



BROMLEY CIVIC CENTRE, STOCKWELL CLOSE, BROMLEY BRI 3UH

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DATE: 20 September 2016

To: Members of the
ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY COMMITTEE

Councillor William Huntington-Thresher (Chairman)
Councillor Angela Page (Vice-Chairman)
Councillors David Cartwright QSFM, Ian Dunn, Ellie Harmer, Samaris Huntington-Thresher, Terence Nathan, Sarah Phillips, Catherine Rideout and Melanie Stevens

A meeting of the Environment Policy Development and Scrutiny Committee will be held at Bromley Civic Centre on **THURSDAY 29 SEPTEMBER 2016 AT 7.00 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 Friday 23rd September 2016.

4 PETITION - GREEN GARDEN WASTE (Pages 5 - 16)

**5 MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON
7TH JUNE 2016 (Pages 17 - 38)**

HOLDING THE PORTFOLIO HOLDER TO ACCOUNT

6 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 Friday 23rd September 2016.

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

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

- a BUDGET MONITORING 2016/17** (Pages 39 - 46)
- b CAPITAL PROGRAMME MONITORING - 1ST QUARTER 2016/17**
(Pages 47 - 54)
- c TFL FUNDED WORK PROGRAMME FOR 2017/18** (Pages 55 - 64)
- d SEVENOAKS WAY JUNCTION ALTERATION AT MAIN ROAD**
(Pages 65 - 70)
- e PENGE PARKING REVIEW** (Pages 71 - 80)
- f ELMSTEAD LANE (PRIVATE STREET WORKS) - FIRST RESOLUTION**
(Pages 81 - 90)
- g INSTALLATION OF A PLAY AREA IN QUEENS GARDENS**
(Pages 91 - 94)

8 PRE-DECISION SCRUTINY OF REPORT TO THE EXECUTIVE

- a HIGHWAYS INVESTMENT** (Pages 95 - 100)

POLICY DEVELOPMENT AND OTHER ITEMS

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

PART 2 AGENDA

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

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

Items of Business

Schedule 12A Description

11 EXEMPT MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON 7TH JUNE 2016 (Pages 109 - 110)

Information relating to the financial or business affairs of any particular person (including the authority holding that information)

12 PRE-DECISION SCRUTINY OF A PART 2 REPORT TO THE ENVIRONMENT PORTFOLIO HOLDER

a SECTION 106 AGREEMENTS UPDATE: HIGHWAYS, TRANSPORTATION AND LANDSCAPES (Pages 111 - 120)

Information relating to the financial or business affairs of any particular person (including the authority holding that information)

Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.

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

a FORMAL CONSULTATION ON OUTLINE SERVICE PROPOSALS AND PROCUREMENT STRATEGY - ARBORICULTURAL MAINTENANCE CONTRACT 2017-2019 (Pages 121 - 130)

Information relating to the financial or business affairs of any particular person (including the authority holding that information)

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Report No.
CSD16135

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment PDS Committee

Date: 29 September 2016

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

Title: PETITION - GREEN GARDEN WASTE

Contact Officer: Graham Walton, Democratic Services Manager
Tel: 0208 461 7743 E-mail: graham.walton@bromley.gov.uk

Chief Officer: Mark Bowen, Director of Corporate Services

Ward: Biggin Hill;

1. Reason for report

- 1.1 Under the Council's Petition Scheme, if petitioners are dissatisfied with the Council's response to their petition they can present their case to the relevant PDS Committee, provided that the number of verified signatures exceeds the threshold of 250 signatures. The lead petitioner or their nominee can address the Council for up to five minutes.
- 1.2 A petition with over 400 signatures has been received from Carol Jonas on behalf of residents in Biggin Hill and surrounding areas calling for the Council to reconsider the decision to discontinue the Green Garden Waste collection site at Charles Darwin School.

2. **RECOMMENDATION(S)**

The Committee is requested to consider the case made by the petitioners and make recommendations to the Environment Portfolio Holder if appropriate.

Corporate Policy

1. Policy Status: Existing Policy: Petitions are dealt with in accordance with the Council's agreed Petitions Scheme
 2. BBB Priority: Quality Environment:
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Financial

1. Cost of proposal: No Cost:
 2. Ongoing costs: Not Applicable:
 3. Budget head/performance centre: Democratic Services
 4. Total current budget for this head: £335,590
 5. Source of funding: 2016/17 Revenue budget
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Staff

1. Number of staff (current and additional): 8 (7.27fte)
 2. If from existing staff resources, number of staff hours: Not Applicable
-

Legal

1. Legal Requirement: None:
 2. Call-in: Not Applicable: This report does not involve an executive decision.
-

Customer Impact

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

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments:

3. COMMENTARY

- 3.1 The Council's Petition Scheme allows for petitioners to present their case to a PDS Committee if they are dissatisfied with the Council's response to their petition, provided that the number of verified signatures exceeds the threshold of 250 signatures. The lead petitioner or their nominee can address the relevant PDS Committee for up to five minutes. Once Members have considered the matter, they can choose whether or not to recommend any further action. In this case, should the Committee agree that further action should be taken the recommendation should be made to the Environment Portfolio Holder.
- 3.2 A petition was received on 14th April 2016 from Carol Jonas on behalf of people in Biggin Hill and the surrounding areas in support of the Green Garden Waste collection site at Charles Darwin School, calling for the decision to close the site to be reconsidered. The Environment Portfolio Holder responded to the petition on 20th April 2016, but the petitioners were not satisfied and wished to exercise their right to a hearing before Members. The petition has over 400 signatures and the full prayer of the petition is set out in **Appendix 1**.
- 3.3 A similar petition, though with more signatures, has been received from residents in Cray Valley West. This is due to be considered by Members at the full Council meeting on 26th September 2016.
- 3.4 The decision to change the Green Garden Waste collection service was made by the Environment Portfolio Holder following consideration of the attached report to the Environment PDS Committee on 24th November 2015 (**Appendix 2**).

Non-Applicable Sections:	Impact on Vulnerable Children and Adults/Policy/Financial/legal/Personnel/Procurement)
Background Documents: (Access via Contact Officer)	Petition documents

We the undersigned residents of Old Tye Avenue, Biggin Hill and the surrounding are writing to express our concerns regarding the proposed ending of the green recycling site from May 2016 based at Charles Darwin School, Jail lane, Biggin Hill. Over the past few years residents have assisted the Council by carrying out recycling tasks, we have reluctantly assimilated the reduction you implemented in waste collections to once a fortnight and we have taken on the disposal of some household waste by taking it to recycling sites. Previously garden waste was included in the general household waste. We now learn that you are closing the green waste sites in all areas except Green Street Green. We believe that this is a reduction in services too far.

The recycling site in Jail Lane is valued by the local residents as we are now forced to take on the Council's task of green waste disposal and it has been extensively used since its inception. We were under the impression that Bromley Council has at its heart its "green" credentials. The closure of the green waste recycling site will have a detrimental environmental impact as residents will have to make individual car or van journeys to and from Bromley's remaining sites, either to Green Street Green, which we understand is to remain open, or to the main Council site at Waldo Road. Not only will harmful emissions be produced but the increased volume of traffic will also be an issue, particularly in the already congested Homesdale Road area. Indeed, you are aware that the Waldo Road and Churchfields Road sites are busy to the point of causing traffic flow problems as you advise the use of your on-line webcam before setting out. There are traffic signs in Homesdale Road stating that if the queue for Waldo Road extends beyond the sign then drivers should abandon their trip and try again another time. This situation adds to the environmental impact of the closure of local green waste sites as users have to make additional journeys due to the inconvenient placement of busy commercial recycling plants in crowded residential and business areas.

These additional environmental and traffic flow issues would be negated by the reinstatement of the green garden waste services at Biggin Hill, St Paul's Cray, Norman Park and Beckenham as only one vehicle would be used from each area instead of multiple vehicles if the sites are closed.

We also wish to point out that many of the Council Tax payers who use the green garden waste service in Biggin Hill do not have access to private cars or vans but take their garden waste to Charles Darwin School using various methods of transportation, including wheel barrows, refuse skips, plastic sacks and carrier bags. Many of these same residents, and also of those residents with cars, cannot afford to pay the council an extra £60 per annum for a single wheelie bin to be emptied once a fortnight, not to mention the cost of £60 per annum for each additional wheelie bin if a single bin has insufficient capacity for the amount of garden waste created by their gardens. The Council benefits from the waste given them by residents as it is turned into compost which is sold to the public, thus creating income for the Council. We contest that there should be a charge for the collection service if you stop the weekly green waste sites in the borough and we believe that the service should be free to residents.

We believe that the closure of the local waste sites will add to the amount of fly tipping in our area, which will be costly for the Council as it is the Council who will be responsible for clearing the dumped garden waste.

We also believe that the closure of local waste sites will greatly increase the incidents of householders burning of garden waste, thus adding to the environmental impact of the closure of the sites. The smoke from bonfires will have a detrimental effect on the quality of life in the area. We understand that Bromley already discourages the use of bonfires by having strict rules around permitted timing and types of materials being burned but the closure of the waste sites will encourage their use.

We concede that it is reasonable to reduce the green waste service to one session per weekend at each site as residents can accommodate their use of the site to one morning a week. We do not agree that the service should be axed at all but one site in the Borough. We require you to explain the reason that Bromley has kept the Green Street Green site whilst making the decision to close the other sites.

In conclusion, we require the London Borough of Bromley to exercise its duty towards environmental issues by continuing the green garden waste recycling site at Charles Darwin School, Jail Lane, Biggin Hill, once a week for the period until 29th October 2016 and for years to come, in line with the service which remains in place for Green Street Green residents. We require you to take into account the environmental impact the closure of our site will have, both in respect of global warming and also upon traffic conditions in the centre of town. We believe our village will become increasingly polluted by fly tipping and bonfire smoke if you go ahead with the proposed closure and that many of our residents who cannot afford to participate in your very expensive Green Waste collections service will be socially disadvantaged.

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Report No.
ES15085

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: ENVIRONMENT PORTFOLIO HOLDER

**FOR PRE-DECISION SCUTINY BY THE ENVIRONMENT
POLICY DEVELOPMENT AND SCRUTINY COMMITTEE**

Date: 24th November 2015

Decision Type: Non-Urgent Executive Non-Key

Title: Green Garden Waste Satellite Sites- Further Revisions to 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 options for revising the operation of the Green Garden Waste Satellite Site service.

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 in the body of the report, with the changes to be effective from April 2016
- 2.2 Should Option 2 be agreed, to confirm that Shire Lane remains in operation from May to October.

Corporate Policy

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

Financial

1. Cost of proposal: Zero to £29k
 2. Ongoing costs: As above
 3. Budget head/performance centre: Waste Services – Green Garden Waste Satellite Sites
 4. Total current budget for this head: £145k
 5. Source of funding: Existing revenue budget 2015/16
-

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: Statutory Requirement: 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 Report ES14096 reduced the operational frequency of the 5 Green Garden Waste (GGW) Satellite Sites from April 2015, with each site operating on either Saturday or Sunday (the sites had previously operated both days each weekend).
- 3.2 Report FSD15001 to the Executive included the complete withdrawal of the GGW Satellite Service from April 2016 to achieve further annual savings from the Waste budget of £125k per annum. The current budget for the service for 2015/16 stands at £145k
- 3.3 This report puts forward options for continuing the service in a more strategic manner, focussing on providing the service in the Spring when garden waste arisings are at their highest, with the option of maintaining a wider geographical coverage for residents by operating one GGW Satellite Site on Saturdays only from May to October, in addition to the Household waste Recycling Centres at Waldo Road and Churchfields Road.
- 3.4 At present the council offers four options which enable residents to dispose of their 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 (April – November)
- 3.5 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. This charge covers the operational costs of the collection service only, as the Controlled Waste Regulations (2012) specifically prohibit charging for the cost of disposal.
- 3.6 Veolia provides the collection service utilising dedicated vehicles. The vehicles also collect GGW sacks from those customers who prefer to continue utilising the **sticker scheme**. Stickers cost £1.60 each, and are collected at the same frequency as the wheelie bin scheme.
- 3.7 **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. The introduction of the Satellite Sites and latterly the Wheelie Bin scheme have been instrumental in reducing the levels of congestion.
- 3.8 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, and from April 2015 each site has reduced its opening times to either Saturday or Sunday

Saturdays 11am – 4pm:

Sundays 8am to 12 noon:

Shire Lane, Cotmandene Crescent, Norman's Park

Biggin Hill, Unicorn School

- 3.9 Veolia currently 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. However, in order to meet the agreed annual savings of £125k, the service would have to be reduced to operating for only 4 weeks during April.
- 3.10 The operating 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.
- 3.11 With 17,500 customers having now joined the new GGW Wheelie Bin collection service, and an average of 270 new customers signing up each month between April and September this year, 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 HWRC sites have also helped address the congestion pressures.
- 3.12 As can be seen from the table below, the introduction of the new Wheelie Bin collection service has led to a major shift in the routes residents use to dispose of their GGW, with both the Satellite Sites and the HWRCs seeing a substantial fall in tonnage collected.

Tonnages April – September	2011	2012	2013	2014	2015
GW collected – sacks	232	212	0	0	0
GW collected - Wheelie Bins & Sacks	0	1,132	2,672	3,912	4,236
GW Satellite Sites	1,585	1,532	1,301	1,344	817
GW Waldo	4,059	3,522	3,078	2,952	2,517
GW Churchfields	1,688	1,674	1,286	1,644	1,449
Total	7,564	8,072	8,337	9,852	9,019

- 3.13 The introduction of the new Wheelie Bin service, combined with the reduced opening times of the Satellite Sites has substantially reduced both the tonnages delivered to the Satellite Sites and the number of customer visits.

Tonnage April – September	2013	2014	2015
Normans Park	224	257	105
Biggin Hill	245	249	177
Unicorn school	246	245	139
Shire Lane	295	313	193
Cotmadene Crescent	290	280	203
TOTAL	1,300	1,344	817

Customer visits April - September	2013	2014	2015
Normans Park	9,153	10,447	4,914
Biggin Hill	8,161	8,830	5,695
Unicorn school	10,296	9,888	5,348
Shire Lane	10,604	13,167	7,440
Cotmadene Crescent	10,750	12,641	8,595
TOTAL	48,964	54,973	31,992

- 3.14 Overall, tonnages of GGW have varied substantially over the last 5 years. This is largely due to the variance in weather and the resultant differences in growing patterns for garden waste. It is thus difficult to project future tonnages.
- 3.15 However, it is apparent that the introduction of the Wheelie Bin service, combined with the reduced opening times of the Satellite Sites, has diverted substantial tonnage away from Waldo Road and the Satellite Sites, with a lower diversion from Churchfields.
- 3.16 In light of this, negotiations have been held with Veolia to explore alternatives to the current service which would enable savings to be achieved, including the provision for the operation of the sites for one weekend in January, to enable residents to recycle their Christmas trees, at a cost of £4,140. Both of the options below include the cost of this January service:
1. Operate all five sites during April and then close them completely
 2. Operate all five sites during April and maintain one site (Shire Lane) operating from April – October

Option 1

- 3.17 In order to meet the agreed budget saving of £125k, the operation of all five sites would need to be restricted to 4 weekends in April only.
- 3.18 Operating the sites during April only would provide the current service level during the period when most residents clear out their gardens in preparation for the Spring and Summer months. This would help reduce congestion at the HWRCs, which tends to be at its worst during this period. The cost of this option would be £20,400.

Option 2

- 3.19 This option would involve operating all 5 sites during April, with the Shire Lane site thereafter remaining open every weekend on Saturdays through to the end of October. The sites originally operated from the beginning of April until the end of October. This was extended to the end of November in 2010, in recognition of continued gardening activity during this month along with the high volume of leaf-fall in residents' gardens. Ending the operating period for the remaining 1 site at the end of October instead, would result in a cost for this option of £48,800.
- 3.20 Based on customer numbers, tonnage and site capacity, Shire Lane would be the most effective site to maintain.
- 3.21 The option of opening the remaining site on a fortnightly basis has been considered. However, it is considered likely that this would attract fly-tipping on the non-operational weeks. Not only would this be expensive to clear, but it is probable that the uncontrolled tipping would mean that any garden waste would be too contaminated to be recycled, thus further increasing the costs of disposing of it.
- 3.22 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, signage at the sites themselves and updates on the Council website.

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 This report is proposing 2 options for the future operation of the Green Garden Waste Satellite sites as follows: -

Option 1 Operate all five sites during April & then close them completely

Option 2 Operate all five sites during April & maintain one site operating from May to October

5.2 After taking account of the agreed saving of £125k, the financial impact of each option is shown below :

	Option 1	Option 2
	£'000	£'000
2015/16 budget	145	145
Less budget option agreed for 2016/17	-125	-125
	<u>20</u>	<u>20</u>
Cost of proposed options *	20	49
Net additional cost	<u>0</u>	<u>-29</u>

* Both of the options above include the operation of the five sites for 1 weekend in January (as at present). This is costed at £4k.

5.3 Should Option 2 be agreed, alternative savings would have to be identified in order to balance the Waste Services budget. These savings would be found from efficiencies in other areas of the Green Garden Waste service.

5.4 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. Currently running with four collection vehicles, the gradual introduction of a fifth vehicle would ensure 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

ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY COMMITTEE

Minutes of the meeting held at 7.00 pm on 7 June 2016

Present:

Councillor William Huntington-Thresher (Chairman)
Councillor Angela Page (Vice-Chairman)
Councillors Kevin Brooks, Ellie Harmer,
Samaris Huntington-Thresher, Sarah Phillips,
Catherine Rideout, Charles Rideout QPM CVO and
Melanie Stevens

Also Present:

Councillor Colin Smith, Portfolio Holder for Environment
Councillor Lydia Buttinger, Executive Assistant,
Environment
Councillor Michael Tickner and Councillor Stephen Wells

1 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

Apologies were received from Councillor David Cartwright, Councillor Ian Dunn and Councillor Terence Nathan. Councillor Charles Rideout attended as alternate for Councillor Cartwright and Councillor Kevin Brookes attended as alternate for Councillor Dunn.

2 DECLARATIONS OF INTEREST

In respect of Item 6c, Councillor Charles Rideout declared an interest as a Member of Cycle UK.

In respect of Item 6h, Councillors William Huntington-Thresher, Lydia Buttinger, and Sarah Phillips declared an interest as they were nominated for appointment to the respective Panels.

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

There were no questions to the Committee.

4 MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON 15TH MARCH 2016

The minutes of the meeting held on 15 March 2016 were agreed, and signed as a correct record.

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

Three questions were received for oral reply and two questions were received for written reply. Details of the questions and replies are attached at **Appendix A** to the minutes.

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

A) PROVISIONAL OUTTURN 2015/16

Report FSD16037

The report provided the Portfolio Holder with the provisional outturn position for 2015/16 for the Environment Portfolio. This showed an underspend of £1.049 million for 2015/16 against a controllable budget of £33.14 million, representing a 3.17% variation. Excluding a carry forward sum of £306,000, the underspend was £743,000.

The report detailed the major variations compared to the last reported budget monitoring report in March 2015 which included:

Street Scene and Green Space (Cr 167,000) – saving of £43,000 from public conveniences due to the implementation of budget options before the end of last year and savings from staff vacancies, market income and snow friend materials and other miscellaneous variations.

Transport and highways (Cr 873,000) – the mild winter resulted in an underspend of winter service budgets of £131,000 and at the end of the year there was a surplus income totalling £266,000 for on and off street parking. A reduction in the use of the mail delivery service led to savings of £42,000. Staffing vacancies during the year led to an underspend on staffing across the division of £176,000.

The report also detailed carry forward requests which included £180,000 to meet the costs of the equipment and installation of bus lane automated cameras; £126,000 to meet the costs of the equipment installation of non bus lanes automated cameras; £13,090 for the Waste Electrical and electronic Equipment collection projects; and £69,482 from the Lead Local Flood Authority Grant.

RESOLVED: That the Portfolio Holder be recommended to:

(a) Endorse the 2015/16 provisional outturn position for the Environment Portfolio;

(b) Note the outturn position in respect of the Environment projects within the Member Priority Initiatives programme; and

(c) Approve the drawdown of the carry forward sums held in Central Contingency, £306,000 for parking automatic cameras, £13,000 for the Waste Electrical and Electronic Equipment Grant funded work and £69,500 to develop standing advice that could be provided on surface water drainage proposals in major development planning applications.

B) CAPITAL PROGRAMME MONITORING - 3RD QUARTER 2015/16 & ANNUAL CAPITAL REVIEW 2016 TO 2020

Report FSD16027

The report set out the revised Capital Programme for the Environment Portfolio. On 10 February 2016, the Executive agreed a revised Capital Programme for the five year period 2015/16 to 2019/20 following a detailed monitoring exercise. The report highlighted the changes agreed by Executive in respect of the Capital Programme for the Environment Portfolio which included an overall increase of £79,000 for highway schemes, and additional funding for the Gosshill Road (£289,000) and Orpington Railway Station (£130,000) schemes. Following completion of The Hill and Bromley Town Centre Car Parking schemes the Executive agreed to delete the residual balance on these schemes (£13,000) from the Capital Programme (the post completion report for these two schemes was submitted to the Environment PDS Committee on 2 February 2016). As part of the Third Quarter monitoring exercise, £243,000 was rephrased from 2015/16 into 2016/17 to reflect revised estimates of when expenditure on Environment schemes was likely to be incurred.

RESOLVED: That the Portfolio Holder be recommended to note and confirm the changes agreed by the Executive on 10 February 2016.

C) ENVIRONMENT PORTFOLIO PLAN 2016/19

Report ES16020

The report presented that draft 2016-19 Environment Portfolio Plan for scrutiny by members of the Environment PDS Committee and endorsement by the Environment Portfolio Holder. The Environment Portfolio Plan set out six broad outcomes:

1. Improving the Street Scene
2. Minimising Waste and Increasing Recycling
3. Enhancing Bromley's Parks and Green Space
4. Managing our Transport Infrastructure and Public Realm
5. Improving Travel, Transport and Parking
6. Improving Customer Service and Business Management.

Each outcome had an associated aim, mainly delivered through service contracts (the report provided at-a-glance summaries of the Portfolio's contracts with a value greater than £50,000).

During 2016/17 a number of new initiatives would be undertaken including implementing the Beckenham Town Centre public realm project, improving Penge High street; delivering the new Joint Parking Services contract; developing a 'Neighbourhood Management' approach for Streetscene and Greenspace; integrating all Highways activity within one team; and developing commissioning options for the Portfolio's larger contracts, including Waste Services, Grounds Maintenance, Highways Management and Street Cleansing. The Plan also included a limited number of carefully selected indicators which allowed performance against service outcomes to be measured overtime.

In addition the report detailed 2016/17 priority outcomes and key achievements for 2015/16 and provided a detailed performance summary for 2015/16.

The Committee discussed road safety and suggested that there needed to be a specific focus on children. In response the Portfolio Holder agreed that road safety was very important and highlighted that the ethos of the Council was based on education. The Council had a number of nationally recognised road safety schemes.

The issue of grass cutting was considered by the Committee with a Member reporting instances of flooding as a result of drains being blocked by grass that had been cut by a strimmer and subsequently blowing into the drain. The Portfolio Holder responded that he was not aware of flooding caused by drains blocked by grass and that he would be interested to see the report and data in respect of this as flooding was a serious concern. The Portfolio Holder stressed that seasonal first cuts of the year were key. The Landscape Team had confirmed that the seasonal grass cutting schedule was progressing well. If the Committee felt that extra grass cutting was required there would inevitably be budget implications and any additional spending items would need to be justified.

Members of the Committee expressed concerns surrounding the increase in fly tipping. Officers reported that there were targets for fly tipping enforcement action and that the Council continued to work with the Police in order to tackle instances of fly tipping.

The Committee noted the key achievements for 2015/16 and the Chairman highlighted that the Council had received the Partnership Working Award from the British Parking Association for the LB Bromley/Bexley Shared Parking Service.

RESOLVED: That the Portfolio Holder be recommended to

(a) Endorse the outcomes, aims and performance measures set out in the draft 2016-19 Environment Portfolio Plan, taking into account the 2016/17 budget; and

(b) Endorse the Contract Monitoring Summaries produced to address the Council's Contract Procedure Rule requiring annual contract monitoring reports.

D) DISABLED PERSON PARKING BAY PERMITS AND WHITE BAR MARKING UPDATE

Report ES16031

The report outlined the consultation carried out on Disabled Person Parking Bays and the proposal to introduce a Disabled Person Parking Bay permit. The report also considered the white bar scheme that was implemented and progressed in the previous year. Following public consultation it was recommended to proceed with a revised Disabled Parking Bay Permit scheme, whereby blue badge holders that had had a disabled parking bay provided on street had the option of an exclusive parking permit rather than this being compulsory as previously proposed. The report also outlined the relevant history, previous consultation results and the financial considerations and implications for future budgets. The report set out the Equality Impact Assessment that had been developed during the process.

In response to a question surrounding how the distinction would be made between bays that were for sole use and bays that were for general use, the Head of Traffic and Road Safety reported that signage would be installed and that permit numbers would be allocated to specific bays, if non-permit holders were found parked in a bay allocated to a specific permit number enforcement action could be taken.

The committee queried the legibility of signage for disabled users and whether a single sign on a pole adjacent to and facing the carriageway would be readable for people with limited mobility. The committee asked if consideration should be given to an additional sign facing the pavement. The Portfolio Holder sought assurances that any signage would be on lower poles and unobtrusive. In response the Head of Traffic and Road Safety stressed that there was a need to ensure that any signage was clearly visible in order to aid enforcement but that Officers would seek to ensure that signage was made as unobtrusive as possible.

In the course of discussion, Members of the Committee noted that the initial outlay of £160 (£80 for the installation of a bay and £80 for the permit) may deter some service users who would benefit from the scheme from applying, especially those on lower incomes. Members of the Committee agreed that the following additional recommendation should be added:

That authority be delegated to the Executive Director of Environment and Community Services in consultation with the Portfolio Holder to investigate additional payment options for disabled person parking bay permits.

Turning to the issue of the White Bar Marking Scheme, the Committee considered that white bars should only be installed in areas where they were really needed. The chairman raised the issue that the current scheme did not

allow white bars to be installed in addition to yellow lines. It was noted that white bars could not replace yellow lines but Members acknowledged that some residents, especially those living in the vicinity of train stations, benefitted from white bars across their driveways and were willing to pay the fee to have such lines installed as an added deterrent to cars parking across driveways. It was agreed that the scheme would be altered to allow white bars to be installed in addition to single yellow lines if the location met the other criteria defined in the White Bar Marking Scheme.

RESOLVED: That the Portfolio Holder be recommended to approve:

(a) A fee of £80 is charged to each resident who has a Disabled Person Parking Bay installed outside their home from October 2016; and

(b) An annual fee of £80 is charged for any blue badge holder that wishes for a Disabled Person Permit Parking Bay Permit that would allow exclusive use of the parking bay allocated for the individual blue badge holder only.

(c) That authority be delegated to the Executive Director of Environment and Community Services in consultation with the Portfolio Holder to investigate additional payment options for disabled person parking bay permits.

(c) That the white bar marking scheme continue in its existing format but allowing the installation of white bars in locations with single yellow lines and the installation fee remain unchanged.

E) PENGE HIGH STREET IMPROVEMENTS

Report ES16030

The report detailed proposals to help alleviate congestion and improve road safety in High Street Penge and at the junction of High Street Penge / Green Lane / Croydon Road. The scheme would also make significant improvements to the public realm in the High Street, which would complement schemes being undertaken by the Town Centre Planning & Regeneration Team in the Planning Department.

The Committee noted that Ward Members were supportive of the proposals.

The Portfolio Holder thanked the Ward Members for their input into the development of the proposals.

RESOLVED: That the Portfolio Holder be recommended to agree:

(a) That the proposed improvements to High Street Penge and at its junction with Croydon Road and Green Lane are implemented, subject to a consultation with property owners and businesses adjacent to the scheme.

(b) That approval be given to the scheme at a cost of £450,000 which will be met from the Borough's Local Implementation Plan (LIP) fund and Transport for London Bus congestion reduction / disability access funding, subject to final confirmation from TfL.

(c) That authority to make any further minor modifications, which may arise as a result of proposed consultations, be delegated to the Executive Director of Environment and Community Services.

F) PROPOSED SAFETY IMPROVEMENTS ON COPERS COPE ROAD

Report ES16021

The report recommended the installation of a mini roundabout at the junction of Copers Cope Road with Bridge Road, Beckenham, BR3. This was part of a traffic calming scheme on Copers Cope Road which had been the subject of reported speeding over a period of time and subsequent collisions. The junction with Bridge Road itself had witnessed one fatality and several minor accidents in recent years. In addition a pedestrian refuge at the junction with Park Road was recommended to aid pedestrians crossing Copers Cope Road in order to access New Beckenham station and the schools beyond.

Councillor Tickner, in his capacity of Ward Member, addressed the Committee explaining that Ward Members welcomed the plans that were being presented. The Committee were reminded that there was a great deal of traffic congestion in the area and the junction in question was very difficult. The road closure that had been implemented had been very successful and this had enabled the proposed construction of a mini roundabout. In respect of Recommendation 2.2 Ward Members requested that the recommendation be amended to "...approval is sought to install a 3-arm mini roundabout at the junction of Bridge Road and Copers Cope Road as shown in drawing no. 11735-106 *with the addition of at least 1 pedestrian refuge at the junction of Copers Cope Road*". In respect of Recommendation 2.3, Ward Members believed that the pedestrian refuge should be to the north of the junction (rather than the south). Residents had reported that there was higher footfall to the north of the junction as a result of commuters walking from the station and crossing at the north of the junction and this had been confirmed by the investigations carried out by Ward Members.

The Head of Traffic and Road Safety reported that no work had been undertaken surrounding the viability of the Ward Councillors' first proposal as the initial emphasis had been on the Park Road Junction. In terms of the pedestrian refuge at the north of the junction, the counts that had been undertaken by Officers had indicated that the majority of pedestrians passed at the south side of Park Road. There had been further practical reasons why a refuge to the north had not been pursued as it was felt that a refuge in this area could obstruct residents' driveways.

In response to questions from the Chairman the Head of Traffic and Road Safety confirmed that there had been no accidents in this area of Copers Cope Road involving pedestrians. The scheme, if implemented, would be subject to a stage 3 Safety Audit and a 6 month and 12 month review with a further review 3 years after implementation. Signage would be installed to highlight the new road layout and there would be a different colour anti-skid surface on the approaches to the roundabout.

During discussion of the proposals Members of the Committee suggested that the location of the refuge in Copers Cope Road should be considered and investigated prior to implementation of the recommendations in the report in order for the proposals to be cost effective. It was also suggested that a further recommendation, delegating authority for the approval of minor alterations to the Executive Director of Environment and Community Services, be added.

RESOLVED: That the Portfolio Holder be recommended to approve:

(a) That the experimental closure of Lawn Road be made permanent in order to facilitate the mini roundabout at the junction of Bridge Road and Copers Cope Road;

(b) The installation of a 3-arm mini roundabout at the junction of Bridge Road and Copers Cope Road as shown in drawing no. 11735-106 (attached to the report);

(c) The installation of a pedestrian refuge on Copers Cope Road to the south of the junction with Park Road as shown in drawing No: 11735-200 (attached to the report).

(d) The further investigation of proposals for the alteration of the pedestrian refuge on Copers Cope Road.

(e) That authority to make any further minor modifications, which may arise as a result of further investigations, be delegated to the Executive Director of Environment and Community Services in consultation with the Portfolio Holder.

G) PRIVATE STREET WORKS: PLAWSFIELD ROAD - SECOND RESOLUTION

Report ES16028

The report sought to obtain a Resolution of Approval under the Private Street Works Code, in respect of the unadopted highway known as Plawsfield Road. This would enable the street to be made-up and adopted as a highway maintainable at the public expense.

The estimated cost of £424,000 for the implementation of the works would be funded from the 2016/17 TfL Local Implementation Plan (LIP) budget for

Public Transport Interchange and Access, Making Up and Adoption Plawsfield Road (£369,501) and from funding carried forward from 2015/16 for Plawsfield Road (£80k). Once adopted the footways and carriageway should not require any planned or reactive maintenance during the twenty year design life. The cost of street cleaning and cyclical maintenance of drainage assets would need to be met from existing revenue budgets.

Councillor Brooks, in his capacity as Ward Member, reported that he was supportive of the proposals and thanked the residents, for engaging with the process, and the Portfolio Holder for his work in ensuring that there was an acceptable resolution. Cllr Phillips as a neighbouring ward member also expressed her support of the scheme.

RESOLVED: That the Portfolio Holder be recommended to agree:

(a) That the specification, plan, sections, estimate and provisional apportionment now submitted by the Executive Director of Environmental and Community Services, in respect of the scheme approved by the Environment Portfolio Holder on 3 August 2015, be approved without modification and:-

(b) That the Council bears the whole of the cost of the works, which will be met from funding provided by Transport for London under the provisions of s.236(1) of the Highways Act 1980.

H) APPOINTMENTS TO THE COUNTRYSIDE CONSULTATIVE PANEL AND THE LEISURE GARDENS AND ALLOTMENTS PANEL 2016/17

Report CSD16086

The report set out the nominations for the appointment of Members to two Consultative Panels within the remit of the Environment Portfolio, the Countryside Consultative Panel and the Leisure Gardens and Allotments Panel.

The following nominations for the Countryside Consultative Panel had been received:

Councillors Julian Benington, Lydia Buttinger, Ian Dunn, William Huntington-Thresher and Alexa Michael.

The Committee noted that for the first part of 2016/17, the Panel would function in its current form with the first meeting scheduled for July. Subject to the Panel's agreement, it was intended to amalgamate the Panel with strategy and policy issues arising from the Biodiversity Partnership and this would be highlighted for discussion at the July meeting.

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

Councillors Vanessa Allen, Julian Benington, Mary Cooke, Alexa Michael and Sarah Phillips.

RESOLVED: That the Portfolio Holder agree that:

(a) Councillors Julian Benington, Lydia Buttinger, Ian Dunn, William Huntington-Thresher and Alexa Michael be appointed to the Countryside Consultative Panel for 2016/17; and

(b) Councillors Vanessa Allen, Julian Benington, Mary Cooke, Alexa Michael and Sarah Phillips be appointed to the Leisure Gardens and Allotments Panel for 2016/17.

7 PRE-DECISION SCRUTINY OF REPORTS TO THE EXECUTIVE

A) FLOODING AND WATER MANAGEMENT ACT

Report ES16032

The report provided an update on the Council's role as the Lead Local Flood Authority and sought agreement from the Executive to release dedicated

Central Contingency funding to ensure the Council met its statutory duties as the Lead Local Flood Authority.

The Flooding and Water Management Act (FWMA) 2010 required the London Borough of Bromley, as the Lead Local Flood Authority (LLFA), to develop, maintain, apply and monitor a strategy for local flood risk management in its area. The LLFA had a duty to identify the causes of surface water flooding, including groundwater, and determine those organisations or authorities that had a role in mitigating the flood risk and having identified those parties, provide a forum where such parties can be brought together to produce a considered and coordinated response.

In 2015 DEFRA awarded one-off grants to all Lead Local Flood Authorities to help support their role as statutory consultees for the planning application process. It was proposed that the grant received by LBB of £69,482 was used to fund technical advice on surface water drainage proposals through planning applications during 2016/17, particularly providing advice on surface water drainage proposals in major developments, with any residual funding being used to supplement the maintenance and improvements of surface water drainage assets.

In response to a question, the Head of Highways reported that some schemes had been developed but that any priorities highlighted by members would be considered for inclusion.

RESOLVED: That the Executive be recommended to:

(a) Agree to release a sum of £213,000 from the 2016/17 Central Contingency budget to implement the proposals detailed in this report, and include a sum of £213,000 in future budgets.

(b) Agree to release the DEFRA grant of £69,482 to meet the costs of providing technical advice on surface water drainage proposals through planning process as well as the maintenance and improvements of surface water drainage assets.

(c) Approve the Local Lead Flood Authority future works programme.

B) REDEVELOPMENT OF CHISLEHURST RECREATION GROUND PAVILION

Report ES16035

The report sought consent to grant a 25 year lease to FC Elmstead for part of Chislehurst Recreation Ground. The report also asked Members to agree the approach for accepting a grant from the Football Foundation to enable the construction of a new pavilion building at this location, as well as agreeing to accept the conditions associated with this grant.

FC Elmstead had been successful in securing funding of £365,000 to redevelop the pavilion. £258,865 of this funding was secured from the Football Foundation, and had a number of conditions attached to the acceptance of the monies. The report set out in detail two potential options available to the Council for meeting the grant conditions:

Option 1: joint delivery with the Council becoming a joint applicant with FC Elmstead.

Option 2: sole delivery with FC Elmstead being solely responsible for fulfilling the terms and conditions of the grant and therefore be solely liable for the any risks associated with the construction of the pavilion and its on-going use etc.

In both of the potential options detailed in the report, the club would be holding the Football Foundation grant monies, carrying out procurement and the build themselves. The club were currently assessing tender returns for the capital works. Although the total project budget could not be finalised until the tender had been awarded, the final project costs should include the capital works, contingency, professional fees, VAT and the Community Infrastructure Levy payment. There were specific timescales around when the club needed to make its grant claims to the Foundation.

Given that there were a number of risks associated with Option 1 and that the Council may be liable for costs of £14,000 to ensure that a number of measures were in place to mitigate some, but not all, of the risks, Members were advised to agree Option 2, that the club be solely responsible for the grant monies including procurement and delivery of the project. In Option 2, the Football Foundation had agreed to accept the proposal from the Council that the 25 year lease for the area of the pavilion be amended to include a right to use the pitches, rather than granting a separate lease. This Option significantly reduced the risks to the Council, in that FC Elmstead would be the sole recipient of the grant and therefore solely responsible for the building over the 25 year term of their full repairing lease.

To mitigate the risks further, it was recommended that;

- the club undertook the surveys outlined in 3.12 of the report;
- the club took out a Performance Bond to the value of 10% of the works
- appropriate conditions relating to the construction period were included in the agreement for lease or lease (as appropriate) to protect the Council's interest during that period
- the building works were signed off via the Building Control process
- a 25 year full repairing and insuring lease be issued to ensure the club was responsible for all repairs to the new building during the term
- The Landscape Group continue to work with the club throughout the project

The lease for the pavilion would include wording around the potential sub-letting of the café to a third party, in that should the gross turnover of the café exceed a certain threshold, the club would pay a percentage share of this money by way of an annual rental sum.

Members noted that the land could not be sold, subject to a change of use, be transferred through a new lease or mortgaged without the consent of the Football Foundation throughout the 21 year term of the grant agreement. Failure to comply with these conditions would entitle the Foundation to terminate the grant agreement and to receive repayment from the club and Council of the sum equivalent to the proportion of the grant remaining at that time.

In response to a question from the Chairman surrounding the risks to the Council if the club runs out of funds and fail to complete the project, the Assistant Director for Street Scene and Greenspace, provided assurances that the Football Foundation were keen to promote football at the venue. There would be Council oversight of the progress of the project and Officers were reasonably confident that the project would be delivered. In the unlikely event that there were any issues with delivery of the project, Officers would need to evaluate the position and work with the club and the Football Foundation to identify a way of completing the project.

RESOLVED: That the Executive be recommended to agree Option 2 in the report and approve:

(a) The granting of a 25 year lease to FC Elmstead for part of Chislehurst Recreation Ground, on terms to be agreed by Strategic Property;

(b) The acceptance of a grant from the Football Foundation to be solely awarded to FC Elmstead to assist in funding the construction of the new pavilion at this location; and

(c) The acceptance of the legal conditions associated with the award of the grant to the club, including a legal charge upon the club's leasehold title of the pavilion and a restriction upon the Council's freehold title of the pitches, during the 21 year Clawback period.

8 CONGESTION RELIEF SCHEMES - UPDATE

Report ES16027

In November 2012, the Head of Traffic and Road Safety reported to the Committee on the progress of a number of 'pinch point' schemes to tackle congestion on the local highway network.

This report before the committee provided an up-date on the progress of these schemes and included a number of new schemes that had come forward since 2012 as identified in the Local Implementation Plan (LIP) programme. The report also highlighted the importance of having an agreed programme in place and how this would provide the opportunity to seek funding for some of these schemes through the Community Infra-structure Levy (CIL).

Congestion Relief schemes were a major part of the LIP programme funded by TfL. Eligibility for TfL funding was authorised through the Council having an approved Local Implementation Plan programme which set out how the Council intended to implement the Mayor's Transport Strategy. The current financial year, 2016/17, was the final year of the three year LIP2 and preparation of LIP3 was underway although this awaited direction through the new Mayor's Transport Strategy. The fact that congestion reduction formed such a significant part of the programme reflected the priority placed upon this by Members over the past eight years. The work carried out in recent years reflected the priorities given to officers by the Members Congestion Working Group in 2010. The vast majority of the smaller, 'quick win' and lower cost schemes had, where possible, been delivered. Some larger schemes were now being considered, but as schemes increased in size and complexity some of the very largest were likely to remain outside the scope of the LIP but could be subject to one-off scheme specific bids to TfL. Developer funds through the S106 process and the Community Infra-structure Levy (CIL) would be utilised to also help achieve these objectives.

The schemes outlined in the report originated from a number of sources including Ward Councillors, members of the public, local bus operators and Council officers from local investigations, traffic monitoring and use of TfL's network performance data. They also sought to enable the unlocking of potential development sites thereby helping to mitigate the traffic generated whilst providing new and improved facilities to create increased travel choices.

The following priorities had been identified:

- Keston Mark (A233) to Biggin Hill corridor improvement study
- Westmoreland Road/Masons Hill junction improvement
- Crystal Palace Parade/Anerley Hill junction improvement
- Chislehurst Common congestion relief scheme
- Penge High Street congestion relief scheme
- St Paul's Cray, Sevenoaks Way between Main Road and A20

- Orpington, Crofton Road/Station Road between York Rise and Sevenoaks Road congestion relief scheme
- Mottingham, Elmstead Lane/William Barefoot Drive junction improvement scheme
- Shortlands Station area congestion relief scheme.

The Chairman noted that the element in the report focused on junctions and that in time there would be a requirement for an element that focused on destinations, such as Biggin Hill SOLDC and Bromley Town Centre.

The Portfolio Holder requested that part of the brief for Officers should include assessing the impact of school traffic on congestion. As the number of school places in the Borough increased there was likely to be an increasing negative impact on congestion and it would be important going forward to gain a clear understanding on the impact of the growth of schools on congestion across the Borough and any additional costs associated with this.

Councillor Tickner, as Ward Member for Copers Cope and Chairman of the Beckenham Town Centre Working Group, suggested that the update in relation to Beckenham High Street/Southend Lane/Rectory Road/Albermarle Road was misleading as the Beckenham Town Centre Working Group, as a Renewal and Recreation PDS Committee Working Group had not been addressing the traffic problems that were identified in the report. No solutions to improve traffic flow around Beckenham Junction had been identified by Officers and the traffic problems were set to worsen. The Head of Traffic and Road Safety reported that a recently agreed but yet to be implemented scheme at Beckenham junction was aimed at relieving traffic congestion but is tied in with the public realm scheme.

The Committee agreed that the Congestion Working Group should be reconvened in order to look at the proposals in more detail and identify priorities. Members requested that more general detail concerning projected costs be provided to the Working Group and acknowledged that any projected costs would be estimates as there would be a cost involved to identifying the real costs of any proposals that were taken forward.

RESOLVED: That

(a) the progress of the existing programme of schemes be noted;

(b) the addition of a number of new schemes be noted; and

(c) the Congestion Working Group be reconvened to identify priorities and review any proposals in more detail.

CONTRACTS REGISTER

Report ES16019

The report set out information relating to the Committees future business and key contracts.

The Committee agreed to establish three working group for the year covering the following areas:

- Street Scene
- Highways and Footways Repair
- Congestion

It was agreed that Membership of the Working Groups would be finalised following the meeting.

It was agreed that The Landscape Group would be scrutinised at the January meeting.

The Portfolio Holder requested that the Committee review the way in which electronically reported faults were handled. The Chairman suggested that a future meeting could include a wider discussion bringing together Council officers and the four Council contractors that used Fix My Street in order to share best practice and assist Members in gaining an understanding on how the contractors worked with Fix My Street.

RESOLVED: that

(a) the updated Work Plan be agreed;

(b) the Working Groups outlined above be established and memberships confirmed following the meeting; and

(c) the Environment Portfolio contracts register summary be noted.

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

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

11 PRE-DECISION SCRUTINY OF PART 2 REPORT TO THE EXECUTIVE

A) PARKING CONTRACT

Report ES16029

The Committee considered the report and recommended to the Executive that the recommendations outlined in the report be approved.

The Meeting ended at 9.13 pm

Chairman

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QUESTIONS TO THE ENVIRONMENT PORTFOLIO HOLDER FROM RICHARD GIBBONS FOR ORAL REPLY

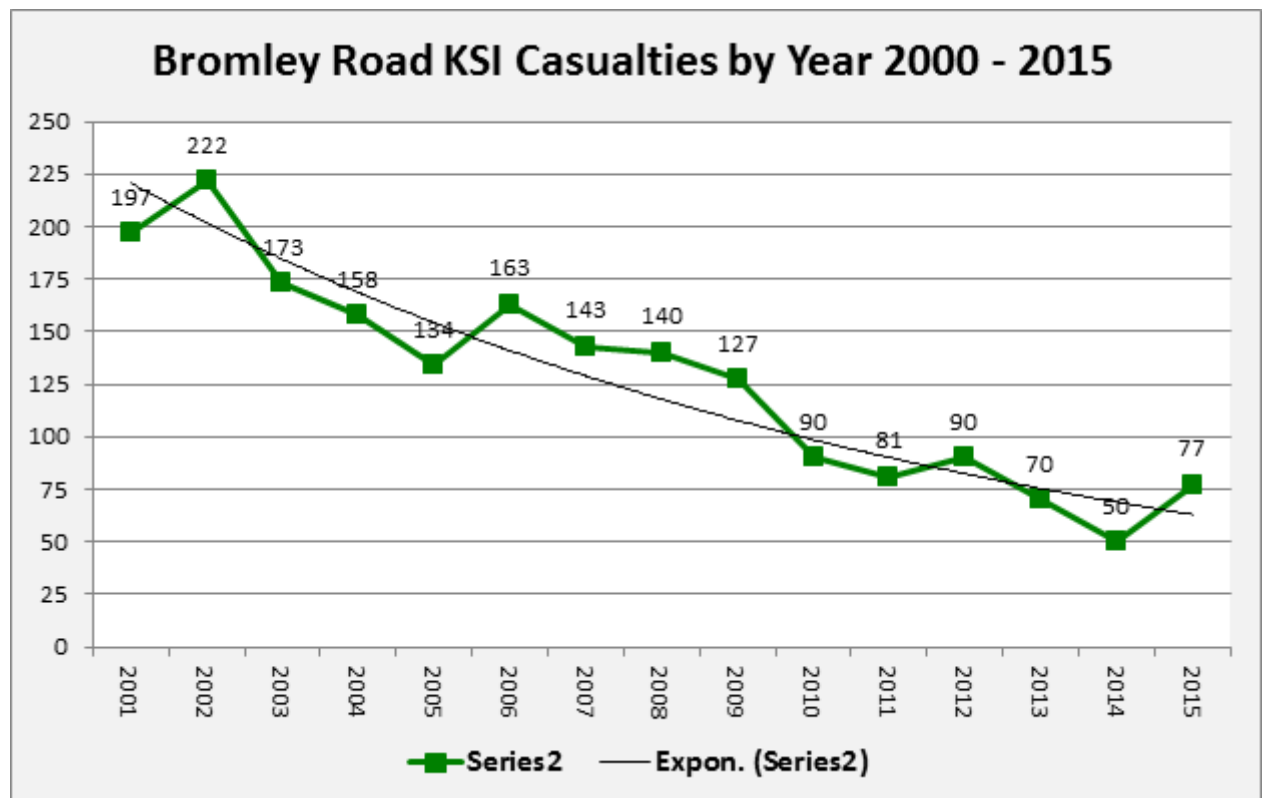
1. Residents across the borough are calling for effective traffic calming measures and safer streets via FixMyStreet, Local Press and Social Media. Actual KPIs for 2015 were above target, and higher than 2014/13/12. With trend in KPIs rising, how will even lower targets be met in 2016/17/18?

Source: Draft Environment Portfolio Plan 2016-19, p14 'Total road accident [collision] injuries and deaths'

Reply

The trend in KSIs is still very much downward and, to a lesser extent, the trend is still downward for all casualties.

The current policy of targeted casualty reduction schemes and education programmes has seen a great reduction in casualties over the past 15 years. This will not in any way however, lead to any complacency on the Council's part, nor diminish our determination to improve further still on that record, over years to come.



2. How many miles/kilometres of roads in LB Bromley are designated with 20mph, 30mph, 40mph, 50mph, 60mph, 70mph limits, including a breakdown between local authority and TfL control/management/maintenance? *

* Note: Thank you for providing a set of maps in answer to this question submitted to the previous meeting, however my request for specific distance data remains unanswered.

Reply

We have previously sent the information we hold.

3. Regarding agenda items 6e, 6f and 8 do the proposed improvements and schemes comply with Bromley Cycling Strategy, Transport Hierarchy (UDP) and London Cycling Design Standards (LCDS)?

Bromley Cycling

Strategy: http://www.bromley.gov.uk/downloads/file/2259/bromley_council_cycling_vision

Transport Hierarchy (UDP): <https://www.bromley.gov.uk/UDP/written/cpt5.htm>

London Cycling Design Standards

(LCDS): <https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit>

Reply

Council engineers refer to these policy documents when designing schemes, but are not bound blindly by them.

QUESTIONS TO THE ENVIRONMENT PORTFOLIO HOLDER FROM JANE GREEN FOR WRITTEN REPLY

Elwill Way is listed for proposed carriageway resurfacing in 2016/17 (Appendix B, Item 6b, 2nd February). The unadopted section of Elwill Way, from Whitecroft Way to Wickham Way, the legal responsibility of the frontagers, was re-surfaced in April 2016 by the Council's contractors, Conway.

1. Has there been a decision to adopt this unadopted section of Elwill Way when was it made and what is the current legal status of the road?

Reply

There has been no decision to adopt the section of road in question.

2. When was the decision made to resurface this section of Elwill Way, what was the cost, and is it to come from the total budget for carriageway resurfacing 2016/17 of £1,247,000?

Reply

The decision was taken in April. The cost is £60,212 and does come from the budget to which you refer.

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Report No.
FSD16054

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment Portfolio Holder

For Pre-Decision Scrutiny by the Environment PDS Committee on

Date: 29th September 2016

Decision Type: Non-Urgent Executive Non-Key

Title: BUDGET MONITORING 2016/17

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 2016/17 for the Environment Portfolio, based on expenditure and activity levels up to 31st May 2016. This shows a balanced budget.

2. **RECOMMENDATIONS**

That the Environment Portfolio Holder:

2.1 **Endorses the latest 2016/17 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: £39.042m
 5. Source of funding: Existing revenue budgets 2016/17
-

Staff

1. Number of staff (current and additional): 143 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.
-

Ward Councillor Views

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

3. COMMENTARY

- 3.1 The 2016/17 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.

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 2016/17 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 Although the overall budget shows a balanced budget based on the financial information available to 31st May 2016. Within this projection there are variations which are detailed in Appendix 1 and summarised below.

Street Scene & Green Space (Cr £140k)

- 5.2 Increased trade waste delivered activity has resulted in additional costs of £160k due to the increased tonnage. This has been offset by additional income of Cr £160k generated as a direct consequence of this the additional tonnage.
- 5.3 Reductions in detritus and residual tonnage have resulted in savings of £92k for disposal costs.
- 5.4 Additional income is projected of Cr £48k from recycled paper and trade waste collections.

Parking (Dr £140k)

- 5.5 A net deficit of Dr £65k is projected for on and off street parking income mainly due to the staggered implementation of additional pay and display parking spaces as each proposal has

required consultation with residents, traders and Ward Members before they can become operational.

5.6 Due to delays in introducing the automated redeployable cameras, additional costs have been incurred for CCTV staff Dr £52k and there is also a net deficit of income projected of Dr £23k for PCNs.

5.7 The table below summarises the main variances: -

Summary of Major Variations	£'000
Additional net costs for waste disposal contract costs	68
Trade waste delivered income	Cr 160
Other variations in income -recycled paper and trade waste collections	Cr 48
Income from off-street and on-street parking	65
CCTV staff costs	52
Net loss of income from bus lane and parking enforcement	23
	<u>0</u>

Non-Applicable Sections:	Legal, Personnel
Background Documents: (Access via Contact Officer)	2016/17 budget monitoring files within E&CS Finance section

2015/16 Actuals £'000	Service Areas	2016/17 Original Budget £'000	2016/17 Latest Approved £'000	2016/17 Projected Outturn £'000	Variation £'000	Notes	Full Year Effect £'000
	ENVIRONMENT PORTFOLIO						
	Street Scene & Green Spaces						
5,445	Parks and Green Spaces	5,109	5,109	5,109	0		0
417	Street Regulation and Enforcement incl markets	386	386	386	0		0
17,599	Waste Services	17,206	17,206	17,066	Cr 140	1	0
3,891	Street Environment	4,181	4,181	4,181	0		0
808	Management and Contract Support	781	781	781	0		0
629	Transport Operations and Depot Management	811	791	791	0		0
280	Trees	683	683	683	0		0
29,069		29,157	29,137	28,997	Cr 140		
	Parking Services						
Cr 7,455	Parking	Cr 7,041	Cr 6,735	Cr 6,595	140	2-5	0
Cr 7,455		Cr 7,041	Cr 6,735	Cr 6,595	140		0
	Transport & Highways				0		
112	Traffic & Road Safety	206	206	206	0		
10,035	Highways (including London Permit Scheme)	8,881	9,094	9,094	0		
10,147		9,087	9,300	9,300	0		0
31,761	TOTAL CONTROLLABLE	31,203	31,702	31,702	0		0
8,075	TOTAL NON-CONTROLLABLE	5,299	5,299	5,299	0		0
2,429	TOTAL EXCLUDED RECHARGES	2,041	2,041	2,041	0		0
42,265	PORTFOLIO TOTAL	38,543	39,042	39,042	0		0

Reconciliation of Latest Approved Budget

£'000

Original Budget 2016/17

38,543

Transfer of budget for staffing back to SEN - Education S/E 884.

Cr 20

Parking carry forward re automated bus lane and non- bus lane cameras

306

WEEE Grant Income

Cr 13

WEEE Grant Expenditure

13

Drainage Water Grant Income

Cr 69

Drainage Water Grant Expenditure

69

Lead Local Flood grant

213

Latest Approved Budget for 2016/17

39,042

REASONS FOR VARIATIONS**1. Waste Services Cr £140k**

Disposal tonnages from increased trade waste delivered activity are projected to be 1,100 tonnes above budget resulting in an overspend of Dr £160k. For information, there has been an additional 260 tonnes at the weighbridges for the first two months of the year compared to the same period in 2015-16.

As a direct consequence of the extra tonnage described above, the projected additional income within trade waste delivered is Cr £160k to offset the disposal overspend from weighbridge tonnage.

Within trade waste collected, there is a net projected surplus of Cr £30k. This would suggest a lower degree of customer dropout than anticipated, although as of writing, a full analysis of customer activity has not yet been undertaken. This will be investigated and reported on more fully before the next budget monitoring report.

For other residual tonnage, there is a projected underspend of Cr £62k. This includes a projected reduction in recycling tonnage of 2,206 tonnes mainly from food waste and detritus, partly offset by an expected increase of 930 tonnes for trade waste delivered and non-recycling tonnage from households.

Within paper recycling income, there is a projected surplus of Cr £18k as tonnage is expected to be about 266 tonnes above budget.

The projected reduction in detritus tonnage has resulted in a potential underspend of £30k for disposal costs.

Summary of overall variations within Waste Services		£'000
Waste disposal tonnages - other residual tonnage	Cr	62
Waste disposal tonnages - Trade Waste Delivered		160
Surplus trade waste delivered income	Cr	160
Paper recycling income	Cr	18
Disposal of detritus tonnage	Cr	30
Trade waste collected income	Cr	30
Total variation for Waste Services	Cr	140

2. Income from Bus Lane Contraventions Cr £10k

The introduction of the automated cameras has been delayed from the 1st April 2016, however they should be fully operational from 1st July 2016. Based on the number of contraventions that occurred up until 31st May 2016, there is a projected surplus of Cr £10k.

3. Off Street Car Parking Cr £35k

Overall a surplus of £35k is projected for off street parking income. There is a projected deficit of £35k for the Hill MSCP, which is more than offset by additional income of Cr £70k from surface car parks.

Summary of variations within Off Street Car Parking		£'000
Off Street Car Parking income - multi-storey car parks		35
Off Street Car Parking income - other surface car parks	Cr	70
Total variations within Off Street Parking	Cr	35

4. On Street Car Parking Dr £126k

Based on actual income to 31st May 2016 there is a projected net deficit of around £100k for On Street Parking. A number of sites have been identified where additional Pay and Display parking bays can be installed borough wide. This includes shopping parades to assist the turnover of parking on street and roads in close proximity to railway stations, where unrestricted parking is currently creating parking issues and displacement. As agreed, if all sites were progressed as proposed, it is likely to generate an approximate £350k per annum. Each proposal has been and will be subject to consultation with Ward Members and the directly affected residents/traders, so full implementation has not been possible by 1st April 2016. Therefore taking into account the income to May 2016, the new spaces operational to date and those planned for implementation by 30th September 2016, it is projected that there will be a shortfall in On Street Parking income of £100k 2016/17 with no full year variation from 2017/18 onwards.

Due to the introduction of new £1 coins and £5 polymer notes this year, all the parking income machines will need to be upgraded at an estimated cost of Dr £78k. This is to be funded from the Equipment budget On Street of £52k and a saving on the Enforcement Equipment budget Cr £26k. These machines are for both On Street and Off Street parking.

5. Car Parking Enforcement Dr £59k

From the activity levels up to May 2016, there is a projected net deficit of around Dr £20k from PCNs issued by Indigo Park in the current year due to a reduction in contraventions because of staff sickness, leave and training in April 2016. There has been a delay in employing the 4 additional CEOs on street until the start of July 2016 and the Parking manager is not expecting any further budget variances. The numbers will be closely monitored over the next few months.

Due to delays in introducing the automated cameras which should be fully operational from 1st July 2016, a net deficit of Dr £30k is projected based on data to 31st May 2016. CCTV staff are to be given notice mid-June 2016 and the projected additional cost of their salaries is £45k. It should be noted that the CCTV staff are also responsible for monitoring the bus lanes prior to the introduction of the redeployable bus lane cameras. The additional staffing cost of the Mobile driver is estimated at £7k for 2016/17.

In order to meet the costs of upgrading the parking income machines, a saving of Cr £26k from the enforcement equipment budget will be used.

Summary of variations within Car Parking Enforcement		£'000
PCNs issued by wardens		20
CCTV Salaries		45
Mobile driver salary		7
Enforcement - Equipment budget	Cr	26
PCNs issued by Static cameras	Cr	17
PCNs issued by Mobile cameras		30
Total variations within Car Parking Enforcement		85

Summary of overall variations within Parking:		£'000
Bus Routes Enforcement	Cr	10
Off Street Car Parking	Cr	35
On Street Car Parking		100
On/Off Street Car Parking - upgrade machines for changes in currency		26
Enforcement - Equipment budget	Cr	26
Car Parking Enforcement		85
Total variation for Parking		140

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. Since the last report to the Executive, no waivers have been actioned:

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.
FSD16064

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment Portfolio Holder

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

Date: 29th September 2016

Decision Type: Non-Urgent Executive Non-Key

Title: CAPITAL PROGRAMME MONITORING - 1ST QUARTER 2016/17

Contact Officer: James Mullender, Principal Accountant
Tel: 020 8313 4292 E-mail: james.mullender@bromley.gov.uk

Chief Officer: Director of Finance

Ward: All

1. Reason for report

On 20th July 2016, the Executive received the 1st quarterly capital monitoring report for 2016/17 and agreed a revised Capital Programme for the four year period 2016/17 to 2019/20. The report also covered any detailed issues relating to the 2015/16 Capital Programme outturn, which had been reported in summary form to the June meeting of the Executive. This report highlights in paragraphs 3.1 to 3.6 changes agreed by the Executive in respect of the Capital Programme for the Environment Portfolio. The revised programme for this portfolio is set out in Appendix A, detailed comments on scheme progress as at the end of the first quarter of 2016/17 are shown in Appendix B and details of the 2015/16 outturn are included in Appendix C.

2. **RECOMMENDATION(S)**

The Portfolio Holder is asked to note and confirm the changes agreed by the Executive on 20th July 2016.

Corporate Policy

1. Policy Status: Existing Policy: Capital Programme monitoring is part of the planning and review process for all services. Capital schemes help to maintain and improve the quality of life in the borough. Effective asset management planning (AMP) is a crucial corporate activity if a local authority is to achieve its corporate and service aims and objectives and deliver its services. The Council continuously reviews its property assets and service users are regularly asked to justify their continued use of the property. For each of our portfolios and service priorities, we review our main aims and outcomes through the AMP process and identify those that require the use of capital assets. Our primary concern is to ensure that capital investment provides value for money and matches the Council's overall priorities as set out in the Community Plan and in "Building a Better Bromley".
 2. BBB Priority: Excellent Council
-

Financial

1. Cost of proposal: Total increase of £1,007k over the 4 years 2016/17 to 2019/20, mainly due to rephasing from 2015/16.
 2. Ongoing costs: Not Applicable
 3. Budget head/performance centre: Capital Programme
 4. Total current budget for this head: £22.3m for the Environment Portfolio over four years 2016/17 to 2019/20
 5. Source of funding: Capital grants, capital receipts and earmarked revenue contributions
-

Staff

1. Number of staff (current and additional): 1 fte
 2. If from existing staff resources, number of staff hours: 36 hours per week
-

Legal

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

Customer Impact

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

Ward Councillor Views

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

3. COMMENTARY

Capital Monitoring – variations agreed by the Executive on 20th July 2016

3.1 A revised Capital Programme was approved by the Executive in July, following final outturn figures for 2015/16 and a detailed monitoring exercise carried out after the 1st quarter of 2016/17. The base position was the revised programme approved by the Executive on 10th February 2016, as amended by variations approved at subsequent Executive meetings. All changes to schemes in the Environment Programme are itemised in the table below and further details are included in paragraphs 3.2 to 3.6. The revised Programme for the Environment Portfolio is attached as Appendix A. Appendix B shows actual spend against budget in the first quarter of 2016/17 with detailed comments on individual schemes and Appendix C includes details of the final outturn in 2015/16.

	2016/17	2017/18	2018/19	2019/20	TOTAL 2016/17 to 2019/20
	£000	£000	£000	£000	£000
Programme approved by Executive 10/02/16	8,252	5,013	4,010	4,010	21,285
<u>Variations approved by Executive 20/07/16</u>					
Reduction in funding for Woodland Improvements (see para 3.2)	-11	0	0	0	-11
Increase in TfL funding for Highway schemes (see para 3.3)	19	0	0	0	19
Section 106 receipts - Orpington Station (see para 3.4)	1	0	0	0	1
Net underspend in 15/16 rephased into 16/17 (see para 3.5)	998	0	0	0	998
Rephasing from 16/17 to 17/18 (see para 3.6)	-2,131	2,131	0	0	0
Total Amendment to the Capital Programme	-1,124	2,131	0	0	1,007
Total Revised Environment Programme	7,128	7,144	4,010	4,010	22,292

3.2 Woodland Improvement Programme (£11k reduction in 2016/17)

The Woodland Improvements Programme is funded by the Forestry Commission to enhance and sustain 30 of Bromley's woodland sites. In July, Executive approved an £11k reduction on the scheme to reflect the revised expenditure and funding received from the Forestry Commission.

3.3 Transport for London (TfL) – Revised Support for Traffic and Highways Schemes (£19k increase in 2016/17)

Provision for transport schemes to be 100% funded by TfL was originally included in the Capital Programme 2016/17 to 2019/20 on the basis of the bid in the Borough Spending Plan (BSP). Notification of an overall increase of £19k in the 2016/17 grant was reported to the Executive in July and the Capital Programme was increased accordingly. Grant allocations from TfL change frequently and any further variations will be reported in subsequent capital monitoring reports.

3.4 Section 106 receipts - Orpington Station – (£1k increase in 2016/17)

In July 2015, the Executive agreed that the Capital Programme budget should reflect the total of S106 receipts available to fund expenditure. There was an unallocated balance of £1k which relates to the interest on the S106 receipts for Orpington Station scheme. In July 16, Executive agreed the increase of £1k on Orpington Station scheme to reflect the total funding available.

The total approved S106 budgets for Environment Portfolio schemes are illustrated in the table below.

	Total Approved S106 Budget £000	Actuals up to FY15/16 £000	Budget FY16/17 £000
Gosshill Road	213	213	0
Orpington Station	83	0	83
Highways Total	296	213	83

3.5 Net underspend in 2015/16 re-phased into 2016/17

The 2015/16 Capital Outturn was reported to the Executive on 15th June 2016, and the final outturn for Environment Portfolio schemes was £6,509k compared to the revised budget of £7,778k approved by Executive in February; an underspend of £1,269k. This was mainly due to a total underspend of £1,576k on Highways and Traffic schemes fully funded by Transport for London (against a budget of £5.5m). This was partly offset by overspends on other schemes. After allowing for minor adjustments, a total of £998k was re-phased into 2016/17. Details of the 2015/16 outturn for this Portfolio are set out in Appendix C.

3.6 Schemes re-phased from 2016/17 into 2017/18

As part of the 1st quarter monitoring exercise, £2,131k has been re-phased from 2016/17 into 2017/18 to reflect revised estimates of when expenditure on the Beckenham Town Centre improvements scheme is likely to be incurred. This has no overall impact on the total approved estimate for the capital programme. Further details and comments on all schemes in the programme are provided in Appendix B.

Post-Completion Reports

3.7 Under approved Capital Programme procedures, capital schemes should be subject to a post-completion review within one year of completion. After major slippage of expenditure in recent years, Members confirmed the importance of these as part of the overall capital monitoring framework. These reviews should compare actual expenditure against budget and evaluate the achievement of the scheme's non-financial objectives. No post-completion reports are currently due for the Environment Portfolio, but this quarterly report will monitor the future position and will highlight any further reports required.

4. POLICY IMPLICATIONS

4.1 Capital Programme monitoring and review is part of the planning and review process for all services.

5. FINANCIAL IMPLICATIONS

5.1 These were reported in full to the Executive on 20th July 2016. Changes agreed by the Executive for the Environment Portfolio Capital Programme are set out in the table in paragraph 3.1.

Non-Applicable Sections:	Legal and Personnel Implications
Background Documents: (Access via Contact Officer)	Approved Capital Programme (Executive 20/07/16) Capital Outturn report (Executive 15/06/16) Q1 monitoring report (Executive 20/07/16)

ENVIRONMENT PORTFOLIO - APPROVED CAPITAL PROGRAMME 20 JULY 2016									
Code	Capital Scheme/Project	Total Approved Estimate	Actual to 31.03.16	Estimate 2016/17	Estimate 2017/18	Estimate 2018/19	Estimate 2019/20	Responsible Officer	Remarks
		£'000's	£'000's	£'000's	£'000's	£'000's	£'000's		
	SCHEMES FULLY FUNDED BY TRANSPORT FOR LONDON	12,000	0	0	4,000	4,000	4,000		100% TfL funding, based on Borough Spending Plan submission to TfL and will only proceed if 100% funding is agreed by TfL. The Capital Programme will be adjusted to reflect revised TfL approvals as these are received.
922602	TFL - Borough Support	187	187	0	0	0	0	Angus Culverwell	
922608	Cycling on Greenways	552	544	8	0	0	0	Angus Culverwell	
922660	Borough Transport Priorities (not allocated)	123	55	68	0	0	0	Angus Culverwell	
922668	Biking Boroughs	605	569	36	0	0	0	Angus Culverwell	
	TFL - New funding streams								
922661	Maintenance	7,887	6,434	1,453	0	0	0	Angus Culverwell	
922672	LIP Formula Funding	12,774	9,445	3,329	0	0	0	Garry Warner / Angus Culverwell	
922673	Borough Cycling	12	12	0	0	0	0	Angus Culverwell	
922674	Bus Stop Improvement works	298	34	264	0	0	0	Angus Culverwell	
922677	Flexi Lane	70	61	9	0	0	0	Angus Culverwell	
941539	Widmore Road - BNV	366	53	313	0	0	0	Garry Warner	
	TOTAL SCHEMES FULLY FUNDED BY TRANSPORT FOR LONDON	34,874	17,394	5,480	4,000	4,000	4,000		
	OTHER								
917242	Winter maintenance - gritter replacement	1,210	836	284	90	0	0	Paul Chilton	
917247	Orpington Public Realm Improvements	2,200	2,166	34	0	0	0	Garry Warner	£1.2m TfL funding
941536	Beckenham Town Centre improvements	4,697	653	1,000	3,044	0	0	Kevin Munnely	Executive 16/10/13 and Executive 02/12/15 (Full Council 14/12/15) £3,295k TfL funding; £150k Members' Initiative reserve; £1002k Capital Receipts; £250k Principal Road Maintenance (TfL funded)
922675	Gosshill Road	293	230	63	0	0	0	Angus Culverwell	Funded from TfL £80k and S106 £213k
922676	Orpington Station	133	1	132	0	0	0	Angus Culverwell	Funded from TfL £50k and S106 £83k
941893	Depots - stand by generators	120	72	48	0	0	0	Paul Chilton	
941863	The Woodland Improvements Programme	112	109	3	0	0	0	Robert Schembri	Approved by Executive 02/04/14. Funded by Forestry Commission
917251	SEELS street lighting project	997	997	0	0	0	0	Garry Warner	100% external funding (Salix)
917252	Street Lighting Invest to Save Initiative	8,507	8,434	73	0	0	0	Garry Warner	Funded by Invest to Save Fund (Executive 28/11/12)
927000	Feasibility Studies	40	0	10	10	10	10	Claire Martin	
	TOTAL OTHER	18,309	13,498	1,647	3,144	10	10		
	CAR PARKING								
926039	Bromley Town Centre - increased parking capacity	417	416	1	0	0	0	Paul Redman	Approved by Executive 23/05/12
	TOTAL CAR PARKING	417	416	1	0	0	0		
	TOTAL ENVIRONMENT PORTFOLIO	53,600	31,308	7,128	7,144	4,010	4,010		

ENVIRONMENT PORTFOLIO - APPROVED CAPITAL PROGRAMME 2016/17 - 1ST QUARTER MONITORING

Capital Scheme/Project	Approved Estimate Feb 2016 £'000's	Actual to 30.06.16 £'000's	Revised Estimate Jul 2016 £'000's	Responsible Officer Comments
SCHEMES FULLY FUNDED BY TRANSPORT FOR LONDON	4,000	0	0	Reallocated across named schemes below; £19k overall increase following TfL revised grant allocations
TfL - Borough Support	0	0	0	
Cycling on Greenways	0	3	8	
Borough Transport Priorities (not allocated)	0	0	68	TfL funding allocated to individual scheme (£65k)
Biking Boroughs	0	24	36	
TfL - New funding streams				
Maintenance	0	11	1,453	TfL funding allocated to individual scheme (£1,294k)
LIP Formula Funding	279	123	3,329	TfL funding allocated to individual scheme (£2,521k)
Bus Stop Improvement works	0	12	264	TfL funding allocated to individual scheme (£139k)
Flexi Lane	0	0	9	
Widmore Road - BNV	0	-125	313	
TOTAL SCHEMES FULLY FUNDED BY TRANSPORT FOR LONDON	4,279	48	5,480	
OTHER				
Winter maintenance - gritter replacement	272	0	284	Work beginning on purchase of 1 used gritting vehicle which is estimated to cost £55k. In addition £25k will be spent on replacing gritter weighing equipment.
Orpington Public Realm Improvements	0	0	34	Balance of funding being utilised for minor redesigns to scheme. Works are anticipated to be completed in this financial year.
Beckenham Town Centre improvements	3,603	5	1,000	Design and Development for TfL Major Improvement Initiative. The Project follows on from Beckenham TC improvements delivered by the Council. TfL has recently agreed the allocation for implementation. Updates on the scheme was discussed in the Beckenham Project Board on 07/09/16. A detailed report will be submitted to Executive on 18/10/16. Subject to Members' approval, the revised budget for scheme will be £4.441m and will be adjusted in Qtr 2 monitoring.
Gosshill Road Chislehurst - Private Street Works	4	14	63	Funded from TfL and S106. The scheme consists of building a new carriageway and footway with other enhancing highway elements, such as improved lighting. The project is due to be completed this FY.
Orpington Station - Access & Bus stop enhancement	2		132	Funded from TfL and S106. There were delays due to several complications relating to the costing. As a result, new specifications are being considered.
Depots - stand by generators	82	-32	48	Equipment delivered. Modifications to depot electrical interfaces are being managed by the Property Division. The Generator consultant is having difficulty acquiring some technical information, which has caused delay in progressing the project to tender stage.
The Woodland Improvements Programme	0	-1	3	Claims total to £112k was submitted to the Forestry Commission (in 14/15 and 15/16). Project completed and pending outstanding invoices.
Street Lighting Invest to Save Initiative	0	-586	73	Funded by Invest to Save Fund (Exec. 28/11/12) - Delays with completing connections in particular those where the Council have to involve UKPN. We anticipate all the works to be completed in this financial year.
Feasibility Studies	10	0	10	
TOTAL OTHER	3,973	-600	1,647	
CAR PARKING				
Bromley Town Centre - increased parking capacity	0	1	1	Scheme completed
TOTAL CAR PARKING	0	1	1	
TOTAL ENVIRONMENT PORTFOLIO	8,252	-551	7,128	

ENVIRONMENT PORTFOLIO - CAPITAL PROGRAMME OUTTURN 2015/16					
Capital Scheme/Project	2015/16 OUTTURN				Comments / action taken
	Actual to 31.03.15	Approved Estimate Feb 2016	Final Outturn	Variation (under- spend '-')	
	£'000's	£'000's	£'000's	£'000's	
SCHEMES FULLY FUNDED BY TRANSPORT FOR LONDON					
TFL - Borough Support	204	0	-17	-17	No adjustment to 2016/17 budget
Cycling on Greenways	516	36	28	-8	2015/16 underspend rephased into 2016/17
Borough Transport Priorities (not allocated)	2	56	53	-3	2015/16 underspend rephased into 2016/17
Chislehurst Road Bridge replacement	3,994	0	0	0	Scheme finished
Biking Boroughs	413	204	156	-48	Allocation of TfL funding has changed across TfL scheme. Net £36k was rephased into 2016/17
Maintenance	5,353	1,240	1,081	-159	2015/16 underspend rephased into 2016/17
LIP Formula Funding	7,014	3,295	2,431	-864	Allocation of TfL funding has changed across TfL scheme. Net £529k was rephased into 2016/17
Borough Cycling Programme	2	10	10	0	
Bus Stop Improvement works	5	154	29	-125	2015/16 underspend rephased into 2016/17
Flexi Lane	0	100	61	-39	Allocation of TfL funding has changed across TfL scheme. Net £9k was rephased into 2016/17
Widmore Road - BNV	0	366	53	-313	2015/16 underspend rephased into 2016/17
	17,503	5,461	3,885	-1,576	
OTHER					
Winter maintenance - gritter replacement	814	34	22	-12	2015/16 underspend rephased into 2016/17
Orpington Public Realm Improvements	2,151	49	15	-34	2015/16 underspend rephased into 2016/17
Beckenham Town Centre improvements	101	80	552	472	2015/16 overspend rephased into 2016/17. This is due to funding which was not amended on TfL portal before Qtr 3 monitoring (Feb 16).
Gosshill Road	0	289	230	-59	2015/16 underspend rephased into 2016/17
Orpington Railway Station	0	130	1	-129	2015/16 underspend rephased into 2016/17
Depots - stand by generators	38	0	34	34	2015/16 overspend rephased into 2016/17
The Woodland Improvements Programme	57	66	52	-14	2015/16 underspend rephased into 2016/17
SEELS street lighting project	864	0	133	133	No adjustment to 2016/17 budget
Street Lighting Invest to Save Initiative	6,872	1,635	1,562	-73	2015/16 underspend rephased into 2016/17
Feasibility Studies	0	10	0	-10	No adjustment to 2016/17 budget
	10,897	2,293	2,601	308	
CAR PARKING					
The Hill Multi-Storey Car Park - strengthening works	222	0	0	0	Scheme finished
Bromley Town Centre - increased parking capacity	393	24	23	-1	2015/16 underspend rephased into 2016/17
	615	24	23	-1	
TOTAL ENVIRONMENT PORTFOLIO	29,015	7,778	6,509	-1,269	#

#5998k of total net underspend rephased into 2016/17

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Report No.
ES16047

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment Portfolio Holder

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

Date: 29th September 2016

Decision Type: Non-Urgent Executive Key

Title: TFL FUNDED WORK PROGRAMME FOR 2017/18

Contact Officer: David Bond, Transport Planning Manager E-mail:
david.bond@bromley.gov.uk, tel.: 0208 313 4555

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

Ward: All Wards

1. Reason for report

- 1.1. Bromley's allocation from Transport for London (TfL) for 2017/18 will be £2.482 million, the same provision as for 2016/17. Ring-fenced funding will also be available to support a number of other programmes including Local Transport Priorities, Principal Road Maintenance, Bridges & Structures, as well as the Beckenham Town Centre major scheme.
 - 1.2. This report details officer proposals for how the allocated funding for 2017/18 will be spent in order to submit a more detailed list of schemes for 2017/18 to TfL on 28th October 2016.
 - 1.3. Approval is therefore sought to develop the recommended list of schemes. All schemes will be subject to normal consultation with residents and ward members and decision by the Portfolio Holder.
-

2. RECOMMENDATIONS

The Environment Portfolio Holder is recommended to agree that:

- 2.1. The programme of schemes for 2017/18 contained in Enclosure 1 be approved for submission to Transport for London; and,
- 2.2. The Executive Director of Environment and Community Services, in consultation with the Portfolio Holder, be authorised to make post-submission changes to the programme to reflect necessary changes to priority, potential delays to implementation following detailed design and consultation, or other unforeseen events.

Corporate Policy

1. Policy Status: Existing Policy
 2. BBB Priority: Quality Environment, Safer Bromley, Vibrant, Thriving Town Centres.
-

Financial

1. Cost of proposal: Estimated Cost: £2.582m plus funding for major schemes, Principal Road maintenance as well as bridges and structures yet to be confirmed.
 2. Ongoing costs: Non-Recurring Cost.
 3. Budget head/performance centre: Capital Programme - TfL funded schemes.
 4. Total current budget for this head: £2.582m plus funding for major schemes, Principal Road maintenance, bridges and structures yet to be confirmed.
 5. Source of funding: Transport for London allocation for 2017/18.
-

Staff

1. Number of staff (current and additional): 32 FTE
 2. If from existing staff resources, number of staff hours: N/A
-

Legal

1. Legal Requirement: Statutory Requirement: The Council is not required to spend any or all of the funds allocated, although there is a requirement under the GLA Act 1999 for the Council to implement its Local Implementation Plan (LIP).
 2. Call-in: Applicable.
-

Customer Impact

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

Ward Councillor Views

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

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

3. COMMENTARY

- 3.1. Eligibility for TfL funding is authorised through the Council having an approved Local Implementation Plan (LIP) which sets out how the Council intends to implement the Mayor's Transport Strategy. The Council's LIP was approved on behalf of the Mayor of London on 9 January 2012. A revised LIP with a new Delivery Plan for 2014/15 – 2016/17 and updated Performance Monitoring Plan was approved by the Portfolio Holder on 21 October 2013 and submitted to TfL.
- 3.2. Boroughs receive two types of funding from TfL for local transport investment: formula-based and non-formula based funding. Formula-based funding is determined by a formula in line with achievement of the 2010 Mayor's Transport Strategy objectives and outcomes. The formula assesses need based on four key transport themes – public transport; road safety; congestion & environment; and accessibility – and the indicators used reflect the scale of the borough and its transport demand/network, as well as policy outcomes and severity of transport problems. Non-formula based funding from TfL is ring-fenced funding to support a number of other programmes. This support is based either on a London-wide assessment of need; or is the result of successful bids to one-off programmes.
- 3.3. Whilst projects and programmes funded must be demonstrably in line with the Mayor of London's transport objectives and meet other requirements concerned with the proper use of funds, it is largely for boroughs to determine how the formula-allocated money be spent. The formula allocation is not a grant, and funds must be drawn down as work is completed.
- 3.4. Boroughs are required to submit a proposed list of schemes for the 2017/18 financial year consistent with their LIPs and allocations, to TfL by 28th October 2016. Enclosure 1 sets out a recommended full programme of formula-funded projects for 2017/18.
- 3.5. TfL has informed boroughs that the LIP funding allocation for 2017/18 is likely to be the same as 2016/17, as it will be an interim year due to the new Mayor reviewing the current Transport Strategy to reflect potentially changing transport and funding priorities. The exact level of LIP funding for 2017/18 will be confirmed in December 2016, when the Mayor of London is due to sign off the TfL business plan.
- 3.6. Bromley's allocation for 2016/17 and indicative allocation for 2017/18 is as follows:

Programme	2016/17 Allocation £000	2017/18 Allocation £000
Corridors, Neighbourhoods and Supporting Measures	2,482	2,482
Principal Road Maintenance (PRM)	942	TBC
Local Transport Priorities	100	100
Bridge Strengthening	588	TBC
Major Schemes	1,400	TBC
Borough Cycling Programme	168	0
Bus stop accessibility	150	0
Other TfL funding	312	TBC
TOTAL	6,142	TBC

- 3.7. The London-wide needs-based programmes are Principal Road Maintenance and Bridges & Structures, while the Council's one-off current projects are: Beckenham Town Centre (funded by TfL's Major Schemes programme); and the Borough Cycling Programme, a funding stream to support the Mayor's Cycling Vision. Bromley also receives a fixed sum of £100k for local

transport priorities. A separate programme of bus stop accessibility works has also been made available to boroughs. .

- 3.8. Approval of the recommended list for submission to TfL does not imply the approval of any physical scheme for implementation. The process of developing and consulting upon schemes can generate technical and financial changes, and also result in implementation delays or changed priorities. Recommendation 2.2 of this report suggests a mechanism by which officers would be able to make those changes where necessary, following consultation with the Portfolio Holder.
- 3.9. All such schemes will be subject to consultation and Member approval in the usual way.

Congestion relief

- 3.10. The available budget for 2017/18 for these schemes is £907k. The “Congestion Relief” heading combines projects, primarily intended to tackle road network pinch points and delays to buses. . The Council’s full list of pinch points was presented to members in 2010/11 for approval as the basis for this programme and a progress report was presented to Members at the June 2016 PDS, including new schemes, which subject to Members’ approval is intended to form the basis of a rolling programme of LIP schemes. The vast majority of the “quick win” and cheaper schemes have now been delivered and, consequently, schemes are now increasing in size and complexity. Some of these larger schemes are likely to remain outside the scope of these funded programmes and will form one-off bids to TfL.
- 3.11. Schemes due for implementation in 2017/18 include interventions in the Keston to Biggin Hill corridor and Bromley High Street/Westmoreland Road/Masons Hill junction. Whilst the Chislehurst Common scheme had been in the 2016/17 programme this has been delayed as a result of objections from the Commons Conservators but it remains in the programme as a priority scheme.

Casualty reduction

- 3.12. The total budget for casualty reduction is £237k, split as follows; Cluster sites (analysis, selection and implementation), £125k; Skidding accident sites, £60k; Speed management, £40k and Carriageway markings, £12k. Scheme reduction locations are identified using the ‘accident cluster’ method which ensures schemes are implemented where the greatest reduction in casualties is likely to take place. .
- 3.13. Once the cluster sites have been identified, further analysis will take place which will inevitably result in a smaller list of priority sites, based on accident patterns and where there is an engineering solution.
- 3.14. Mass action programmes are those where similar measures are applied at a large number of sites to tackle a known, but often dispersed, problem. It is proposed to continue previously successful anti-skid and speed management programmes. Some of the older permanent vehicle-activated signs still require replacement as they are beyond economic repair. These will be replaced with mains powered units which reduce overall maintenance costs. The other mass action scheme involves the low cost refreshing of road markings in locations where small numbers of accidents have occurred, or where local hazards have been identified.

Network infrastructure

- 3.15. This programme invests directly in the Council’s own network assets. For 2017/18, it is proposed to maintain spending on bus route resurfacing at £100k, the same level as 2016/17.

- 3.16. The decluttering programme, aims to make the Borough's roads more attractive, whilst reducing the number of assets in need of maintenance. Decluttering, which has an allocation of £20k, can also make the roads safer, as unnecessary clutter is removed to give road users a better awareness of key hazards and too much information can confuse drivers.
- 3.17. In previous years, electric vehicle (EV) charging points have been introduced across the Borough as part of this budget. However, in 2015/16, TfL appointed BluePoint London to take forward the roll-out of EVs on behalf of the boroughs across London. A small budget of £4k has been allocated for officer time spent on liaison and site selection with BluePoint.

Parking

- 3.18. An allocation of £117k has been made for Parking schemes. Funds under this programme enable the implementation of relatively minor changes to local parking controls, including safety-related changes, matters raised by Members and residents, and improvements to parking facilities around such locations as railway stations. They also enable introduction of new or expansion of current Controlled Parking Zones (CPZs). These staff-intensive minor schemes are popular and make a huge difference to local residents.
- 3.19. Schemes proposed for 2017/18 include parking reviews/expansion of CPZs around Southlands Road and Anerley Station plus a continuation of the review of existing Pay & Display bays across the borough.

Cycling and Walking Schemes

- 3.20. The budget for these schemes is £297k and includes a rolling programme of pedestrian crossings and minor walking schemes, (including measures near schools), cycle parking and new cycle hubs at Beckenham and Orpington Stations and cycle route maintenance. 2017/18 will see the delivery of new cycle routes between Bromley South and Shortlands and Green Street Green and Orpington. The Council is continuing to work with TfL to improve cycle facilities along A21 as part of proposed junction capacity improvements and in partnership with The Landscape Group and Members for the delivery of smaller individual schemes to improve routes through parks and other off-road locations. At least one Quietway route is earmarked for the Borough, between Greenwich and Croydon, although this is to be funded in full by TfL from a separate budget.

Public Transport Interchange & Access

- 3.21 The budget for 2017/18 to implement these works is £164k. Given the high proportion of rail journeys starting and finishing in the Borough, work continues to assess access improvements including parking, drop off/pick up, security, lighting, walking and cycling routes both immediately at stations and in their surrounding areas with major improvements proposed for the station forecourt at Orpington.

Scheme Development & Review

- 3.22 A total budget of £135,000 has been allocated split into £65k to enable investigation, assessment and feasibility work to be undertaken in order to prioritise potential schemes for development and consultation, £30k to allow recently implemented projects to be monitored and assessed, with a view to improving the effectiveness of future schemes, £15k for a review of Pelican Crossings to increase traffic flows and achieve savings on maintenance costs by potential conversion to Zebra Crossings and £25k for modelling the impact of town centre developments on the local highway network.

Road Safety Education & Training

- 3.23 A total budget of £505k has been allocated. The Council's cycle training schemes for children, adults and families remain popular with demand continuing to grow. Cycle training builds confidence in cycle use, increasing the use of the bicycle in place of alternative transport modes for local journeys and £195k is allocated for this purpose. The rest of the total allocation is made up of £140k for school travel plans and £170k for road safety education.
- 3.24 The travel planning programme continues the Council's success in encouraging and supporting school travel plans, along with providing advice on voluntary workplace travel plans. The programme also assesses and monitors travel plans required by the development control process, the benefit of which is recognised by the National Planning Policy Framework at reducing the transport impacts of developments.
- 3.25 School and driver education programmes, particularly targeting new drivers and children entering secondary school, continue to increase awareness of road safety. Road casualty data for Bromley shows a continuing significant decline in the number of road users killed or seriously injured on the borough's roads.

Local Transport Priorities

- 3.26 Since 2009/10, TfL have awarded each borough the sum of £100k per year to spend on local transport priorities without having to obtain advance authorisation from TfL. This budget has typically subsidised school crossing patrols, with the remainder held as a reserve against eventualities. It is proposed that this arrangement continues for 2017/18, with any Local Transport Priorities money not allocated by the end of September allocated to planned maintenance or other portfolio priorities.

Major Schemes

- 3.27 Bids under these headings can be submitted at any time, although the settlement is announced each autumn in conjunction with other settlements to boroughs. A bid was initially submitted for Beckenham Town Centre which was confirmed in December 2013 and £136k was received for 2014/15. A sum of £1.4M was allocated by TfL to begin the implementation of the scheme with a further provisional £750k for completion during 2017/18, subject to formal approval in November 2016. Once the feasibility work is completed in 2016/17, a bid for the potential replacement of the existing footbridge at Petts Wood, to become a shared pedestrian and cycle facility on the main desire line with new ramps, is to be made as it has an estimated cost of £1.2m.

Maintenance Programmes

- 3.28 Maintenance schemes are covered by two programmes, Principal Road Maintenance (PRM) and Bridge Strengthening and Assessment. The Council is still awaiting confirmation of next year's allocation for both programmes. A proposed programme for this expenditure, including approximately 25% over-programming, will be presented to this Committee later in the year for Members to endorse.
- 3.29 Bridge Strengthening and Assessment covers replacement works, strengthening and feasibility studies of structures. Officers are asked to submit a bid for structural projects to the London Bridges Engineering Group (LoBEG), which advises TfL on scheme prioritisation. A proposed bid for this expenditure will similarly be presented to Committee later in the year.

Borough Cycling Programme

3.30 In May 2013, the Mayor and TfL announced a new programme of cycling funding called the Borough Cycling Programme which aims to support boroughs in delivering elements of the Mayor's Cycling Vision. The Council successfully bid for funding in September 2013 for a 3-year programme of works. This includes funds for cycle training (for adults and children), cycle parking (on-street, residential and at stations), monitoring, staffing and development of a Cycle Strategy. The funding for this programme ceases at the end of 2016/17.

4. POLICY IMPLICATIONS

- 4.1 The 2015-18 Environment Portfolio Plan includes a number of aims in support of the planned outcomes 'To improve the road network and journey-time reliability for all users; To improve 'connectivity' (getting to places you couldn't previously reach easily) and 'integration' (linking different modes of transport); To reduce congestion and carbon emissions by promoting cycling, walking and public transport journeys; To promote safe and secure travel, and provide accessible, affordable, fair and effective parking services
- 4.2 TfL funding is required to meet the commitments made in support of achieving these aims and outcomes.
- 4.3 The 2017/18 programme of works also continues to sustain previously agreed LIP policy objectives and the delivery of schemes identified within.
- 4.4 A new LIP will be required for 2017/18 onwards.

5. FINANCIAL IMPLICATIONS

- 5.1. The provisional TfL formula allocation to Bromley for 2017/18 totals £2.482m with an additional fixed sum of £100k for Local Transport Priorities – this will be confirmed in December 2016. The allocations for both the Principal Road Maintenance and Bridge Strengthening are still to be confirmed. TfL has also provisionally confirmed that there will be an additional £750k for the Beckenham Town Centre scheme, subject to formal approval in November 2016.
- 5.2. £70k of the £100k Local Transport Priorities allocation will be used for School Crossing Patrols. The remaining £30k will be allocated to planned maintenance or other portfolio priorities, if unallocated by the end of September 2017.

6. PERSONNEL IMPLICATIONS

- 6.1 The Borough expects to receive funding from TfL in 2017/18 to support the delivery of local schemes, including design, consultation and monitoring of physical projects and the direct delivery of services such as cycle training and road safety education. In line with LIP Finance & Reporting Guidance (2015) an element of this allocation will be used to meet appropriate staff costs (~32FTE) incurred in the delivery of TfL-funded schemes.

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

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Enclosure 1 - DRAFT TFL LIP CAPITAL BUDGET 2017/18

2017/18	Allocation
Congestion Relief - Multi-Year Schemes	
Feasibility & Design: including Chislehurst High Street, Beckenham Road Penge, Keston Mark (cont), Westmoreland Rd/Masons Hill (cont), Shortlands Station Area, Hayes Lane/Shortlands Rd	£47,000
Implementation: including Croydon Rd/Anerley Road, A233 Biggin Hill to Keston phase 1, Chislehurst Common, Station Road Orpington, Red Lodge Rd/Station Rd	£850,000
	£897,000
Network Infrastructure	
Bus route access, waiting environment and other improvements	£100,000
Decluttering	£20,000
	£120,000
Public Transport Interchange and Access	
Bus stop improvements	£20,000
Station access schemes	£144,000
	£164,000
Casualty Reduction	
Cluster sites: analysis, selection & implementation	£125,000
Skidding accident sites	£60,000
Speed management	£40,000
Carriageway markings	£12,000
	£237,000
Parking	
Local parking schemes/IPAs	£36,000
Chelsfield station off-street parking	£22,000
Review of P&D across the Borough	£24,000
CPZ improvements (incl. Southlands & Anerley Stn areas)	£25,000
Parking initiatives	£10,000
	£117,000
Cycling and Walking Schemes	
Pedestrian Crossings & minor walking schemes (inc. around schools)	£25,000
Cycle parking & route maintenance	£50,000
Cycling and walking route design	£5,000
Cycling & walking route improvement/upgrade	£247,000
	£327,000
Scheme Development	
Pelican Crossing adjustments	£15,000
Bromley town centre transport modelling	£25,000
Advanced planning for future projects	£55,000
Review effectiveness of implemented projects	£20,000
	£115,000
Road Safety Training and Promotion	
Cycle training & promotion	£195,000
Travel planning activities	£140,000
Road Safety Education	£170,000
	£505,000
TOTAL BUDGET FOR ALL SCHEMES	£2,482,000

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Report No.
ES16038

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment Portfolio Holder

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

Date: 29th September 2016

Decision Type: Non-Urgent Executive Non-Key

Title: SEVENOAKS WAY JUNCTION ALTERATION AT MAIN ROAD

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

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

Ward: Cray Valley East & Cray Valley West

1. Reason for report

Following implementation of a combined congestion relief and casualty reduction scheme at the junction of Sevenoaks Way with Main Road in 2014, this report seeks approval for an alteration to the original design, which is required as a result of a significant increase in usage by right turning vehicles into Main Road, which is causing blockages to through traffic on Sevenoaks Way.

2. **RECOMMENDATION(S)**

That the Environment Portfolio Holder:

- 2.1 Approves the junction alterations at this location, as per plan 11245-301.
- 2.2 Agrees that authority is delegated to the Executive Director of Environment and Community Services, in consultation with the Portfolio Holder, to approve the scheme's detailed design.
- 2.3 Agrees that the scheme cost of £74k be funded from the TfL LIP budget for Congestion Relief Schemes for 2016/17.

Corporate Policy

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

Financial

1. Cost of proposal: Estimated Cost: £74k
 2. Ongoing costs: Non-Recurring Cost:
 3. Budget head/performance centre: TfL Funding for Congestion Relief 2016/17
 4. Total current budget for this head: £110k has been allocated for this scheme, of which an uncommitted balance of £78.4k is available to meet the implementation costs
 5. Source of funding: TfL LIP Congestion Relief Funding 2016/17
-

Staff

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: 27
-

Legal

1. Legal Requirement: Non-Statutory - Government Guidance None:
 2. Call-in: Applicable:
-

Customer Impact

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

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Email sent to Ward Members.
2. Summary of Ward Councillor's comments: None as yet.

3. COMMENTARY

- 3.1 The priority junction at Main Road/Sevenoaks Way was signalised in August 2014, as part of a congestion relief and casualty reduction scheme. These works included a staggered pedestrian crossing on Sevenoaks Way, south of Main Road. (See attached drawing 11245-101)
- 3.2 A staggered crossing was included in the original design to create more flexibility to the operation of the junction (such as walk-with-traffic operation).
- 3.3 Following recent complaints from road users and Ward Councillors regarding delays at this junction, site visits were undertaken at various times during the day. Current site observations have shown that when there are more than three vehicles waiting to turn right, the fourth vehicle protrudes into the path of northbound vehicles; where during peak periods this often results in junction blocking, which affects the progress of northbound traffic through the junction.
- 3.4 Investigations have also shown that more vehicles are now turning right into Main Road than was predicted; this may be due to the new right turn green arrow phase, which makes this manoeuvre easier than before. The only effective way to limit right turning vehicles would be to reduce the signals cycle time, but this could affect the junction's capacity and cause more congestion than it would prevent.
- 3.5 In order to alleviate the problems described above, amendments to the junction's design are proposed by removing the staggered pedestrian crossing and replacing it with a straight across type crossing. The amended design will widen the carriageway by removing the wide central island, resulting in the provision of two northbound lanes, which will prevent the junction from being blocked by right turning vehicles into Main Road. (See attached drawing 11245-201)
- 3.6 Transport for London signals engineers have investigated the proposed design and have conducted extensive traffic modelling, using recent traffic count data and are confident that the design is fit for purpose, therefore supporting the Borough engineer's recommendations.
- 3.7 Since the installation of the original scheme, the Council has received complaints from the residents association, from the nearby school (Gray's Farm) and from some parents that pedestrians do not like to cross the road at the island, as there are no guard railings at the staggered crossing point. Council engineers have investigated this and are content that there is not a safety issue, but the perceived danger is undoubtedly a factor in deterring some parents from walking their children to school. The proposed new straight-across crossing means that there would be no need to have a central island at all, thus removing the fear that some pedestrians have when waiting in the centre of a busy road.
- 3.8 It is therefore recommended that this improved design is implemented, to reduce congestion on the A224 northbound and to help pedestrians crossing this road.

4. POLICY IMPLICATIONS

- 4.1 Four of the aims set out in the Environment Portfolio Plan 2016-19 are:
 - To improve the road network and journey-time reliability for all users;
 - To improve connectivity;
 - To reduce congestion and greenhouse gas emissions by promoting cycling, walking and public transport journeys; and
 - To promote safer travel, and reduce the number and severity of road accidents.

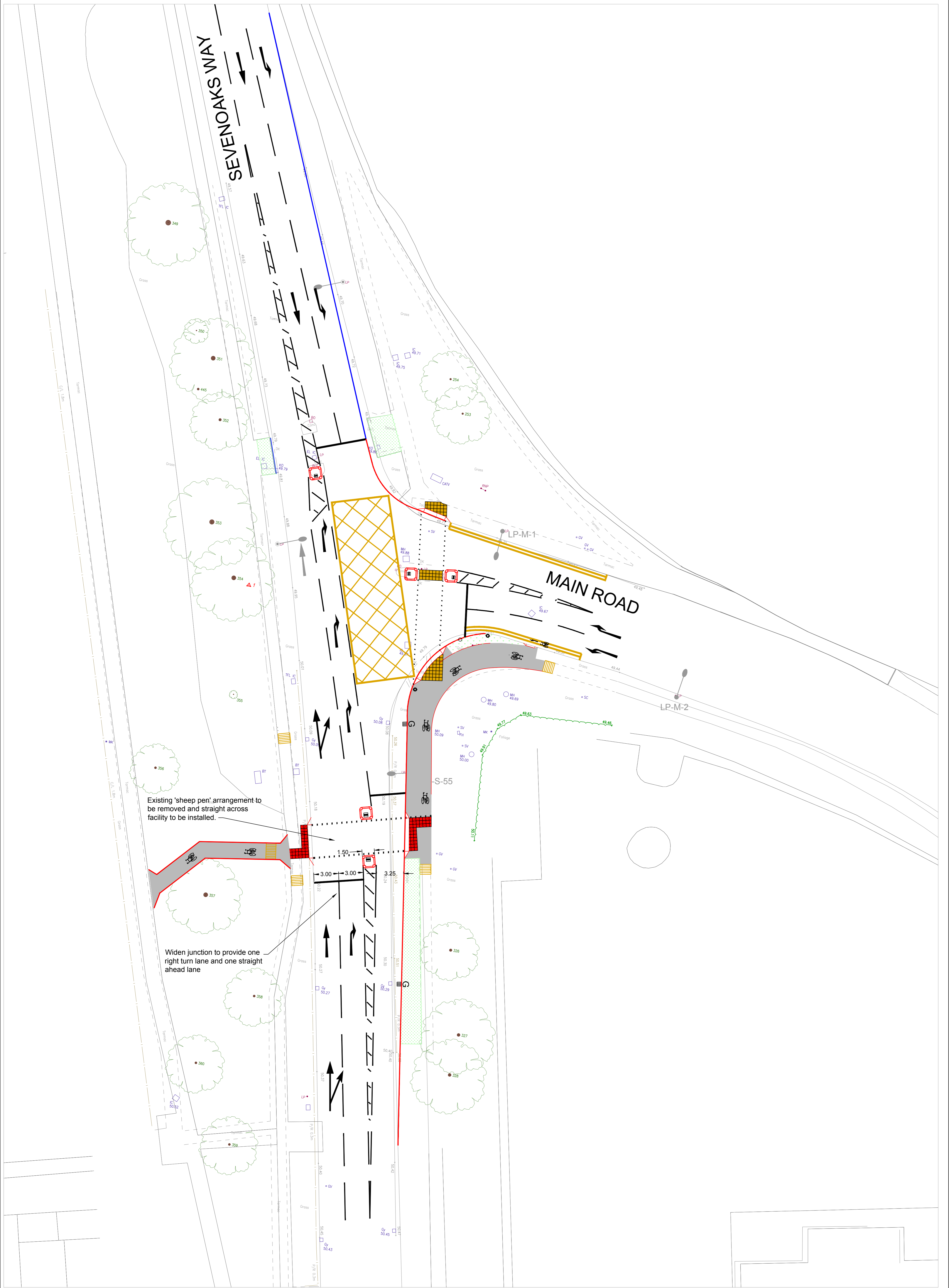
5. FINANCIAL IMPLICATIONS

- 5.1 The estimated cost of the scheme is approximately £74k including design and construction. This will be met by the TfL 2016/17 LIP funding for Congestion Schemes. An amount of £110k has been set aside for this scheme and the uncommitted balance of £78.4k is available to fund the implementation costs.

6. LEGAL IMPLICATIONS

- 6.1 No traffic management order is required for the scheme.

Non-Applicable Sections:	
Background Documents: (Access via Contact Officer)	Report ES12135, 20 th November 2012: "ROAD SAFETY SCHEME: SEVENOAKS WAY / MAIN ROAD"



Existing 'sheep pen' arrangement to be removed and straight across facility to be installed.

Widen junction to provide one right turn lane and one straight ahead lane

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Job Title:
A224 SEVENOAKS WAY JUNCTION WITH MAIN ROAD
ORPINGTON
PHASE 2

Drawing Title:
GENERAL ARRANGEMENT



Environmental Services
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 Bromley, BR1 3UH
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Scale @ A1
1:200
 Date:
31/05/16

Checked by:
I.A.
 Drawn by:
J.J.

Rev	Date	Description

Drawing Number
11245-301

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Report No.
ES16046

London Borough of Bromley

PART ONE – PUBLIC

Decision Maker: **Environment Portfolio Holder**

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

Date: **29th September 2016**

Decision Type: Non-Urgent Executive Non-Key

Title: **PENGE PARKING REVIEW**

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

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

Ward: All

1. Reason for report

- 1.1 Following concerns raised by residents and Ward Members about residents finding it difficult to park near their homes, an informal consultation exercise has been carried out with residents across Penge.
 - 1.2 This report sets out the initial findings from the informal consultation, and makes recommendation for more specific consultation and scheme progression to identified roads.
-

2. **RECOMMENDATION(S)**

The Portfolio Holder is asked to agree that:

- 2.1 **Crampton Road, Kingswood Road, Phoenix Road, Lucas Road, Cottingham Road, Kingsdale Road, Southey Street and Raleigh Road are further consulted on the possibility of a Controlled Parking Zone being implemented to the area. The required plans will show the proposed changes.**
- 2.2 **Torr Road, Wordsworth Road, St Johns Road, Station Road, Barsons Close and Lucas Road are also further consulted with appropriate plans on the possibility of a Controlled Parking Zone / permit parking scheme being implemented.**
- 2.3 **Clevedon Road and Royston Road be further consulted on the possibility of a permit parking scheme also being implemented, given the likely introduction of a Controlled Parking Zone to Kenilworth Road and other adjacent roads within the area.**

2.4 Further to the formal consultation to be carried out, any scheme to be agreed to be subject to delegated authority to the Executive Director of Environment & Community Services with the input of Ward Members and the agreement of the Portfolio Holder on the final design.

Corporate Policy

1. Policy Status: Existing Policy:
 2. BBB Priority: Quality Environment Safer Bromley Vibrant, Thriving Town Centres:
-

Financial

1. Cost of proposal: Cannot be calculated until the scheme designs are finalised
 2. Ongoing costs: Dependent on final scheme design and size
 3. Budget head/performance centre: TfL LIP Funding
 4. Total current budget for this head: £36.9k is the uncommitted balance available
 5. Source of funding: TfL LIP funding for parking schemes
-

Staff

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: 80
-

Legal

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

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): All residents of the affected roads to be included within any Controlled Parking Zone installed. Users and/or commuters using the local area.
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments:

Ward Members have been informed of the informal consultation that was carried out with residents and all the results and comments received. The final consultation results and comments have been issued to Ward Members for analysis. The Ward Members have subsequently all expressed support for a scheme to be progressed and for further consultation to the roads where support is evident for changes to be made.

3. BACKGROUND

- 3.1 A number of roads in Penge have been identified as having parking problems, including commuter parking in roads surrounding Penge East Train station and parking associated with the High Street. This was determined by concerns raised directly by residents and via the Ward Members. Residents were advised that this informal consultation was only to gauge initial views on whether a scheme was required and to ascertain whether there was support for permit parking locally. A similar exercise was carried out in 2011 across Penge but only resulted in some minor changes across the area. However, there has been recent evidence of further parking issues and a demand for the possible introduction of a Controlled Parking Zone with permit parking. Nevertheless, any roads being considered for a parking scheme would be only where the majority of residents feel there was a problem with parking in their road, or where a proposal for a nearby scheme might affect the road.
- 3.2 A consultation letter, questionnaire and information leaflet regarding Controlled Parking Zones was sent out residents and the area of the consultation is shown on Plan 12335-01. The questionnaire asked residents whether there were parking problems in the road, whether changes were required, whether residents parked on street and questions aimed at identifying whether permit parking was necessary and whether parking permits would be purchased if a scheme was implemented.

4. CONSULTATION RESULTS

- 4.1 The majority of residents in the following roads indicated that they supported permit parking being introduced and therefore changes being made:
- ***Crampton Road, Kingswood Road, Pheonix Road, Lucas Road, Southley Street, Raleigh Road, Cottingham Road, Kingsdale Road and Kenilworth Road.***
- 4.2 The results of the consultation from these roads provided the following feedback:
- ***Do you feel resident parking permits are required in your road?***

Road	Yes	No	No View
Crampton Road	26	4	4
Kingswood Road	22	6	1
Phoenix Road	14	3	0
Lucas Road	18	5	2
Southley Street	8	2	0
Raleigh Road	16	10	1
Cottingham Road	24	4	1
Kingsdale Road	11	3	0
Kenilworth Road	21	10	0

- 4.3 However, following the previous consultation carried out in 2011, a petition against any form of permit parking was also received at that time to a number of the above roads where residents have again requested amendments and permit parking. Therefore, it is proposed that to progress a parking scheme it would be prudent for it to be drawn up and subject to formal consultation again with all residents. This would outline in further detail all the proposed

changes that could be made, the costs, the Controlled Parking Zone times, the location of bays, waiting restrictions (yellow lines) and amendments that would be required locally for the scheme to meet its objectives.

4.4 However, following the informal consultation, the residents of a number of other roads across the area have also been split in their view whether permit parking is required or not. This included a mix of responses from:

- ***St Johns Road, Station Road, Wordsworth Road, Torr Road, Clevedon Road and Royston Road.***

4.5 The results of the consultation from these roads provided the following feedback:

- ***Do you feel resident parking permits are required in your road?***

Road	Yes	No	No View
St Johns Road	6	7	1
Barsons Close	2	2	1
Station Road	8	6	2
Wordsworth Road	18	21	2
Torr Road	5	4	0
Clevedon Road	12	11	1
Royston Road	14	15	1

4.6 However, given that the residents of a number of adjacent and/or adjoining roads are in favour of changes being made, any scheme may have a direct impact on a number of the adjacent roads where current feedback is split on whether permit parking would be supported. If the above roads were not included within any proposed scheme, displacement is likely to occur and this could create a number of other issues for residents that may impact their view on whether a scheme should or should not be installed. As a consequence, a number of the roads where the feedback was mixed will also be included in any scheme design and subject to further consultation.

4.7 During the consultation, residents of some roads made it clear that they did not experience too many parking problems and would not support the introduction of parking permits. This included:

- ***Penge Lane, Mosslea Road, Queen Adelaide Road, Montrave Road, Westbury Road and parts of the High Street, Penge.***

4.8 The above roads will therefore be excluded at this time from any scheme design, given the clear indication from the informal consultation that showed there was very limited support for such changes.

4.9 During the consultation, residents also provided a number of detailed comments regarding their own individual parking issues and provided comments regarding other parking problems with suggested solutions. Therefore, any scheme design will take these into consideration and will help to shape any design. Given the close proximity of the High Street and the need to ensure that commuter parking is not simply displaced into other roads, any scheme will also need to consider other road users. This is likely to result in a need for additional Pay and Display parking.

5. POLICY IMPLICATIONS

- 5.1 The Council's approved Local Implementation Plan (LIP) states that it is necessary for parking schemes to strike a balance between:
- The demand for parking;
 - The need to support the local economy;
 - The need to provide for visitors generally;
- 5.2 The Council's parking approach and parking policy should therefore maximise the efficient use of on street parking in the various roads and be of benefit to residents and users of these roads.

6. FINANCIAL IMPLICATIONS

- 6.1 The estimated cost for introducing the necessary changes of £8.2k would be met from the LIP programme budget within Transportation Planning for parking schemes, which has an uncommitted balance of £36.9k. This estimate could increase if additional posts and plates are required or if an element of Pay and Display parking was installed.
- 6.2 The feedback from the informal consultation suggested that if parking permits were installed to the roads where a majority have indicated support for the scheme, 139 residents would purchase resident permits. However, this is likely to increase because if a scheme was installed, there is likely to be additional roads that may be included that are to be subject to further consultation and subsequent demand for parking permits from residents and visitors of these roads.
- 6.3 The proposed permit times to be decided would have an impact on the cost set for permits. If a limited time resident parking permit was installed, the cost would be likely to be £40 in line with other similar Controlled Parking Zones borough wide. If the permit was to operate in excess of 4 hours or was operating all day, the cost would be £80. The projected income and administration costs would be subject to the detail design and scheme size.
- 6.4 Any Pay and Display installed would also result in additional scheme costs and income. The costs will be dependent on the number of machines required and the income would be determined by the number of bays provided and associated hourly charge and estimated usage.
- 6.5 At this stage, the full costs and income cannot be estimated until the detailed design has been completed and the size of the scheme agreed. Full financial details will be presented to the Portfolio Holder when the delegated decision is made.

7. LEGAL IMPLICATIONS

- 7.1 Any new parking scheme will be subject to consultation and the necessary Traffic Management Order will be advertised to permit any changes. Any objections will be duly reported for consideration. All key stakeholders will be consulted and informed in advance of the changes planned.

Non-Applicable Sections:	PERSONNEL IMPLICATIONS
Background Documents: (Access via Contact Officer)	PENGES TOWN CENTRE PARKING REVIEW ES11020 (March 2011) PENGES PARKING REVIEW: LINDEN GROVE AND NEWLANDS PARK CPZ ES12035 (February 2012)

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Job Title:
**PENGE PARKING
 REVIEW**

Drawing Title:
**PLAN SHOWING
 ROADS CONSULTED**



Environmental Services
 Civic Centre, Stockwell Close,
 Bromley, BR1 3UH
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Nigel Davies
 Executive Director of Environment
 & Community Services

Scale @ A4
 N.T.S.
 Date: 16/08/16
 Drawn by: J.J.
 Checked by: P.N.

Rev	Date	Description	By

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Report No.
ES16018

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment Portfolio Holder

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

Date: 29th September 2016

Decision Type: Non-Urgent Executive Non-Key

Title: ELMSTEAD LANE (PRIVATE STREET WORKS) – FIRST RESOLUTION

Contact Officer: Laura Squires, Traffic Engineer
Tel: 020 8313 4231 E-mail: Laura.Squires@bromley.gov.uk

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

Ward: Chislehurst

1. Reason for report

To obtain a First Resolution under the Private Street Works Code contained in the Highways Act 1980, in respect of the adoption and making up of the eastern footway of Elmstead Lane, between Walden Road to the north, and Grange Drive.

2. **RECOMMENDATIONS**

The Environment Portfolio Holder:

- 2.1 Approves the layout of a footway on the eastern side of Elmstead Lane, between Walden Road and the northern boundary of number 36 Elmstead Lane as shown on drawing number 11429-03 Rev A.
- 2.2 Approves the layout of a footway on the eastern side of Elmstead Lane, between the northern boundary of number 36 to the junction with Grange Drive, as shown on drawing number 11429-05.
- 2.3 The Environment Portfolio Holder makes a First Resolution under S205 (1) of the Highways Act 1980 in respect of Elmstead Lane as follows:-

The Council do hereby declare that the eastern footway of Elmstead Lane, between the junctions with Walden Road and Grange Drive is not levelled, paved, metalled, flagged, channelled, made good and lighted to its satisfaction and therefore resolves to execute

street works therein, under the provisions of the Private Street Works Code, as set out in the Highway Act 1980.

Schedule of works

Part 1 - From the street junction with Walden Road, along the eastern side of the street to the northern boundary of number 36 Elmstead Lane, all as more particularly shown on drawing number 11429-03 Rev A.

Part 2 – From the northern boundary of number 36 Elmstead Lane, to the street junction with Grange Drive, all as more particularly shown on drawing number 11429-05.

Corporate Policy

1. Policy Status: Existing Policy
 2. BBB Priority: Quality Environment Safer Bromley Not Applicable
-

Financial

1. Cost of proposal: Estimated Cost £20k
 2. Ongoing costs: Future maintenance costs will be met from existing highway maintenance budgets
 3. Budget head/performance centre: Section 106 funds
 4. Total current budget for this head: £20k
 5. Source of funding: Section 106 funds from the Ravensbourne College development
-

Staff

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

Legal

1. Legal Requirement: Non-Statutory - Government Guidance : Should a scheme proceed under the Private Street Works Code then the procedure is set out in the Highways Act 1980.
 2. Call-in: Applicable
-

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): All users of the footway in Elmstead Lane.
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillor's comments: Cllr Boughey has reported that the Ward councillors had no objections. Cllr Payne expressed support for this proposal. Cllr Bosshard is supportive of the Scheme. Any other comments received will be reported to Members.

3. COMMENTARY

- 3.1 The footway to the eastern side of Elmstead Lane between its junction with Walden Road and Grange Drive, has not been made up to adoption standards and therefore the Council is not responsible for its maintenance, which includes repair.
- 3.2 For some years the Council has sought to provide the public with safer and continuous footways across the Borough, whenever appropriate. In this case footfall is high on the eastern side of Elmstead Lane between Walden Road and Grange Drive due to the proximity to the Elmstead Woods railway station, a school and the presence of a bus stop.
- 3.3 It was originally proposed to proceed with the construction of the footway on the basis that it fell within the corridor of the maintainable highway, but this has been challenged by the owners of premises fronting Elmstead Lane at this point. The residents instructed a solicitor who, inter alia, requested that a meeting be arranged between residents and officers, at which the Council's proposals could be discussed in detail.
- 3.4 This was agreed by the Council and the meeting took place on Tuesday 14 June 2016 and was attended by the owner/occupiers of 6 of the 8 properties fronting Elmstead Lane between Walden Road and Grange Drive. One owner did not attend as their property is currently for sale, but they have stated in writing via their solicitors that they have no objections to the footway improvements. Another owner sent her apologies that she could not attend, and it was stated in advance of the meeting that she was looking to those owners/occupiers attending to look after her interests. As a result of the discussions, it is believed that all but one of those owner/occupiers present and represented accepted that a new, paved footway is necessary and should be constructed.
- 3.5 Given the challenge to the status of the land upon which the new footway will be constructed and the ongoing opposition of the owner of one of the properties fronting this land, the legal advice is that the most appropriate action in these circumstances is to resort to the Private Street Works Code, which allows the Council to carry out works in a street which is not an adopted highway. This procedure will also provide an opportunity for any owner to raise an objection to the Council's proposals, on specific grounds contained in s.208 of the Highways Act 1980, if he/ she so wishes.
- 3.6 S.236 of the Highways Act 1980 permits the Council, as the Street Works Authority, to resolve to bear the whole of the cost of the street works, rather than recharge the whole or a portion of the cost to the frontage owners. In this instance, it is proposed that the cost of the works would be met from Section 106 funding.
- 3.7 It is expected that the works will cost £20k and will be fully funded from a contribution contained in a Section 106 legal agreement dated 7th August 2006 as amended in respect of the Ravensbourne College development.
- 3.8 Details of the Section 106 agreement and its proposed use are provided below: -

Planning Ref	Development	S106 Agreement Clause	Amount and how money will be allocated	Justification
178	Ravensbourne College, Walden Road, Chislehurst, Kent, BR7 5SN	Highways contribution of £20,000. The Council undertakes to (a) spend the highways contribution only on the provision of a bus stop or bus stops at Elmstead Lane/Walden Road and the improvement to the footpath on the east side of Elmstead Lane; and (b) return to the payer any unexpended part of the Highways contribution on the fifth anniversary of the payment.	The £20k is intended to meet the costs to upgrade the soft verge between Grange Drive and Walden Road, including improvements to the bus stop.	This section of Elmstead Lane on the eastern side, lacks a hard footway and is currently a well worn muddy verge, especially the alighting point at the existing bus stop. The proposed works will therefore meet the requirements set out in the S106 agreement.

4. POLICY IMPLICATIONS

- 4.1 Policy T14 of the Unitary Development Plan (UDP) adopted in July 2006 says that un-adopted highways will normally be considered for making-up and adoption, as resources permit, following a referendum. The referendum is not part of the statutory procedure however, and in exceptional circumstances, such as with this scheme, can be dispensed with.
- 4.2 In this case, where there is a clear demand for the Council to take action and it is not proposed that the cost of making up the footway will be charged to the frontage owners, it is recommended that a referendum is not conducted.
- 4.3 The draft Environment Portfolio Plan 16-19 includes the aim “to reduce congestion and greenhouse gas emissions by promoting cycling, walking and public transport journeys”, which this report addresses in respect of the proposed footway in Elmstead Lane.

5. FINANCIAL IMPLICATIONS

- 5.1 The estimated cost of the works for Part 1 and Part 2 total £20k. This will be funded from the Section 106 funds from the Ravensbourne College development to improve the footway area between Walden Road and Grange Drive, including the alighting point at the bus stop.
- 5.2 As set out in the Agreement, the S106 contribution must be spent before the 5th anniversary of the payment, otherwise any unspent monies must be returned to the developer.
- 5.3 Future maintenance costs of the footpath will be contained within existing highway maintenance budgets.

6. LEGAL IMPLICATIONS

- 6.1 In this instance the legal advice is that the Council should proceed under the requirements of the Private Street Works Code, which will involve serving notices of provisional apportionment on the frontage owners. Given that the intention is that the full cost of the scheme will be met

without charge to them, the notices will show “nil” street works charges. This means that the frontage owners are unlikely to be able to raise objections to the proposal on financial grounds, but may choose to pursue objections on other grounds. Given the reaction of one of the frontage owners to the Councils’ proposals, this may be seen as a possible outcome.

- 6.2 Any objections which could not be resolved by negotiation would have to be referred to the Magistrates Court for determination, which could delay the scheme.
- 6.3 The Highways Act 1980 s. 208 sets out six grounds upon which the owner(s) of premises shown in a Provisional Apportionment of estimated costs as liable to be charged with any part of the costs of executing the proposed street works may by notice, object to the proposed works.
- 6.4 S.208(b) allows the objection that there is some material informality, defect, or error in the documents that have been prepared. In this case it is anticipated that the cost of making-up the footway in front of number 36 Elmstead Lane and number 1 Grange Drive could give rise to a slightly different rate per/metre frontage cost than making-up the footway elsewhere.
- 6.5 Accordingly, although the nature of the works would be similar throughout the scheme, it is not recommended that the estimated costs are combined to produce an overall rate/metre frontage, as this could give rise to an objection under s.208(b) from the frontagers – irrespective of the intention that the Council will be meeting the full cost of the works. If the works are carried out as Part 1 and Part 2 as proposed, any variation in the cost/metre frontage could not be cited as an informality, defect or error in the documentation.

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



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Job Title:
**ELMSTEAD LANE
 PROPOSED FOOTWAY**

Drawing Title:
DRAWING FOR FIRST RESOLUTION

Bromley
 THE LONDON BOROUGH

Environmental Services
 Civic Centre, Stockwell Close,
 Bromley, BR1 3UH
 Tel : 020 8464 - 3333
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Nigel Davies
 Executive Director of Environment &
 Community Services

Scale @ A3	1:500		
Date	01/03/16		
Drawn by:	J.J.	A	16.08.16
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Job Title:
**ELMSTEAD LANE
 PROPOSED FOOTWAY**

Drawing Title:
**DRAWING FOR SECOND
 RESOLUTION**

 Environmental Services
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Scale @ A3	1:500			
Date	16/08/16			
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Report No.
ES16044

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment Portfolio Holder

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

Date: 29th September 2016

Decision Type: Non-Urgent Executive Non-Key

Title: INSTALLATION OF A PLAY AREA IN QUEENS GARDENS

Contact Officer: Robert Schembri, Neighbourhood Manager
Tel: 0208 313 4322 E-mail: robert.schembri@bromley.gov.uk

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

Ward: Bromley Town

1. Reason for report

This report details proposals to provide a new play area to replace the former maze within Queens Gardens following the construction of the new restaurant terrace.

2. **RECOMMENDATION(S)**

That the Portfolio Holder agrees:

That a new play area is installed in place of the former maze in Queen's Gardens, funded from the £60k donation from Intu.

Corporate Policy

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

Financial

1. Cost of proposal: £60k
 2. Ongoing costs: Future maintenance costs will be contained within existing budgets
 3. Budget head/performance centre: Parks and Green Space
 4. Total current budget for this head: £60k
 5. Source of funding: Donation from Intu
-

Staff

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

Legal

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

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Residents and visitors to the Borough's Parks and Open spaces
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments: Ward Members were consulted on options for the landscaped space left after the development, previously a maze. They carried out their own further consultation with users and stakeholders and concluded that the site was best served as a rustic/naturalistic playground

3. COMMENTARY

- 3.1 As part of the Intu development, a new restaurant terrace now sits alongside the Queen's Garden, creating an al fresco dining experience. This has created a new sense of place and also attracted new tenants and prolonged trading hours. As part of this development, the former maze; a formal feature made out of low hedges with flag pole in centre was removed to allow the new terrace construction to be completed. Accordingly, this has allowed a new green space to be developed for this existing area of the Queens Gardens.
- 3.2 Intu has provided the Council with £60k as a contribution towards the reinstatement of the maze area. This contribution will be used for the installation of a new children's play area in Queens Gardens.
- 3.3 After consultations carried out with Intu Bromley and Ward Members, it is proposed that a new rustic/naturalistic play space should be created to produce an imaginative and functional play space.
- 3.4 Design and Build tenders have been sought to develop the project site into a children's play area in keeping with its current environment within Queens Gardens.
- 3.5 The aims of the tendered project is/was to:-
- provide an imaginative, natural and coordinated play experience for children and young people within an existing public open space;
 - create a play space that will please, excite, challenge and stimulate children's imagination and senses; utilising the play space as well as the surrounding environment;
 - promote positive attitudes to children and young people in the community through play opportunities and providing a safe environment for play.
- 3.6 The scheme costs will include the design as well as the purchase and installation of play equipment, fencing and landscaping.

4. POLICY IMPLICATIONS

- 4.1 The acquisition and upkeep of Queens Gardens accords with the Council's policy of landscape management for public access, health, education and leisure pursuits and chimes with the BBB priority – A quality Environment. It is estimated that the new play area will attract 36,000 additional visitors.

5. FINANCIAL IMPLICATIONS

- 5.1 Intu has provided a sum of £60k for the Council to use to provide a children's play area to replace the former maze. Approval is sought to implement the proposed scheme.
- 5.2 Future maintenance costs will be absorbed within the existing budgets, as the maintenance of the area will replace the annual costs associated with the care of the former maze area.

6. LEGAL IMPLICATIONS

- 6.1 This report seeks the approval of the Portfolio Holder for a new play area to be installed in place of the former maze in Queen's Gardens, funded from the £60k donation from Intu. The estimated/total value of the development and installation will be £60k. The project cost and

installation will comply with the Council’s Contract Procedure Rules and Health & Safety Regulations.

Non-Applicable Sections:	Personnel Implications
Background Documents: (Access via Contact Officer)	Contract Documentation between the Authority and Intu

Report No.
ES16048

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: **Executive**

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

Date: **29th September 2016**

Decision Type: Non-Urgent Executive Key

Title: **HIGHWAYS INVESTMENT**

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

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

Ward: (All Wards);

1. Reason for report

This report considers alternative funding arrangements for highways maintenance.

2. **RECOMMENDATION(S)**

2.1 **That the Executive approve capital funding of £11.8m for investment in planned highway maintenance, to be funded from capital receipts and adds the scheme to the Capital Programme, subject to approval of Full Council.**

2.2 **Subject to the approval of the alternative funding above, the revenue budget for highways works will reduce by £2.5m per annum for the period 2017/18 to 2021/22 which will be partly offset by an estimated reduction in treasury management income of £167k over the 5 year period.**

Corporate Policy

1. Policy Status: New Policy: Further Details
 2. BBB Priority: Excellent Council Quality Environment Safer Bromley Supporting Independence Vibrant, Thriving Town Centres:
-

Financial

1. Cost of proposal: Capital costs of £11.8m and annual revenue savings of £2.5m
 2. Ongoing costs: Annual saving of £2.5m per annum for 5 years and potential loss of treasury management income of £167k over the 5 year period
 3. Budget head/performance centre: Highways
 4. Total current budget for this head: £8.881m and Capital Programme
 5. Source of funding: Existing revenue budget 2016/17 & Capital Programme
-

Staff

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

Legal

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

Customer Impact

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

Ward Councillor Views

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

3. COMMENTARY

Background

- 3.1 Bromley's highway network includes 547 miles (880Km) of carriageways and 885 miles (1,425 Km) of footways, with a gross replacement cost of approximately £1.5 bn. The highway network 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.
- 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, broken paving slabs etc. 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) which should be considered for maintenance. 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 (2014/15) using latest qualifying road survey condition data are set out in the table below:

Network Classification	A (Principal)	B/C (Non-Principal)	Unclassified
Road Condition Value	1%	3%	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. received as part of the LIP settlement from TfL has helped to keep these roads in good condition. Likewise the non-principal (B/C) road network of 58 miles (93Km) have a condition indicator of 3%, as they have been a priority for revenue funding in recent years. The remaining 447 miles (720 Km) of carriageway form the unclassified road network with a road condition indicator of 17%.
- 3.5 As carriageways deteriorate through weathering and the acts of traffic, the requirement for protective or more structural maintenance can be predicted with some accuracy. Most of the footways in the borough are surfaced with paving slabs, and the main causes of their deterioration is root damage from street trees and over-running vehicles, both of which have been effectively managed through reactive and minor works. This was verified in the results of the new treatment survey undertaken of all footways and carriageways last year to identify the likely timescale of future planned maintenance works, which confirmed that as an asset, Bromley's footways are in a better structural condition than the carriageways.

Funding Proposals

- 3.6 Planned highway maintenance works are funded through annual revenue budgets. The 2016/17 budgets for planned maintenance include £1.25m for carriageways and £1.13m for footways, with an additional £1.42m for reactive maintenance and minor repairs. Although this level of funding has allowed the non-principal and unclassified road networks to be maintained at a stable condition, it has not been sufficient to allow conditions to be improved, which would also allow expenditure in reactive works to be reduced.

- 3.7 Carriageway and footways have been identified for planned work using a prioritisation system based on highway condition, but also taking account of factors such as use, location on the network and frequency of reactive maintenance. Those roads with the highest overall priority have been put forward for planned works programmes in accordance with expected budget provision.
- 3.8 Planned highway maintenance projects are completed by the Council's Major Works Contractor. This Contract was awarded in 2010 for an initial seven year period, and has recently been extended to June 2018. A recent benchmarking exercise with neighbouring boroughs identified that prices within our current Contract are at least 28% lower than similar recently awarded contracts, and it is anticipated that contract prices will increase further when the contract is re-tendered.
- 3.9 It is proposed that £11.8m is drawn down from capital receipts to fund improvement works during the next two years which will allow conditions to be improved significantly in the short term using existing contract prices. This upfront funding will result in a reduction in treasury management revenue of around £167k over the five year period. This alternative funding will then allow revenue expenditure to be reduced by £2.5m per annum for 5 years, a total of £12.5m (£11.9m from planned works and £0.6m from reactive maintenance). At the end of 5 years, a review can be undertaken to assess the benefits of upfront funding and future funding required and a decision made as to whether this would be funded from capital receipts (subject to availability of future capital receipts) or to reinstate the revenue budgets.
- 3.10 Based on results from the latest treatment survey any future investment should be focussed on carriageway maintenance to obtain long-term benefits, with footway maintenance continuing to rely on reactive and minor works to deal with the short term damaging factors.
- 3.11 Should Executive approve an investment programme for highways maintenance, it is proposed that a Member Working Group is established to agree levels of service and treatment options. Details of future works programmes funded by the investment will be considered by the Environment Portfolio Holder following scrutiny by the Environment PDS Committee.

4. POLICY IMPLICATIONS

- 4.1 The Environment Portfolio Plan 2015-2018 includes the key aim "To continue to invest in a timely and effective manner in our roads and pavements to maintain the value of our highway asset". The Plan (item 4.4) identifies the Council will "Improve the condition of the of the highway network by completing an approved major programme of road and pavement resurfacing".

5. FINANCIAL IMPLICATIONS

- 5.1 This report considers alternative upfront funding arrangements for highways maintenance from the Council's capital programme instead of the Council's revenue budget and identifies potential benefits of upfront funding given the future cost pressures on highway maintenance costs (see 3.8).
- 5.2 The Executive is therefore requested to agree funding of £11.8m from capital receipts for investment in planned highway maintenance. This will enable annual revenue savings of £2.5m to be made, a total of £12.5m over a period of 5 years from 2017/18, which will be partly offset by a total estimated reduction in treasury management income of £167k over the five year period.
- 5.3 Approval from Full Council will be required as the total expenditure is over £1m.

- 5.4 The utilisation of capital receipts will reduce monies available for future capital schemes. It remains essential that the Council continues to generate capital receipts to fund the future capital programme.
- 5.5 Any revenue costs in 2016/17 not utilised as a result of undertaking these works during 2016/17 will be set aside towards funding the capital costs identified in this report.

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
Background Documents: (Access via Contact Officer)	

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Report No.
ES16042

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment PDS Committee

Date: 29th September 2016

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

Title: FORWARD WORK PROGRAMME, MATTERS ARISING, 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 & Community Services

Ward: Borough Wide

1. Reason for report

This report sets out information relating to the Committee's future business and key contracts including:

- Forward Work Programme
- Progress on requests made at previous meetings and
- Environment Portfolio Contract Register

2. **RECOMMENDATIONS**

2.1 **That Committee reviews and comments on:**

- (a) the proposed Forward Work Programme (Appendix 1);
- (b) progress concerning previous Committee requests (Appendix 2); and
- (c) the Corporate Contract Register extract and commentary relating to Environment Portfolio contracts (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 2016/17 approved budget
 4. Total current budget for this head: £31.7m and £4.854m of TfL funding
 5. Source of funding: 2016/17 revenue budget and TfL funding
-

Staff

1. Number of staff (current and additional): 143 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: Not Applicable

3. COMMENTARY

Forward Work Programme

- 3.1. **Appendix 1** sets out the Environment Portfolio's Forward Work Programme including: the provisional report title; the lead division; and Committee's role. Committee is invited to comment on the proposed schedule and suggest any changes it considers appropriate.
- 3.2 Other reports may come into the programme as 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 **Appendix 2** provides a progress update on requests previously made by the Committee. This list is checked after each Committee meeting so that outstanding issues can be addressed at an early stage.

Contracts Register Summary

- 3.4 **Appendix 3** sets out a summary of those Environment Portfolio contracts with a total contract value (e.g. duration in years multiplied by the annual value) greater than £50k.
- 3.5 This information is presented in a new format and is an extract of the Corporate Contract Register, as presented to the newly constituted Contracts Sub-committee on 24 August 2016.
- 3.6 The agreed process is for relevant extracts of the Corporate Register to be presented to each PDS committee during the same committee cycle to ensure reporting consistency.
- 3.7 Naturally there will have been changes between production of the Corporate Contract Register and its presentation to this committee and these changes, together with other information, is set out in the Appendix 3 commentary.

4. POLICY IMPLICATIONS

- 4.1 PDS Committees are responsible for developing their own Forward Work Programmes and this committee's is set out in Appendix 1.
- 4.2. The activities in this report reflect the priorities and aims set out the Environment Portfolio Plan 2016/19 and Building a Better Bromley's 'Quality Environment' aspiration.

Non-Applicable Sections:	Financial, Legal and Personnel
Background Documents: (Access via Contact Officer)	Environment PDS Committee agendas and minutes: 2006/07 to 2016/17

APPENDIX 1

ENVIRONMENT PDS COMMITTEE FORWARD WORK PROGRAMME: FUTURE MEETINGS

Environment PDS: 8 Nov. 2016	Division	Committee Role
Forward Work Programme, Matters Arising from Previous Meetings and Contracts Register	E&CS	PDS Committee
Environment Portfolio Plan 2016/17: Half Year Progress Report	E&CS	PDS Committee
Highways Annual Report (Planned Programme 2107/18)	Transport & Highways	Pre-decision scrutiny
Street Lighting Invest-to-save outturn	Transport & Highways	PDS Committee
Developing Quietway Routes in Bromley (Definition Plan stage)	Transport & Highways	Pre-decision scrutiny
Budget Monitoring 2016/17	Finance	Pre-decision scrutiny
William Barefoot junction widening	Transport & Highways	Pre-decision scrutiny
Adoption of FPN for Fly-Tipping Offences	S&G	Pre-decision scrutiny
Coney Hill Landfill Site Monitoring: Tender Gate Report	S&G	Pre-decision scrutiny
Environment PDS: 24 Jan. 2017	Division	Committee Role
Forward Work Programme, Matters Arising from Previous Meetings and Contracts Register	E&CS	PDS Committee
The Landscape Group: Contractor Scrutiny / Review	S&G	PDS Committee
Environmental Services Contract: Gate Report	S&G	Pre-decision scrutiny
Draft Budget 2017/18	Finance	PDS Committee
Environment PDS: 7 Mar. 2017	Division	Committee Role
Forward Work Programme, Matters Arising from Previous Meetings and Contracts Register	E&CS	PDS Committee
Budget Monitoring 2016/17	Finance	Pre-decision scrutiny

APPENDIX 2

ENVIRONMENT PDS COMMITTEE PROGRESS REPORT ON PREVIOUS REQUESTS

Date	Committee Request	Progress
7 June 2016	Committee agreed to establish three Member Working Group covering: <ul style="list-style-type: none">• Streetscene / input to proposed Environmental Services Contract• Traffic Congestion• Highway & Footway Repairs	Membership and dates: yet to be established
7 June 2016	Chairman requested that The Landscape Group should attend committee for scrutiny in respect of their activity	Scheduled in Forward Work Programme: 24 January 2017 PDS meeting

APPENDIX 3

ENVIRONMENT PDS COMMITTEE CONTRACTS REGISTER SUMMARY

1. Contract Register

- 1.1. Council services are underpinned by contracts and, as a Commissioning Council, it's important that these are tendered in accordance with the newly revised (1 September 2016) LB Bromley Contract Procedure Rules and the appropriate government regulations.
- 1.2. A new Council-wide approach to contract reporting has been agreed which involves the entire Corporate Contract Register being reported to Contracts Sub-committee (the latest meeting being 24 August 2016) and for extracts of that information being reported to each PDS committee as appropriate (see appendix). This ensures that the same information is reported to all committees during each committee cycle.
- 1.3. The appended spreadsheet sets out all Environment Portfolio's contracts with a total contract value of more than £50k. The table below provides a commentary on the status these contracts including the number, changes since the Corporate Contract Register was published (24 August 2016), and an update on contracts which have been ragged as requiring action.
- 1.4. Members will be interested to know that the Contract Monitoring Summaries pioneered by E&CS and the Corporate Contract Register are currently being merged into a Contract Database. The Database will be at the heart of the Council's future contracting activity and will generate alerts and reports, as required, to ensure timely procurement and Member reporting.

Status	Contract	Update
Totals	<ul style="list-style-type: none"> Environment Portfolio: 23 contracts on the Corporate Contract Register E&CS Department: 46 contracts on the Corporate Contract Register 	<ul style="list-style-type: none"> 2 contracts are ragged red 7 contracts are ragged amber 14 contracts do not require procurement action
Changes	<ul style="list-style-type: none"> Waste Disposal Contract (ECS37) 	<ul style="list-style-type: none"> Total Contract Value will be amended to reflect the clearance of the Waste for Fuel site (Exec Report ES16041)
Addition	<ul style="list-style-type: none"> CONFIRM (EMC_40646) 	<ul style="list-style-type: none"> Although previously reported to Env PDS, it does not appear on Corporate Register and will be added to the October Corporate Contract Register update
Red Ragging	<ul style="list-style-type: none"> On-street Poster Sites (ECS5) 	<ul style="list-style-type: none"> Contract has now gone out to tender (5 September 2016) on ProContract Decision: 30 November 2016 Executive meeting New contract commences: 1 February 2017
Red Ragging	<ul style="list-style-type: none"> Coney Hill Landfill Site Monitoring (ECS23) 	<ul style="list-style-type: none"> Gate report for the proposed tender scheduled for: 8 November 2016 PDS meeting Probable Executive Decision
Amber Ragging	<ul style="list-style-type: none"> Street Works Consultancy (ECS7) 	<ul style="list-style-type: none"> Although a one year extension to 31.03.18 is available, further work is required on commissioning business case
Amber Ragging	<ul style="list-style-type: none"> Vehicle & Plant Maintenance (ESC10) 	<ul style="list-style-type: none"> Two year extension to 05.04.19 will be taken under powers delegated to ED E&CS (Waiver to go to Commissioning Board: 26 September 2016)
Amber Ragging	<ul style="list-style-type: none"> Parking (ESC16) 	<ul style="list-style-type: none"> Contract extended to April 2017 Report to Commissioning Board – end September

		<ul style="list-style-type: none"> • Award Report – November • New contract commences: 3 April 2017
Amber Ragging	<ul style="list-style-type: none"> • Parking ICT (ESC17) 	<ul style="list-style-type: none"> • Contract extended to April 2017 • Report to Commissioning Board – end September • Award Report – November • New contract commences: 3 April 2017
Amber Ragging	<ul style="list-style-type: none"> • Parking Bailiff services (ESC18) 	<ul style="list-style-type: none"> • Contract extended to April 2017 • Report to Commissioning Board – end September • Award Report – November • New contract commences: 3 April 2017
Amber Ragging	<ul style="list-style-type: none"> • Parking Mobile Phone Bookings (ESC19) 	<ul style="list-style-type: none"> • Contract extended to April 2017 • Report to Commissioning Board – end September • Award Report – November • New contract commences: 3 April 2017
Amber Ragging	<ul style="list-style-type: none"> • Arboricultural Maintenance (ESC22) 	<ul style="list-style-type: none"> • Progress report scheduled for 29 September 2016 Environment PDS meeting

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