

## **ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY COMMITTEE**

Minutes of the meeting held at 7.30 pm on 17 March 2015

### **Present**

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

### **Also Present**

Councillor Colin Smith and Councillor Nicholas Bennett  
J.P.

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

Apologies were received from Councillor Angela Page and Councillor Richard Scoates.

#### **46 DECLARATIONS OF INTEREST**

There were no declarations.

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

Two questions to the Committee were received for oral reply. Details of the questions (including a supplementary question) and replies are at **Appendix A**.

#### **48 MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON 20TH JANUARY 2015**

The minutes were agreed.

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

There were no questions to the Portfolio Holder.

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

**A) BUDGET MONITORING 2014/15**

**Report FSD15025**

Based on expenditure and activity levels to 31st January 2015, the latest overall budget monitoring position for the Environment Portfolio 2014/15 showed an under-spend of £213k, with the controllable budget projected to be underspent by £179k at year-end.

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

**RESOLVED that the Portfolio Holder be recommended to endorse the latest 2014/15 budget projection for the Environment Portfolio.**

**B) CAPITAL PROGRAMME MONITORING - 3RD QUARTER 2014/15  
& ANNUAL CAPITAL REVIEW 2014 TO 2018**

**Report FSD15017**

At its meeting on 11th February 2015, the Executive agreed a revised Capital Programme for 2014/15 to 2018/19. Changes in respect of the Environment Portfolio were outlined and a revised programme for the Portfolio presented. Comments were provided on individual schemes and details of new schemes approved by the Executive for the Portfolio were also outlined.

Since approval of the Capital Programme in February, Report FSD15017 highlighted a forecast delay for the project to install more LED lanterns and reduce the number of lamp column replacements. Project completion was now forecast for May 2015 rather than March 2015 and a potential £1m underspend was estimated on the scheme in 2014/15, the amount having to be re-phased to 2015/16.

**RESOLVED that the Portfolio Holder be recommended to confirm the changes agreed by Executive on 11<sup>th</sup> February 2015 and to note the early warning that it will be necessary to re-phase £1m on the Street Lighting Invest to Save scheme (paragraph 3.4 of Report FSD15017).**

**C) BROMLEY'S CYCLING STRATEGY**

**Report ES15008**

Report ES15008 presented a draft Cycling Strategy for Bromley setting out a delivery plan for improving cycling facilities, promotion, and training over the next three years to increase cycling in the borough. The Strategy highlights opportunities ranging from large scale infrastructure works e.g. major junction improvements on the A21, to 'softer' measures such as cycle training and secure cycle parking. By setting out local priorities and ambitions, the Strategy enables the Council to lobby for further funding through the Mayor's ten year

£913m cycling vision programme. Approval was sought for public consultation on the strategy before finalising during summer 2015.

The Strategy had been developed in partnership with a number of stakeholders including the Safer Transport Team, Bromley Cyclists (the local group of London Cycling Campaign), Transport for London, Southeastern, Orpington 1st Business Improvement District and the Parks, Road Safety, Traffic and Transport Strategy teams within the Council.

The Strategy included measures in partnership with the Metropolitan Police to promote safer cycle use and to deter cycle theft. Bromley's Safer Transport Team (Metropolitan Police) offered Shed Audits to review the security of bicycle storage facilities (e.g. sheds, garages etc). The Strategy also referred to a continued promotion of improved locking practices for cycles. Officers worked closely with the Safer Transport Team on further measures. These included multiple Cycle Marking sessions at key locations to security mark cycles and have them registered.

To help keep cycle lanes free of parked cars, action could be taken against repeated parking on mandatory cycle lanes. L B Bromley had also proposed to the Cycling Commissioner that segregated cycle lanes be introduced along the A21.

In acknowledging that some highway locations/junctions in the borough could be challenging for vulnerable road users, reference was made to the Mayor's Quietways Programme for directing cyclists toward quieter routes. Through the Mayor of London's ten year cycling vision programme, £913m was available for cycling improvement across London; it was necessary to secure as much of the funding as possible for Quietway routes in the borough away from dangerous junctions. Should any Quietway route need to proceed via a junction, engineering solutions might be necessary to make the route safe.

For cycle safety and to provide further risk awareness for both cyclists and large vehicle drivers, the Metropolitan Police ran a programme of *'Exchanging Places'* events at various London wide locations. The events allowed cyclists to sit in the driver's seat of a Heavy Goods Vehicle (HGV) or bus to obtain a better understanding of what a driver can and cannot see, particularly in respect of cyclists on the nearside and directly in front of the vehicle. Similarly, HGV drivers were encouraged to undertake cycle training to experience a cyclist's journey. A left turning HGV posed a particular concern for cyclists.

TfL had also introduced a Safer Lorry Scheme, coming into force on 1st September 2015, to ensure that most vehicles currently exempt under national legislation for basic safety equipment would have to be retrofitted with the equipment for use on London roads. The scheme covered the same area as the Low Emission Zone. Vehicles over 3.5 tonnes that are currently exempt would be required to be fitted with:

- Class V and Class VI mirrors giving the driver a better view of cyclists and pedestrians around their vehicles and

- Side guards to protect cyclists from being dragged under the wheels in the event of a collision.

The Council's cycle training included advice on risk awareness, particularly in regard to large vehicles turning left. Large vehicles also provided warning notices for cyclists, including advice to stay back from the vehicle. Officers were congratulated on the cycle training provided for children at Norman Park.

A cycle route audit was underway to consider how existing cycle routes might be improved in conjunction with the development of Quietway routes. It was suggested that it might be helpful to have cycle routes away from areas with a particular litter or fly-tipping problem.

A significant amount of the Council's cycling budget was given to cycle parking measures and through the audit process new cycle parking locations would be identified. Via the Council website, residents will soon also be able to suggest new parking facilities by completing an online form. Officers were also working with Southeastern Railways to ensure adequate and secure cycle parking at stations.

It was confirmed that 20mph zones were not considered to provide a specific encouragement for cycling. Neither was the Council supportive of 20mph zones as a road safety measure - the Council preferring non vertical deflection measures to reduce excessive speeds.

On costing and ranking projects in the Strategy, it had been necessary to prioritise some of the ward "Asks" made by the London Cycling Campaign in May 2014, many of the projects having to be funded from Council LIP Funding. Subject to feasibility and cost, a proposed dedicated cycle lane from Green Street Green to Orpington Town Centre could be included within schemes for 2015/16.

The Strategy also proposed that three cycle hubs be located across the borough to not only provide secure covered cycle parking but to potentially provide free cycle maintenance facilities e.g. public tyre pumps, access to basic tools for self-repair, and information on cycle care. Events and secure locking could also be provided and at hubs in particularly high footfall, access to a permanent or 'pop-up' bike mechanic could be provided to carry out certain free maintenance. Bikes could also be left for servicing during the day.

The Chairman felt that whilst covered parking would help to keep a cycle dry it could also provide cover for attempted cycle theft obscuring the CCTV present in Town Centres. The Chairman also suggested that cycle parking facilities in such areas might benefit from being visible by passing motorists and other members of the public.

The Chairman supported Quietways as an attractive measure to help increase cycling.

By 2017 it was hoped that the modal share of cycle trips in the borough would increase to 1.4% and to 3.3% by 2026. These were LIP related targets. Cycle use was increasing and officers believed the 2017 target was achievable.

**RESOLVED that the Portfolio Holder be recommended to agree that public consultation be undertaken on the Cycling Strategy.**

#### **D) BROMLEY BIODIVERSITY PLAN 2015 - 2020**

##### **Report ES15027**

Members considered a revised Bromley Biodiversity Plan which followed a slightly different format from previous Biodiversity Action Plans. The Plan contained information and advice on habitats and species, with a set of general principles for biodiversity management. Appendices included a set of Best Practice Guidelines for Land Managers, Planners and Developers, Friends Groups and Volunteers, and Schools.

The new Bromley Biodiversity Plan had been drafted by members of the Bromley Biodiversity Partnership whose membership includes experts from a range of local organisations with an excellent understanding and knowledge of biodiversity in Bromley.

The document would be used for reference by many partners as well as Council Officers. It recommended best practice guidelines for protecting and enhancing biodiversity in the borough and there was universal acceptance of the Plan across landowners. A number of planning requirements were also cross referenced with the document.

Officers agreed to consider outlining in more depth matters concerned with notifiable weeds and their control e.g. Japanese Knotweed.

The document would be subject to low key public consultation/scrutiny and the Chairman invited Members to email any detailed comments to officers.

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

**(1) note the updated Bromley Biodiversity Plan (2015 – 2020) and its new format; and**

**(2) endorse the Plan, subject to public consultation.**

#### **E) LEASE CAR ACCIDENT DAMAGE REPAIRS**

##### **Report ES15016**

Members considered a recommendation that accident damage to cars leased to Council staff are repaired by Kent County Council (Commercial Trading Services) using the Vehicle and Plant Maintenance and Associated Transport

Services contract. This would be effective from 1<sup>st</sup> February 2015 to expiry of the contract on 5<sup>th</sup> April 2017.

As there was no response to a tender process for lease car bodywork repairs in November 2013, and to ensure the Council continued to meet its obligation to repair accident damaged lease cars, it was agreed (at Chief Officer level) to use the Council's existing vehicle maintenance contract held by Kent County Council (KCC) from February 2014 on the basis of a one year trial.

The arrangement was successful and KCC proposed to continue providing the service with no increase in rates until April 2016 when it was proposed to apply the maintenance contract RPI increase to the labour rate for the final year.

It was not anticipated that current market conditions would offer any advantage in tendering the service, particularly in light of the competitive rates offered by KCC. There would also be associated tendering costs. The contract had operated successfully with the Council's wider fleet since April 2010. The KCC workshop understood the business requirements for lease car fleets in the context of local authority services and the importance of rapid turn-around and down-time minimisation.

Members supported the recommendation to the Portfolio Holder.

**RESOLVED that the Portfolio Holder be recommended to agree that lease car accident repairs are undertaken by Kent County Council (Commercial Trading Services) for the period from 1<sup>st</sup> February 2015 until 5<sup>th</sup> April 2017, at an estimated value of £130k.**

## **51 PRE-DECISION SCRUTINY OF REPORTS TO THE EXECUTIVE**

### **A) VARIATION TO THE GROUNDS MAINTENANCE CONTRACT TO PROVIDE A WHOLLY MANAGED SERVICE**

#### **Report ES15021**

Report ES15021 proposed that the Grounds Maintenance Contract with The Landscape Group (TLG) be varied to include Parks Management functions, currently delivered 'in house', and the Contract be extended to 31<sup>st</sup> March 2019.

Savings of approximately £70-110k per annum would be released in 2015/16 with savings of £250-300k from 2016/17, whilst maintaining service levels and better integrating the management of operational and community engagement functions in the Parks and Greenspace Service (P&GS). The final savings sum would depend on the outcome of on-going negotiations with TLG but was estimated to be up to £1m by 31<sup>st</sup> March 2019.

Standards would be maintained and Bromley Friends' Groups and stakeholders given a greater say in what happens on the ground in their

communities. It was proposed that a holistic Parks and Greenspace service would be designed based on a Neighbourhood approach with localised teams responsible for all aspects of the service – both community liaison and the delivery of maintenance duties. This would integrate the two aspects of service delivery currently managed by L B Bromley and TLG as separate organisations.

The management contractor would work to a number of Key Performance Indicators, jointly agreed at the outset of the contract and would implement a transparent, real-time quality reporting system that could be accessed by Members and Officers. L B Bromley would retain a contract management team the structure of which would be subject to separate consultation following the Executive's decision.

All Parks Management and Grounds Maintenance functions would be included in the enlarged Contract, the Contract extension enabling the contractor to realise the necessary efficiencies. The extension would also align the end date of the varied contract with other contracts within the Environment and Community Services (ECS) Department thereby allowing a strategic commissioning approach.

A Partnership Board would manage the contract with a proposed membership including: the Assistant Director, Street Scene and Greenspace, the Chief Executive of TLG and other key LBB and TLG management posts. The Board would manage strategic direction of the Parks and Greenspace service, set targets for performance and key deliverables, and establish freedoms to be allowed at local level in service choices, all within the Council determined Budget.

The Board would receive an Annual Plan from TLG for achievement of performance and deliverables, and monitor delivery quarterly. The Board would maintain a Contract monitoring function, assessing performance against an output based performance framework based upon agreed service standards, together with a set of key deliverables. Performance, as reported through the Quarterly Report to the Board would be linked to overall payment to the Contractor. In addition to the current KPIs for the Ground Maintenance contract, Key Performance Indicators and key deliverables would include:

Service Response Times to Customer Enquiries	Value of external grants received
Customer Satisfaction	Delivery of annual action plan targets
Level of complaints	Delivery against key actions/milestones in key strategic documents.

To assist in strategic management of the P&GS service it was proposed to establish a Stakeholder Engagement Panel to engage with interested local groups and organisations, such as The Friends Forum, delegated sport managers, allotment associations and other similar groups. The Panel would help inform development and delivery of the Annual Action Plan which would include actions related to the Bio-Diversity Plan and management plans for parks, SSSI, heritage sites and Woodland works.

Performance of the contract would be scrutinised in line with corporate procurement regulations, via an annual report presented to the Environment PDS and Executive.

Discussions were also underway with TLG on whether they were able to bring forward a value for money proposal to manage and deliver work in maintaining the Parks Infrastructure. As it was not possible to conclude discussions in time, Report ES15021 recommended that authority to approve the inclusion of Parks Infrastructure Maintenance in the variation, be delegated to the Executive Director of ECS in consultation with the Director of Resources, subject to a proposal representing value for money to the Service.

It was confirmed to the Chairman that the Partnership Board would manage the strategic direction of the Parks and Greenspace Service, with the strategic direction flowing from the Portfolio Plan agreed by Members. The Chairman commented that the links between the Portfolio Plan and the Partnership Board target/deliverable setting might require scrutiny and alternative arrangements would be required if the Portfolio Plan ceased to be scrutinised by the Committee.

Supporting the recommendations, the Chairman suggested that scrutiny via an Annual Report to the Committee and Executive might not be enough initially and recommended that a Working Group of the Committee be established for the new municipal year to look at Quarterly performance reports to the Partnership Board. This was agreed. An outcome of the Working Group would include recommendations for the frequency of ongoing PDS Scrutiny.

For the Stakeholder Engagement Panel, the Chairman also suggested that its membership should include the Environment Portfolio Holder, Chairman of the Environment PDS Committee and Vice-Chairman of the Environment PDS Committee.

The Vice-Chairman emphasised the importance of performance standards not dropping in outsourcing the Parks Management functions. Residents had raised concerns and it was important that the varied contract delivered the quality expected.

The Chairman also suggested that it was necessary for residents to feel they were voluntarily working for the community rather than the Council. He also commented that he had expected to see more on income generation within the report, with the profit shared with the Council. Whilst ensuring that events



in the parks would not lead to a degradation of the parks, events would encourage resident use of the parks, community spirit and perhaps membership of friends groups. Income could be reinvested in the parks. In response, it was confirmed that income would be expected to increase with the new arrangement with income used to support improving the parks and making them safer.

**RESOLVED that:**

**(1) comments from staff, stakeholders and staff representatives, as outlined at Appendix B to Report ES15021, be noted;**

**(2) a Working Group of the Committee be recommended to be established for the new municipal year to review Quarterly performance reports to the Partnership Board; and**

**(3) the Stakeholder Engagement Panel should include the Environment Portfolio Holder, Chairman of the Environment PDS Committee, and Vice-Chairman of the Environment PDS Committee, in addition to those proposed in the report; and**

**(4) the Executive be recommended to -**

**(a) approve the Variation to the current Grounds Maintenance Contract with the Landscape Group, to include the functions outlined in Report ES15021, and extend the Contract to 31<sup>st</sup> March 2019 to allow the packaging and tendering of all Streetscene and Greenspace Contracts at that date;**

**(b) agree the transfer of Parks and Greenspace Services and associated staff, as outlined at Appendix A to Report ES15021, to The Landscape Group, as outlined in the report; and**

**(c) delegate to the Executive Director of Environment and Community Services, in consultation with the Environment Portfolio Holder and Director of Resources, the authority to transfer the unplanned maintenance functions associated with parks and greenspaces to The Landscape Group if deemed appropriate.**

**B) JOINT PARKING SERVICES CONTRACT: GATEWAY REVIEW**

**Report ES15020**

L B Bromley's current parking operations and enforcement contract with Vinci Park Services was due to expire in September 2016, coinciding with the planned end date for L B Bexley's parking contract with NSL. Report ES15020 detailed proposals for the future delivery of enforcement services and other contracts managed within the parking shared service, outlining the range of services and existing contracts to review, and the method of evaluating the benefits of contracting out services.

Approval to commence a Procurement Gateway review was given in July 2014. The review team considered the best approach for packaging services to achieve the greatest efficiencies and most competitive price. Substantial opportunities existed to realise economies of scale across L B Bromley and L B Bexley and there were a number of active and experienced contractors within the sector to ensure a competitive tendering process. A joint procurement of services provided:

- the best opportunity to ensure the most competitive price;
- the greatest opportunity to maintain service standards at the lowest cost; and
- opportunity for service improvement.

The British Parking Association's "Parking Management and Associated Services Contract" (BPA Contract) was recognised as the industry standard contract and use of the template was recommended. It was not a framework agreement and allowed for both authorities to have their own specifications, KPI's and management information. Many aspects of the specifications and KPI's would be common between L B Bromley and L B Bexley but there was flexibility to allow differences to meet the needs of respective policies and/or standards. The service standards within the specification could be reviewed throughout the course of the contract and no minimum or maximum standards were set by the BPA contract - there was no expectation of having to adhere to 'industry' standards. The contract also rewarded good performance and penalised poor performance.

Both L B Bromley and L B Bexley would enter into legally separate contracts with common terms and conditions with a single successful contractor. Contractors would be invited to price each service being sought by the respective councils. Each service would have its own specifications and KPI's. Each bidder would be required to give a percentage reduction for providing the service to both boroughs and the evaluation would be based on 60% price and 40% quality. The Environment PDS Parking Working Group supported the approach being taken.

Longer-term contracts of up to 10 years were common for parking services, encouraging investment by the contractor. The optimum minimum contract term was considered to be five years, primarily due to depreciation and life expectancy of hardware as a significant investment for the contractor.

Appendix 1 to Report ES15020 highlighted a full list of services being recommended for inclusion in the contract. Each service area had sub categories and there was no requirement for either borough to adopt a particular service.

Members of the Parking Working Group had been involved in the development of the specification. The Committee supported the recommendations to the Executive. The Chairman indicated that he would like to see more movement towards cashless parking within the new contract,

without the absorption of service charges for credit card payment; he drew parallels with the recent move to cashless buses. He highlighted that the parking Apps in the current service offer merged parking opportunities from different providers and potentially allowed retailers to reimburse customers' parking fees. The Portfolio Holder also supported cashless payment as a direction of travel.

**RESOLVED that the Executive be recommended to confirm its agreement to:**

- (1) procuring services in partnership with L B Bexley;**
- (2) procuring parking and associated services as set out at Appendix 1 to Report ES15020, using the British Parking Association 'Parking Management and Associated Services Contract';**
- (3) the length of the contract being for a five year period, with an option to extend for a further five years, commencing October 2016, plus an option for a discounted ten year contract;**
- (4) the timetable as set out at Appendix 2 to Report ES15020 requiring the achievement of a contract start date by October 2016;**
- (5) authority being delegated to the Executive Director of Environment and Community Services in consultation with the Portfolio Holder for approving final service specifications and associated KPIs; and**
- (6) noting that a review of the parking shared service structure would be undertaken by the end of March 2017 as set out at paragraph 3.10 to Report ES15020.**

## **52 STREET ENVIRONMENT CONTRACT REVIEW 2014/15**

### **Report ES15004**

Report ES15004 outlined the performance of the Street Environment Contracts delivering day-to-day cleaning operations for the third year of the contract (January 2014 to February 2015). Services included street cleaning, graffiti removal, cleansing of public conveniences and cleansing of highway drainage assets.

The contract was let for an initial five year period (29/03/12 to 28/03/17), with the option to extend for a further two years subject to the Council being satisfied with the contractors' performance. The contract was awarded as four lots to the following contractors:

- Kier Environmental Services: street cleaning;
- Community Clean: graffiti removal;
- Kier Environmental Services: cleaning public conveniences; and
- Veolia Environmental Services: cleaning highway drainage assets.

The report reviewed factors affecting the standards of cleanliness achieved by contractors. It examined trends in performance and public feedback/satisfaction levels over the last three years and proposed improvements.

Standards and effectiveness of the street cleaning contract are measured in the following key performance areas:

- regular inspections measuring street and environmental cleanliness in terms of litter, detritus, graffiti and fly-posting (formerly National Indicator 195);
- monitoring contractor performance following routine scheduled street cleaning operations;
- public satisfaction with street cleanliness; and
- analysis of customer feedback/reports and trend information.

Representatives of Kier Environmental Services (Operations Manager and Business Manager) were in attendance to answer questions and outline further detail of the street cleaning operation in the borough.

Independent surveys were regularly undertaken with the latest taking place in Bromley Town Centre over the 2014 August Bank Holiday period. A postal survey was also undertaken with some 1,000 addresses in the borough (supplied by L B Bromley). Inspection findings measuring street and environmental cleanliness (formerly National Indicator 195) are based upon a survey of five wards per year, the wards for survey changing each year. As such the satisfaction outcome could expect to change.

A Member commended street cleaners for their work, often only receiving feedback when there are concerns. On interaction with the work of other contractors such as Veolia in collecting household waste/recycling, the contract required Kier operatives to follow Veolia's refuse and recycling collection rounds wherever possible. Kier had developed a working methodology where some 70% of roads subject to a waste and recycling collection are visited by cleaning operatives the next working day. There is also a degree of interaction with Veolia and other LBB contractors in areas such as co-ordinating the removal of fly-tipping.

There was concern that in rural areas of the borough litter seemed to remain in verges for some time. It was also hoped that trends from Fix my Street notifications would result in targeted cleansing in problem areas.

Street cleansing in country roads was undertaken every two weeks in winter and at four weekly intervals in the summer. Litter picking in shrub areas was carried out on the day of a cleaning sweep where safe to do so. It was also possible to close a road to undertake litter clearance where authority had been given. There had been a growth in litter activity related to certain areas in the previous 12 months and there had been an increase in the number of overflowing street waste bins. More work was necessary in considering

whether contractor resources could be moved around. There had also been an increase in the level of dumped rubbish and fly tipping. A number of issues had also been raised during routine scheduled cleaning. Deep cleans and channel sweepings had been introduced since the beginning of the contract and officers had been discussing with the contractor how aspects of routine cleansing activity can be changed to accommodate the priorities placed upon the service.

Residents are encouraged to participate in Friends Groups and Kier supported community cleaning initiatives with assistance and items such as vehicles, equipment, and labour resources where events had been organised. Street Champions were also wanted in wards as part of a new initiative to recognise the efforts made by volunteers who go the extra-mile.

In response to a concern that equipment used in Penge High Street seemed ineffective, it was explained that a mechanical sweeper was used early morning with subsequent manual street cleaning work including bin emptying, black bag removal and sweeping. An operative would look in detail so that problem areas with cleaning around street furniture could be accessed where a mechanical sweeper was unable to reach. In responding to a suggestion that the timing of street operative work is re-considered as further litter seemed prevalent by midday, it was confirmed that a street cleaning presence was maintained in the high street from 6am to 10pm, seven days per week. Nevertheless, a number of black domestic waste bags often left at Penge High Street during the day were a constraint to carrying out a mechanical sweep of the location in the afternoon.

Littering was a national issue which was growing in the borough. Officers were looking to develop a 'street care plan' which deals with the approach to maintaining cleanliness and it was necessary to explore some inventive ways to take this forward. Officers provided Street Friends with frequency of cleans via a newsletter and the Council's website but ideas were welcome.

Concerning litter from fast food outlets, McDonalds designated their own staff for litter clearance at drive through restaurants and at larger restaurants. Kier personnel tended to focus on litter hot spots. Work had also been undertaken with schools but there was no official forum enabling officers to attend schools to promote anti-litter messages. It would be necessary for a school to invite officers to speak (e.g. during citizenship lessons) if a school saw that as a priority. If there were particular litter problems in the vicinity of a school, concerns would be raised by officers with the school.

Concerning fly-tipping and black waste bags on pavements, (a number emanating from residents living above shops), officers undertook cold calling on premises known to deposit domestic waste on pavements when waste was not due for collection. The premises could sometimes be identified as a result of opening the bags and it was often a case of providing education to the occupant(s) of the premises. Council Cleansing and Waste officers looked to identify problem hot spots where waste bags and fly tipping are often deposited. As part of Kier's street cleaning contract they had a duty to collect

waste deposited on the highway and around 180 bags could be collected per day in certain main roads in the Penge and Anerley area. The collected waste amounted to about one van load, equivalent to about  $\frac{3}{4}$  to one ton of waste each day. Ward Security could also issue Fixed Penalty Notices (FPNs) when individuals were seen dropping litter.

Kier advised that some 80% of a road is normally accessible during a weekend deep cleaning operation in streets where Monday to Friday commuter parking hinders operations. In regard to monitoring, Kier supervisors check about 35 to 40% of work carried out during the day. Where cleaning standards are not satisfactory, Kier crews are sent back to a location to achieve the required level of cleanliness. There was a financial penalty to the contractor should the required contract standards not be achieved. Officers monitored the standard of cleanliness set down in the Code of Practice associated with the Environmental Protection Act 1980. Kier also monitored to that standard. Should there be shortcomings, officers would issue a default notice and financial penalty to Kier. Officers held monthly progress meetings with Kier.

Concerning autumn leaf clearance, much work was undertaken beforehand including the utilisation of aerial survey data indicating the highest volume of tree canopy coverage in order to prioritise the programme of leaf fall removal. This year, leaf collection work was anticipated to start in September ahead of previous years when the programme commenced in October. Some 600 tonnes of uncontaminated leaf fall could be expected for removal. Some lessons on leaf fall drops had been learnt from last autumn.

The Chairman supported innovations on channel cleaning and reporting back. Leaf clearance improvement measures were also supported. However, the Chairman felt there was more to consider in responding to notifications on Fix My Street. There was a perception that cleaning standards had deteriorated and the Chairman suggested the provision of smarter online advice indicating the next scheduled clean for locations/roads.

**RESOLVED that:**

- (1) the positive results of an independent resident satisfaction survey of street cleansing standards be noted along with the main concerns of survey respondents;**
- (2) the increasing numbers of enquiries from the public regarding street care operations since the last report to Committee (ES14005 – Jan 2014) be noted; and**
- (3) a robust policy be recommended to enforce, educate and deter littering and fly-tipping activity.**

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

**Report ES15015**

In supporting the Committee's draft forward Work Programme for 2015/16, it was agreed to recommend that the new Committee for 2015/16 establish a Working Group to look at Quarterly performance reports to the Partnership Board managing an enlarged Parks Management and Grounds Maintenance contract.

The Chairman thanked Member colleagues on the Committee and officers for their work and contributions throughout the year.

**RESOLVED that:**

- (1) the Committee's draft work programme for 2015/16 be supported;**
- (2) the new Committee for 2015/16 be recommended to establish a Working Group to look at Quarterly performance reports to the Partnership Board managing an enlarged Parks Management and Grounds Maintenance contract;**
- (3) progress related to previous Committee requests be noted; and**
- (4) a summary of contracts related to the Environment Portfolio be noted.**

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

**55 PRE-DECISION SCRUTINY OF A PART 2 REPORT TO THE  
EXECUTIVE**

**A) LEASE CAR PROCUREMENT**

**Report ES15012**

Report ES15012 recommended that the arrangement to supply lease cars through the Crown Commercial Services (CCS) Framework be renewed when the current agreement expired on 15<sup>th</sup> May 2015.

The Meeting ended at 9.29 pm

Chairman

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## Appendix A

### **QUESTION TO THE ENVIRONMENT PDS COMMITTEE FROM SPENCER HARRADINE, BROMLEY CYCLISTS FOR ORAL REPLY**

Does the committee agree that a strong cycling strategy for the borough is an essential cornerstone on which to build a response to the pollution, congestion and obesity problems faced by communities in this borough?

#### Reply

Yes. The Cycling Strategy aims to increase the number of residents cycling in the borough through investing in infrastructure, education and training. The strategy aligns to the Council's overarching Building a Better Bromley vision including a quality environment and a healthy Bromley.

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### **QUESTION TO THE ENVIRONMENT PDS COMMITTEE FROM RICHARD GIBBONS FOR ORAL REPLY**

Will Committee Members be able to comment from first-hand experience on the merits or otherwise of the proposed Cycling Strategy, insofar as how many members regularly cycle to school with children, and/or cycle to shops within the borough, and/or cycle to a station, and/or commute to work by bike?

#### Reply

One of the Building a Better Bromley priorities is a Healthy Bromley. It is therefore important to increase the amount of exercise that Bromley residents take on regular basis. Cycling and walking are two modes of exercise that both have health benefits and have the additional benefit of reducing congestion, if they replace car journeys. Whilst I accept your experience as a regular cyclist over many years, in my view it is also a priority of the cycling strategy to encourage many more residents to take up cycling. From that perspective current non-cyclists can appreciate the perceived barriers that need to be overcome for more residents to start cycling on a regular basis and not just for leisure purposes. As a walker, I consider it is also important to ensure that the cycling strategy does not inhibit other forms of physical exercise such as walking and running and adversely impact those residents who undertake the same journeys you highlight on foot. Committee members bring many different experiences to decision making and this variety of experience brings balance. I'm sure committee members will consider your points during consideration of the strategy before it is issued for public comment. During the consultation we will be seeking to hear the views of all residents, from non-cyclists and aspiring cyclists to leisure cyclists and very experienced cyclists as we attempt to make cycling more popular.

Supplementary Question

Mr Gibbons asked whether the Portfolio Holder, Committee Chairman and Vice-Chairman would be prepared to provide a lead and accept an invitation to join an organised cycle ride around the borough.

Reply

Appreciative of the invitation, the Chairman was willing to participate in a gentle organised cycle ride subject to not exasperating an existing knee condition.

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