehicles pass through this junction.
- 3.3 The survey also revealed that the two highest volumes of traffic travelled southwards from Keston Village towards Biggin Hill (3,900 seven day average) and vice versa (3,600 seven day average).
- 3.4 The next highest volumes of traffic were recorded travelling along Westerham Road (south bound 3,300 seven day average) and Westerham Road (north bound 3,000 seven day average).
- 3.5 The table below provides a summary of the traffic turning count data for this location, detailing the average number of vehicles recorded travelling in each 12 hour period.

| | Day 1 | Day 2 | Day 3 | Day 4 | Day 5 | Day 6 | Day 7 | Total | 7 day average |
|--|-------|-------|-------|-------|-------|-------|-------|-------|---------------|
| Westerham Road (south bound) | 3300 | 3629 | 3434 | 3483 | 3461 | 3276 | 2781 | 23364 | 3338 |
| Westerham Road (south bound) to Heathfield Road (right turn) | 58 | 79 | 87 | 53 | 73 | 62 | 75 | 487 | 70 |
| Westerham Road (north bound) | 2962 | 3116 | 3033 | 3115 | 3079 | 2981 | 2623 | 20909 | 2987 |
| Westerham Road (north bound) to Heathfield Road (left turn) | 4292 | 4483 | 4307 | 4402 | 4319 | 3365 | 2804 | 27972 | 3996 |
| Heathfield Road (south bound) to Westerham Road (left turn) | 114 | 125 | 111 | 108 | 123 | 118 | 119 | 818 | 117 |
| Heathfield Road (south bound) to Westerham Road (right turn) | 4018 | 4082 | 4174 | 4108 | 4234 | 3515 | 2883 | 27014 | 3859 |

- 3.6 An analysis of the recorded personal injury collision records for this location has revealed that there have been three recorded personal injury collisions in the three year study period to the end of April 2013. These three collisions resulted in 4 recorded personal injuries, in each case slight injuries. 'Failing to look properly' was a contributory factor in two of the three recorded collisions.
- 3.7 An analysis of the recorded personal injury collision record for a wider area, including 'chicken farm bend' revealed that there have been an additional three recorded personal injury collisions during the same 3 year study period. Two of these additional collisions occurred approaching 'chicken farm bend'. Excessive speed was a recorded contributory factor in two of the three collisions. These additional three collisions resulted in three recorded personal injuries, one of which was considered serious.
- 3.8 The introduction of a formal roundabout at this location would be likely to have a positive impact on vehicle speeds at this location, acting as a speed reducing feature. Reduced vehicle speeds would also afford drivers increased time to assess whether it was safe to make a manoeuvre at the junction.

- 3.9 Taking into account the current volume of traffic passing through this location, and the various desired traffic movements; it is recommended that highway improvement works are undertaken. These would involve removing the existing priority type junction and construction of a new three-arm roundabout with a physical central island, incorporating a hatched over-run area to cater for large HGV vehicles. The proposed design would also require the relocation of the existing bus stop and lay-by that is currently located on Heathfield Road.
- 3.10 This design would offer the greatest benefits in terms of road safety. Vehicle speeds would be reduced to a safe level on the approach to and exit from the junction, and in particular the speed of vehicles travelling south towards 'chicken farm bend' (between Heathfield Road and Downe Road) would be reduced. It is likely that it would also have a positive effect on vehicle speeds through Keston Village, whilst maximising traffic flow through the junction from all directions.
- 3.11 Reduced vehicle speeds would also assist pedestrians travelling between the three separate bus stops at this location, as well as the car park situated on Heathfield Road. To further assist pedestrians a dedicated dropped kerb tactile crossing is proposed to assist in crossing Heathfield Road.
- 3.12 Subject to the Portfolio Holder's approval for the proposed scheme, a formal consultation will be undertaken with comments and views sought from each of the statutory consultation groups and organisations.

4. POLICY IMPLICATIONS

- 4.1 Policy T5 of the Unitary Development Plan states: "The Council will seek to improve the environmental quality, capacity and safety of local roads where appropriate, either by minor improvement or suitable traffic management schemes".
- 4.2 The Environment Portfolio Plan 2013-16 includes the key aims: 'Improve the road network and journey times for all users'; and 'Promote safe and secure travel'.

5. FINANCIAL IMPLICATIONS

- 5.1 The estimated implementation cost of the proposal is currently £37k. The cost will be met from TfL LIP funding for congestion relief 2013/14. £50k was allocated to this scheme and an uncommitted balance of £37k is available to meet the costs of the works proposed in this report.

6. LEGAL IMPLICATIONS

- 6.1 It will be necessary to undertake highway improvement works under powers granted through The Highways Act 1980 Part V.

| | |
|---|-----------|
| Non-Applicable Sections: | Personnel |
| Background Documents: (Access via Contact Officer) | N/A |

CONGESTION RELIEF SCHEME: HEATHFIELD ROAD / WESTERHAM ROAD, PROPOSED ROUNDABOUT

Report ES13094

In 2008 the Congestion Working Group identified the junction of Heathfield Road and Westerham Road as a congestion “pinch point”. Report ES13094 highlighted traffic count data for vehicles passing through the junction between 1st and 7th July 2013 and also provided accident data for both the junction and wider area, including *‘chicken farm bend’*.

A scheme was proposed to assist traffic flow through the junction, particularly vehicles travelling south from Heathfield Road to Westerham Road. It was suggested that a formal three-arm roundabout could have a positive impact by reducing vehicle speeds on the approach to and exit from the junction, and in particular the speed of vehicles travelling south towards *‘chicken farm bend’* (between Heathfield Road and Downe Road). Reduced vehicle speeds would also assist pedestrians travelling between the three bus stops at the location, as well as the car park on Heathfield Road. A dedicated tactile crossing was also proposed to further assist pedestrians crossing Heathfield Road.

Councillor Ruth Bennett as a Ward Member for Bromley Common and Keston addressed the Committee. Although the report was headed “Congestion Relief Scheme”, she felt there was a lot in the report about reducing speeds. She presumed that consultation on the scheme would include local residents associations e.g. Keston Village Residents Association. She also advocated a wider consultation in view of the green and wooded nature of the area.

Councillor Bennett indicated that Resident Associations and others in the Keston area were concerned that the proposed scheme would increase traffic, much of which was related to the school in the area. She felt that motorists should be encouraged to remain on the A223 (rather than travel along Heathfield Road to reach the A232). It was necessary to look at the broader area.

Councillor Bennett was not convinced the scheme would assist in reducing traffic speeds other than at the approach to the proposed roundabout. She hoped that concerns would be taken into account when deciding on the scheme; it was necessary to look at the impact on a broader area rather than the junction. It was unlikely the scheme would be supported in a consultation.

Councillor Carr, as a ward Member, had also emailed the Chairman with concerns for the scheme, including an increase in traffic through Keston village.

The Head of Traffic and Road Safety explained that a roundabout design was the best way for slowing traffic and relieving traffic queues. The junction was listed for congestion relief and the opportunity could be taken to deal with safety issues. Best value was obtained by reducing accidents and congestion at the same time.

Officers had looked at traffic flows and most cars travelling along Heathfield Road from the West Wickham area do not turn right on to Westerham Road towards Biggin Hill. There was already a lot of congestion caused by the junction at Keston Mark and with less traffic through Keston village there would be more traffic on the A232. The Head of Traffic and Road Safety felt that traffic through Keston village would not increase as a result of the scheme. He agreed that speeds would only reduce on approach to the roundabout but that was probably all that could be achieved along Heathfield Road to reduce speeds.

Councillor Grainger suggested that the main congestion was from southbound traffic along Heathfield Road to Westerham Road. For an improvement in safety and amenity, he suggested a reduction in traffic having to travel along Fishponds Road. He also considered the bends along Westerham Road

to be a significant issue, suggesting attention to the camber of the bends. Councillor Grainger broadly supported the scheme but felt that it should proceed with care and attention. He was unclear why it could be expected that the amount of traffic would increase (through Keston village).

Councillor Ruth Bennett indicated that there was little residential development along Fishponds Road. As it is narrow, traffic travels slowly; she did not see Fishponds Road as an issue.

The Vice-Chairman felt that careful consideration should be given to who should be consulted. She suggested that it was necessary to go further afield and take account of those travelling through Keston village e.g. those travelling to Hayes or West Wickham from Orpington. It was necessary to ensure that consultation and data is as effective as possible. Councillor Grainger supported the Vice-Chairman's views; the scheme had some merits and he supported it going to consultation provided it was thorough. Councillor Jefferys also supported a wider consultation.

Councillor Ruth Bennett was content to support consultation but doubted it would show public support from ward residents. The general feeling was to dissuade traffic from travelling along Heathfield Road and to keep it to the main road. Councillor Grainger suggested some research on why it was felt there would be more traffic through the village. For consultation, he suggested that residents be asked to indicate where extra traffic might be coming from rather than provide a tick box response. Councillor Ruth Bennett supported residents providing comments.

In conclusion, it was agreed to support recommendation 2.1 of Report ES13094 but not recommendation 2.2. Instead, it was agreed to proceed with consultation and bring the outcome back to Committee before taking the scheme forward in view of wider interests.

RESOLVED that the Portfolio Holder be recommended to approve for consultation the proposed congestion relief scheme set out at paragraph 3.9 of Report ES13094, and as shown on drawing number 11473-01, with the outcome reported back in view of the wider interests across the area.

Subsequent Decision taken by the Environment Portfolio Holder

LONDON BOROUGH OF BROMLEY

STATEMENT OF EXECUTIVE DECISION

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

**CONGESTION RELIEF SCHEME: HEATHFIELD ROAD/ WESTERHAM ROAD
PROPOSED ROUNDABOUT**

Reference Report (ES13094):

*Heathfield Road / Westerham Road, Proposed Highway Improvement Scheme, 01/10/2013
Environment Policy Development and Scrutiny Committee*

*Enc. 1 for Congestion Relief Scheme: Heathfield Road / Westerham Road, 01/10/2013
Environment Policy Development and Scrutiny Committee*

Decision:

The proposed congestion relief scheme, as set out at paragraph 3.9 of Report ES13094 and as shown on drawing number 11473-01 appended to the report, be approved for consultation, with the outcome reported back (via the Environment PDS Committee) in view of the wider interests across the area.

Reasons:

Policy T5 of the Unitary Development Plan states: "The Council will seek to improve the environmental quality, capacity and safety of local roads where appropriate, either by minor improvement or suitable traffic management schemes." The Environment Portfolio Plan 2013-16 includes the key aims: 'Improve the road network and journey times for all users'; and 'Promote safe and secure travel.'

This junction was identified as a pinch point in 2008, and subsequently included in the TfL funded work programme for 2013/14 as a congestion relief scheme to assist traffic flow, in particular vehicles travelling south along Heathfield Road. In view of the potential impact of the scheme across a wide area Members should consider the outcome of consultation before the scheme proceeds.


The proposed decision was scrutinised by the Environment PDS Committee on 1st October 2013.

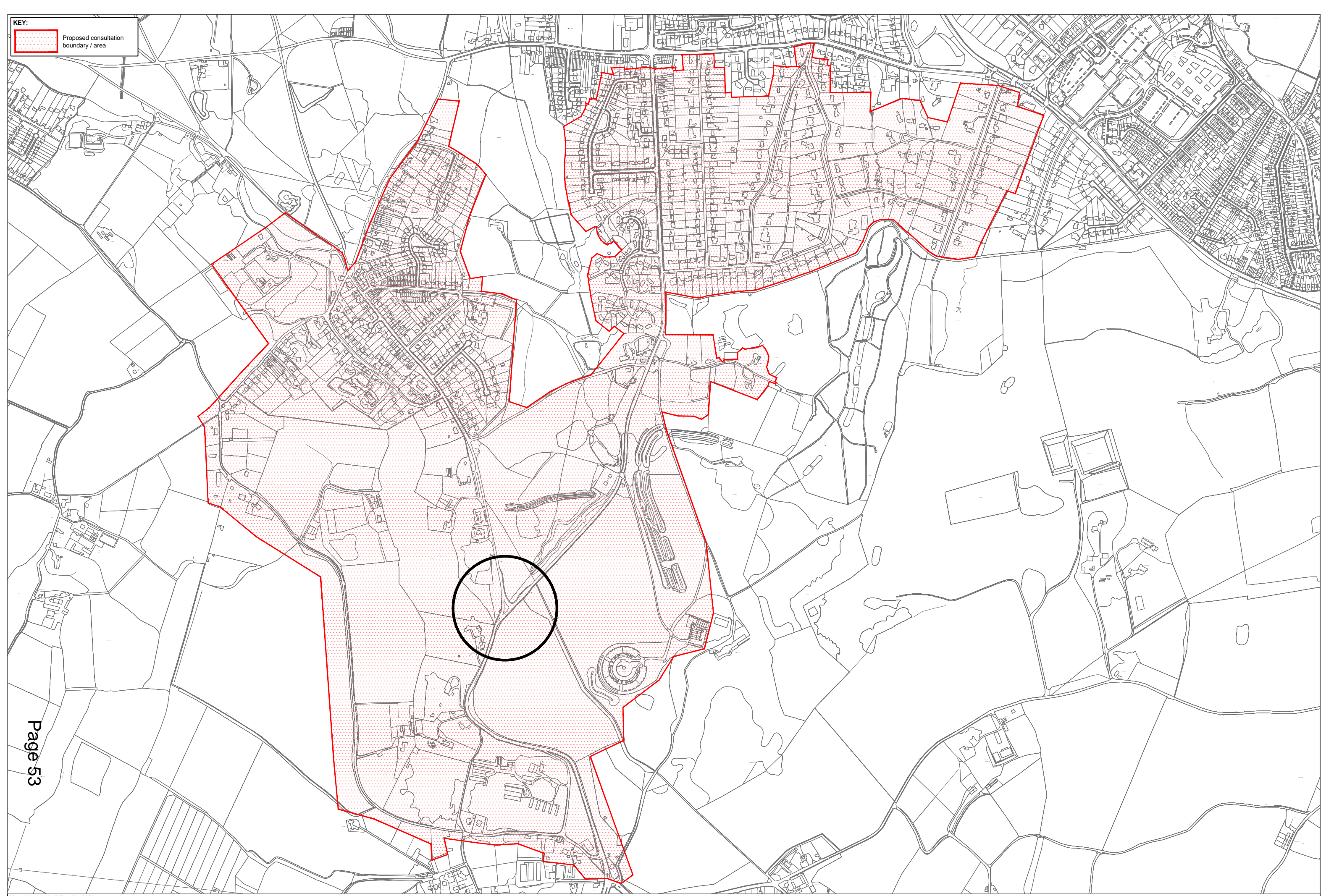
.....
Councillor Colin Smith
Environment Portfolio Holder

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

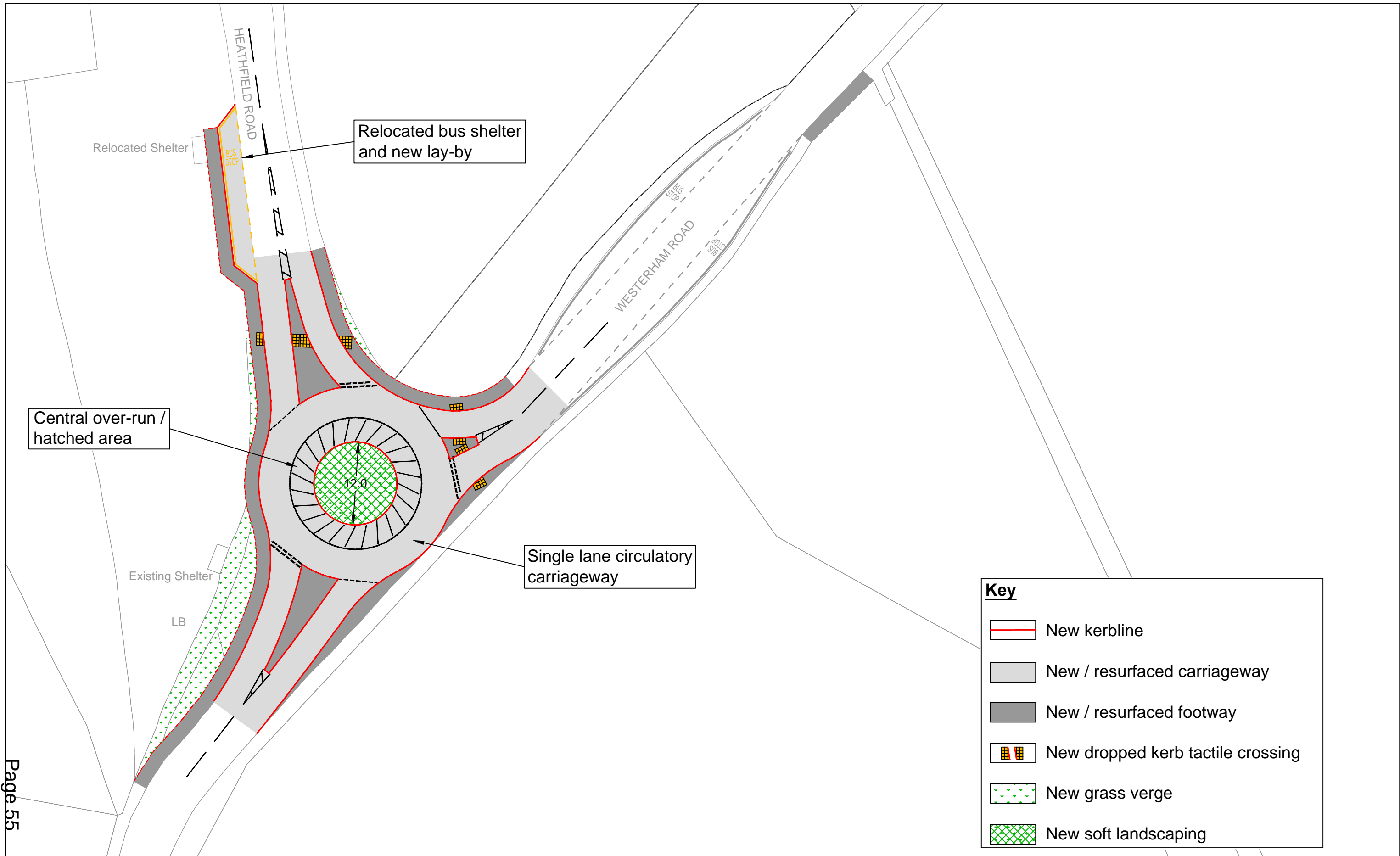
Date of Decision: 21 Oct 2013
Implementation Date (subject to call-in): 28 Oct 2013
Decision Reference: Env13011

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KEY:
 Proposed consultation boundary / area



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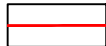


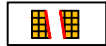
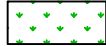

Central over-run /
hatched area

Relocated bus shelter
and new lay-by

Single lane circulatory
carriageway

Existing Shelter
LB

Key

-  New kerbline
-  New / resurfaced carriageway
-  New / resurfaced footway
-  New dropped kerb tactile crossing
-  New grass verge
-  New soft landscaping

Page 55

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Job Title:
**PROPOSED ROUNDABOUT
HEATHFIELD ROAD / WESTERHAM ROAD
BROMLEY COMMON AND KESTON**

Drawing Title:
GENERAL ARRANGEMENT



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

Nigel Davies
Director of Environmental Services

Scale @ A3:
1:500
Date: 08/08/13
Drawn by: SNP
Checked by: MH

| | | | |
|----------------|----------|---|----------|
| Rev | Date | Description | By |
| A | 22/11/13 | Pedestrian dropped kerb tactile crossing added to Westerham Road. | SNP |
| - | - | - | - |
| Drawing Number | | | Revision |
| 11473-01 | | | A |

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Report No.
ES14095

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment Portfolio Holder

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

Date: 4th November 2014

Decision Type: Non-Urgent Executive Non-Key

Title: PRIVATE STREET WORKS REFERENDA - UPPER DRIVE AND SWIEVELANDS ROAD (PART), BIGGIN HILL

Contact Officer: Peter Garrett, Highway Development Officer
Tel: 020 8313 4402 E-mail: Peter.Garrett@bromley.gov.uk

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

Ward: Biggin Hill;

1. Reason for report

To summarise the results of referenda conducted amongst the frontage owners in Upper Drive and part of Swievelands Road, Biggin Hill, concerning the making up of these streets for adoption and to make recommendations based on these results.

2. **RECOMMENDATIONS**

That the Environment Portfolio Holder agrees:

- 2.1 That a scheme to make up for adoption that part of Swievelands Road between its junction with Valley View and Bankside Close, under the Private Street Works Code, should proceed;
- 2.2 In view of the results of the referendum in Upper Drive, no provision be made for the making up of this street;
- 2.3 A bid for Capital funding is submitted for the Swievelands Road scheme to be included in the capital programme, for a total sum of £600k, of which up to £300k will be met from contributions from owners; and
- 2.4 A First Resolution report be submitted to the Environment Portfolio Holder.

Corporate Policy

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

Financial

1. Cost of proposal: Estimated Cost: For making up of Swievelands Road, £600k.
 2. Ongoing costs: Non-Recurring Cost On-going maintenance of the road will be met from within the highway maintenance revenue budgets
 3. Budget head/performance centre: Capital Receipts and Highways
 4. Total current budget for this head: Capital bid to be submitted and £2m
 5. Source of funding: Capital Programme and existing revenue budget 2014/15
-

Staff

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: The staff time involved with this scheme will depend upon whether or not objections are made to the provisional and final apportionments.
-

Legal

1. Legal requirement; Statutory requirement
 2. Call-in: Applicable
-

Customer Impact

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

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments: Ward Councillors have actively encouraged the referenda and are supportive of the making up of either street.

3. COMMENTARY

- 3.1 Upper Drive and Swivelands Road are in Biggin Hill ward. During recent years ward Councillors have received complaints regarding the condition and use of these roads, neither of which have been made up and adopted as a highway maintainable at the public expense. On several occasions the Council has been asked to exercise its discretionary powers to carry out urgent repairs to the street at its own expense, under S.230(7) of the Highways Act 1980, but currently there is no budget to enable such repairs to be considered.
- 3.2 To enable the unmade part of these streets to become highway maintainable at public expense, the Council would need to adopt them. The Council is only empowered to do this if the highway has been improved to an acceptable standard. The Council must follow the procedure set out in the Private Street Works Code, which allows for most of the cost of making up a private street to be recharged to the owners of premises fronting the street. It is the Council's policy to conduct referenda in private streets to determine the views of frontage owners on the making up of their streets, although such referenda do not form part of the statutory process and the results are not binding on the Council.
- 3.3 In order to be able to provide information to the frontage owners at the referendum stage, initial designs were undertaken and cost estimates obtained. Consideration was also given to the effects of Greenery Agreements (referred to in paragraph 6.2 below), degree of benefit, and the possibility of recharging a proportion of the costs to the owners of premises situated in the numerous cul-de-sacs served by these streets.
- 3.4 When recharging the costs of Private Street Works, frontage must be the overriding consideration. Where a property has a flank or rear frontage, the Council may agree a reduction in the standard charge. As part of the referenda, owners of premises having such frontages were informed that, subject to their particular circumstances, their charges could be reduced by between 20-67% of the standard amount.
- 3.5 Legal advice has been obtained which confirms that the Council is not allowed to charge a proportion of the cost of making-up the subject streets to the owners of premises situated in adjoining cul-de-sacs. Owners can be requested to make voluntary contributions and during the referenda it was made clear that any such monies collected would reduce the street works charges, should a Private Street Works Scheme go ahead.
- 3.6 Taking all these issues into account, the owners of premises in Upper Drive were told that the estimated cost to them of making up the street would be between £720-£740 per meter of frontage, and in Swivelands Road between £815-£835 per meter of frontage.

PRIVATE STREET WORKS CODE

- 3.7 To commence the process, the Council must pass two resolutions. The first comprises a statement as to those aspects of the street which are not to the Council's satisfaction and contains an instruction to prepare various documents regarding the necessary improvement of the street. The second resolution approves these documents and is therefore known as the Resolution of Approval.
- 3.8 Following the passing of the Resolution of Approval, Notices are served on the owners of all premises included in the Provisional Apportionment of estimated expenses and they are advised of the likely cost to them of making-up the street. At this stage, the owners have an opportunity to view the scheme drawings, together with a detailed specification of the works and may object to the Council's proposals, on specific grounds. If the Council cannot resolve any such objections, they would be referred to a Magistrates' Court for determination. If no objections are raised, or, if they are, once they have been resolved, the Council would commence the making-up of the street.

- 3.9 As soon as the street works have been completed and the costs determined, the Council must produce a Final Apportionment of actual expense and Notices are then served on owners, informing them of the actual amount they have to pay. This cannot exceed the estimated amount by more than 15% without sufficient reason. As with the Provisional Apportionment, objections to the Final Apportionment may be raised and, should they be, they must be resolved in a similar way.
- 3.10 Upon receipt of the Final Apportionment Notice, the owners may decide to pay-off their street works charges in full, or opt to pay them back in instalments, which will attract interest.
- 3.11 Finally, the Council will adopt the street, so that it can maintain and repair it in future, at the public expense.

RESULTS OF REFERENDA

- 3.12 A total of 46 referendum letters were delivered to properties in **Upper Drive**. 31 replies were received (67%). The results are shown in Table 1 below:

Table 1 – Upper Drive

| | No. of frontage owners | % of total number | Length of frontage owned (m) | % of total frontage |
|--|------------------------|-------------------|------------------------------|---------------------|
| In favour of making-up: | 7 | 15 | 51 | 8 |
| Not in favour of making up: | 24 | 52 | 230 | 35 |
| No reply or not expressing a view: | 15 | 33 | 105 | 16 |
| Extra commercium frontage (m) directly chargeable to Council | - | - | 102 | 16 |
| “Greenery Agreement” frontage (m) | - | - | 175 | 26 |

- 3.13 The results of the referendum in Upper Drive indicate that there is insufficient support from frontagers for the road to be made-up and adopted, with 69% of the total frontage, excluding ‘Greenery Agreement’ land, either not in favour or not expressing a view. It is therefore recommended that no further action is taken regarding a Private Street Works scheme.

3.14 A total of 57 referendum letters were delivered to properties in **Swievelands Road**. 28 replies were received (49%). The results are shown in Table 2 below:

Table 2 – Swievelands Road

| | No. of frontage owners | % of total number | Length of frontage owned (m) | % of total frontage |
|--|------------------------|-------------------|------------------------------|---------------------|
| In favour of making-up | 12 | 21 | 90 | 12 |
| Not in favour of making up | 16 | 28 | 199 | 27 |
| Not replying or not expressing a view | 29 | 51 | 215 | 29 |
| Extra commercium frontage directly chargeable to Council (m) | - | - | 115 | 15 |
| “Greenery Agreement” frontage (m) | - | - | 129 | 17 |

3.15 The results of the referendum do not show a majority of frontagers to be in favour of making-up and adopting Swievelands Road, with 67% of the total frontage, excluding ‘Greenery Agreement’ land, either not in favour or not expressing a view. However it is proposed that, due to the road’s location on the highway network and ward Members’ views, a Private Street Works scheme is progressed for this road and a first resolution report is submitted to the Portfolio Holder.

3.16 The likely cost of making-up Swievelands Road to an adoptable standard is £600k, with £300k being borne by LB Bromley. A more detailed estimate will be prepared once a design has been completed for consideration as part of the First Resolution.

4. POLICY IMPLICATIONS

4.1 Although it is the Council’s policy to conduct referenda in private streets to determine the views of the frontage owners on the making up of the streets, such referenda do not form part of the statutory process and the results are not binding upon the Council

5. FINANCIAL IMPLICATIONS

5.1 If it is decided to proceed with a Private Street Works Scheme for Swievelands Road and a resolution under s.205 of the Highways Act 1980 is subsequently made, the likely cost of the overall project is £600k, £300k of which will be payable by LB Bromley. At this stage the balance of £300k will be met by the owners.

- 5.2 Estimated costs of the works will be prepared on the basis of detailed drawings, following the passing of the Resolution of Approval. At that stage, the costs that will fall to the Council and frontagers will be established.
- 5.3 As highlighted in 3.9 above, actual costs expected to be paid by the owners cannot exceed the estimated amount by more than 15%.
- 5.4 Once the Final Apportionment Notice has been issued, the owners may pay the amount in full or by instalments with interest added.
- 5.5 It is proposed that a bid is submitted for Capital funding to cover the costs to be borne by LB Bromley.

6. LEGAL IMPLICATIONS

- 6.1 Before the Council could formally commence the making up of Swievelands Road, it would need to make a first resolution under s.205 of the Highways Act 1980, stating those aspects of the street which are not to the Council’s satisfaction. Should the Council decide to proceed it would also need to pass a second resolution which approves these documents and is referred to as the Resolution of Approval.
- 6.2 Some of the plots fronting both Upper Drive and Swievelands Road are subject to “Greenery Agreements”, which were entered into between B W Brazier (Anerley) Ltd and the former Urban District Council of Orpington. Inter alia, these Agreements prevented the owners of the plots from entering onto the plots, or using them for any purpose whatsoever and accordingly it was not thought that these owners could be recharged with any of the street works although they were technically frontagers. Should a PSW scheme go ahead the costs attributed to this frontage will be borne by the remaining frontagers.

| | |
|---|------------------------|
| Non-Applicable Sections: | Personnel Implications |
| Background Documents: (Access via Contact Officer) | |

Report No.
ES14045

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: **Environment Portfolio Holder**

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

Date: **4th November 2014**

Decision Type: Non-Urgent Executive Non-Key

Title: **TODDLER PLAY AREA AT PRIORY GARDENS**

Contact Officer: Andy Biggs, Parks Project Officer
Tel: 020 8461 7515 E-mail: Andy.Biggs@bromley.gov.uk

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

Ward: Orpington;

1. Reason for report

This report provides details of proposed improvement works to an existing toddler play area in Orpington, funded by a Section 106 Planning agreement relating to the multi storey car park development at Earls Way (Tesco Supermarket).

2. **RECOMMENDATION**

That the Environment Portfolio Holder:

- 2.1 **Approves the carrying out of improvement works to the Priory Gardens toddler play area funded by S106 monies.**

Corporate Policy

1. Policy Status: Existing Policy:
 2. BBB Priority: Children and Young People Quality Environment:
-

Financial

1. Cost of proposal: £30k
 2. Ongoing costs: No additional costs.
 3. Budget head/performance centre: Section 106 funds
 4. Total current budget for this head: £30k
 5. Source of funding: Funds obtained under Section 106 of the Town and Country Planning Act 1990 (Tesco Development)
-

Staff

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: 35 hours
-

Legal

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

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Visitors to the Priory Gardens toddler play area
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments: A Ward Councillor believes the proposal is a sensible use of the funding. It was queried whether additional maintenance costs would be incurred and the high cost of the climbing frame.

3. COMMENTARY

3.1 As part of the planning process, a Section 106 agreement was made with the Developers of the Earls Way multi storey car park (Tesco Supermarket). This secured funding for play space improvements off- site, at Priory Gardens or elsewhere within 1km of the development ,to be spent or at least committed within 5 years (i.e. by 31.03.2015).

3.2 Section 106 funds are held corporately and require Member approval for release.

Proposed scheme

3.3 Priory Gardens, High Street, Orpington, is a large ornamental park of 5 hectares (50000m² / 14 acres) comprising formal planting, lawns, lakes, a maintenance depot, and a large children's play area. Priory Gardens is considered to be one of the Borough's flagship parks.

3.4 The play area is divided into two sections, for toddlers and seniors respectively. The senior area has 7 features including some quite large items. The toddler play area only has 4 items, none of which are large. These are a set of toddler swings, a seesaw, a roundabout, and a small climbing frame with slide. Older children are well catered for but the few items for toddlers are of poor play value. The seesaw and roundabout were installed in 2007 and the swings and climbing frame in 1999.

3.5 Consultation carried out over the summer holidays with parents of children using the play area found that toddlers items in this play area were felt to be outdated and of a poor standard, and that new equipment was needed.

3.6 It is therefore proposed that the Section 106 funding be used to: replace the swings; and replace the climbing frame with a new multi-play climbing frame with slides and associated safer surfacing.

3.7 The existing maintenance budgets for both grounds maintenance and playground maintenance would not need to be increased following the installation of new equipment.

3.8 Details of the agreement and proposed works are as follows:

| Planning Ref | Development | S106 Agreement Clause | Amount and how the money will be allocated |
|--------------|---|--|---|
| 06/01277 | Multi Storey Car Park, Earls Way, Orpington (Tesco) | Payment of £30,000 towards the provision of off- site play space equipment at Priory Gardens or elsewhere within 1km of the site. 4.7 Not to use the Play Space Contribution and any accrued interest for any purpose other than the specific purpose for which it was paid and to pay the Developer such amount which has not been expended in accordance with the provisions of this Deed within 5 years of the date of receipt by the Council of the payment together with interest accrued for the period from the date payment to the date of refund.(31.03.2015). | It is intended to use the funding to replace existing toddler play items in Priory Gardens. The toddlers swing frame is to be replaced along with a toddler climbing frame: Break out and remove existing toddler swing, climbing frame, and safer surface : £1,000 Supply, install, and surface new toddlers swing frame: £5,950 Supply, install, and surface new climbing frame with helter skelter, inclusive access steps, climbing net, and straight slide: £23,050 |

4. POLICY IMPLICATIONS

- 4.1 The upkeep of green spaces accords with the Council's policy of landscape management for public access, health, education and leisure pursuits and supports the Building a Better Bromley priority – A Quality Environment.
- 4.2 The Environment Portfolio Plan 2014/17 includes the key aim "Conserve and enhance Bromley's parks and green spaces."

5. FINANCIAL IMPLICATIONS

- 5.1 The S106 funds available for the Toddlers play area at Priory Gardens relate to a legal agreement concerning the Tesco development at Station Road, Orpington with a value of £30,000. This money has to be spent within 5 years of the date of receipt, which is 31 March 2015. Any unspent monies must be returned to the Developer, along with any interest accrued, as set out in clause 4.7 of the legal agreement.
- 5.2 This report is seeking approval to spend the £30,000 on scheme equipment and installation as summarised in the table below: -

| Details of proposed works | Cost £ |
|---|-------------------|
| Removal of existing swings & climbing frame | 1,000 |
| Supply & install swing frame & safer surfacing | 5,950 |
| Supply & install climbing frame & safer surfacing | 23,050 |
| Total estimated costs | 30,000 |

6. LEGAL IMPLICATIONS

- 6.1 The proposed expenditure accords with the requirements contained in clause 4.7 of the legal agreement dated 20th May 2008.

| | |
|---|------------------------|
| Non-Applicable Sections: | Personnel Implications |
| Background Documents: (Access via Contact Officer) | |

Report No.
ES14093

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Executive

26th November 2014

Environment Portfolio Holder

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

Date: 4th November 2014

Decision Type: Non-Urgent Executive Non-Key

Title: **PLANNED HIGHWAY MAINTENANCE PROGRAMME 2015/16**

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

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

Ward:

1. Reason for report

This report recommends programmes of planned road and footway maintenance for completion in the period up to the end of 2015/16, and provides schemes of work to be considered for future years. The report also includes information in respect of the Council's annual bid made to Transport for London for bridge assessment and strengthening.

2. **RECOMMENDATIONS**

That Executive agrees to:

- i) Release the £505k DfT funding from the Central Contingency, to be allocated for planned highway maintenance (ref iii) below).**

That the Environment Portfolio Holder:

- ii) Agrees that the schemes listed in Appendix A should form the basis of the Council's programme of planned highway maintenance for 2015/16 for borough roads and, subject to budgetary provision, that the works should be progressed;**
- iii) Notes the schemes of work for future years as listed in Appendix B and C;**

- iv) Agrees that the additional DfT funding of £505k be allocated to planned highway maintenance, and authority be delegated to the Director of Environment and Community Services, in consultation with the Environment Portfolio Holder, to select schemes from Appendix B for completion during 2015/16;**
- v) Agrees the proposed TfL funded programme of highway maintenance works for 2014/15 and 2015/16 as set out in Appendices D and E and**
- vi) Approves the bid for bridge strengthening and assessment in Appendix F for 2015/16 and submission to Transport for London.**

Corporate Policy

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

Financial

1. Cost of proposal: Estimated Cost: £255k for 2014/15 and £3.9m for 2015/16
 2. Ongoing costs: Recurring Cost: £3.3m
 3. Budget head/performance centre: Highways
 4. Total current budget for this head: £2.3m, £1m, £255k and £505k
 5. Source of funding: Existing revenue budget 2014/15, TfL funding for 2014/15 and 2015/16, DfT funding
-

Staff

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

Legal

1. Legal Requirement: 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? Yes
2. Summary of Ward Councillors comments:
 - i) Councillor Alexa Michael requested Pope Road and Chatterton Road to be included in the planned programme of work.
 - ii) Councillor Neil Reddin identified developments may impact on proposals for planned work at Chilham Way, Farleigh Avenue and Hayes Wood Avenue (CW – P2 list). Cllr Reddin also identified 'rat – running' problems at Hayes Hill Road in Tiepigs Lane (CW – P1 list) and requested consideration be given for engineering measures to reduce this problem.
 - iii) Councillor Eric Bosshard commented that the length of Marlings Park Avenue between Orpington Road and Kevington Road would benefit from preventative maintenance to help address deterioration.

3. COMMENTARY

Background

- 3.1 Bromley's highway asset includes carriageways and footways of length 547 miles (880km) and 885 miles (1,425km) respectively. It is a highly visible asset used by most residents and businesses on a daily basis. A well-maintained highway facilitates safe and reliable travel for pedestrians, cyclists and motorists, and contributes to the vitality of the borough and the local economy. The highway network has a gross replacement cost of about £1.5 bn. according to the most recent submission to HM Treasury.
- 3.2 There is a very strong case for continued investment in planned maintenance of the highway asset. Planned maintenance reduces the amount of reactive maintenance associated with fixing pot holes. This improves value for money and customer satisfaction, reduces unplanned network disruption, and contributes to reducing claims for damages.

Road Condition

- 3.3 Borough-wide road condition is measured by analysing the results of the latest condition surveys to identify the percentage of roads (by class) requiring maintenance 'soon'. These estimates are not precise, as they are derived from identifying a wide range of highway defects. However they provide an appropriate source of trend data over time and in that respect are valuable.

Road condition indicators (2013/14) using latest road survey condition data are set out in the table below:

| Network Classification | A (Principal) | B/C (Non-Principal) | Unclassified |
|-------------------------------|----------------------|----------------------------|---------------------|
| Road Condition Value | 5% | 5% | 17% |

- 3.4 The principal (A) road network is 42 miles (67km) in length. Sustained annual investment of between £0.75m and £1.0m p.a. has helped to keep these roads in good condition. However the identification of 5% requiring maintenance represents a slight increase on the previous year's return of 3%. The non-principal road network is 58 miles (93km) in length. These roads have a condition indicator of 5%, which is similar to last year's figure. The remaining 447 miles (720 km) of carriageway form the unclassified road network with a road condition indicator of 17%. This represents a small reduction in the percentage of unclassified roads requiring maintenance compared with previous years.

Discussion

- 3.5 A programme of surface dressing was completed in rural areas of the borough just over a year ago. This is a cost effective, less disruptive treatment, which helps to extend the life of the carriageway by restoring its weather-tightness and skid resistance through application of a thin layer of bitumen and rolled in chippings. Although there were some operational issues in respect of notification of the work and the immediate impact of the treatment on cyclists, this programme of work was largely successful. Some remedial work will be undertaken - mostly as a result of stripping areas of surface dressing, particularly at locations of higher load (e.g. on bends). Surface dressing will continue to be considered as a viable option for planned maintenance of rural roads.

- 3.6 Emphasising planned highway maintenance represents good practice. This has been the Council's preferred approach for many years, for the reasons set out in paragraph 3.2 above. Funding decisions are increasingly taking into account of whether highway authorities are managing their networks well, for example the recent 'bad weather damage' funding. The Council is well placed to demonstrate good practice and should be in a strong position when additional funding is made available.

Department for Transport Pothole Funding

- 3.7 In March 2014 the Department for Transport (DfT) invited authorities to bid for a share of additional funding of £200m for repairing potholes and damaged roads resulting from extreme winter weather. The DfT subsequently allocated £10m to London boroughs and Transport for London to maintain the capital's road network, with LB Bromley receiving £504,982, which could be spent during 2014/15 or 2015/16.
- 3.8 A condition of the grant funding is that expenditure must be targeted on the permanent repair of potholes or preventing their appearance by resurfacing. It is therefore proposed that the available funding is used to accelerate the planned carriageway maintenance programme and resurface roads selected from the Priority 2 list set out in Appendix B during 2015/16.
- 3.9 Details of how the money is to be spent will be published on the Council's web site.

Proposed Programmes

- 3.10 The proposed programme of work has been derived using a prioritisation system based on highway condition, but also taking account of factors such as use, location on the network, adjacent services, frequency of reactive maintenance, level of public enquiries, consultation responses, etc. Those roads with the highest adjusted score are put forward for the planned works programme in accordance with expected budget provision.
- 3.11 Proposals for forthcoming works can be found in the appendices to this report. Those roads identified in Appendix A represent locations where work is planned during 2015/16. The roads identified in Appendix B will form the Priority 2 list, from which it is proposed that carriageway resurfacing schemes to the value of £505k will be completed during 2015/16 funded by the DfT grant (see paragraph 3.7 above). Appendix C shows potential planned footway and carriageway maintenance for future years. The longer term proposals may alter depending on future conditions and rates of deterioration.
- 3.12 Maintenance of the Borough's principal (A) road network is funded from an allocation made to the Council by Transport for London. The 2015/16 funding is intended for carriageway maintenance, although some footway works may be included. Details are shown in Appendix D.
- 3.13 Additional Local Implementation Plan (LIP) funding is also available during 2014/15 for resurfacing busy bus routes (£120k) and resurfacing other roads where accidents have been attributed to skidding (mass action £135k). Details are shown in Appendix E.

Bridge Strengthening and Assessment

- 3.14 Bridge strengthening and assessment covers strengthening, replacement works, assessment and feasibility studies of highway structures. Officers are requested to submit a bid for structural projects to the London Bridges Engineering Group (LoBEG), which advises TfL on scheme prioritisation. These projects are set out in Appendix F and the Portfolio Holder is asked to endorse this list. The Council will not know how much of the £987k bid for 2015/16 has been successful until the funding settlement is announced by TfL later in the financial year. By way of a guide a similar sized bid was made to TfL last year and the settlement for 2014/15 is currently £84k.

4. POLICY IMPLICATIONS

- 4.1 The Environment Portfolio Plan 2014-2017 includes the key aim “Invest in the quality of our roads, pavements and street lighting”. The Plan states that:
- i) “The condition of Bromley’s roads and pavements has consistently been identified by residents as a particularly important issue, and their maintenance continues to be a priority for the Council. We will continue our programme of major repairs to the boroughs roads and footpaths, and develop a Highways Asset Management Plan.”
 - ii) “Keeping our roads safe and in good repair is an important challenge. Following good practice, preventative maintenance remains a key element of our approach to highways management. This prevents further deterioration and ensures the impact of maintenance works on traffic movements is minimised.”

5. FINANCIAL IMPLICATIONS

- 5.1 Planned maintenance works for the Borough roads and footways are funded from the annual revenue highways maintenance budget of £2.3m. The current budgets for carriageways and footways are shown in the table below. It should be noted that these budgets are subject to change following any decisions taken during the forthcoming 2015/16 budget setting process.
- 5.2 Maintenance of the Principal Road Network is funded by TfL. These funds can only be used for maintenance work on classified roads.
- 5.3 Bromley has received a one-off sum of £504,982 from the DfT, specifically for the permanent repair of potholes or preventing their appearance by resurfacing. This sum must be spent by 31st March 2016. Executive approval is sought to release this sum from the Central Contingency. This funding will be used to resurface roads selected from the priority list set out in Appendix B.
- 5.4 A summary of the funding available is summarised in the table below: -

| Funding available for Planned Highway Maintenance works during 2015/16 | £'000 | £'000 |
|---|--------------|---------------------|
| <u>Revenue - Appendix A</u> | | |
| Carriageway maintenance (current 2014/15 budget) | 1,227 | |
| Footway maintenance (current 2014/15 budget) | <u>1,111</u> | 2,338 |
| DfT funding for repairing potholes/resurfacing (Appendix B) | | 505 |
| <u>Capital - Appendix D</u> | | |
| Principal Road Network 2015/16 funding from TfL | | 1,019 |
| Total funding available | | <u>3,862</u> |

- 5.5 Additional LIP funding of £255k is available from TfL for 2014/15 and Appendix E has details of which roads this money will be spent on.
- 5.6 Approval is also sought to submit a bid of £987k to LoBEG, for the structural projects detailed in Appendix F. TfL will notify the Council later in the year of the actual funding allocated.

6. LEGAL IMPLICATIONS

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

| | |
|---|------------------------|
| Non-Applicable Sections: | Personnel Implications |
| Background Documents: (Access via Contact Officer) | |

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PRIORITY 1 - PLANNED HIGHWAY MAINTENANCE PROGRAMME 2015/16**CARRIAGEWAY SCHEMES ON NON-PRINCIPAL AND UNCLASSIFIED ROADS**

| ROAD NAME & DISTRICT | SECTION of ROAD | WARDS |
|----------------------|----------------------------------|----------------------------|
| Broomwood Road | Complete | Cray Valley West |
| Chatterton Road | Complete | Bromley Common & Keston |
| Chesham Crescent | Complete | Penge & Cator |
| Cotmandene Crescent | Complete | Cray Valley West |
| Foxgrove Road | Complete | Copers Cope |
| Franklin Road | Croydon Road to Maple Road | Penge & Cator |
| Grays Road | Silversted Lane to Main Road | Darwin |
| Hawkwood Lane | Watts Lane to Crown Lane | Chislehurst |
| Hayes Hill Road | All | Hayes & Coney Hall |
| Hayes Lane | Scotts Lane to Westmoreland Road | Shortlands |
| Hayes Lane | A21 to width restriction | Bromley Town |
| Langley Way | Complete | West Wickham |
| Porchester Mead | Complete | Copers Cope |
| Roseberry Gardens | Complete | Chelsfield & Pratts Bottom |
| Ruskin Drive | Complete | Farnborough & Crofton |
| Shrewsbury Road | Complete | Clock House |
| Tiepigs Lane | Complete | Hayes & Coney Hall |
| White Hart Road | Complete | Orpington |
| Willett Way | Complete | Petts Wood & Knoll |

PRIORITY 1 - PLANNED HIGHWAY MAINTENANCE PROGRAMME April 2015/16**FOOTWAY SCHEMES ON NON-PRINCIPAL AND UNCLASSIFIED ROADS**

| ROAD NAME | SECTION of ROAD | WARDS |
|-----------------|-----------------|--|
| Aldersmead Road | Part | Penge & Cator |
| Anerley Vale | Part | Crystal Palace |
| Altyre Way | Complete | Kelsey & Eden Park |
| Belvedere Road | Part | Crystal Palace |
| Broomfield Road | Complete | Kelsey & Eden Park |
| Chesham Road | Part | Penge & Cator |
| Edward Road | Complete | Biggin Hill |
| Elmfield Road | Part | Bromley Town |
| Elmstead Lane | Part | Chislehurst, Plaistow & Sundridge and Bickley |
| Goodhart Way | Complete | West Wickham |
| Green Lane | Part | Mottingham & Chislehurst North |
| Kings Avenue | Complete | Plaistow & Sundridge |
| Langley Way | Complete | West Wickham |
| Lullington Road | Part | Crystal Palace |
| Minster Road | Complete | Plaistow & Sundridge |
| Murray Avenue | Part | Bromley Town |
| Norheads Lane | Part | Biggin Hill |
| Percy Road | Part | Penge & Cator |
| Quernmore Road | Complete length | Plaistow & Sundridge |
| Raymond Road | Part | Kelsey & Eden Park |
| Station Road | Part | Orpington |
| Tubbenden Lane | Part | Chelsfield & Pratts Bottom/Farnborough & Crofton |
| Walden Road | Part | Chislehurst |

PRIORITY 2 CW HIGHWAY MAINTENANCE LOCATIONS**P2 CW LOCATIONS ON NON-PRINCIPAL AND UNCLASSIFIED ROADS**

| ROAD NAME & DISTRICT | SECTION of ROAD | WARDS |
|---------------------------------|-----------------------------------|-------------------------|
| Acacia Close | Complete | Petts Wood & Knoll |
| Ash Close | Complete | Petts Wood & Knoll |
| Ashfield Close | Complete | Copers Cope |
| Blandford Road | Complete | Clock House |
| Chilham Avenue | Complete | Hayes & Coney Hall |
| Farleigh Avenue | Complete | Hayes & Coney Hall |
| Hartley Close | Complete | Bickley |
| Hawthorn Close | Complete | Petts Wood & Knoll |
| Hayes Road | Complete | Bromley Town |
| Hayes Wood Avenue | Complete | Hayes & Coney Hall |
| Herbert Road | Complete | Bromley Common & Keston |
| Howard Road | Complete | Plaistow & Sundridge |
| Jackson Road | Complete | Bromley Common & Keston |
| Kingsmead | Complete | Biggin Hill |
| Marlings Park Avenue | Orpington Road to Kevington Drive | Chislehurst |
| Maple Close | Complete | Petts Wood & Knoll |
| Maple Road | High Street to Heath Grove | Penge & Cator |
| Park End | Complete | Bromley Town |
| Plantation Drive | Complete | Orpington |
| Red Cedars Road | Complete | Orpington |
| Shannon Way | Complete | Copers Cope |
| St John's Road | Berger Close to Tudor Way | Petts Wood & Knoll |
| Suffield Road | Complete | Clock House |
| Turpington Lane | Complete | Bromley Common & Keston |

PRIORITY 2 FW HIGHWAY MAINTENANCE LOCATIONS**P2 FW LOCATIONS ON NON-PRINCIPAL AND UNCLASSIFIED ROADS**

| ROAD NAME & DISTRICT | SECTION of ROAD | WARDS |
|---------------------------------|------------------------|-----------------------------------|
| Barnfield Wood Close | Part | West Wickham |
| Bedford Road | Part | Orpington |
| Court Farm Road | Part | Mottingham & Chislehurst North |
| Eden Way | Part | Kelsey & Eden Park |
| Farnborough Hill | Part | Chelsfield & Pratts Bottom |
| Florence Road | Part | Bromley Town |
| Hillcrest Road | Part | Plaiستow & Sundridge |
| Ickleton Road | Part | Mottingham & Chislehurst North |
| Kendall Road | Part | Clock House |
| Lawrie Park Crescent | Part | Crystal Palace |
| Linslade Road | Part | Chelsfield & Pratts Bottom |
| Main Road | Part | Biggin Hill |
| Oakhill Road | Part | Petts Wood & Knoll |
| Phoenix Road | Part | Penge & Cator |
| Ramsden Road | Part | Orpington |
| Stanhope Grove | Part | Kelsey & Eden Park |
| Station Road | Part | Bromley Town/Plaiستow & Sundridge |
| Summer Hill | Part | Chislehurst |
| The Avenue | Part | Copers Cope |
| Thesiger Road | Part | Penge & Cator |
| Waring Drive | Part | Chelsfield & Pratts Bottom |
| Wickham Way | Part | Shortlands |

PRIORITY 3 HIGHWAY MAINTENANCE LOCATIONS (cw/fw)**P3 LOCATIONS ON NON-PRINCIPAL AND UNCLASSIFIED ROADS**

| ROAD NAME & DISTRICT | SECTION of ROAD | WARDS |
|----------------------|-----------------|------------------------------|
| Aldermary Road | Part | Plaistow & Sundridge |
| Anerley Road | Part | Crystal Palace |
| Ashbourne Rise | Part | Chelsfield and Pratts Bottom |
| Beckenham Road | Part | Clock House |
| Brackley Road | Part | Copers Cope |
| Broadcroft Road | Part | Petts Wood & Knoll |
| Cambridge Road | Part | Plaistow & Sundridge |
| Chesham Crescent | Part | Penge & Cator |
| Chipperfield Road | Part | Cray Valley West |
| Crampton Road | Part | Penge & Cator |
| Cray Avenue | Part | Cray Valley East |
| Cross Road | Part | Bromley Common & Keston |
| Croydon Road | Part | Kelsey & Eden Park |
| Cudham Lane North | Part | Darwin |
| Dale Wood Road | Part | Orpington |
| Eden Way | Part | Kelsey & Eden Park |
| Elmfield Road | Part | Bromley Town |
| Ethelbert Road | Part | Bromley Town |
| Farleigh Avenue | Part | Hayes & Coney Hall |
| Felstead Road | Part | Orpington |
| Gilroy Way | Part | Orpington/Cray Valley East |
| Gleeson Drive | Part | Chelsfield and Pratts Bottom |
| Goddard Road | Part | Kelsey & Eden Park |
| Goodmead Road | Part | Cray Valley East |
| Gravel Road | Part | Bromley Common & Keston |
| Green Lane | Part | Chislehurst |
| Greenways | Part | Kelsey & Eden Park |
| Grosvenor Road | Part | Cray Valley West |
| Hawes Lane | Part | West Wickham |
| Hayes Way | Part | Shortlands |

| ROAD NAME & DISTRICT | SECTION of ROAD | WARDS |
|----------------------|-----------------|---------------------------|
| Hazelmere Road | Part | Petts Wood & Knoll |
| Jackson Road | Part | Bromley Common and Keston |
| Kingswood Road | Part | Shortlands |
| Longbury Drive | Part | Cray Valley West |
| Manor Way | Part | Kelsey & Eden Park |
| Maple Road | Part | Penge & Cator |
| Martin's Road | Part | Bromley Town |
| Murrey Avenue | Part | Bromley Town |
| Oak Tree Gardens | Part | Plaistow & Sundridge |
| Park End | Part | Bromley Town |
| Percy Road | Part | Penge & Cator |
| Pickhurst Park | Part | Shortlands |
| Pleydell Avenue | Part | Crystal Palace |
| Quilter Road | Part | Orpington |
| Rookesley Road | Part | Cray Valley East |
| Rye Crescent | Part | Orpington |
| Samos Road | Part | Clock House |
| Silversted Lane | Part | Darwin |
| Southborough Lane | Part | Bromley Common and Keston |
| St Paul's Wood Hill | Part | Cray Valley West |
| Tubbenden Lane | Part | Farnborough & Crofton |
| Walden Road | Part | Chislehurst |
| Wanstead Close | Part | Bickley |
| Westerham Road | Part | Bromley Common and Keston |
| Wheathill Road | Part | Clock House |
| Widmore Road | Part | Bromley Town |
| Worbeck Road | Part | Clockhouse |

TfL FUNDED PLANNED HIGHWAY MAINTENANCE PROGRAMME 2015/16**CARRIAGEWAY SCHEMES ON PRINCIPAL ROADS**

| ROAD NAME | SECTION of ROAD | WARDS |
|-----------------|----------------------------------|--------------------------|
| Bromley Road | Old Hill to Centre Common Road | Chislehurst |
| Elmers End Road | Croydon Road to Ravenscroft Road | Clock House |
| Mottingham Road | Chapel Farm Road to Dorset Road | Mottingham & Chislehurst |
| Station Road | Glebe Way to Beckenham Road | West Wickham |
| Widmore Road | Market Square to Tweedy Road | Bromley |

PROPOSED TfL FUNDED PLANNED HIGHWAY MAINTENANCE PROGRAMME 2014/15

TfL FUNDED SCHEMES (MASS ACTION/BUSY BUS ROUTES)

| ROAD NAME | SECTION of ROAD | WARDS |
|--|--|-------------------------|
| <u>Mass Action</u> Anerley Road / Seymour Villas - Junction of | 50m either side of approach to junction - south bound | Crystal Palace |
| Layhams Road | Layhams Road - 200m either side of Police dog training school entrance - southbound | Darwin |
| Shire Lane | 100m either side of apex of bend approx. 300m north east of New Road Hill | Darwin |
| South Eden Park Road | 100m either side of apex of bend north of Creswell Drive | Kelsey and Eden Park |
| Westerham Road | Between Rectory Road and Heathfield Road. | Bromley Common & Keston |
| Crystal Palace Park Road | Lawrie park road - thicket road approx | Crystal Palace |
| <u>Bus Routes</u> | | |
| Scotts Lane | Bromley Road to Oakway | Copers Cope |
| Kings Road | Rose Hill Road to East Hill | Biggin Hill |
| Rookesley Road | Complete | Cray Valley East |

BRIDGE ASSESSMENT & STRENGTHENING BID to TfL 2015/16

| Bridges and Structures bid | Further Details | | Funding £000 | | |
|---------------------------------------|------------------|-----------|--------------|------------|------------|
| | LBB Structure | Treatment | 2015/16 | 2016/17 | 2017/18 |
| Leamington Avenue Bridge | Y | S | 105 | 0 | 4 |
| Long Meadows Close Retaining Wall | Y | S | 142 | 0 | 3 |
| Sevenoaks Way Retaining Wall | Y | S | 100 | 0 | 5 |
| Parapet Strengthening | Y | M | 20 | 15 | 10 |
| Maintenance Safety | Y | M | 15 | 50 | 50 |
| Waterproofing | Y | M | 60 | 60 | 60 |
| Bishops Avenue Culvert | Y | S | 166 | 0 | 5 |
| Brooklyn Road Culvert | Y | I | 2 | 2 | 2 |
| Lych Gate Footbridge | Y | I | 15 | 1 | 0 |
| Kingsway Bridge | Y | M | 50 | 1 | 0 |
| Aldersmead Road Bridge | Y | M | 50 | 1 | 0 |
| Crystal Palace Subway NE Ret. Wall | Y | I | 30 | 0 | 0 |
| Bridge Road Bridge (508) | N | A | 6 | 0 | 0 |
| Bridge Road Bridge (509) | N | A | 6 | 0 | 0 |
| Crofton Lane Bridge | N | A | 44 | 0 | 0 |
| Crofton Lane Footbridge | Y | A | 30 | 0 | 0 |
| Sackville Avenue Culvert | Y | S | 5 | 55 | 450 |
| Wendover Road Bridge | Y | S | 40 | 150 | 0 |
| Wendover Road Footbridge | Y | A | 30 | 0 | 0 |
| Plaistow Lane Bridge | N | I | 1 | 1 | 0 |
| Beddington Road RW | Y | I | 15 | 0 | 0 |
| Marion Crescent | Y | I | 15 | 0 | 0 |
| Hillingdale Road RW | Y | I | 10 | 0 | 0 |
| Glassmill Lane RW | Y | S | 30 | 0 | 0 |
| Total | | | 987 | 336 | 589 |

Key

| | |
|------------------|---|
| Strengthening | S |
| Maintenance | M |
| Interim Measures | I |
| Assessment | A |

Report No.
ES14089

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: Environment PDS Committee

Date: 4th November 2014

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

Title: ENVIRONMENT PORTFOLIO PLAN 2014/15; HALF-YEAR
PROGRESS REPORT

Contact Officer: Alastair Baillie, Environment Development Manager
Tel: 020 8313 4915 E-mail: alastair.baillie@bromley.gov.uk

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

Ward: All

1. Reason for report

The report outlines progress at the half-year stage against the commitments made in the 2014/15 Environment Portfolio Plan. The Environment Portfolio Holder and the Executive Director Environment and Community Services will attend the Committee to answer questions.

2. **RECOMMENDATION(S)**

The Committee is asked to note and comment on the progress of the 2014/15 Environment Portfolio Plan.

Corporate Policy

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

Financial

1. Cost of proposal: N/A
 2. Ongoing costs: N/A.
 3. Budget head/performance centre: Environment Portfolio Revenue Budget 2014/2015 & LIP
 4. Total current budget for this head: £33m and £5.9m LIP funding from TfL
 5. Source of funding: 2014/15 revenue budget and 2014/15 LIP funding agreed by TfL
-

Staff

1. Number of staff (current and additional): 190 fte
 2. If from existing staff resources, number of staff hours: N/A
-

Legal

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

Customer Impact

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

Ward Councillor Views

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

3. COMMENTARY

- 3.1 The final draft of the Environment Portfolio Plan for 2014/15 was considered by the PDS Committee on 1 July 2014, and subsequently agreed by the Portfolio Holder.
- 3.2 Services within the Environment Portfolio support the Council’s objective of Building a Better Bromley through a Quality Environment -

“For a **Quality Environment** we will:

- ◆ provide a clean, green and tidy environment, meeting and maintaining standards of quality, which reflect service levels agreed between local communities and their elected Members
- ◆ encourage further improvements in recycling and continue to encourage and expand friends groups within the community to take responsibility for their environment including looking after parks, their streets and providing assistance during severe winter weather
- ◆ ensure enforcement is a key approach to our business and the Council will ensure regulations are enforced
- ◆ look at investment opportunities to reduce wherever possible costly maintenance and repairs in order to sustain the quality of our infrastructure, environment and street furniture”

- 3.3 Earlier this year, the Environment Portfolio Holder identified a selection of priority aims drawn from the 2014/15 Portfolio Plan in support of the Quality Environment objective.

- ◆ Appendix 1 sets out these priority aims and the progress made in achieving them.
- ◆ Appendix 2 summarises half-year performance against the remainder of the aims.

- 3.4 With regard to measurable performance, many indicators in the Portfolio Plan are only monitored annually but where monitoring is more frequent, half-year results are set out below.

- 3.4.1 Waste & Recycling: Tonnages of household waste continue to be higher than the equivalent period for the previous two years and higher than the 2014/15 target, placing pressure on budgets and recycling rates. This is part of a national trend. After the first six months, 247kg of waste had been produced by each household (against a year-end target of 440kg).

During the first half of the year, the household waste recycling rate was almost 49%. This is slightly lower than previous years’ performance and also lower than the 2014/15 aim for a 51% recycling rate. This reduced recycling rate is partially due to increased waste arisings (the recycling rate is a function of this) and partially due to reduced paper recycling tonnages.

The percentage of municipal waste sent to landfill was higher than the equivalent period in previous years and also higher than the year-end target. This is partly due to the closure of the SELCHP incinerator for its annual maintenance (which was lengthier than usual) and partly due to increased waste arisings (the amount which can be sent to incineration is capped, meaning if waste can’t be recycled it has to be landfilled).

| | 2012/13 6-month data | 2013/14 6-month data | 2014/15 6-month data | 2014/15 12-month target |
|--|-------------------------|-------------------------|-------------------------|----------------------------|
| Residual Household Waste / Household (kg) | 234 kg | 234 kg | 247 kg | 440 kg |
| Household Waste Reused, Recycled or Composted (%) | 49.57% | 50.17% | 48.83% | 51% |
| Municipal Waste Landfilled (%) | 33.01% | 30.74% | 35.57% | 23% |

3.4.2 Street cleansing: This data is collected on a pan-London basis three times a year – known as ‘tranches’. Tranche 1 was completed in July 2014 and the results of tranche 2 will be available in November 2014 and tranche 3 in March 2015. The survey covers four metrics: litter, detritus, graffiti and fly-posting and scores them according to the percentage of sites (known as transects) falling below a specified grade.

3.4.3 The table below shows data for the percentage of surveyed streets which fell below the specified grade for litter and detritus.

| | 2012/13 Tranche 1 | 2013/14 Tranche 1 | 2014/15 Tranche 1 | 2014/15 Target |
|---------------------------|----------------------|----------------------|----------------------|----------------|
| NI 195a (litter) | 10.76% | 6.40% | 7.2% | 6% |
| NI 195b (detritus) | 16.80% | 7.90% | 3.2% | 8% |

3.4.4 Although tranche 1 litter data is broadly in line with previous years, it is slightly worse than the year-end target. An assessment of the land use types surveyed does not indicate any trends in terms of specific environments; however observations from the surveys suggest problems with overflowing litter bins due to the dumping of domestic waste. A review of the frequency of emptying litter bins will be undertaken to target hot-spot locations with monitoring by the contractor to gather evidence for potential enforcement action. Levels of recorded detritus are better than previous equivalent tranches and also better than the year-end target

3.4.5 Graffiti and fly-posting: The table below shows data for the percentage of surveyed streets which fell below the specified grade for graffiti and fly-posting. It can be seen that tranche 1 data is generally better than in previous years and better than the 2014/15 target.

| | 2012/13 Tranche 1 | 2013/14 Tranche 1 | 2014/15 Tranche 1 | 2014/15 Target |
|------------------------------|----------------------|----------------------|----------------------|----------------|
| NI 195c (graffiti) | 0.83% | 1.0% | 0.0% | 1% |
| NI 195d (fly-posting) | 0.30% | 1.6% | 0.5% | 1% |

3.4.6 Fly-tipping data is recorded on a quarterly basis and at this six-month stage (see table below) it can be seen that the number of incidents (pro rata) is significantly higher than the 2014/15 target. Equally, the number of enforcement actions has also increased ahead of target.

| | 2012/13 6-month data | 2013/14 6-month data | 2014/15 6-month data | 2014/15 12-month target |
|--|-------------------------|-------------------------|-------------------------|----------------------------|
| Number of Fly-tipping Incidents | 1,129 | 739 | 1,322 | 1,500 |
| Number of fly-tipping enforcement actions | 239 | 195 | 181 | 300 |

3.4.7 There are two underlying factors: a surge in fly tipping incidents in Penge, the Crays, and Mottingham and the introduction of Fix My Streets, which facilitates increased reporting levels.

4. POLICY IMPLICATIONS

4.1 The 2014/15 Environment Portfolio Plan reflects current policy.

5. FINANCIAL IMPLICATIONS

5.1 The priorities set out in this report will be delivered within the resources identified in the Environment Portfolio budget for 2014/15 and any external funding which can be secured.

| | |
|---|--|
| Non-Applicable Sections: | Legal and Personnel implications |
| Background Documents: (Access via Contact Officer) | Environment Portfolio Plan 2014/15 Building a Better Bromley priorities |

APPENDIX 1

PRIORITIES IDENTIFIED BY THE ENVIRONMENT PORTFOLIO HOLDER FOR 2014/15

Outcome 1: Improving the Streetscene

Continue to work closely in partnership with local people, forging deeper links with residents associations and Friends groups (Aim 1.2)

- ◆ Street Friends: 1,103
- ◆ Shortlands Linkage pilot to help develop autumn leafing programme and alert residents (by SMS) to service disruption (e.g. due to severe weather)
- ◆ Friends Forum conference held in June 2014
- ◆ Snow Friends: 4,506 (and 398 Snow Coordinators)
- ◆ Preparations made for Snow Friends conference: 30 October 2014

Sustain improved standards of street cleanliness (Aim 1.3, 1.4)

- ◆ 2014 public survey of street cleanliness shows high levels of satisfaction in town centres (91%) and residential areas (71%). However, this is 1% and 7% lower respectively than the 2013 survey data
- ◆ Littering is broadly comparable with previous years but is slightly worse than the year-end target, possibly due to domestic waste being dumped in litter bins (which overflow)
- ◆ The amount of graffiti and fly posting activity is significantly better (i.e. lower) than target
- ◆ Tree survey aerial photography data now used to plan autumn 2014 leaf fall collection
- ◆ Chewing gum removal programme undertaken in main town centres, targeting problem areas (e.g. transport interchanges and fast-food outlets etc).
- ◆ Enhanced cleansing regime for Bromley North Village incorporating street washing and preventative measures to reduce staining of natural stone paving

Outcome 2: Minimising Waste and Increasing Recycling and Composting

Increase take up of the Green Garden Waste collection service to 15,000 homes (Aim 2.4)

- ◆ Target was achieved in August 2014. Customer numbers are now at 15,750, with the majority of customers renewing a second time.
- ◆ Further promotional options are being explored, with the existing activities being maintained.

Pilot a kerbside textile waste collection service (Aim 2.5)

- ◆ Veolia are now exploring vehicle adaptations to enable a trial to be implemented
- ◆ The textile contractor is developing a proposal for a schools textile project

Extend the range of recyclables we accept (Aim 2.8, 2.9)

- ◆ Household Waste Reuse & Recycling Centres: exploration of markets continues with option for recycling ink cartridges and recycling 'hard plastics' (garden chairs, bins etc) to commence in Q3
- ◆ Recycling waste electrical and electronic equipment (WEEE) continues with large advertisements at Waldo Road, press advertising and a dedicated link on the Waste homepage to the free WEEE collection service, which continues to perform well

Outcome 4: Securing our Transport Infrastructure

Complete the major 'invest to save' programme to replace 8,000 lamp columns and 12,000 street lanterns by March 2015 (Aim 4.1, 4.2)

- ◆ Planned outputs changed following report to Environment PDS in July 2014
- ◆ 90% of concrete columns and 65% of lanterns now replaced
- ◆ Proposal that lantern programme be increased (subject to Executive approval)
- ◆ All new columns and lanterns connected to Central Management System

Improve the condition of the Highways Network by completing major road surfacing programme (Aim 4.4)

- ◆ Most recent highway condition data is included in the Planned Highway Maintenance Programme report on this agenda (ES 14093)
- ◆ Principal roads maintenance programme is focusing on the A208 and A233, and is on target for completion by February 2015

Develop and adopt a Local Flood Risk Strategy (Aim 4.11)

- ◆ Local Flood Risk Strategy: advanced draft agreed. Next steps are to consult and then publish in Q4

Outcome 5: Improving Transport

Decrease congestion and reduce journey times on priority routes including the completion of work on key junctions on the A222 and A224 (Aim 5.3)

- ◆ Priority Route activity included identifying funding for 'Smart Studs' to assess driver reaction as a precursor to the proposed 'Tidal Flow' initiative
- ◆ Junction improvements: A222 - surveys completed and now moving towards design. A224 - three of the four junctions now complete (final junction to be finished by Q4)

Work with our partners to improve parking at Orpington rail station and Princess Royal University Hospital (Aim 5.7 and 5.8)

- ◆ Orpington rail station parking scheme: dealt with in a report on this agenda (ES 14075)
- ◆ Princess Royal University Hospital: Meetings have taken place with Ward Members and separately with the Kings Trust. Options being considered to improve parking both on site and in surrounding streets. Consultation commenced in surrounding roads at end of September 2014

Continue to take effective action to improve road safety and reduce accidents (Aim 5.9, 5.10, 5.11)

- ◆ Road safety education resources have been offered to children at over 100 Bromley schools and colleges covering all age groups
- ◆ Analysis of locations for 2015/16 accident reduction measures available Q4
- ◆ Skidding sites: Programme to be presented to Environment PDS (4 November 2014)

Outcome 6: Improving Services for our Customers

Make it easier for customers to contact us on-line through Fix My Street (Aim 6.1)

- ◆ Fix My Street (FMS) is being actively promoted and communicated through all available channels, including *Environment Matters*
- ◆ 9,391 FMS reports in first six month of 2014/15

APPENDIX 2

ENVIRONMENT PORTFOLIO PLAN 2014/15; HALF-YEAR PROGRESS REPORT

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

| | | |
|---|---|--|
| Aim | Sustain improvements in street cleanliness | |
| In 2014/15 we will: | 6-Month progress | |
| 1.1: Continue to issue Fixed Penalty Notices for littering and dog fouling | On-street Enforcement report (ES14027) on Environment PDS 4 November 2014 agenda | |
| 1.2: Continue to work closely in partnership with local people, forging deeper links with residents associations, Street and Snow Friends. | <i>Portfolio Holder Priority: See Appendix 1</i> | |
| 1.3: Continue to review street cleaning frequencies to reflect the varying needs of local communities. | <i>Portfolio Holder Priority: See Appendix 1</i> | |
| 1.4: Maintain the high levels of resident satisfaction with the street cleansing service. | <i>Portfolio Holder Priority: See Appendix 1</i> | |
| 1.5: Continue to develop the borough's street café culture, and increase visits by specialist street markets. | Four restaurants in East Street issued outdoor seating licences (and more applied for) Continental market held in Bromley town centre October 2014 | |
| 1.6: Participate in the national 'Love Your Local Market' 2014 campaign | Bromley participated in May 2014 campaign Three new stallholders recruited as a result 90% occupancy rate during summer 2014 | |

| | |
|------------------|--|
| Outcome 2 | Minimising Waste, and Increasing Recycling and Composting |
| Issues | Encouraging greater public involvement in waste minimisation and recycling |

| | | |
|---|---|---|
| Aims | Increasing the proportion of waste recycled and composted | |
| | Reducing the amount of waste sent to landfill | |
| In 2014/15 we will: | | 6-Month progress |
| 2.1: Consolidate the borough-wide implementation of our Recycling for All and Composting for All policies | | New Waste Advisor areas introduced Summer <i>Environment Matters</i> included emphasis on need to recycle and reduce contamination Webpages being updated to link to self-service and reporting |
| 2.2: Through our Waste Advisers, assist and encourage residents to minimise their waste and recycle more | | All promotional literature reviewed New signage at Waldo Road and Churchfields HWRCs funded by the London Waste & Recycling Board Waste Advisers have increased the number of customer visits and attended several residents' group meetings GGW collection service leaflet promoted |
| 2.3: Continue to promote home composting | | Promoted mainly through bromley.gov.uk (also see Green Garden Waste Collection Service report on the Nov. 2014 Environment PDS agenda) |
| 2.4: Increase take up of the Green Garden Waste collection service to at least 15,000 households | | <i>Portfolio Holder Priority: See Appendix 1</i> |
| 2.5: Introduce a trial kerbside textile collection service by the end of summer 2014, whilst also promoting greater awareness of the new textile Bring Banks | | <i>Portfolio Holder Priority: See Appendix 1</i> |
| 2.6: Support schools and businesses to recycle, working closely with other initiatives such as Friends groups | | Discussions with Veolia regarding trade waste options and a report will be presented to Members in Q4 Textile recycling at schools scheme being developed with potential contractor |
| 2.7: Continue to improve the standard of Bring Bank sites across the borough and | | Site refurbishment and improved signage completed in Quarter 1 (to be featured in |

Environment Portfolio Plan 2014-2017

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| encourage their increased use by residents | future issues of <i>Environment Matters</i>) Web site now lists all materials accepted at each Bring Bank |
| 2.8: Continue to extend the range of recyclables accepted at our Household Waste Reuse & Recycling Centres | <i>Portfolio Holder Priority: See Appendix 1</i> |
| 2.9: Complete the introduction of a kerbside collection service for Waste Electronic and Electrical Equipment | <i>Portfolio Holder Priority: See Appendix 1</i> |
| 2.10: Ensure that our services conform with the requirements of the 2011 Waste Regulations | Bromley has assisted in the development of the Environment Agency's guidance Government guidance will be issued in Q3 and a compliance report will be presented to Members in Q4 |

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| Outcome 3 | Enhancing Bromley's Parks and Green Spaces |
| Issues | Develop community involvement in our parks |

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| Aim | Conserve and enhance Bromley's parks and green spaces | |
| In 2014/15 we will: | 6-Month progress | |
| 3.1: Maintain the quality, appearance and cleanliness of parks, open spaces and the countryside | Soft landscaping contract arrangements revised in August following Portfolio Holder decisions Working closely with Friends groups on management plans (three plans finalised ahead of schedule) | |
| 3.2: Develop and maintain Bromley's publicly owned tree stock in a safe condition, and replace fallen trees in parks and green spaces | Surveys to identify dead, dying and dangerous trees under way Horse chestnut survey completed: July 2014 Phase 4 replacement planting programme (236 Highways trees) completed May 2014 Remainder of storm replacement budget on schedule to be fully spent | |
| 3.3: Develop and maintain paths and other hard landscaping features in parks, open spaces and the countryside | Phase One Height Barriers completed and commissioned. Phase Two height barriers under fabrication Skate Park at Coney Hall completed | |
| 3.4: Improve our environment through forging deeper links with Friends of Parks groups | 41 Friends of Parks Groups covering 66 Parks & Greenspaces Friends Forum Conference – June 2014 Friends fundraising training organised for Spring 2015 | |
| 3.5: Contribute to improving residents' health by supporting park users, sports activity providers, allotment holders and other partners | Direct Line Insurance has provided support to Goddard Road community nursery Allotment tour conducted in September | |
| 3.6: Apply for external investment funding for green space improvements in partnership with stakeholders | Fundraising projects outlined in 2014/15 Plan in conjunction with partners £101,710 of external investment secured (financial year running total) £156,548 of external funding applications submitted during Q2 Brick fundraising scheme launched for | |

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| | Croydon Road Recreation Ground bandstand restoration |
| 3.7: Maintain safety and security in parks | Additional patrols have been implemented including three 'Operation Crystal' patrols with the police Participated in six responsible dog owner events |
| 3.8: Promote and support public use of parks and green spaces for community events and activities | Events have included Cray Day, Chislehurst Rocks and six Dog events Delivered Red Letter day pilot at High Elms and various school holiday events at High Elms and CPP Easter 2014 |
| 3.9: Ensure that good value for money is provided when work is commissioned to maintain and improve Bromley's parks and green spaces | Revised Soft Landscaping contract arrangements implemented (see Appendix 3 of Environment PDS Forward Programme report at this committee) Discussions being undertaken regarding future options with Member reporting to follow |

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

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| Aim | Invest in the quality of our roads, pavements and street lighting | |
| In 2014/15 we will: | 6-Month progress | |
| 4.1: Complete the major 'invest to save' project to replace 8,000 lamp columns, and 12,000 street lanterns, in residential roads by April 2015 | <i>Portfolio Holder Priority: See Appendix 1</i> | |
| 4.2: As part of the 'invest to save' project, introduce variable dimming of street lights by means of a Central Management System, facilitating remote monitoring and control of all the new units | <i>Portfolio Holder Priority: See Appendix 1</i> | |
| 4.3: Review the effectiveness and priorities of the service in the light of experience gained in responding to snow and flooding incidents | Review of Winter Service Policy and Plan completed and published | |
| 4.4: Improve the condition of the Highways Network by completing a major programme of resurfacing works on principal roads, including the A208 (White Horse Ln) and A233 (Main Rd) | <i>Portfolio Holder Priority: See Appendix 1</i> | |
| 4.5: Develop a comprehensive Highways Asset Management Plan for the Borough by March 2015 | Draft prepared Q2. Plan on target for completion in Quarter 3 | |

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| Aim | Improve the standard of work carried out by the utilities | |
| In 2014/15 we will: | 6-Month progress | |
| 4.6: Continue to inspect at least 80% of utilities works, 50% more than required by the national code of practice | This activity level is being met | |
| 4.7: Continue to monitor the progress of utility works, and take enforcement action where required to reduce traffic congestion | 252 Fixed Penalty Notices issued | |

Environment Portfolio Plan 2014-2017

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| <p>4.8: Work with utility companies to improve the quality of their reinstatement works, taking enforcement action where necessary to protect highway assets</p> | <p>Meet utility companies quarterly to improve compliance 6,109 defect notices issued</p> |
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| <p>Aim</p> | <p>Minimise the risk of flooding</p> | |
| <p>In 2014/15 we will:</p> | <p>6-Month progress</p> | |
| <p>4.9: Increase flood risk awareness and develop resilience through our Lead Local Flood Authority role</p> | <p>Ability to report of flooding incidents in 'Confirm' is on target for Q3</p> | |
| <p>4.10: Adopt the role of Sustainable Urban Drainage Systems Approval Body, once national guidance has been published</p> | <p>Awaiting national guidance. Implementation delayed until 2015/16</p> | |
| <p>4.11: Develop and adopt a Local Flood Risk Strategy for Bromley</p> | <p><i>Portfolio Holder Priority: See Appendix 1</i></p> | |

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| Outcome 5 | Improving Transport |
| Issues | Rising numbers of cars in the borough, as the number of residents and households increases. |
| | Improving access for all, including those without a private vehicle |

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| Aims | Promotion of cycling, walking and public transport to: improve access to services, facilities, and employment; reduce peak time congestion; and lower carbon emissions |
| | Improve the road network and journey times for all users |
| | Promote safe and secure travel and parking |

| In 2014/15 we will: | 6-Month progress |
|---|---|
| <p>5.1: Continue implementing the traffic element of the Bromley Town Centre Area Action Plan, including:</p> <ul style="list-style-type: none"> • monitoring the impact on parking provision of the closure of Westmoreland Road car park, and taking action to address any problems • ensuring that proposed building works at the opportunity sites do not have a detrimental impact on local transport networks • working towards a medium-term 10% modal shift reduction in journeys by car to Bromley town centre | <p>Bromley North Village scheme on target for completion in November 2014</p> <p>Car parks are not experiencing lengthy queues and spaces are still available in town centres at peak times. Monitoring will continue throughout the build period.</p> <p>Some minor / localised traffic issues have arisen as part of the Westmoreland Road car park development, but these are not permanent and officers have liaised with the developer to mitigate these where possible.</p> |
| <p>5.2: Improve rail connectivity to Bromley, including lobbying for an extension of London Overground services to Bromley North.</p> | <p>Support given to feasibility of Overground extension to Bromley North</p> <p>TfL have advised no further work will be done on the DLR option</p> <p>TfL are consulting on extending the Bakerloo line: 30 September to 7 December 2014</p> <p>Letter drafted to the Mayor with the Portfolio Holder setting out Bromley's public transport investment priorities</p> |
| <p>5.3: Look to decrease congestion and reduce journey times on priority routes, including the completion of work on key junctions on the A222 and A224</p> | <p><i>Portfolio Holder Priority: See Appendix 1</i></p> |
| <p>5.4: Help to reduce delays to bus journeys, and make transport interchanges safer and easier to use</p> | <p>Station access priority agreed at July PDS. Initial survey of stations complete, schemes being designed/costed prior to consultation with Members.</p> |

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| | <p>Orpington Station car park works commence in July 2014 and should be completed by February.</p> <p>Designs for forecourt /congestion improvements to be consulted on shortly</p> |
| <p>5.5: Continue to support schools, developers and businesses in implementing effective Travel Plans to reduce traffic congestion, improve road safety and encourage walking and cycling</p> | <p>78 schools have had their Travel Plans accredited by TfL (64 primary and 14 secondary)</p> |
| <p>5.6: Ensure that parking provision near town centres and railway stations balances the needs of residents, visitors and commuters</p> | <p>Chelsfield Scheme: residents notified of design to be implemented in the Winter</p> <p>Orpington Station: additional parking spaces implemented by removal of some yellow lines on flank areas</p> <p>New Beckenham: One aspect of the planning conditions is outstanding</p> |
| <p>5.7: Work with Southeastern and Network Rail to improve parking at Orpington rail station, increasing capacity and improving access</p> | <p><i>Portfolio Holder Priority: See Appendix 1</i></p> |
| <p>5.8: Work with King's College Hospital NHS Foundation Trust to improve parking at and around Princess Royal University Hospital</p> | <p><i>Portfolio Holder Priority: See Appendix 1</i></p> |

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| Aim | Fewer road casualties | |
| In 2014/15 we will: | 6-Month progress | |
| <p>5.9: Continue implementing our programme of accident reduction measures in key locations, alongside a programme of road safety education</p> | <p><i>Portfolio Holder Priority: See Appendix 1</i></p> | |
| <p>5.10: Identify and prioritise locations for accident reduction measures in 2015/16</p> | <p><i>Portfolio Holder Priority: See Appendix 1</i></p> | |
| <p>5.11: Deliver a programme of skid resistant road surfacing and upgraded lining to improve safety</p> | <p><i>Portfolio Holder Priority: See Appendix 1</i></p> | |

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| Outcome 6 | Improving Services for our Customers |
| Issues | Opportunities to contribute to wider environmental improvements |
| | Motorists expect parking enforcement to be fair and effective |
| | Meet public expectations for high standards of customer service |

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| Aims | Maintain high standards of customer service |
| | Ensure services are efficient and provide value for money |
| | Uphold good governance and accountable decision making |
| In 2014/15 we will: | 6-Month progress |
| 6.1: Sustain improvements in our standards of customer service and make it easier for customers to contact us on-line, for example through Fix My Street | <i>Portfolio Holder Priority: See Appendix 1</i> |
| 6.2: Use customer feedback to help us improve service performance | S&G monitors FMS data. Additional specific service standard information is now published bromley.gov.uk to help customers understand more of the processes following FMS feedback. Complaints monitoring work identifies issues and trends as an indicator of potential satisfaction levels |
| 6.3: Embed sound business planning, performance and risk management to underpin effective service delivery | Portfolio Plan agreed July 2014. This report addresses half year progress monitoring Risk Register and contribution to Annual Governance Statement completed |
| 6.4: Continue to improve the use of ICT and flexible mobile working to benefit our customers | Meet with corporate ICT regularly including on Windows 7 roll-out |
| 6.5: Maintain control of our contracts at both Member and operational level, including reviewing our approach whenever contracts are renewed, to ensure high service standards and value for money | Contracts assessed and reported as part of every Forward Programme report (see Appendix 3) |
| 6.6: Continue to achieve demanding service objectives and value for money within the context of budget constraints | This report addresses half year performance monitoring progress Financial monitoring reports brought to July and September's Environment PDS Committee |

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| 6.7: Support Environment PDS Committee in exercising its powers of scrutiny over a range of public bodies, including the Council itself | Police to be invited to January 2015 Environment PDS meeting |
| 6.8: Ensure that formal decision-making is supported by sound procedures and is accessible to the public | Trial of public access to Public Transport Meeting agreed Working Groups established at July Environment PDS Committee |

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| Aim | Provide fair and effective Parking services | |
| In 2014/15 we will: | 6-Month progress | |
| 6.9: Develop the successful shared Parking service with LB Bexley, including integrating the new ICT system | Shared Service Management Board and Finance sub-group are meeting regularly The introduction of Bromley online permits has resulted in few service complaints | |
| 6.10: Continue to improve the effectiveness and fairness of the Council's parking enforcement activities | Internal procedural manual is being developed, although penalty charge enforcement and processing policies are already largely harmonised | |
| 6.11: Provide a choice of parking payment methods for motorists | Mobile phone payment contract extended to align with main parking contract Recent facility to enable permits to be paid on line has been introduced with minimum number of complaints received | |
| 6.12: Ensure that good parking facilities and reasonable charges support the vitality of the borough's town centres | Seeking to retain all 'Park Mark' awards for our car parks (and to increase publicity) | |
| 6.13: Implement the online permit system to allow full self-service for residential and business permits, including vouchers and parking dispensations | All Bromley permits are now available on-line | |

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Report No.
ES14088

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment PDS Committee

Date: 4th November 2014

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

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

Contact Officer: Alastair Baillie, Environment Development Manager
Tel: 020 8313 4915 E-mail: alastair.baillie@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 2014/15 and to consider:

- progress on requests from previous meetings of the Committee; and
- the contracts summary for the Environment Portfolio

2. **RECOMMENDATIONS**

2.1 **That the Committee:**

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

Corporate Policy

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

Financial

1. Cost of proposal: No Cost
 2. Ongoing costs: Not Applicable
 3. Budget head/performance centre: Environment Portfolio 2014/15 approved budget
 4. Total current budget for this head: £33m, and £5.9m of LIP funding from TfL
 5. Source of funding: 2014/15 revenue budget and 2014/15 LIP funding agreed by TfL
-

Staff

1. Number of staff (current and additional): 190 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 2014/15, 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 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**. The final column of the appendix provides additional background information including (where known) the date when contract approval, or approval for an extension, will be sought.

4. POLICY IMPLICATIONS

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

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| Non-Applicable Sections: | Financial, Legal and Personnel |
| Background Documents: (Access via Contact Officer) | Environment PDS agendas and minutes from 2006/07 to 2014/15 |

APPENDIX 1

ENVIRONMENT PDS COMMITTEE: FORWARD PROGRAMME FOR MEETINGS 2014/15

| Environment PDS: 20 Jan 2015 | Division | Action |
|---|-----------------|---------------------------|
| Forward Work Programme, Matters Arising from Previous Meetings and Contracts Register | E&CS | PDS Committee |
| Parking Charges | T&H | For pre-decision scrutiny |
| Budget Monitoring 2014/15 | Finance | For pre-decision scrutiny |
| Draft 2015/16 Budget | Finance | PDS Committee |
| Chislehurst Bridge | T&H | For pre-decision scrutiny |
| The Hill Car Park – strengthening works | T&H | For pre-decision scrutiny |
| Bromley Town Centre – increased parking capacity | T&H | For pre-decision scrutiny |
| Street Cleansing Performance Review | SS&GS | PDS Committee |
| Surface dressing vs traditional planned maintenance | T&H | For pre-decision scrutiny |
| Bromley's Cycling Strategy | T&H | PDS Committee |
| Closure of West Wickham and Beckenham Public Toilets | SS&GS | Executive |
| Revision to Kerbside Paper Collection Service | SS&GS | For pre-decision scrutiny |
| Environment PDS: 11 March 2015 | Division | Action |
| Forward Work Programme, Matters Arising from Previous Meetings and Contracts Register | E&CS | PDS Committee |
| Budget Monitoring 2014/15 | Finance | For pre-decision scrutiny |
| Scrutiny of Police Traffic Crime Activity | T&H | PDS Committee |
| Street Works Contract | T&H | For pre-decision scrutiny |

APPENDIX 2

ENVIRONMENT PDS COMMITTEE: PROGRESS REPORT ON PREVIOUS REQUESTS

| Committee Date | Committee Request | Progress |
|-----------------------|---|---|
| 01.10.13. | The outcome of consultation on the Heathfield Road/Westerham Road scheme should be reported back to the Committee in view of the wider interests across the area. | Reported to this Committee (4 November 2014) |
| 25.03.14 | A further report be brought forward to consider options for on-street enforcement of litter offences. | Reported to this Committee (4 November 2014) |
| 01.07.14 | Include more budget information when communicating the commitments set out in the Environment Portfolio Plan. | To be addressed in the 2015/18 Environment Portfolio Plan |
| 23.09.14 | Consideration be given to raising green garden waste charges to £65 and then subsequently in line with inflation. | To be reported at a future meeting |
| 23.09.14 | Bromley Police to be invited to March 2015 Committee, to answer questions on their traffic-related activities including road safety and illegal cars. | Scheduled for the Forward Programme for 11 March 2015 |

APPENDIX 3

ENVIRONMENT PDS COMMITTEE:

CONTRACTS REGISTER SUMMARY (current expiry dates in **bold**)

| Contract (Officer / Register No.) | Start Date (Core Contract) | End Date (Core Contract) | Extension / Waiver | Contractor | Original Contract £ Value + Extension | Projected 2014/15 Spend (£) | Environment PDS Notes |
|--|--------------------------------------|------------------------------------|---|---|--|---------------------------------------|--|
| Playground Maintenance (Andy Biggs / 016235) | 01.01.08 | 31.12.13 | Extended to 31.12.14 Extended to 31.12.17 | Safeplay | 369,300 + 74,640 + 228,675 | 76,500 | Contract term (6+2+2 to December 2017). 1 st extension for one year. 2 nd extension to full term (with Dec. 2015 review) |
| Transportation Consultancy (Paul Redman / 029130) | 30.05.11 | 30.11.13 | Extended to May 2015 | AECOM (via TfL Project Management Framework) | 750,000 + 300,000 | 140,000 | Waiver extended the original contract to May 2015 (to align with new TfL Framework Contract) |
| Council Fleet Hire (Paul Chilton / 11551) | 05.11.06 | 04.11.12 | Extended to 04.11.15 | London Hire Ltd. | 651,064 + 166,380 | 81,380 | Extension to Nov. 2015 to facilitate passenger fleet options analysis |
| Ambulance Hire (Paul Chilton / 016278) | 05.11.07 | 04.11.13 | Extended to 04.11.15 | London Hire Ltd. | 2.254m + 292,866 + 282,870 | 292,870 | 2 nd one year extension agreed to Nov. 2015 to align with Fleet Hire |
| Depot Security (Paul Chilton / 030099) | 01.04.10 | 31.03.15 | Extended to 31.03.17 | Sight & Sound Security | 625,000 + 290,000 | 145,996 | 5 year core contract with 2 year extension agreed via waiver |
| Street Works (NRSWA) (Garry Warner / 049756) | 01.04.13 | 31.03.16 | n/a | B&J Enterprises of Kent | 871,920 | 295,430 | 3 year core contract with option to extend for 2 or 4 years |
| Parking (Ben Stephens / 11528) | 01.10.06 | 30.09.11 | Extended to 30.09.16 | Vinci Park Services UK Ltd. | 23.2m (inc. extension) | 2,596,700 | 5 year extension. School Crossing Patrols now funded by 33 schools & TfL (~£170,000) |
| Parking ICT (Ben Stephens) | 01.04.13 | 30.09.16 | n/a | ICES Ltd. | 238,000 | 76,480 | Shared ICT service with LB Bexley (costs shown are for LB Bromley only) |
| Parking Bailiff Services (Ben Stephens) | 1.04.14 | 30.09.16 | n/a | JBW Judicial Services, Phoenix Commercial Collections | 625k est. <i>income</i> | 250k est. <i>income</i> | All Parking contracts co-terminus 30.09.16 |
| Parking Mobile Phone Bookings (Ben Stephens) | 17.03.10 | 16.03.13 | Extended to 16.03.15 To be extended to 30.09.16 | RinGo (Cobalt) | 67,000 + 120,800 + 97,200 <i>total income</i> | 64,800 <i>Total income</i> | 3 year contract extended for two years and currently being extended for a further 18 months. All Parking contracts co-terminus 30.09.16 |

| Contract (Officer / Register No.) | Start Date (Core Contract) | End Date (Core Contract) | Extension / Waiver | Contractor | Original Contract £ Value + Extension | Projected 2014/15 Spend (£) | Environment PDS Notes |
|--|---|---|-------------------------------|---|---|---|---|
| Woodland Works | 08.09.14 | 31.12.17 | n/a | T&T Earthmatters | 1,191,052 | 364,010 | Soft Landscaping Works Contract |
| Rural Hedge Cutting | 08.09.14 | 31.12.17 | n/a | Landmark Services | | | Eight lots let to five separate contractors |
| Rural Grass Cutting | 08.09.14 | 31.12.17 | n/a | T&T Earthmatters | | | Reported to 29.01.14 Environment PDS |
| Public Rights of Way | 08.09.14 | 31.12.17 | n/a | T&T Earthmatters | | | |
| Non Routine Works | 08.09.14 | 09.09.16 | n/a | English Landscapes | | | |
| Japanese Knotweed | 08.09.14 | 31.12.17 | n/a | Southern Land Services | | | |
| Hanging Baskets | 08.09.14 | 31.12.17 | n/a | CJS Plants | | | |
| Plants and Shrubs Supply (Rob Schembri) | 08.09.14 | 09.09.16 | n/a | English Landscapes | | | |
| Street Environment Contract (Pete McCreedy / 037024 037023 037025 037022) | 29.03.12 | 28.03.17 | n/a | Kier (public toilets); Community Clean (graffiti removal); Veolia (gully cleansing); Kier (street cleansing) | 281,983 1,221,800 1,463,538 15,798,212 | 51,400 244,360 292,710 3,155,140 | Five year contract with an option for a two year extension |
| Highway Maintenance – Minor & Reactive (Garry Warner / 025400) | 01.07.10 | 30.06.17 | n/a | O'Rourke Construction & Surfacing Ltd. | 17m | £2,822,860 | Budget increases with BCIS construction indices. Contract is subject to external funding. |
| Arboriculture (Julian Fowgies / 016267) | 18.07.08 | 17.07.17 | n/a | Gristwood and Toms Ltd. | 5.12m | 498,420 | Reduced annual spend due to reduction in service provision |
| Coney Hill Landfill Site Monitoring (John Woodruff / 030220) | 28.07.10 | 27.07.17 | n/a | Enital | 969,500 | 136,200 | |

| Contract (Officer / Register No.) | Start Date (Core Contract) | End Date (Core Contract) | Extension / Waiver | Contractor | Original Contract £ Value + Extension | Projected 2014/15 Spend (£) | Environment PDS Notes |
|--|--------------------------------------|------------------------------------|--|---------------------------------------|---|---------------------------------------|--|
| Highway Maintenance – Major (Garry Warner / 025399) | 01.10.10 | 30.06.17 | n/a | FM Conway Ltd. | 26m | 3,989,020 | Budget increases with BCIS construction indices. Contract is subject to external funding |
| Grounds Maintenance (Rob. Schembri / 11545) | 01.01.08 | 31.12.17 | n/a | The Landscape Group Ltd. | 26.1m | 3,035,300 | Contract to run full-term. Options post 2017 under review |
| Waste Collection (John Woodruff / 11525) | 01.11.01 | 31.03.19 | First extension to 2016. Second extension to 2019. | Veolia Environmental Services UK Ltd. | 37.3m. + 64.6m + 26.1m | 9,279,410 | First extension (2007) to align with Disposal contract (ELS07130). Second extension (2011) to realise service efficiencies |
| Waste Disposal (John Woodruff / 11526) | 24.02.02 | 31.03.19 | Extended to March 2019 | Veolia Environmental Services UK Ltd. | 160.5m + 27.5m | 12,117,520 | Contract extended (in 2011) to realise service efficiencies |
| Maintenance & Repair of Motor Vehicles (Paul Chilton / 024737) | 01.04.10 | 31.03.19 | n/a | Kent C.C. | 938,000 | 124,000 | Spend reduced due to decline in number of vehicles in use |
| Parks Security (Toby Smith / 025902) | 01.04.10 | 31.03.20 | n/a | Ward Security | 4.13m | 481,940 | |
| Street Lighting Maintenance & Improvements (Paul Redman / 049757) | 01.04.13 | 31.03.23 | Option for 1 year extension | May Gurney (Cartledge) | 8.45m + 8m over two years (invest to save) | 1,808,020 | Annual contract value of £845k, plus £8m over two years via Invest-to-Save programme |
| On-street Poster Sites (Andrew Rogers) | 10.07.01 | 09.07.16 | n/a | Clear Channel | 405,000 | £88,916 (income) | Income has increased over contract term as more units are added |
| Bus Shelter Sites (Andrew Rogers) | 10.07.01 | 09.07.16 | n/a | Transport for London | 900,000 | £88,131 (income) | |