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DATE: 10th January 2022

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

Councillor Will Harmer (Chairman)
Councillor Robert Mcilveen (Vice-Chairman)
Councillors Ian Dunn, Simon Fawthrop, Samaris Huntington-Thresher,
Christopher Marlow, Melanie Stevens, Harry Stranger and Kieran Terry

A meeting of the Environment and Community Services Policy Development and
Scrutiny Committee will be held at Bromley Civic Centre on **WEDNESDAY 19
JANUARY 2022 AT 7.00 PM**

PLEASE NOTE: This meeting will be held in the Council Chamber at the Civic
Centre, Stockwell Close, Bromley, BR1 3UH. Members of the public can attend the
meeting: You can ask questions submitted in advance, or just observe the meeting.
There will be limited space for members of the public to attend the meeting – if you
wish to attend please contact us, before the day of the meeting if possible, using our
web-form:

<https://www.bromley.gov.uk/CouncilMeetingNoticeOfAttendanceForm>

Please be prepared to follow the identified social distancing guidance at the meeting,
including wearing a face covering.

TASNIM SHAWKAT
Director of Corporate Services & Governance

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 MINUTES OF THE MEETING HELD ON 17TH NOVEMBER 2021 (Pages 3 - 72)

4 QUESTIONS FROM COUNCILLORS OR THE PUBLIC

In accordance with the Council’s Constitution, questions that are not specific to reports on the agenda must have been received in writing 10 working days before the date of the meeting. Questions that are not specific to the agenda should have therefore been received by the Democratic Services Team by 5pm on 5th January 2022.

Questions specifically relating to reports on the agenda should be received within two working days of the normal publication date of the agenda. Please ensure that questions specifically on reports on the agenda are received by the Democratic Services Team by 5pm on 13th January 2022.

5 MATTERS ARISING AND WORK PROGRAMME (Pages 73 - 80)

HOLDING THE PORTFOLIO HOLDER TO ACCOUNT

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

Portfolio Holder decisions for pre-decision scrutiny.

a CAPITAL PROGRAMME MONITORING--QUARTER 2 (Pages 81 - 90)

b ALBEMARLE ROAD AND BROMLEY ROAD CYCLE SCHEMES (Pages 91 - 116)

7 POLICY DEVELOPMENT AND OTHER ITEMS

a ENVIRONMENT AND COMMUNITY SERVICES PORTFOLIO DRAFT BUDGET 2022/23 (Pages 117 - 136)

b CARBON MANAGEMENT PROGRAMME UPDATE (Pages 137 - 146)

c ECS PERFORMANCE OVERVIEW (Pages 147 - 150)

d ECS CONTRACTS REGISTER (Pages 151 - 160)

e RISK REGISTER UPDATE REPORT (Pages 161 - 170)

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ENVIRONMENT AND COMMUNITY SERVICES POLICY DEVELOPMENT AND SCRUTINY COMMITTEE

Minutes of the meeting held at 7.00 pm on 17 November 2021

Present:

Councillor Will Harmer (Chairman)
Councillor Robert Mcilveen (Vice-Chairman)
Councillors Ian Dunn, Simon Fawthrop,
Christopher Marlow, Tony Owen, Melanie Stevens,
Kieran Terry and Michael Tickner

Also Present:

Councillor Robert Evans, Councillor Charles Joel and
Councillor Will Rowlands

Peter Hyde (Managing Director-Riney)
Luke McFarlane (Contracts Director-Riney)
Martin Bradley (Operations Director-Idverde)

133 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

Apologies were received from Councillor Harry Stranger and Councillor Tony Owen attended as substitute. Apologies were also received from Councillor Samaris Huntington Thresher and Councillor Michael Tickner attended as substitute.

134 DECLARATIONS OF INTEREST

Councillor Ian Dunn declared an interest as a Governor of Stuart Fleming Primary School.

Councillor Mcilveen declared an interest as he worked for a company that represented concrete, asphalt, cement and aggregate producers.

135 MINUTES OF THE MEETING HELD ON 1st SEPTEMBER 2021

The minutes of the meeting held on 1st of September 2021 were agreed and signed as a correct record.

136 MATTERS ARISING AND WORK PROGRAMME

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CSD 21122

A Member enquired about three items that were previously on the work programme but had now being removed. These were :

- The AQAP follow up report
- Broomwood Road/Sevenoaks Way Junction report
- Manor Wood Road/Wickham Road Pedestrian Safety report

He asked when these reports would be presented to the Committee. The Director for Environment and Public Protection said that he would look into this and update Members.

RESOLVED that the Matters Arising and Work Programme report be noted and that the Director for Environment and Public Protection would update the Committee regarding the reports mentioned above.

137 QUESTIONS FROM COUNCILLORS OR THE PUBLIC

Oral questions were taken by the Portfolio Holder from members of the public. The questions and the responses are attached as appendices to the minutes. A hundred written questions had been received from members of the public and these questions, together with the responses, had been disseminated to the Committee and to members of the public in the public gallery. The questions and responses are also be attached as appendices to the minutes. Written questions had also been received from Councillors and the answers to these had also been disseminated to Members at the meeting as well as to the public gallery.

138 RINEY - CONTRACT PERFORMANCE REPORT

ES 20135

The Riney Contract Performance Report was presented by Garry Warner (Assistant Director for Highways). Attending from Riney were Peter Hyde (Managing Director) and Luke McFarlane (Contracts Director).

The Assistant Director informed the Committee that the key performance indicators were now within tolerance levels and the works with respect to street lighting were now progressing well.

A Member referenced a project that had commenced in his Ward in January 2021. The project had not ended until very recently. He said that the project (as he understood it) was primarily concerning the realignment of a curve in a pavement. This being the case, it seemed to take a long time to complete and he wondered why this was. The Contracts Director responded that there were complications with respect to the location of the drains which seemed to be located in unusual places; it was a project with a lot of unknowns.

A Member referred to a period in the report where the performance against KPIs had dropped off sharply. He hoped that Riney could provide assurances that such a drop in performance would not re-occur. He also referred to a section in the report regarding Riney's CO2 emissions and asked for a note that could be disseminated to the Committee regarding these. Riney's Managing Director responded and said that the period in question was part of a challenging year, with the organisation being affected by COVID lockdowns and other significant unknowns. There was also the challenge that a number of their workforce were East European and because of the travel restrictions resulting from lockdown, many had taken long holidays and went back home. The construction industry had experienced other significant challenges with respect to the procurement of various building materials. There had been other issues like HGV driver shortages and fuel problems. He concluded by saying that Riney were now back on track in terms of KPIs. Regarding CO2 emissions performance, he said that he would be happy to provide data to the Committee regarding this and that Riney as an organisation were committed to reducing their carbon footprint.

The Ward Member for the Crofton Road Cycle Scheme (Cllr Marlow) stated that the scheme had taken 10 months to complete which was longer than expected and had resulted in significant disruption to residents over an extended time frame. He was hoping that guarantees could be made that this sort of thing would not happen again and asked if the Riney representatives wanted to make any comments to the public who were in the public gallery, many of whom were affected residents.

A Member drilled down into the drop in performance for April and observed that much of this was regarding street lighting. He expressed the view that this area of work should not have been affected by a shortage of materials which had been stated previously as a reason for poor performance over that period. The Managing Director from Riney said that he would look into this issue and respond, but he made the point that with respect to street lighting it was difficult to replace some of the very old lighting stock due to its age. He said that when LBB went fully over to LED the Council would have a much better lighting network. The Member responded that there had been nine months of underperformance and that Riney should have had contingency plans in place. He asked if Riney would be able to share their contingency plans with the Assistant Director for Highways.

Regarding the issue of the work of utility companies which involved the digging up of roads, a Member suggested that wherever possible the digging up of the road should be done in conjunction and liaison with the utility company, so that wherever possible the road was not dug up more than once in a short space of time. The Assistant Director for Highways commented that the Council would not communicate with utility companies if it was just a matter of repairing potholes.

The Chairman concluded the update from Riney by saying that the Committee would be keeping a close eye on the performance levels of Riney during

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November and December 2021 and that he expected the KPIs to be on target.

RESOLVED that the report and the ongoing work to ensure contract compliance be noted.

139 IDVERDE ANNUAL CONTRACT PERFORMANCE REPORT

ES2006

The Idverde Annual Contract Performance Report was presented by the Assistant Director for Environment and by the ECS Neighbourhood Manager. Representing Idverde was Martin Bradley (Operations Director). It was noted that the contract had 11 key performance areas and that 8/11 had been maintained at 90% or above. There had been a focus on sustainability and carbon reduction.

Reference was made to the woodland management practice of coppicing and that this had caused alarm to some residents as they were not aware of the nature of the work being undertaken. It was agreed that better communication with the public was required.

A Member commented that 50% of the general public that had been surveyed with respect to the condition of toilets in green spaces had expressed dissatisfaction with their condition. He also felt that there were not enough drinking fountains available in green spaces, the use of which would also discourage the use of plastic.

Members were informed that surveys were currently underway to see what needed to be done with respect to refurbishing toilets in green spaces. Once the surveys were completed, then costs could be estimated. In the meantime routine infrastructure maintenance had been undertaken. Surveys would also be undertaken with respect to drinking fountains. It was noted that there were eight in the borough and a new one had recently been installed in Chislehurst.

It was mentioned that greater usage had been made of parks and green spaces because of lockdown and this had resulted in an increase in waste and litter in the parks. It was sometimes the case that these bins were not being emptied soon enough and this had resulted in litter being blown about onto surrounding streets.

A Member asked about events and income from events in parks. The Neighbourhood Manager replied that this area had been challenging and had reduced because of lockdown. Officers were now looking at the Crystal Palace Park Trust and the possibility of clawing back funds into parks. Some bookings and events had now been made for the new year and more information could be provided regarding this if required.

A Member asked about the 'Brilliant Butterflies' project and whether this had been successful. It was noted that the project was still in its infancy and that two out of four projects had now been initiated. It was hoped to introduce another two 'Brilliant Butterfly' projects in the new year and the report on these matters would be presented to the Committee in due course.

A Member stated that he had received reports concerning padlocked car parks and he asked what could be done to resolve this issue. It was noted that LBB had requested Idverde to ensure that contingency plans were in place to deal with this matter.

The Chairman stated that the Green Flag awards were a great achievement and he was pleased to note the various biodiversity projects that had been started. It was noted that plans were in place for bio-diversity projects where the grass and plant life would be allowed to grow out. Pilot sites had been identified. This could include the use of churchyards and cemeteries where they were not been used for grave plots. Most parks would have a naturalised conservation area. The Chairman stated that in these cases signposting would be important so that local residents understood what was taking place.

The Chairman requested that an update report regarding bio-diversity projects be brought to the Committee in 2022.

RESOLVED that the Idverde Annual Contract Performance Report be noted and that an update report regarding bio-diversity projects be brought to the Committee in 2022.

140 PORTFOLIO HOLDER UPDATE

There was no separate update from the Portfolio Holder on this occasion.

141 ECS PERFORMANCE OVERVIEW

The ECS Senior Performance Officer attended to update Members regarding the ECS Performance Overview.

It was noted that the performance relating to waste collection services was red, but this was because of a change in habit and an increase in residential waste resulting from the Covid Pandemic where more people were working from home.

The performance for highway maintenance was also red ragged and it was hoped that these figures would improve for November and December.

A discussion took place regarding the basic push type scooters and E scooters. It was made clear that Bromley Council did not support the use of E scooters as they were both illegal and dangerous. A campaign had been run by the Council to highlight this. The matter of the scooters was also being looked into by the Public Protection and Enforcement Scrutiny Committee. It

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was noted that if the wording on the Council website regarding scooters was not clear enough then it would need to be reworded.

It was suggested that the Green Garden Waste target should be re-assessed.

RESOLVED that the Performance Overview report be noted.

142 PRE-DECISION SCRUTINY OF REPORTS TO THE ENVIRONMENT AND COMMUNITY SERVICES PORTFOLIO HOLDER

a BUDGET MONITORING 2021/22

The Head of Finance (HoF) for ECS and Corporate Services attended to provide the Budget Monitoring update.

A Member asked why green garden waste was losing money despite the fact that more people were using the service. The HoF explained that there was an element of a one off cost that had to be factored in for the purchase and delivery of the wheeled bin for new subscribers, which was recovered over a 4 year period. But it was also the case that the Council would need to assess if the fees and charges for this service were in line with the costs being incurred by the Council for its delivery.

There was a discussion with respect to projected income from advertising. There were two estimates quoted, one for a profit and one for a loss. A Member queried why this was the case. The Director for Environment and Public Protection replied that this was probably because two different contracts were being referenced. He said that he would look into this and report back.

A Member raised the issue of the uncertainties of TfL funding as this was financing certain Council positions and projects. It was noted that this grant funding was due to run out on the 11th of December and the Member asked what could be done to mitigate the effects of this. The Director responded that the Council was hoping to understand before Christmas what the position was in terms of TfL grant funding.

The Chairman noted that the Council was being supported by £444k of specialist Covid funding and wondered how long this was for and what would happen in the long term if the cost drivers did not diminish. The Head of Finance explained that it was very difficult at the moment to accurately forecast budgets. The Council over the last one and a half years had received £300m with respect to Covid grants, the vast majority of which had gone to businesses and residents directly. There was some residual grant funding left over which was unringfenced but this was limited. In the previous budget, the predicted shortfall from parking income had been allowed for, but it was difficult to assess how many of these changes with respect to town centres and parking had now become embedded as a result of COVID.

RESOLVED that the Budget Monitoring report be noted.

b OPEN SPACE STRATEGY 2021 TO 2031

ES 20132

The update on the Open Space Strategy was presented by the Strategic Commissioning Officer (Environment), the Assistant Director for Environment and the Contracts Manager for Grounds Maintenance and Parks. A brief overview was presented concerning the report and it was noted that there were five strategic objectives and that the Strategy was a 10 year strategy (2021 to 2031). The Strategy would be subject to a monitoring framework to ensure that all relevant objectives were being delivered. It was a multi-disciplinary approach to project development.

A Member said that the report was welcome and it was good, but it did not define what success looked like. He also expressed the view that all parks should be open for as long as possible and that this was not identified as an area of success in the report. He suggested that the use of technology and automation to open and close parks could be considered for the future. The Assistant Director responded that not all green spaces would require automation and there would be other aspects that would need to be considered such as monitoring anti-social behaviour and security where manual intervention on the ground may be required.

A Member raised the issue of the audits of open spaces which was referenced in the report and he wondered when the results of this audit would be coming back to the Committee. The Assistant Director responded that there would be regular updates to the Committee particularly via the Idverde Performance report. The Member made the observation that the audit would be completed by 2022 and stated that he would not wish to wait another year to see the results of the audit. The Assistant Director acknowledged this and said that this would be fitted in at an appropriate point.

A Member commented on the importance of Friends Groups and he suggested that certain community projects which could benefit from National Lottery funding should be applied to directly by these groups rather than by the Council. The Chairman expressed the view that going forward there should be better engagement and consultation with volunteer groups.

The Chairman noted the £2.5 million fundraising target and asked if this was still in place. It was reported that this target was still in place but that it was a baseline figure. The Chairman commented that this was an unambitious target and it should be double that figure.

It was felt that regular meetings should be held to check on progress against the Strategy and it was agreed that an update should be brought back to the Committee in the Summer of 2022.

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Councillor Owen expressed concern about developers trying to grab hold of every green space that appeared on housing developments and made the following recommendation:

‘The Committee should support the retention of amenity greens and other green spaces installed as part of the original layout of housing development’. This recommendation was supported by the Chairman and seconded by Councillor Fawthrop. The Director for Environment and Public Protection expressed some reservations around this recommendation in terms of the parameters of the strategy and said that this particular recommendation was not under the remit of the Strategy. The Chairman said that the recommendation had been agreed by the Committee and that the Director should take the recommendation to colleagues in Planning.

The Portfolio Holder expressed the view that this recommendation should be directed to the Development Control Committee and this was agreed.

RESOLVED that:

1) The Open Space Strategy be endorsed as a framework for decision making in the ECS Portfolio for the period 2021—2031.

2) The Committee support the retention of amenity greens and other green spaces installed as part of the original layout of housing development and that this recommendation be referred to the Development Control Committee for their information and action.

c LBB ELECTRIC VEHICLE CHARGING STRATEGY

ES20127

The update regarding the LBB Electric Vehicle Charging Strategy was provided by Amy Mallet (Carbon Management Graduate Intern). Members were informed that the work stream was focused in two main areas:

- The organisational transition to an electrical fleet in Bromley.
- The borough wide electrification of charging points for residents.

It was important that the public charging network in Bromley be enhanced as this development lagged behind other boroughs. In Bromley there were approximately 24 charging points per 100,000 people which compared to 51 charging points for other boroughs. There was an issue in Bromley in that many residents did not have access to off street parking and because of this additional locations needed to be found to provide electric charging points. Mapping work had been undertaken with the Energy Saving Trust which had identified some locations across the borough where electric charging points could possibly be installed.

Officers were seeking comments and approval for the proposed strategy and the approval to move ahead with the pilot scheme for residential charging points. The results of the pilot scheme would be brought back to the Committee in either January or March 2022.

A Member commented that as part of its lighting strategy, LBB had moved lampposts to the back of pavements which unfortunately now meant that it was not possible to have charging points installed in those lampposts because it would run across a pavement and be dangerous. His view was that there should be more private sector investment and that the applicant should be required to pay for the installation of the charging point.

It was noted that the work with the Energy Saving Trust had identified 1109 priority streets and that there was an online resident request form on the Council website.

A discussion took place concerning possible negative feedback in some cases where the installation of an electric charging point could result in the loss of a parking bay. It was noted that not all electrical charging installations would require the existence of a charging bay.

It was noted that officers were keeping an eye on developments with respect to hydrogen but this seemed to be more relevant to commercial use rather than residential.

A Member pointed out that the availability or not of electric charging points would be a significant factor in whether or not Bromley residents decided to buy electric vehicles. A discussion took place concerning the installation costs.

The Chairman expressed his support for gully charging rather than the installation of any type of street furniture which would be liable to vandalism.

RESOLVED that:

- 1) The adoption of the draft LBB Electric Charging Strategy be approved.**
- 2) The Portfolio Holder grant approval for officers to progress with the design of the Pilot Residential Chargepoint Project.**
- 3) The option of ‘Gully Charging’ be progressed as an aspect of the project.**
- 4) A report on the pilot charging scheme would be presented to the Committee either in January or March 2022**

**d COURT ROAD / GODDINGTON LANE / CHARTERHOUSE ROAD
DANGER REDUCTION AND WALKING IMPROVEMENT
SCHEME.**

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ES20134

The update on this report was presented by the Assistant Director for Traffic and Parking and the Traffic Engineering Manager. (TEM)

The TEM informed Members that the primary aim of the project was to improve the walking facilities for pedestrians. There was reference to a previous fatality on this road which occurred in 2019; it was noted however that this was not caused by a defect of the road layout, but rather driver error. One of the ways in which pedestrian safety would be improved was the incorporation of new traffic islands, the introduction of tactile crossing points and the consideration of reducing the speed limit.

The Chairman pointed out that the relevant Ward Councillors had not been party to the consultation process for the project. The TEM informed Members that Officers had been involved in extensive discussions with the Portfolio Holder regarding this and they presumed that the Portfolio Holder would have informed Ward Councillors.

A Member who knew the area well raised concerns regarding speeding. She said that the variations in the speed limit along this stretch of road were confusing for motorists and asked for a more regulated approach to be adopted as far as speed limits were concerned.

A Member expressed the view that the new road layout would improve pedestrian safety. He suggested that the speed limit be regulated at 40mph. Another Member suggested that the speed limit should be 30mph and the installation of traffic cameras along the A224. He noted that the view had been expressed previously that reducing the speed limit to 30mph on Court Road would lead to motorists leaving the road and using side roads as rat runs. He said that after looking at a map of the area this would not be a viable option for motorists.

A discussion took place as to how traffic flowed between Carlton Parade and the A20 and 'rat runs'. The Portfolio Holder expressed concern regarding potential 'rat runs'. He suggested an advisory speed limit of 30 miles an hour could be considered, but he was anxious to maintain a reasonable speed limit so that traffic would not divert from the bypass to the side roads.

Councillor Samaris Huntington Thresher was not able to attend the meeting but submitted the following comment via email:

'I would like to note my support for the reduced speed limit to 30mph between The Highway and Goddington Lane and also the increase number of desire line crossing points with midway islands.'

The road is very wide here and a narrowing of the carriageway particularly by Charterhouse and the ability to wait safely for those turning right from it would be helpful.

RESOLVED that

- 1) The Council carry out an informal consultation, detailed design and Road Safety Audits.**
- 2) The scheme should be implemented subject to a positive response from the Consultation.**
- 3) The results of the Consultation would come back to the Committee for scrutiny.**
- 4) Any minor design changes that were required to the scheme should be delegated to the Director of Environment and Public Protection for Authorisation.**

143 PRE SCRUTINY OF REPORTS GOING TO THE EXECUTIVE

a DEPOT CAPITAL INFRASTRUCTURE WORKS UPDATE

ES 20109

The introduction to this report was presented by the Waste Strategy Manager. Members were reminded that on the 16th of July 2018, the Executive approved a capital budget of £6.5 million for infrastructure works across a range of depot locations. The Waste Strategy Manager outlined the main areas of infrastructure works that needed to be completed. Members were briefed that procurement was already underway with respect to some specific remedial works in order to address immediate safety and operational requirements.

A Member referred to section 7.8 of the report which dealt with the proposed programme and contract period. He asked when Members would be briefed next with respect to an update on the progress of the project. He also noted that a property review was proposed that would be looked at by the Executive and he asked when this would take place. The Waste Strategy Manager responded that an update would come back to the Committee following the procurement of the construction contractor. It was also proposed that an update be provided to the Committee to report on how it was planned to minimise the disruption to waste services during the period of the works. The matter concerning the operational property review was referred to the Director of Environment for a response. His understanding was that the operational property review was due to be looked at during the second quarter of 2022. It was made clear that this was a separate matter to the depot capital infrastructure works.

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RESOLVED that the Committee approved the recommendations that were being referred to the Executive for decision.

144 POLICY DEVELOPMENT AND OTHER ITEMS

145 COUNCIL MOTION - COP 26 SUMMIT

CSD 21020

On the 18th October 2021 a motion was moved by Cllr Ian Dunn with respect to the COP 26 Summit. This motion was originally due to be considered by Full Council but was referred to the ECS PDS Committee for consideration. Cllr Dunn felt that on the back of the Summit it would be good for the Council to consider what it could do to encourage residents, business and road transport to reduce carbon emissions.

He suggested that LBB should encourage:

- Residents to install domestic insulation
- Installing on street electric vehicle charging points
- Promoting walking and cycling

The Vice Chairman stated that COP 26 was not the best vehicle to use to engage the general public in environmental matters, as the COP summit appealed to those who were already environmentally engaged. He suggested that the Council play a bigger role in signposting residents to organisations like the Energy Saving Trust and to other similar organisations.

A Member said that in his view the COP Summit was not relevant to LBB. After all, we had no control over what other larger nations globally were doing. He felt that the motion would have been more relevant if it was linked to encouraging local initiatives. This seemed to be the general consensus of Members. A Member commented that he would not like to see time and resources put into what in effect could end up as just 'talking shops'. Another Member said that the Council should continue to progress and develop with its Tree Planting Programme.

Another Member felt that LBB should not associate with COP 26 as it had received a bad press with news going around of the abuse of the duty free system and representatives flying in on gulf stream jets. He felt that LBB should focus on their own local initiatives.

The Chairman commented that Bromley had 300,000 residents and the task was to make these people do something different. He felt that one of the things that LBB should be doing was to help local residents with signposting so that they could access services and grants that may be available to them—for example, for insulation, migrating to energy saving tariffs and thermal insulation.

The Chairman suggested that Sarah Foster and her team draft a paper for the Committee that would explain what LBB was doing, what contractors were doing, and what the public could do to reduce their carbon foot print, save energy and apply for grants. The Chairman motioned this and it was seconded by Councillor Dunn.

RESOLVED that Sarah Foster and her team draft a report that would outline what the Council and Contractors were doing to save energy and reduce their carbon foot print. The report would also seek to show how the Council could signpost residents to various grants and services and any other local initiatives aimed at energy savings and reducing Co2 emissions. The report would be presented to the January 2022 ECS PDS meeting.

146 ARBORICULTURE PROGRAMME OF TREE ESTABLISHMENT UPDATE

ES 20130

The Programme of Tree Establishment update was provided by the Arboricultural Services Manager.

A discussion took place concerning how the longevity of new trees could be enhanced using various methods such as adequate watering, different strimming guards and revised staking methods. Going forward a circle with a diameter of 1 metre would be dug around trees and filled with woodchip to stop the growth of grass. There was now a change in the staking methods. A double staking method was now being used with hessian ties which were biodegradable. An explanation was provided as to when it would be decided if a new tree should be planted when an old one appeared to be dead or dying.

A Member asked when trees would be planted in Woodhurst Avenue in Petts Wood; the Arboricultural Services Manager responded that this area had proved problematic after the discovery of many underground services. It was hoped that an alternative viable location could be sourced. It was noted that the Mayor and the Deputy Mayor wished to plant a new tree. Members noted that the new hessian ties were being used as they would not strangle the trees like the old ties sometimes did.

The Chairman referenced the tree planting target which was 100 new trees to be planted by the end of November. Members were pleased to note that according to the contractor they were on target to plant 143 trees by November the 29th which exceeded the target.

RESOLVED that the report on the Programme of Tree Establishment be noted.

147 CONTRACTS REGISTER UPDATE REPORT

17 November 2021

ES20122

The Contracts Register report was presented by the ECS Senior Performance Officer.

A Member noted that the Bromley Market Assembly contract was due to expire on the 31st of December 2021 but this was only rag rated as 'amber' and he wondered why this was not in fact rag rated as 'red' due to the proximity of the date. ECS Senior Performance Officer said that she would look into this and update Members via the Committee Clerk.

RESOLVED that the report be noted and that the Senior Performance Officer update the Committee with respect to the Bromley Market Assembly contract.

148 REVIEW OF TEMPORARY SCHOOL STREETS

ES20139

The report regarding the Review of Temporary School Streets was presented by the Assistant Director for Traffic and Parking and by LBB's Road Safety Manager.

The idea of School Streets was to promote the take up of walking to school to reduce pollution and congestion. During the lockdown, the Government introduced money to support social distancing schemes and so some of this money was used for School Streets in order to support social distancing outside of schools. The School Street projects had to be set up during July and August 2020 as the money had to be used by September. Six schools came forward originally and so these were used to initiate a School Street trial. The Hayes School trial was ongoing, as this had only been started in September.

The Assistant Director for Traffic and Parking said that in some ways this was an interim report and officers were looking for guidance as to whether Members felt School Streets were positive or negative--or whether Members felt more information was required.

Councillor Tickner said that in his ward in Beckenham, Clare House School had introduced a School Street; this was running very successfully and was supported by Ward Members. St Mary's School had applied to join the scheme and he supported the recommendation that they should be allowed to do so. His recommendation was seconded by Councillor Terry.

A Member drew attention to the fact that in some areas, reports had come in of children running out into live traffic and he hoped that measures would be put in place to resolve this. The Road Safety Manager responded and said that she had spoken to Road Safety Officers and they would be doing a safety presentation for any schools that were involved in the School Street trials. The

Council would also be making use of Junior Travel Ambassadors. Any new schools that joined the scheme would be required to take part in any appropriate educational programmes or presentations that would promote road safety and awareness.

A Member asked if residents had been consulted. The RSM responded and said that the Traffic Orders would end in March 2022 and could not be automatically extended—it was planned that residents would be consulted at that point. A discussion took place as to how drivers could be properly informed with respect to School Streets. The aim was not to be prosecuting drivers but rather to enhance road safety.

A discussion took place as to why it was that some School Streets were successful and others were not—the reasons for this were not always clear. A Member referenced the possible use of ANPR and suggested that officers start looking into the costs for this now.

RESOLVED that:

- 1) The two existing Temporary School Streets (at Clare House Primary and Poverest Primary) would continue until the end of the summer term in 2022. After this time, the June 2022 PDS Committee would review the pilot scheme at Hayes and then make a decision regarding Borough policy.**
- 2) If School Streets were to continue beyond July 2022, the use of ANPR cameras for some School Street schemes would be required. If this was the case then a costed report on the use of ANPR cameras would be presented to the June PDS meeting.**
- 3) Temporary School Streets would be introduced at Stewart Fleming Primary School and St Mary's RC Primary School—subject to consultation.**

149 ECS RISK REGISTER

ES20133

Members noted the ECS Risk Register update.

RESOLVED that the ECS Risk Register Update report be noted.

150 CROFTON ROAD PEDESTRIAN AND CYCLING ROUTE REVIEW

ES20138

The Assistant Director for Traffic and Parking attended to provide the update regarding the Crofton Road Pedestrian and Cycling Route Review. This

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scheme was a matter of significant public interest and it was noted that Ward Councillor Christopher Marlow would be addressing the Committee on this matter.

The Assistant Director explained that this scheme first came to the Committee in 2017 and then went out for consultation; as a result of this a number of modifications were made to the scheme. The main aim of the scheme had been to provide a cycle route, to make the route safe for pedestrians, reduce traffic congestion and to reduce pollution.

Councillor Marlow (Ward Member) thanked the Chairman for the opportunity to respond as the only Ward Councillor on the Committee. He stated that his fellow Ward Councillors (Cllrs Charles Joel and Cllr Robert Evans) were also in attendance and that the view that he was expressing was a collective Ward Councillor view.

Cllr Marlow stated that due to the demographics of the Farnborough and Crofton Ward, the Ward Councillors were of the view that cycling would never be significant in this Ward and resultantly the pedestrian and cycling route project did not represent good value for money. Although it was the case that funding from this project did not come directly from Bromley taxpayers, it was still the case that all Councillors had a duty to safeguard the public purse. Cllr Marlow pointed out that the scheme had been supported by the PDS Committee and authorised by the Portfolio Holder without the support of Ward Councillors.

Cllr Marlow paid tribute to the hard work of the Crofton Residents' Association (CRA) which had resulted in positive changes to the scheme being made. This included the alteration of the stretch of road from Crofton Lane to Locksbottom was altered which meant that as well as providing cycling infrastructure, a renovated foot path was also installed. Another significant positive change was the provision of additional zebra crossings. The final positive contribution arising from the work of the CRA was a net increase in the number of trees planted.

Cllr Marlow commented on the consultation and construction process. There had been a two stage consultation process in 2017 and 2019. He said that the second consultation process that had taken place in 2019 could have been made more inclusive.

Cllr Marlow stated that the Rain Gardens that were due to incorporate much of the scheme's vegetation had been left empty for months and that Crofton Road was now significantly narrower as a result of the scheme. He said that if a bus was parked by York Rise, it was now very difficult for other vehicles to pass safely. This was exacerbated when a driver changeover was taking place—this was now being looked into by TfL. Widening the road at this point would make it safer to overtake. He expressed the view that the two way cycle lane on the York Rise side was a poor use of space.

Cllr Marlow stated that the zebra crossing located close to Newstead Avenue was located too near to the brow of a hill. This comment had also been made by many residents. There should be more warning that drivers were approaching a zebra crossing—for example—a flashing light. Near this zebra crossing there was an unilluminated sign as drivers approached the bridge by Orpington Railway Station. This sign advised over height vehicles to turn back before getting to the bridge—previously a sign had indicated that drivers could avoid the bridge by turning right; Cllr Marlow asked if Officers could clarify what the final intention was.

Cllr Marlow highlighted another concern of local residents which was the fact that in some cases, the cycle lanes were running behind bus stops and some residents were concerned about being run down by speeding cyclists.

Cllr Marlow said that it was necessary to assess if the scheme was a success or failure. He suggested that a way of assessing this was to see if there was now an increase in activity by pedestrians and cyclists.

At this point Cllr Marlow asked the Committee Clerk to hand out copies of his proposed recommendations to the Committee.

The recommendations were as follows:

- **Recommendation 2:** For all future cycling or combined cycling and pedestrian schemes, measures of success should be determined and stated explicitly prior to approval. Whether such measures have been achieved or not must be reported back to this committee as soon as they are available.
- **Recommendation 3:** For all future cycling or combined cycling and pedestrian schemes, residents on affected and adjoining roads should be contacted via post. They should be provided with a summary overview of the scheme, and be asked to indicate whether they are supportive or opposed, as well as any general comments. This form of consultation should be done in addition to public exhibits attended by council officers
- **Recommendation 4:** For the Crofton Road scheme, officers should determine a measure of success, and report back the proposed measure to this committee within the next three months. Whether the scheme has met or failed to reach the measure of success should then be reported back to the committee once the final cycle and pedestrian counts have been carried out in May/June 2022.
- **Recommendation 5:** In view of the significant level of concern regarding safety, officers will report back to this committee following the conclusion of the Stage 4 Road Safety audit in December 2022/January 2023, with a particular focus on the impact of the new zebra crossings. If the figures

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suggest that any crossings have resulted in an adverse safety impact, officers will also propose remedial action to remedy the issue.

- **Recommendation 6:** If TfL do not approve the relocation of the bus driver changeover on the stretch of road from Orpington Station to the top of the hill, officers will develop plans to widen the road to permit vehicles to pass parked buses safely.
- **Recommendation 7:** Officers will review how the cycling signage at the Crofton Road/Crofton Lane roundabout can be improved to reduce confusion for cyclists and enhance safety.
- **Recommendation 8:** Officers will review what steps can be taken to encourage blue light services to respond to requests for feedback on cycling or combined cycling and pedestrian schemes

The Chairman requested that Cllr Marlow read out his proposed recommendations for the benefit of members of the public. Cllr Marlow's recommendations were seconded by Cllr Mcilveen.

A Member queried to what degree the scheme took into consideration the views of local residents and made the point that it was important to note the figures pertaining to an absolute increase in cycling as well as a percentage increase.

The Assistant Director for Traffic and Parking responded that as far as the consultation process was concerned, the consultation had taken into consideration the views of local residents. The majority of these people were in favour of the scheme. In terms of percentages, a good outcome for Crofton Road would be if 1.8% of local journeys were undertaken by cycle. In 2019, the percentage of cycle journeys was 0.1%. The Assistant Director hoped that when figures were analysed in the summer of 2022, that this figure would have increased to 1.8%-2%.

A Member suggested that a letter be drafted to the emergency services to get their views on the scheme. He expressed the view that to fail to get the views of the emergency services in this matter was a massive failing. He also suggested that the consultation process was flawed and that in fact more people were against the scheme than were for it. He moved a recommendation that it should be noted that the scheme was not value for money.

The Assistant Director explained how the Road Safety Auditors worked and how they drew their conclusions. He said that they were independent and that they did not 'mark their own homework'. If they made a mistake and did not highlight a potential danger, then they would be liable for that. They would also need to be independent of the Design Team.

The Road Safety Audit Team had been on site for about three hours which they considered was enough time to make a valid judgement. The Assistant Director defended the results of the consultation analysis. He reiterated his view that the majority of people that had been consulted were in favour of the scheme and were within the scheme area.

The recommendations put forward by Cllr Marlow were seconded and agreed by the Committee. At this point Cllr Fawthrop's recommendation that the scheme be judged to be not value for money had not been seconded. Cllr Marlow said that he did not accept Cllr Fawthrop's recommendation as he felt that this had already been covered in his recommendation 4.

A Member stated that he was glad that the situation with respect to Orpington Station was being looked at. He expressed the view that with regards to this project it demonstrated an arrogance on behalf of officers that they felt they knew better than local residents. He wondered how the scheme reduced congestion and improved air quality. He considered that the narrowing of exit roads was a potential danger.

A Member pointed out that if more people used the cycle lanes then this would indeed reduce the carbon foot print and congestion. The Member highlighted the fact that this was a relatively new scheme that had only be completed about three months ago and that residents had not yet had sufficient time to adjust to using cycles instead of cars. A promotion strategy was required that could be particularly targeted at schools and local groups In his view, three months was too short a period to make an assessment of the scheme—he suggested a re-evaluation in nine months would be more appropriate.

RESOLVED that the report be noted and that the recommendations put forward by Cllr Marlow be agreed.

Chairman

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ECS PDS—17th November 2021

Written Questions from the Public

1) Question from Maria Evans:

Regarding the cycle lane on Crofton Road - can you let me know what action is going to be taken about the dangerous zebra crossing that has been located far too close to Allington Road junction before an accident happens?

Reply:

The whole scheme has been subject to a post completion Road Safety Audit which did not identify your concerns as a safety issue. It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process. When problems are raised the Client, in this case LBB, are obligated to respond as to how they propose to address the concerns raised.

2) Question from Marc Inzani

Why have you so narrowed the road by Orpington station such that traffic can no longer so easily get past buses at the bus stop (often standing for a considerable period) on the side coming up the hill? It's made congestion much worse. It needs to be remedied.

Reply:

It is accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council have met with TfL and the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

3) Question from Joe Lewis:

As a resident of Crofton Road, despite being a cyclist myself I cannot comprehend how this cycle path was approved. Can you at least look into the dangerous situation at the bus stop opposite Orpington station? I see near misses every day as buses stop and cars try to overtake.

Reply:

Firstly, it is important to point out that this scheme was recommended for approval by Council Committee on three occasions, in July 2017 the principle of the project was endorsed and in November 2018 and December 2018 the design of the scheme was endorsed and was subject to two public information events in September 2019 with

letters sent to the residents of Crofton Road and the adjacent streets inviting them to attend. The results of the subsequent public consultation exercise showed that the vast majority were in favour.

It is accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council have met with TfL and the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

4) Question from Cathy Macpherson:

Why has the cycle path been constructed so that buses cannot pass at Orpington station as it is causing chaos?

Reply:

It is accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council have met with TfL and the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

5) Question from Catherine Crabtree

Thank you for the cycle lane which my family use regularly. Much of the traffic congestion around Orpington station is caused by buses either parking whilst waiting for a shift-change in drivers, or breaking down. Do you have suggestions to address this?

Reply:

It is accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council have met with TfL and the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

6) Question from Robert French

How do you justify the huge cost of redesigning Crofton Road in favour of a cycle path that is very rarely used with the resulting narrowing in road layout to the absolute minimum approaching Orpington station making this an extremely dangerous stretch of road for drivers and pedestrians alike?

Reply:

Firstly, it is important to point out that this scheme was recommended for approval by Council Committee on three occasions, in July 2017 the principle of the project was endorsed and in November 2018 and December 2018 the design of the scheme was endorsed and was subject to two public information events in September 2019 with letters sent to the residents of Crofton Road and the adjacent streets inviting them to attend. The results of the subsequent public consultation exercise showed that the vast majority were in favour.

This is a walking and pedestrian scheme. Orpington Station and local schools generate significant road traffic traveling very short distances that could potentially be replaced by walking and cycling if residents felt safe to use those modes of transport. Numbers of car journeys have increased across the borough in recent years leading to increased congestion. If some residents then decide to make those shorter journeys by foot or cycle, other residents should then see less congestion or at least a reduced rate in increase of congestion as the road capacity has not been reduced.

As the project has only recently been completed, including the carriageway resurfacing and remarking, it will take a bit of time for usage to grow and it also needs to be recognised that time of year will have a negative impact on the potential market as will the numbers of people still working from home and not commuting into London, for example.

It is accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council have met with TfL and the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

7) Question from David Keegan:

Why are buses at the two Crofton Road (A232) by Orpington Station bus stops allowed extended stopping times/change of driver procedures now the A232 has been

narrowed for the new cycle path? What will you do to address the new traffic flow/safety issues that have resulted?

Reply:

It is accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council have met with TfL and the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

8) Question from Peter Burton:

Can the Council take the time to re-examine the safety of road changes in Crofton Road. In particular, the size of the cycle lane changes and the resultant impact on traffic and pedestrians which is dangerous, especially when one looks at the actual number of cyclists using the new routes.

Reply:

The whole scheme was subject to two Road Safety Audits during the design phase and has been subject to a post completion Road Safety Audit and has identified a number of issues, as would be expected for a scheme of this size but not in the way you have described. When problems are raised the Client, in this case LBB, are obligated to respond as to how they propose to address the concerns raised and these have all now been dealt with.

It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process.

A further Road Safety Audit will take place once 12 months of injury collision data is available to establish whether there have been any changes in the number of personal injury collisions since the project was completed.

As the project has only recently been completed, including the carriageway resurfacing and remarking it will take a bit of time for usage to grow and it also needs to be recognised that time of year will have a negative impact on the potential market as will the numbers of people still working from home and not commuting into London, for example.

9) Question from Peter Burton:

In Crofton Road the bus stop kerb edge and paving has been moved more to the carriageway centre by about 6-8 feet, to provide the cycle paths and thus narrowing the road width and causing jams when buses are stopped. Can this be changed?

Reply:

The only location where the carriageway was significantly narrowed is at the bus stop near to Orpington Station. Having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council have met with TfL and the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

10) Question from Rosemary Weight:

Why do the buses have to change drivers at Orpington Station as this causes many traffic problems especially when the bus stop opposite has one, two or even three buses there at the same time. It is impossible to pass the buses in either direction without having a head on collision with traffic in either direction.

Reply:

The changing of drivers is an operational requirement and where and when that is done is a matter for TfL and the respective operators. It is, however, accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council have met with TfL and the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

11) Question from John Weight:

Is the situation created outside Orpington Station believed safe. The area is now a complete rush hour nightmare. Buses at the uphill stop cannot be passed causing tailbacks on a prime route for ambulances. Downhill stop is a bus driver change site preventing exiters from the station seeing oncoming traffic

Reply:

It is accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council have met with TfL and the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

The whole scheme has been subject to two Road Safety Audits during the design phase and a post completion Road Safety Audit which has identified a number of issues, as would be expected for a scheme of this size but not the bus stop issue as the Auditors have been made aware that the current situation is under review as described above.

It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process.

A further Road Safety Audit will take place once 12 months of injury collision data is available to establish whether there have been any changes in the number of personal injury collisions since the project was completed.

With regards to the exit from the Station, this situation existed prior to the recently completed scheme. This issue has been looked at previously by the Council and the provision of a bus lay-by was investigated but due to the high cost of having to divert BT fibreoptic cables, plus the need for land from the Station forecourt, it was not progressed.

12) Question from Jenny McCarthy:

Did the Council consider the dangerous positioning of the crossings at Newstead Avenue and opposite Allington Road - both over the brow of the hill and congestion caused by buses waiting, often in twos, at the station. Do you have the numbers of bikes parked at the station each day?

Reply:

The whole scheme has been subject to two Road Safety Audits during the design phase and a post completion Road Safety Audit which has identified a number of issues, as would be expected for a scheme of this size, but not the concerns you have raised. When problems are raised the Client, in this case LBB, are obligated to respond as to how they propose to address the concerns raised and these have all now been dealt with.

It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process.

A further Road Safety Audit will take place once 12 months of injury collision data is available to establish whether there have been any changes in the number of personal injury collisions since the project was completed.

It is acknowledged that the number of bikes parking at the Station is still significantly less than before the Pandemic and has remained low because of the numbers of people continuing to work from home and the time of year, which has also impacted upon usage of the cycle route. Also, because the new facility has only recently been completed it does take time for such things to bed in.

13) Question from Natasha Charles Lewis:

As a resident of Crofton Road, can you investigate why your contractor, when making "good" after the pavement changes, raised the lip of my drive so high with concrete that my car is scraped beneath every time I drive onto my property from the road.

Reply:

The contract includes a 2-year maintenance period during which time any defects will be rectified. Discussions are underway with our contractor to resolve the issue with your driveway.

14) Question from Martin Zissell:

Will funds stretch to providing Traffic Wardens to supervise traffic at peak times during the Winter?

It is anticipated that there will be accidents passing cycle racks in the Station Yard, where the tree line has reduced the road width, & slow traffic moving uphill attempts to pass one or two stationary buses, as pupils emerge & a stream of traffic hurtles downhill.

N.B. Am referring to the section of Crofton Road running past the new tree line & bus stop, parallel to the cycle racks in the Station entrance, just before railway bridge, with Renault Motors & bus stop opposite.

Reply:

Parking Attendants (Traffic Wardens) don't marshal or supervise traffic on the public highway and any obstructions within the Station forecourt (yard) which is the responsibility of Southeastern who deploy their own staff. That said our Parking Attendants have been made aware of the need to carry out increased patrols of this area of Crofton Road to ensure that any illegal parking does not interfere with the flow of traffic or create a safety issue.

15) Question from David Savage:

Why have pedestrian islands in some places been removed? Will they be reinstated.

Reply:

Due to width constraints and in order to accommodate the cycle lanes, refuges were removed although a number of these were sub-standard and have been replaced by a number of new zebra and parallel crossings which provide better and safer pedestrian facilities.

16) Question from Naima Wolf:

Should an investigation be undertaken to find out if anybody had a vested interest or personal agenda for implementing this scheme in spite of local objections especially as it has recently come to light (ref: Newshopper Oct 20th) that a TfL Director will shortly be leaving TfL after being compromised?

Reply:

Local Councillors declare their interests at meetings and there is a register of interests on the Council website. Depending on the level of any interest the Councillor can be excluded from the meeting making the decision. The decision making for this scheme followed the guidance of probity in decision making. There is a Council Standards Committee which can investigate any detailed allegations concerning standard in public office.

Firstly, it is important to point out that this scheme was recommended for approval by Council Committee on three occasions, in July 2017 the principle of the project was endorsed and in November 2018 and December 2018 the design of the scheme was endorsed and was subject to two public information events in September 2019 with letters sent to the residents of Crofton Road and the adjacent streets inviting them to attend. The results of the subsequent public consultation exercise showed that the vast majority were in favour. The implementation of this scheme therefore involved many different Cllrs and was endorsed by the public consultation.

The Council does not see any connection of this decision to the report you reference.

17) Question from Barrie Bishop:

Usual average speed 45mph at Allington crossing. Some at 70mph (measured). From the hill top, Newstead crossing is then 25m beyond least stopping distance (worse on hills). Allington crossing within it. Please provide average speed cameras York Rise to Crofton Lane. Or write stating why not and who says so.

Reply:

I would be very interested to know how this data was obtained and what sort of equipment was used, when it was carried out and over what period of time?

Two speed surveys were carried out in July 2019, prior to the commencement of the project, which resulted in 85th percentile speeds of 34.7mph (westbound) and 33.9mph (eastbound) and 34.3mph (westbound) and 35.3mph (eastbound), all within the accepted standard for a 30mph speed limit. Now that the scheme has been completed further speed surveys will take place and in July 2022 although it is expected that the narrowing of the carriageway as a result of the introduction of the cycle lanes, zebra crossings and parallel crossing will see a reduction in speeds. TfL have criteria for the introduction of speed cameras this is not a Bromley decision.

18) Question from Naima Wolf:

The Crofton Road Scheme. Why was the scheme carried out in spite of strong objections? Why was no thought given as to who it really benefited and who it inconvenienced? Why was money wasted on road markings only for this work to be redone again when they 'suddenly realised' the road needed resurfacing again?

Reply:

Firstly, it is important to point out that this scheme was recommended for approval by Council Committee on three occasions, in July 2017 the principle of the project was endorsed and in November 2018 and December 2018 the design of the scheme was endorsed and was subject to two public information events in September 2019 with letters sent to the residents of Crofton Road and the adjacent streets inviting them to attend. The results of the subsequent public consultation exercise showed that the vast majority were in favour.

A number of residents had contacted the Council with concerns over safety when the kerb lines were adjusted as the lane markings were not considered correct. Consequently road markings were painted as the scheme progressed although resurfacing of the road was always intended to follow the other changes. Due to TfL's funding difficulties we did not have a precise date at that time as to when the resurfacing would take place it was necessary to mark the lanes etc., this being a key part of the project. Whilst it is accepted that their life span turned out to be quite short, the financial outlay was only very small. This was not an oversight

19) Question from Vincent Wolf:

No transparent consultation with local residents was effected. High expenditure on paving, drives and trees not given to adjacent roads which suffer from scheme. Lack of use by cyclists & duplicate expenditure . It appears the councils energy and financing has gone into the above and not the local area. Why?

Reply:

Firstly, it is important to point out that this scheme was recommended for approval by Council Committee on three occasions, in July 2017 the principle of the project was endorsed and in November 2018 and December 2018 the design of the scheme was endorsed and was subject to two public information events in September 2019 with letters sent to the residents of Crofton Road and the adjacent streets inviting them to

attend. The results of the subsequent public consultation exercise showed that the vast majority were in favour.

Funding was allocated to this scheme by TfL. The funding requirements for other roads will be considered on the usual basis by the Council. Requests for tree planting can be made to the Council

https://www.bromley.gov.uk/info/508/trees/1188/tree_planting

20) Question from Stuart Mayer:

The Crofton cycle scheme has worsened congestion at Orpington Station as the carriageway width and poor sight lines no longer allow for stationery busses to be safely passed going up the hill, causing long tailbacks that make it impossible for lorries/busses to pass under the railway bridge. This is having an impact on response times for emergency vehicles - particularly those travelling to Princess Royal University Hospital. What plans do the committee have to alleviate this newly created problem?

Reply:

It is accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result and only came to light after the completion of this section. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council have met with TfL and the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

21) Question from Jennie Tan:

Why did LB Bromley ignore the observations of local residents (the steep hill; capped travelcards for commuters) when planning the scheme? It appears the planners & councillors had no idea of the geography of the area, experience in cycling (it is popular in flat areas not steep hills).

Reply:

Firstly, it is important to point out that this scheme was recommended for approval by Council Committee on three occasions, in July 2017 the principle of the project was endorsed and in November 2018 and December 2018 the design of the scheme was endorsed and was subject to two public information events in September 2019 with letters sent to the residents of Crofton Road and the adjacent streets inviting them to attend. The results of the subsequent public consultation exercise showed that the vast majority were in favour.

We are fully aware of the topography of the section of the route between the Station and just to the west of Newstead Avenue. Cyclists cycling uphill are more likely to feel unsafe, consequently that section of the cycle lane is most segregated from vehicles. Plus the advent and increasing popularity of electric bikes means that such issues will become less of a problem although there are already a number of cyclists using this with non-powered bikes as they did before when using the main carriageway.

22) Question from Jennie Tan:

Why does the cycle scheme finish in the middle of no-where (i.e. the mini roundabout) and not go between two destinations? The scheme is so short it is of no use the commuters residents it is meant to serve (most of whom either walk or take the bus).

Reply:

The cycle route was always expected to progress in several phases. Other phases may follow. Cycle routes like car routes do expect to see users join and leave at different locations depending on their destination. The side roads are quieter and individually see less users. The cycle route concentrates on providing facilities on the main road Crofton Road. The current finish points are Orpington Station at one end and Crofton Avenue at the other end, not the mini roundabout. Crofton Avenue provides access to Darrick Wood Schools and Petts Wood can be access from Crofton Lane.

Please note that the scheme has been introduced to improve travel by pedestrians and bus users as well as cyclists.

23) Question from Trevor Wood:

Why did LBB approve the planning permission required to double the size of Orpington station's car park only to then try to encourage commuters to cycle to the station by spending a large sum of money installing a cycle lane? This doesn't make sense. (Crofton Road)

Reply:

The Council is supportive of residents having the choice of driving, travelling by bus, walking or cycling to Orpington Station. The Council was pleased to see the Network rail application for the larger car park as it reduced the annoyance local residents experience from parking in the side roads close to the station.

24) Question from Trevor Wood:

Will an assessment be made in the future as to whether the scheme has been a success or failure (and if so when). The number of bicycles parked at the station never reaches double figures - this is exactly the same as before the scheme was installed (Crofton Road)

Reply:

Prior to the Pandemic the numbers of cycles parked in the main hub regularly exceeded 20 and was growing. Obviously the collapse in commuting had a huge impact so it is not a fair comparison. Yes, a review is proposed to take place in late Spring/early Summer as this would have given sufficient time for the route to have bedded in, seasonally more people are likely to be cycling for a number of different purposes and more workers are likely to have returned to the office.

Please note that the scheme has been introduced to improve travel by pedestrians and bus users as well as cyclists.

25) Question from VEH Wood:

Why has health and safety ignored? For example, zebra crossings were kept open whilst surrounded by yellow barriers making it extremely dangerous for pedestrians and the central island on the Pound court Drive zebra crossing been removed leading to vehicles overtaking along Crofton Road making is significantly more dangerous for pedestrians (Crofton Road)

Reply:

The yellow site barriers were installed to protect the public from excavations and works area. These are designed to be at such a height as to allow adult pedestrians to see clearly over the barriers. This allowed the 'zebra' crossings to remain open when no suitable alternative crossing points were available.

There is no evidence to associate the removal of the refuge at the zebra crossing at Pound Court Drive with overtaking manoeuvres. Controlled crossings without central refuges is a very common feature across the whole of the UK, including Bromley Borough, and they operate safely.

Prior to construction the scheme was subject to two road safety audits and another once the project had been completed which did not identify your concerns as a safety issue. It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process. When problems are raised the Client, in this case LBB, are obligated to respond as to how they propose to address the concerns raised.

26) Question from VEH Wood:

Why didn't LB Bromley repair the pavements (as promised at the consultation) when undertaking the cycle scheme? The state of the pavement is very bad in places. (Crofton Road)

Reply:

The Crofton Road project was funded by TfL and only included those works required to provide the required cycling and walking facilities. Maintenance of the remaining

footway areas is the responsibility of the Council, and while the footways have been maintained in safe condition for all users, unfortunately funding is not currently available to complete any improvement works. The Council is currently conducting a condition survey of its roads and pavements prior to determine ranking and the list for future years road maintenance programme.

27) Question from Mrs J Wood:

Why was the build-out the scheme so delayed? Residents have been putting up with building works for well over a year and even now piles of rubble still remain. Will resident living along Crofton Road be given a council tax rebate for inconvenience suffered and if not, why not? (Crofton Road)

Reply:

The Crofton Road works were completed by the Council's contractor, who were also responsible for managing implementation of the project. The Council's role was to monitor the project against the agreed programme and specification.

Although the contractor had originally planned to use several construction gangs working simultaneously throughout the project, delays were encountered relating to Covid-19 issues. Social distancing guidance prevented larger gangs working together, and several operatives contracted Covid-19 or were instructed to self-isolate restricting the resources available on site. Similar issues affected the contractors supply chain with construction materials, particularly concrete products, being in short supply. The programme was also delayed due to low temperatures which prevented concrete being used on site for a couple of weeks during the winter. A recent inspection identified areas of remedial works and materials / equipment still on site, which has since been rectified by the contractor.

As Council tax is used to fund all Council services rebates are not usually provided due to the impact of essential highway works.

28) Question from Mrs J Wood:

Why did LB Bromley take out the set of steps by the mini-roundabout and move the pavement to the wrong side of the horse chestnut tree as part of the scheme? It would have been sensible if both had been retained (at no cost) thereby giving residents a choice. (Crofton Road)

Reply:

A ramp was necessary to enable cyclists to leave/join the cycle facilities between the two sections of Crofton Road a facility that also benefits pedestrians, particularly those who are mobility impaired; it was not considered necessary to have both facilities

29) Question from Philip Birch

Please confirm when Bromley Council will include Scope 3 carbon emissions within its 'net zero' goal. Further, please can you explain how the council will address its liability for carbon emissions from Biggin Hill airport? (These will fall under scope 3 accounting as the airport is a leased asset).

Reply:

Bromley Council already works very closely with its service providers throughout our supply chain to ensure that they are taking action to reduce their own emissions. The Carbon Management team are currently developing a tool to further aid our procurement decision-making to ensure we continue to adhere to the Social Value Act (which incorporates social, economic and environmental requirements), through responsible procurement of our goods and services. Our ambition is to be able to publish a Social Value 'score' on our Contracts Database and to report this in our Contracts Register reports to committee meetings in the future.

We are working with our service providers (starting with the largest contracts first) through monthly contract meetings to discuss environmental commitments and ensure that those of our providers align with own ambitions for Bromley.

In terms of Carbon emissions from Biggin Hill airport, whilst these are outside the scope of the Council's current Net Zero plan, the Council is pleased to report that, in line with our own ambitions, Biggin Hill have set out their own commitment to deliver Carbon Neutral accreditation for all of the elements of the airport under their control by 2029, including sourcing renewable energy. The airport has committed to publishing annual environmental goals which will be audited and the results published. Biggin Hill is also the first airport in London to introduce Sustainable Aviation Fuel - Air bp's low carbon renewable fuel, which is produced from waste and residue products and is a blend comprising just over one third SAF and two thirds traditional jet fuel. The SAF component provides a lifecycle carbon reduction of around 80% compared to traditional jet fuel it replaces.

30) Question from Geoff Evans:

Why were the central refuges removed when the new Zebra Crossings were installed on Crofton Road between Crofton Lane and Ormonde Avenue.

Reply:

Due to width constraints and in order to accommodate the cycle lanes, refuges were removed although a number of these were sub-standard and have been replaced by a number of new zebra and parallel crossings which provide better and safer pedestrian facilities. Zebra crossings are generally safer with no refuge in the middle.

31) Question from Steve Barnes:

Why is Bromley Council resisting the introduction of sensibly and strategically placed 20mph limits in roads in the borough ? I don't seek to have these implemented

everywhere - just where the risk to pedestrians or property (or even pollution reduction) would be sensible. I live in Downe village, where excess speeds endanger pedestrians, horse riders, cyclists and walkers - especially where there are no pavements.

Reply:

Bromley Council considers the installation of 20mph limits on a case-by-case basis, with a focus on the streets outside schools.

32) Question from Steve Barnes:

Can the Council undertake a review of 40MPH speed limits in country lanes, where pedestrians, horse riders, cyclists and walkers frequent.

Reply:

Speed limits are reviewed on a case-by-case basis. The Council will be happy to investigate a location where residents have a concern.

33) Question from Colin and Angela Dowling

What is the status of the proposal which would have seen the extension of the Bakerloo line tube network down from Elephant and Castle to Bromley and Hayes? With roads and bus routes so obviously crowded surely its day has come for serious consideration once more

Reply:

This was a TfL proposal which was subject to consultation. The extension to Hayes and Bromley was not universally popular. The delays and cost increases to Crossrail, plus TfL's own financial difficulties are likely to delay the year when TfL could predict financial headroom for such an expensive project and possible future reconsideration of the project. Bromley understands that this project is not in TfL's funding programme for at least the next five years. In the meantime the current Hayes rail line, which would be lost if the Bakerloo extension occurred, provides a good service into and across London. It is not obvious that a high cost programme such as the Bakerloo extension is either the only or the most cost effective project to reduce crowding on roads or buses.

34) Question from Diana Hurd

Mature trees sequester many times more carbon than newly planted trees and support a wide biodiversity. How will the Open Space Strategy (in connection with the revised Tree, and Carbon Strategies) protect all mature trees and woodland in the borough?

(TPOs are great but have to be applied for and are only placed on specific trees).'

Reply:

Other than those presented by nature there are no significant threats identified to mature trees in publicly owned woodland within the Borough.

All trees are managed in accordance with our existing Tree Management Strategy. Felling will only be considered as a last resort resulting from serious health and safety issues or in instances where trees have been demonstrated to be the material cause of severe damage to property and all other mitigation attempts have failed. This will not be substantially changed in future updates to the Tree Management Strategy.

Regarding privately owned woodland TPO's are the only mechanism of statutory protection available to the council. Out with the Council the Forestry Commission and The Police can exercise an element of control through the application and enforcement of felling licences and the work of Wildlife Crime Officers.

These measures are of course reliant on the vigilance of the public as it is not reasonable to expect the Council or either of the above public bodies to provide full time monitoring of activities and all private woodland.

35) Question from Diana Hurd:

How will the Council ensure that new trees planted in the borough thrive? How does the Council check trees are suitable for their planting location and are planted properly with adequate space. Will there be a monitored watering system in place during their first year (minimum) instead of a reliance on the voluntary good will of near-by residents?

Reply:

The Council are undertaking a procurement exercise to let a new contract specific to the delivery of tree planting and establishment. This along with substantial financial investment demonstrates the Councils focus and commitment to the establishment of the trees which are being planted.

When assessing the viability of potential tree planting locations our team of highly qualified and experienced Arboricultural Officers make a list of constraints which feed into our decision-making process regarding the species selection.

The council has recently undertaken a full review of our planting and young tree maintenance procedures which has seen meaningful change from historic practice. Funding has been secured for the next six years to afford all new trees planted over the next four years three years of programmed watering and aftercare. This programme of works will be further complemented by Tree Friends and residents through a supported programme of empowerment and ownership.

The mechanisms of monitoring the delivery of aftercare are in development and will be prepared in accordance with the procurement timeline.

36) Question from Allan Tweedle:

During 2021 I have noticed many more instances of trees and shrubs overhanging the pavements in Orpington. Please could you explain whether there has been a change in the way local maintenance has been managed during the year and also whether any plans are in place to improve the situation going forward?

Reply:

The owner of the tree and shrub is responsible for its maintenance. Ideally the owner will maintain the tree proactively but it can be required through enforcement action. Instances of overhanging vegetation should be reported with a precise location via the Bromley website <https://www.bromley.gov.uk/report> or more specifically https://www.bromley.gov.uk/info/200083/roads_highways_and_pavements/221/overhanging_vegetation. Overhanging vegetation from private land is enforced by the Street Enforcement Officers at Bromley. There has been no change in the way the service is delivered but the team is currently carrying one vacancy, this has restricted the team's ability to deal with issues proactively. The team will look to increase our proactive work upon return to full complement.

The Council manages its tree stock on the public highway in accordance with its statutory obligations under the Highways Act 1980. Specific to this question the Council has a proactive basal growth removal and crown lifting programme which is run annually. This programme is updated each year based on results from the Council's cyclical tree surveying.

37) Question from Jim and Jean Rogers:

Will the council or TFL arrange to provide safer bus stands whereby the bus can pull in, so as not to fully obstruct the road to other motorists?

Reply:

Whilst bus lay-bys may be seen as beneficial to motorists, typically they often result in delaying buses as they try and re-enter the flow of traffic. Making buses less reliable is not going to result in encouraging usage, reducing car traffic, pollution and congestion. Discouraging use of buses could well lead to more cars on the road, congestion and more delays than the need to pass a stopped bus. Suffice to say that it is not Council policy and is not something that would be supported by TfL, anyway. The Council supports providing residents with a choice of travel mode and aims to protect green verges. That said a distinction needs to be made between bus stops and bus stands, the latter where buses can wait for longer periods, without causing delays to other traffic.

38) Question from Jim and Jean Rogers:

What will Bromley Council do to counteract the extra pollution for residents immediately affected by the traffic jams? (Crofton Road).

Reply:

The Council seeks to facilitate non-polluting travel options wherever possible and also to identify and if possible remove pinch-points that lead to traffic delay. Crofton Road will be closely monitored and any appropriate revisions will be carried out.

39) Question from Carolyn Lawson:

When are we getting newly laid crossovers like the majority of our fellow residents? The ones that have been left have been further damaged by the works

Reply:

The Crofton Road project was funded by TfL and only included those works required to provide the required cycling and walking facilities. Maintenance of the remaining footway areas is the responsibility of the Council, and while the footways and crossovers have been maintained in safe condition for all users, unfortunately funding is not currently available to complete any improvement works. The Council is currently conducting a condition survey of its roads and pavements prior to determine ranking and the list for future years road maintenance programme

40) Question from Carolyn Lawson:

When is the unsightly pole outside no. 83 being removed? The signage erected in error was removed. The pole remains serving no purpose.

Reply:

The cycle route and pedestrian signing is currently being reviewed which may result in that pole still being required but we will consider whether an alternative location can be found

41) Question from Barbara Blackmore:

Following the review of the Cycle Path Scheme, what steps will this Committee recommend to ensure that similar schemes in future are thoroughly and professionally examined before implementation, thus avoiding any repeat of the chaotic nightmare for traffic near Orpington Station and embarrassments such as resurfacing over newly laid markings. (Crofton Road Cycle Path Scheme)

Reply:

As with all schemes that are introduced, of any type, lessons are learned so that improved designs and improved delivery can take place. I have no doubt that the issues associated with the installation of the Crofton Road cycle route will feature strongly in the recommendations made by Officers and decisions made by Councillors in coming years.

The timing of the resurfacing was necessarily such that some temporary lining had to be introduced in Crofton Road for a short period of time.

42) Question from Nicholas Ansdell-Evans:

The speeding traffic on Crab Hill is dangerous in the rush hour. Elderly residents cannot cross to access the Downs Hill bus stop; the traffic speeds past children and dogs getting out of cars by the park entrance. Why is the Council resistant to a 20mph limit in such circumstances?

Reply:

Bromley Council considers the installation of 20mph limits on a case-by-case basis, with a focus on the streets outside schools. Where inappropriate driving takes place the Council will look to implement suitable measures, with a focus on locations with a history of injury collisions. Thankfully there have been few injury collisions in Crab

Hill - two injury accidents in the last few years - so this road does not feature in the list of cluster sites where there is a pattern of collisions. The borough's experience with 20 mph limits, has been that traffic that ignored the 30 mph limit continues to ignore the speed limit even if lowered and just lowering the speed limit has limited benefit. Where reduced speeds are advised close to a clear hazard or justification e.g. a school then drivers are much more likely to change their behaviour.

43) Question from John Morris:

Was consideration given to the passage of Emergency Vehicles as a result of the extension of the bus stand space into what was previously normal road space. This applies at the Crofton Road/Crofton Lane stop and more so at Orpington station stops where the buses frequently stop for longer periods to change drivers.

Reply:

The emergency services were consulted and have not raised any concerns.

44) Question from Stuart Blackmore:

If, for the majority of the new "cycle path" in Crofton road, it was deemed acceptable to paint a white line in the road with pictograms of cyclists painted in white, why was it deemed necessary, once over the brow of the hill approaching Orpington Station, to spend hundreds of thousands of pounds creating a wide tarmac cycle path necessitating the narrowing of Crofton road outside the station resulting in the traffic chaos that we are now experiencing?

Reply:

The decision to take the cyclists along the north side of Crofton Road from just east of Newstead Avenue was to avoid potential conflict with bus users at the busy westbound Station bus stop.

It is accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result and only came to light after the completion of this section. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council and Councillors have met with TfL and/or the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

45) Question from John V Powell:

What was the total cost of constructing the Crofton Cycle lane scheme, including the resurfacing and marking of the highway, and where did this money come from?

Reply:

The total cost of the Crofton Road cycling and walking scheme is estimated to be £673k. The resurfacing of Crofton Road was an unrelated scheme, estimated at £370k, and was timed to take place after the cycling and walking scheme was finished. Both funding streams were made available by TfL.

46) Question from John V Powell:

What does the Council propose to do about the serious safety risk triggered by the Crofton Road cycle lane project opposite Orpington station, where traffic is now forced blindly into a head-on path with oncoming vehicles when overtaking stationary buses?

Reply:

It is accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result and only came to light after the completion of this section. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become. A safety review of this location has taken place and no specific risks were identified, but it is acknowledged that there are unhelpful delays to traffic when buses are in this bus stop.

Representatives from the Council and Councillors have met with TfL and/or the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

47) Question from Jamie Devine:

The recent IPCC climate change report asserts that keeping the global temperature increase below 1.5C needs "immediate, rapid and large-scale reductions" in emissions. What steps are the council taking to make those immediate reductions (aside from its own emissions, which amount to less than 1% of the borough's total)?

Reply:

We are working with our service providers (starting with the largest contracts first) through monthly contract meetings to discuss environmental commitments within the supply chain and ensure that those of our providers align with own ambitions for Bromley. We are supporting householders through our energy advice scheme to ensure that residents have the information available to make good choices in terms of the energy they buy and the efficiency measures they can adopt in their own homes.

The Council is funding a Library of Things which will form part of a proposed Sustainability Hub in the Glades shopping centre, to enable residents to hire everyday household items (such as tools) to reduce resource consumption associated with the purchase of new goods.

Through our Green Recovery Working Group we are using experts from all council departments to identify areas where the Council can support residents and businesses in the fight against climate change.

As members of the Renewable Power for London Steering Group, we are lobbying central government for the policy changes and finance mechanisms needed to support local authorities in delivering the change we need in terms of greener energy procurement for all and the investment required in greener technology.

We have developed a draft Electric Vehicle Charging strategy to support residents and businesses with the transition to zero emissions vehicles.

Following COP26 we will be reviewing the information on our website to help residents and businesses access information to reduce emissions and then achieve net zero. But ultimately to achieve the climate target it is going to require every person to make changes and make choices for their household to reduce their impact on the Environment. The Council cannot do this for residents and businesses (including landlords).

48) Question from Jamie Devine:

Has the borough conducted analysis of the carbon emissions embedded in the goods and services it purchases and if so, will it publish the analysis, giving a quantitative breakdown of those emissions by supplier?

Reply:

Bromley Council already works very closely with its service providers throughout our supply chain to ensure that they are taking action to reduce their own emissions. The Carbon Management team are currently developing a tool to further aid our procurement decision-making to ensure we continue to adhere to the Social Value Act (which incorporates social, economic and environmental requirements), through responsible procurement of our goods and services. Our ambition is to be able to publish a Social Value 'score' on our Contracts Database and to report this in our Contracts Register reports to future committee meetings.

We are working with our service providers (starting with the largest contracts first) through monthly Service Operations Board meetings to discuss environmental commitments and ensure that those of our providers align with our own ambitions for Bromley.

49) Question from Michael Dawson & Pauline Hall:

Does the scheme in its current form give value for money and how is this being assessed and by who? (Crofton Road Transport).

Reply:

Schemes such as this are scrutinised by Council committee ahead of being approved, and investment is targeted at schemes and locations where long-term benefits might be realised. This location was selected for a cycle route after a London-wide analysis showed this to be a location where, given the right

infrastructure, cycling and walking might become a viable option for those who were currently having to travel by car.

50) Question from Michael Dawson & Pauline Hall:

The scheme in its current form is creating safety problems and has created some serious accidents posing problems for emergency services. How will these issues be addressed? (Crofton Road Transport).

Reply:

The whole scheme has been subject to two Road Safety Audits during the design phase and a post completion Road Safety Audit which has identified a number of issues, as would be expected for a scheme of this size but not the bus stop issue as the Auditors have been made aware that the current situation is under review as described above.

It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process

A further Road Safety Audit will take place once 12 months of injury collision data is available to establish whether there have been any changes in the number of personal injury collisions since the project was completed.

It is accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result and only came to light after the completion of this section. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council and Councillors have met with TfL and/or the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

The Council has not been made aware of any serious accidents in Crofton Road since the scheme completed.

51) Question from James Rowe:

Does the Council acknowledge and declare we are facing a climate emergency?

Reply:

The Council does not consider it appropriate to declare a climate emergency given the duties of the Council as a whole. Bromley Council does have one of the most, if not the most ambitious net-zero targets for Council activities in London with a target of net zero by 2029. The Council believes in action not words.

52) Question from James Rowe:

Is the council comfortable that, by not providing any pedestrian crossing facilities at the Chislehurst War Memorial junction, they are knowingly putting perceived flow of traffic benefits ahead of child safety.

Reply:

The lack of a pedestrian crossing facility at the Chislehurst War Memorial is by no means an example of putting traffic flow ahead of safety, but quite the reverse. Research undertaken at this location has shown that the likely delays that would result from adding a green-man phase at the signals would lead to the increased use of local residential and school streets and a related increase in road collisions in these streets. A fuller response can be found on the Council's website here.

53) Question from Mike Titheridge:

Who in LBB signed off the draft Safety Review as presented by Waterman-Aspen?

Reply:

Signing off should not imply approval as no organisation can have any influence over the comments made by the Road Safety Auditors. LBB and Waterman went through all the issues raised and responded accordingly thereby completing the process.

54) Question from Mike Titheridge:

In light of the problems caused by the road narrowing outside Orpington Railway Station will the road be widened to permit, once again, vehicles to pass stationary buses safely.

Reply:

Representatives from the Council and Councillors have met with TfL and/or the local bus operators to try and overcome the problem of bus driver changeovers and are demanding a solution from TfL as to how this can be resolved. We are awaiting confirmation from TfL although the Council is not ruling out widening to overcome the issue once we have a final response from TfL.

55) Question from Tracey Harvey:

Is the committee able to confirm that this route is safe for pedestrians, cyclists and motorists particularly around the station (where buses park and cause blind spots for motorists), on the numerous zebra crossings (where they are too close to road junctions) and at the Crofton roundabout (causing traffic backlogs)?

Reply:

Prior to construction the scheme was subject to two road safety audits and another once the project had been completed which did not identify your concerns as a safety issue. It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London

Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process. When problems are raised the Client, in this case LBB, are obligated to respond as to how they propose to address the concerns raised

56) Question from Tracey Harvey:

My secondary question is to ask the committee to provide evidence that this scheme has proved value for money. (new cycle lane leading down to Orpington station).

Reply:

Schemes such as this are scrutinised by Council committee ahead of being approved, and investment is targeted at schemes and locations where long-term benefits might be realised. This location was selected for a cycle route after a London-wide analysis showed this to be a location where, given the right infrastructure, cycling and walking might become a viable option for those who were currently having to travel by car.

Monitoring of the project has commenced and will be on-going and, initially, based on observations and feedback from users and the public. Whilst the pre-scheme cycle and pedestrian counts took place in May/June 2019 it is intended to carry out post scheme counts in March 2022 and further counts in May/June 2022 for consistency of seasonal comparison. Similarly, speed and volume surveys were carried out in July 2019 and, for consistency, further speed and volume surveys will take place in July 2022. With regards to road safety, the Stage 4 Road Safety Audit will take place once 12 months of injury collision data is available although because of the lag in receiving that information of up to 6 months, this may not be able to take place until December 2022/January 2023.

57) Question from Amanda Hughes:

As a pedestrian, cyclist and car user the alleged improvements made for safety are anything but. The placement of the new zebra crossings are dangerous in the extreme. Will they be relocated?

Reply:

During the design stage observations and/or counts were conducted to observe when residents were crossing Crofton Road and adjustments made, including to the location of new Zebra crossings. Moving a Zebra crossing away from the desire line of pedestrians would not stop pedestrians crossing at that point. Prior to construction the scheme was subject to two road safety audits and another once the project had been completed which did not identify your concerns as a safety issue. It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process. When problems are raised the Client, in this case LBB, are obligated to respond as to how they propose to address the concerns raised.

58) Question from Amanda Hughes:

The steep two way cycle path going down the hill to the station is a danger to pedestrians, especially children, from fast riding cyclists. Why weren't the cycle path solid white lines continued on both sides of the road thus retaining a kerb?

Reply

Prior to construction the scheme was subject to two road safety audits and another once the project had been completed which did not identify your concerns as a safety issue. It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process. When problems are raised the Client, in this case LBB, are obligated to respond as to how they propose to address the concerns raised.

The decision to take the cyclists along the north side of Crofton Road in both directions from just east of Newstead Avenue was to avoid potential conflict with people boarding and alighting at the busy westbound Station bus stop.

59) Question from Terence W Ide:

Dear Sir, re 20/00310 RECON. On 9 June and 1 September you replied regarding my concern for the safety of extremely young pedestrians crossing Elmstead Lane to Pink Elephant Nursery. You said, "applying the same split to an additional 24 children would give 8 children being dropped off by car and 16 walking/using public transport". How can you estimate the travel preferences for families who are yet to attend?

Reply:

It is standard practice when looking at new developments to estimate the trip rates and travel preferences from similar developments, either nearby or in similar circumstances. In this case there is already a nursery on the site and the modes of travel for the existing staff and children have been used to estimate those for the additional staff and pupils.

60) Question from Terence W Ide:

Dear Sir, the Road Safety Assessment by RKS Associates, commissioned by Pink Elephant Nursery, Elmstead Lane, mentions eight reported collisions and yet says neither a Traffic Signal Controlled Crossing, Zebra Crossing, nor Controlled Crossing is suggested to be installed. It also states, "no pedestrians were observed crossing Elmstead Lane between the crossing facilities". How high does the KSI have to be before Council will consider changing the highway to improve crossing safety for the nursery children?

Reply:

The 8 collisions reported in the Assessment were all between vehicles, there were no pedestrians involved. Therefore, this does not give supporting evidence for the introduction of more crossing facilities

61) Question from Malcolm L Wood:

One claimed aim of the scheme was to reduce the average traffic speed. What was the target speed reduction and what reduction has been achieved (Crofton Road Cycle Scheme).

Reply:

Two speed surveys were carried out in July 2019, prior to the commencement of the project, which resulted in 85th percentile speeds of 34.7mph (westbound) and 33.9mph (eastbound) and 34.3mph (westbound) and 35.3mph (eastbound), all within the accepted standard for a 30mph speed limit. Whilst this shows that there isn't a speeding problem reducing the numbers of vehicles travelling above the speed limit can only be beneficial to all users, particularly vulnerable groups. Now that the scheme has been completed further speed surveys will take place and in July 2022 although it is expected that the series of interventions introduced as part of the project will result in a reduction in numbers of vehicles travelling above the unchanged speed limit.

62) Question from Malcolm L Wood:

Existing Crofton Road crossing points had central reservations. Why was the decision made to remove them.

Reply:

Due to width constraints and in order to accommodate the cycle lanes, refuges were removed although a number of these were sub-standard and have been replaced by a number of new zebra and parallel crossings which provide better and safer pedestrian facilities.

63) Question from Suraj Gandecha:

The draft Open Space strategy provides minimal information about what consultation has taken place with groups representing disabled residents. Please provide details of this consultation and further supply information about what steps you intend to include in the strategy to ensure our open spaces are accessible to everyone, including provision of public toilets. Will you consider a further draft of the policy to allow for fuller consultation with such groups?

Reply:

The Open Space Strategy is intended to be a high-level strategy that will act as a framework for decision making in the Portfolio for the next 10 years. Once published and enacted with detailed delivery plans, the Council would look to consult with stakeholders relevant to any particular project.

The initial draft of the Open Space Strategy published in December 2020 was accompanied by an extensive consultation process, which received over 800 responses. Further in-depth commentary was provided by certain commentators including those that represented disabled residents. Those groups that reached out

with more extensive commentary were then invited to a 2nd engagement session, where changes made as a result of the feedback from the first draft were made.

The Strategy has been careful to note that it wishes to ensure that sectors of the community who may find accessing Open Spaces difficult are included within the strategy so as to ensure social inclusion and equality of opportunity. To meet this objective, it makes provision in its early years for an audit of the Portfolio to identify deficiencies in infrastructure that impact upon its quality and accessibility including the availability of public toilets. It is also careful to note that the Council wishes for any investment into facilities such as play equipment and sporting facilities to be fully inclusive so that all members of the community can participate in using them.

64) Question from Suraj Gandecha

How is the proposed development on the green belt at St Mary Cray compatible with the statement by the portfolio holder that he is committed to "conserving and enhancing our parks and open spaces" What consultation has taken place between the council and the developers?

Reply:

This question is more appropriate for the Development Control Chairman than the Environment Portfolio holder. The Council as part of identifying future housing supply has opened a call for sites consultation. Any landowner is entitled to respond. Just because a landowner has responded does not imply its site will be accepted. As I am not the Chairman of Development Control, I cannot confirm the extent of contact between the Council and the landowner, but a certain degree of contact would be required to establish their response to the call.

Bromley's Local Plan details the protection offered to Green Belt locations and the call for sites will be considered with respect to the clear policies and protections on Green Belt development laid out in the local plan.

Other than via the Local Plan and the statutory planning process, the Council can largely only decide the future of land it owns. The Open Space Strategy therefore primarily applies to parks and open spaces owned or managed by the Council.

65) Question from Terry Hughes:

The majority of the cycle path is now easily navigable solid white lines along both sides of Crofton Road. Why the convoluted and costly raised sections coming up the hill from the station and west from Newstead Avenue including the accident waiting to happen blind bus stop at the station?

Reply:

Experience has found that new cyclists find it particularly intimidating to cycle uphill close to traffic due to the difference in speeds whilst needing to make the extra effort to cycle uphill. This actively discourages residents and presents a barrier to those who want the choice of cycling. Hence the most uphill section of the cycle lane is more segregated from traffic to afford cyclists on that section more protection and help them feel safer and that cycling is a choice they can make.

The whole scheme has been subject to two Road Safety Audits during the design phase and a post completion Road Safety Audit which has identified a number of issues, as would be expected for a scheme of this size but not the bus stop issue as the Auditors have been made aware that the current situation is under review as described above.

It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process.

A further Road Safety Audit will take place once 12 months of injury collision data is available to establish whether there have been any changes in the number of personal injury collisions since the project was completed.

It is accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that this was a driver change over point and that delays could result and only came to light after the completion of this section. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council and Councillors have met with TfL and/or the local bus operators to try and overcome the problem and are demanding a solution from TfL as to how this can be resolved.

66) Question from Terry Hughes:

At the mini roundabout at the junction of Crofton Road and Crofton Lane why have the approaches been made so unnecessarily narrow making it especially difficult for the drivers of large vehicles and emergency services to navigate increasing congestion and risk of collisions?

Reply:

The whole scheme has been subject to two Road Safety Audits during the design phase and a post completion Road Safety Audit which has identified a number of issues, as would be expected for a scheme of this size but not issue you have described. The design was tested using the swept paths for a whole host of vehicles including buses, articulated lorries, ambulances and fire tenders. The reason for narrowing the junction was to reduce the entry speeds of vehicles as the previous wider junction arrangement, with sub-standard crossing facilities, made it difficult for pedestrians to cross, particularly vulnerable groups. It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process.

A further Road Safety Audit will take place once 12 months of injury collision data is available to establish whether there have been any changes in the number of personal injury collisions since the project was completed.

67) Question from Sam Webber:

Will the Portfolio Holder provide an update on when the Rafford Way entrance to Bromley Palace Park (within the Civic Centre grounds) will be reopened? Disabled and elderly residents living close by have said they are currently unable to use the park with this entrance locked up. Is the sale of part of the Civic Centre site for development including the 'Y Buildings' the reason why this gate has been locked? If so when is it likely to reopen or will it be permanently closed as a condition of the new development?

Reply:

The gates have been locked at present to limit ASB and we apologise for the inconvenience caused to any members of the public who are unable to access via this entrance. There is no restriction in the actual grounds altogether as the Rochester Ave entrance is still open. The organisation that currently oversees the works arranged for Y Block are shortly to introduce security to help assist with this matter. Unauthorised access has taken place with damage to the ice house, Y Block and also noise disruption to neighbours. We are still looking for potential access during daylight hours to manage the ASB issue. This is monitored on a daily basis and further information will be provided by Civic Centre Facilities Management at regular intervals.

68) Question from Sam Webber:

Can the memorial benches within Bromley Palace Park be restored to their original locations? This follows reports from users of the park that they have all been chained together for safety reasons to protect them from being removed.

Reply:

As soon as there is permanent security within the grounds, benches will be restored to their original locations to allow seating provision for the public, as currently we are still dealing with the ASB issue while awaiting for building works to commence. We apologise for any inconvenience caused.

69) Question from Edward Fenwick:

The zebra crossing positioned at the end of Ormonde Avenue and opposite the Bright Start Montessori school is in a very dangerous place.

Vehicles coming from Locksbottom towards Orpington frequently speed around the bend there; therefore traffic calming measure should be implemented immediately to save lives.

Reply:

The new zebra crossing which replaced a sub-standard refuge is approximately 40m east of the mid-point of the junction of Ormonde Avenue and significantly exceeds the minimum forward visibility standard of 43m for a road with a 30mph speed limit.

Prior to construction the scheme was subject to two road safety audits and another once the project had been completed which did not identify your concerns as a safety issue. It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process.

There is therefore no evidence to support your concerns.

70) Question from Julie Ireland:

Please supply full details of the Depot Improvement Programme works planned for 2022/23 for Waldo Road. Please supply details of what consultation has taken place with local residents. Will these plans include setting up monitors to provide data to residents about air quality both in terms of pollution and noxious gases generated from the waste?

Reply:

Report ES20109 on the 17 November ESC PDS Committee provides the details of the Depot Improvement Programme Works. The works are largely improvements to hardstanding, drainage and the Waste Transfer Station structure, which are essential to the safe and compliant operation of the site.

There are no plans to install air quality monitoring devices at Waldo Road as this is not a requirement of the Environmental Permit. There is no treatment of recycling or waste brought to Waldo Road; it is stored, bulked and then transported to appropriate treatment facilities.

To date, no consultation has taken place with residents. Consultation with residents will be part of any planning application required for the works.

71) Question from Julie Ireland

In a reply to a question to the meeting on 1 September it was stated that only 37 complaints had been received from members of the public about the smell coming from Waldo Road recycling centre. However a recent FOI request to the Environment Agency showed that they had logged 191 complaints from members of the public about the smell from Waldo Road in the first 9 months of 2021, a 6 fold increase on previous years. Could the portfolio holder recheck his records about complaints received as it seems odd that the EA should have received 5 times more complaints than Bromley Council.

Reply:

The Council's Complaints Team maintains records of all complaints sent to the Council. As such, the information presented at the meeting on 1 September on number of complaints received by members of the public from Waldo Road Reuse and Recycling Centre about odour is accurate. 37 complaints were logged in 2020/21 in relation to the Waldo Road Waste Transfer Station, these are related to a range of topics including odour.

The data received from the Environment Agency on complaints covers a different time period.

72) Question from Rick Das

The Bromley Air Quality Action Plan (AQAP 2020-2025 - Appendix A) states that 20 additional diffusion tube monitoring points would be installed from January 2021 onwards, and a new Air Quality Monitoring Station (AQMS) provisioned at Biggin Hill. Have these monitors been installed? If so, when did installation take place and when will data from these monitors begin to be released to the public?

Reply:

20 additional diffusion tubes were all installed in January and have been analysed monthly since. The data for this will be available through the Annual Status Report (ASR) which is published on our website.

The ASR for Year 2020 (and previous) has been published on the Council's website (NB. This is based on the previous action plan). ASRs for the current action plan will be produced from April 2022 and report on the previous year. Due to ratification of data requirements and sign off by the GLA this may not be published until the Summer.

In relation to Biggin Hill, the action point state's "seek funding for AQMS to measure PM10 and PM2.5 NO2 and O3 at Biggin Hill by local agreement". No suitable funding has been identified at present

73) Question from Rick Das:

Regarding the proposal by Lands Improvement Holdings Limited (LIH) to develop approximately 40 hectares of Green Belt land in St Mary Cray (<https://www.lih.co.uk/projects/st-mary-cray/>) for residential development, what consideration has been taken of the impact on local services, transport, education and specifically the loss of natural drainage?

Reply:

This question is more appropriate for the Development Control Chairman than the Environment Portfolio holder. The Council as part of identifying future housing supply has opened a call for sites consultation. Any landowner is entitled to respond. Just because a landowner has responded does not imply its site will be accepted.

Bromley's Local Plan details the protection offered to Green Belt locations and the call for sites will be considered with respect to the clear policies and protections on Green Belt development laid out in the local plan.

All the issues you've identified will be considered firstly when the site is assessed as part of the call for sites and secondly when or if a planning application is submitted.

74) Question from Chloe-Jane Ross:

The draft Open Space Strategy talks of setting up foundations with business partners to fund and develop Open Spaces in the Borough. Please give details of the governance of such bodies, who they will be accountable to, what democratic structures will be built into any such arrangement to protect our open spaces, what transparency there will be in regard to procurement and/or expenditure of public monies and whether these business partners will be not for profit organisations.

Reply:

The ideas contained within the strategy which seek to explore opportunities for both members of the public and organisations to contribute financially towards the management of an Open Space (including that of a foundation) are currently suggestions to further explore once it has been adopted. It is therefore not possible to give such level of detail, however any foundations that may be established would look to be inclusive of the wider strategy aims of ensuring that any funds generated directly benefit the local community and aids the Council in attracting the funding needed to meet its aspirations in sensitively enhancing and modernising the Portfolio.

75) Question from Chloe-Jane Ross:

The Open Space Strategy includes an increase of events in parks. How will the Council balance the inevitable push for increased revenue raising from large scale commercial events with needs of the community (especially if decision making for such is outsourced to a foundation / business partner) and how will the council ensure it retains control to protect the interests of local people?

Reply:

The Strategy is clear that whilst the Portfolio has the potential to be inclusive for a greater number of events to both bring traction to a site and provide a sustainable revenue stream to enable its conservation and enhancement, that this will be balanced by a series of checks to ensure that it does not over-ride the other benefits that people gain from that particular space. These checks include the potential for events to be inclusive of the wider community, that it can be controlled to ensure sites are quickly brought back to public use after the event and that it removes barriers to entry that prevent high quality activities being hosted

76) Question from Ben Harvey

Rookery Lane offers a safe route to school for children travelling to and from Hayes schools from Bromley Common, but has become unusable due to extensive mud and water cover. Will the Committee please confirm when improvements will be made to this route to enable active, safe and traffic reducing travel to school and from school?

Reply:

It is agreed that the route via Rookery Lane from Bromley Common to Hayes offers a useful walking route and that the type of surface available can be a deterrent to

walking, especially in inclement weather. Maintaining an unmade public right of way can be difficult to achieve, and the Council will always consider the most appropriate means of maintenance to provide safe passage, within available budgets.

The Council is looking to improve routes to schools across the Borough, prioritising resources accordingly. This location will be considered and its feasibility for improvement will be investigated. At this time I cannot confirm when this assessment will be completed.

77) Question from Ben Harvey

As it is globally accepted that we are in a climate emergency, will the committee commit to providing a near term deadline of spending the majority of the £197million pound of council reserves to reducing car travel to help combat this emergency?

Reply:

Bromley Council does have one of the most, if not the most ambitious net-zero targets for Council activities in London with a target of net zero by 2029. The Council believes in action not words. The Council has already committed funds toward tree planting and towards an invest to save to convert the remainder of our street lighted to low energy LEDs so reducing emissions. The Council has also recently improved a number of facilities to help residents who want to make the choice of active travel.

The Council's reserves are held for a number of reasons, a proportion are held within ear-marked reserves and there are many calls on the Council reserves. In particular you will have seen recent commitments of reserves to fund the building of homes to help provide for those residents in temporary accommodation. So I cannot make that commitment, but as you will have seen a number of commitments we are making to reduce our emissions.

78) Question from Dr Brendan Donegan:

The latest 'Open Space Strategy' draft suggests that while no parks will be sold for development, other council-owned land will be. We are already seeing Bromley woods being developed to expand Bromley schools, so what process will be followed to identify land "surplus to requirement" and therefore ready for development?

Reply:

The strategy does not state that Council-Owned land other than parks will be sold off for development.

79) Question from Dr Brendan Donegan:

Given that Department for Transport has stated its willingness to punish boroughs which remove active travel schemes prematurely or without proper evidence, can the Portfolio Holder confirm that the current consultation on Albemarle Road Cycle Scheme won't be the only evidence used to determine whether the scheme stays or goes?

Reply:

This Council decides what is appropriate for this borough. We will consider the evidence before making decisions. Given the length of the trial from inception of the trial schemes introduced in 2020 to making a decision in late 2021, I would not consider any decision to be premature.

80) Question from Christopher Bentley:

There are no details about the budget for making improvements to our green spaces in the draft Open Space strategy. Will the portfolio holder ensure that another draft is prepared that (1) provides details of the money needed to make the promised improvements and (2) where that funding is coming from?

Reply:

It is not possible to produce a detailed budget for the entire duration of the strategy, as the Council is not able to predict with certainty changes in strategic priorities arising from broader Government or Council policy, or changes to external funders. However, it does outline a suite of innovations that it wishes to use to attract money to the Portfolio, and to continue its proud track record in achieving success through multi-agency approaches.

81) Question from Steve Skinner:

Please can you advise why the steps down the bank from the higher part of Crofton Road to the new pathway been removed with just earth, everyone walks over the mud now making it a slip hazard, can they be reinstated? The current situation does look a mess and neither now steps nor a grass bank.

Reply:

Until the grass regrows it will, of course, look somewhat unsightly in the interim. A ramp was necessary to enable cyclists to leave/join the cycle facilities between the two sections of Crofton Road a facility that also benefits pedestrians, particularly those who are mobility impaired, and it was not considered necessary to have both facilities.

82) Question from Graeme Casey:

Recently residents of Widmore Road have raised concerns regarding flooding of their area and site their belief that the drains are blocked. They wish to know how often the drains themselves are cleared by the Council.

Reply:

We undertake a cyclic clean of all our highway drainage assets including roadside gullies. The majority are cleaned once every two years and soakaways cleaned once every five. We have been investigating the issue at Widmore Road incorporating Southview Court and the junction of South View, the junction of Homefield road and the gullies outside the Shampan restaurant, and these were attended most recently on 2nd November 2021. Follow-on investigations are being undertaken and referrals

made to Thames Water to undertake a review of the main line sewer they connect to.

83) Question from Graeme Casey:

We have recently experienced a severe increase in flooding in the Orpington area. We all saw the reports of the Nugents shopping area, adjacent roads and private gardens awash with rain water and local drainage systems struggling to cope. Residents have also been complaining of flooding in Stanton Close behind the Grassmead recreation ground. Can the council let the public know what they are doing to tackle this issue?

Reply:

Bromley has encountered heavy rainfall during the last few months which in some cases has exceeded the capacity of the existing highway drainage system and Thames Water surface water sewers. While the highway drainage infrastructure is maintained on a regular basis it is unfortunately not feasible to cater for such exceedance events. Although each case will be investigated where several properties are at risk of internal flooding, it will at times be necessary for residents to consider installing property level protection

84) Question from Jen McArthur:

The Albemarle Road and Westgate Road experimental traffic management scheme's stated purpose was to improve cycling and walking links between Bromley and Beckenham. How is Bromley Council monitoring the scheme's effectiveness in meeting this goal? Have you asked pedestrians and cyclists who use this route whether the scheme improves links between Beckenham and Bromley?

Reply:

The Council is currently undertaking a widescale consultation to gather the views of residents who use Albemarle Road and Westgate Road, in order to assess the effectiveness. Counts are also being undertaken.

85) Question from Jen McArthur:

The recent DfT report 'Gear Change: One Year On' states that the government will reduce funding to councils that 'do not take active travel seriously', including those that remove schemes without proper evidence or never installed them in the first place. How will Bromley Council prove to the government that they are taking active travel seriously, when the borough did not implement any Low Traffic Neighbourhoods nor 20mph speed limits between 2020-2021, and removed the dedicated westbound cycle lane on Albemarle Road within six months of introducing it?

Reply:

Bromley Council is keen to install suitable infrastructure to facilitate active travel, such that residents have a genuine choice to travel the way that best suits them. However, not all interventions suit all parts of London and Bromley will only seek to

install measures that are appropriate for the local environment and will not have negative impacts on the community.

86) Question from Mr and Mrs Pieris:

Can we have discussions with Bromley Traffic Engineers to reduce dangers and improve our living, environment safe to all impacted users.(Cycle Path (CP) Scheme on Crofton Road, Orpington)

Reply:

A) It is accepted that the provision of the new cycle lane and other associated works resulted in the narrowing of the carriageway. However, having consulted with Transport for London about the whole scheme, prior to construction, the Council was not made aware that the westbound bus stop near the Station is a driver change over point and that delays could result and only came to light after the completion of this section. If the Council had known that at the time it would have amended the design to ensure that this would not have been the issue it has become.

Representatives from the Council and Councillors have met with TfL and/or the local bus operators to try and overcome the problem of bus driver changeovers and are demanding a solution from TfL as to how this can be resolved. We are awaiting confirmation from TfL although the Council is not ruling out widening to overcome the issue once we have a final response from TfL..

B) This would be a decision primarily for TfL but is extremely unlikely as there are no alternative locations and certainly ones that would provide better Station interchange.

C) That is a wider issue and would be fraught with huge difficulties, particularly consultation with businesses and residents for deliveries. This is not considered to be within the remit of the Council Transport Service.

D) See (A)

E) No issues have been identified with the width of this junction and the car transporters have a dedicated bay to load and unload vehicles.

It is also important to point out that prior to construction the scheme was subject to two road safety audits and another once the project had been completed which did not identify your concerns as a safety issue. It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process. When problems are raised the Client, in this case LBB, are obligated to respond as to how they propose to address the concerns raised.

87) Question from Carole and David Hawkins:

Why was it necessary to spend nearly a million pounds on the Crofton Road Cycle lane when white lines which have been used along parts of the road could have

been used for the entire length, also enabling the retention of the centre refuges for pedestrians?

Reply:

Due to width constraints and in order to accommodate the cycle lanes, refuges were removed although a number of these were sub-standard and have been replaced by a number of new zebra and parallel crossings which provide better and safer pedestrian facilities. The two-way cycle route east of Newstead Avenue to the Station was the only safe means of avoiding conflicts at the often very busy westbound bus stop and those boarding and alighting.

88) Question from Dr Robert Hadley:

Are the Zebra Crossings positioned safely as per recognised standards?

Reply:

Prior to construction the scheme was subject to two road safety audits and another once the project had been completed. LBB and our term Consultants, Waterman, would not have proffered a design that was knowingly unsafe and as the location of the crossings was not identified as an area of concern by the Safety Auditors this position has been endorsed. It is also important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process. When problems are raised the Client, in this case LBB, are obligated to respond as to how they propose to address the concerns raised. Waterman, the Council's design consultant, is a professional, experienced and well-respected British company which has an international reputation for the provision of high quality engineering services and advice.

89) Question from Dr Robert Hadley:

What was the official response to the scheme at the proposal stage?

Reply:

This scheme was given approval by Council Committee on two occasions, in November 2018 and December 2018

90) Question from Judith Ralphs:

I live in Woodbastwick Road just in in the Borough of Bromley , a reasonably wide residential road, and we are plagued by inconsiderate drivers speeding dangerously along the road. This a danger to pedestrians other drivers and children walking to Alexandra Junior school which has an entrance off the Road. There have been some accidents over the years due to speeding. The situation is not helped by signs, as you enter the Borough from Lewisham, advertising that the speed limit is 30MPH after the 20 MPH in Lewisham so drivers speed up.

Reply:

Speed enforcement is a Police matter and I have along with colleagues from across London have been calling for the Police to devote more time to speed enforcement.

Bromley regularly investigates locations where road safety is identified as being an issue. Thankfully there have been no injury collisions recorded in Woodbastwick Road in recent years.

In regard to Alexandra Junior School, along with all schools in the Borough, the Council's School Travel Plans team liaises with the school to investigate road safety issues, so it would be helpful if you could contact the school with any specific suggestions you may have, so that the school can then liaise with the Council.

91) Question from Judith Ralphs:

I would like to know why the Council is resistant to a 20MPH limit at least in the more urban area of the Borough so it is in line with other parts of London to avoid confusion and, as evidence suggests, saves life.

Reply:

The experience the Council has from the various parts of the Borough where area wide 20mph limits have been installed in the past is that we receive very many complaints about speeding, despite the lower limit. Research commissioned by the DfT showed that following the introduction of signed-only 20mph limits the median speed fell by just under 1mph and found no significant change in collisions and casualties. In light of the lack of evidence that introducing widespread 20mph limits is effective, Bromley has no plans to introduce such area-wide 20mph zones. However, in light of evidence that drivers respond better to warnings or regulations where they can see the reason for them, part time advisory 20 limits are being introduced around schools in the Borough, on a case by case basis.

92) Question from Mitch Layng:

Does the project deliver value for money? (Crofton Road Cycle Lane Project)

Reply:

Schemes such as this are scrutinised by Council committee ahead of being approved, and investment is targeted at schemes and locations where long-term benefits might be realised. This location was selected for a cycle route after a London-wide analysis showed this to be a location where, given the right infrastructure, cycling and walking might become a viable option for those who were currently having to travel by car.

93) Question from Mitch Layng:

Can the Traffic and Parking Management Team provide a copy of the results of the audit undertaken in the summer on this project, in particular the post-completion Stage 3 Road Safety Audit?

Reply:

Yes, this document will be sent to you.

94) Question from Clive Lees:

Experience shows aftercare of trees can be poor. For example, almost all container grown trees in Bromley North quickly died some years ago through lack of watering. In the RVR area trees have apparently not been watered in accordance with the aftercare contract, nor have they had their ties loosened.

Reply:

Specific to the trees in planters near Bromley North lessons have been learned regarding cross departmental project planning, implementation, long-term maintenance requirements and associated budgetary pressures.

The Council has historically used its primary Arboricultural service provider to deliver tree planting and maintenance. Significant issues have been identified regarding the efficacy of historic procedures and specification. It has been the ambition of the service for the past three years to develop a separate contract for tree planting and establishment. This will now be realised in early 2022. Letting a new contract specific to this element of the service will allow the supplier to appoint staff dedicated to this role rather than seasonally seconding unskilled operatives from other sections within their organisation. Staffing is as ever the most important part of any service so significant focus will be given to this element of evaluation when considering contract award. All elements of modern young tree maintenance will be set out in detail within the contract specification with robust monitoring procedures and an incentive scheme built into the performance management framework to give the newly planted trees associated to this scheme the best possible chance of successful establishment. As this new contract is at present limited to the provision of the next four years tree planting with three years maintenance Officers will work with senior management within the council with the vision to develop budgetary support to extend these principles and practices into the future.

95) Question from Clive Lees:

With regard to the new tree planting programme, would the Chair make a statement about why he is reassured that the planned aftercare programme will be satisfactory, focussing on the adequacy of the programme, the fulfilment of it and whether contractor performance will be adequately monitored?"

Reply:

The Council are undertaking a procurement exercise to let a new contract specific to the delivery of tree planting and establishment. This along with substantial financial investment demonstrates the Councils focus and commitment to the establishment of the trees which are being planted.

When assessing the viability of potential tree planting locations our team of highly qualified and experienced Arboricultural Officers make a list of constraints which feed into our decision-making process regarding the species selection.

The Council has recently undertaken a full review of its planting and young tree maintenance procedures which has seen meaningful change from historic practice. Funding has been secured for the next six years to afford all new trees planted over the next four years three years of programmed watering and aftercare. This programme of works will be further complemented by Tree Friends and residents through a supported programme of empowerment and ownership.

The mechanisms of monitoring the delivery of aftercare are in development and will be prepared in accordance with the procurement timeline.

96) Question from Robert Clark:

I would like to know how Friends of the Earth Bromley might be included in the list of 'Community Organisations, Special Interest Groups and Charities' mentioned on page 26 of the Open Spaces Strategy. Our group would very much like to participate and have a great deal to offer.

Reply:

The Friends of Earth Bromley would indeed be a beneficial stakeholder for the Council to include within the Open Space Strategy, and we can ensure that they are added to the final fully designed version once this is available, and they are thus included in any future thinking.

97) Question from Mandy James:

Meeting minutes of Environment and Community Services Policy Development and Scrutiny Committee, Wednesday 29 January 2020 7.00 pm (Item 47b) - HAYES VILLAGE LOCAL NEIGHBOURHOOD IMPROVEMENTS

"The School Street would be enforced using traffic orders with Automatic Number Plate Recognition (ANPR) being used to enable residents living in the street access to their properties."

Why have Bromley Council not provided ANPR as was promised to Hayes Primary School to monitor the School Street?

Reply:

The Hayes School Street is a trial and it was not deemed appropriate to spend a large sum on the purchase and running of a CCTV camera system for a trial which can be safely operated with manual barriers, which are used in many school streets across London

98) Question from Mandy James:

Given that Bromley Council had planned for ANPR to be installed at the Hayes Primary School Street, why did Bromley Council not anticipate the need for ANPR cameras to be used at the other 5 schools?

Reply:

The timescale available for the implementation of all London Streetspace Plan measures in the summer of 2020 was far too short to procure and install ANPR cameras. Only measures to support social distancing and support the return of pupils to our schools that could be implemented in a matter of weeks could be supported.

99) Question from Richard Gibbons:

Re. Agenda Item 9. ECS Performance Overview - Travel to School 5H and 5J

Would the Portfolio Holder please provide specific data on home to/from school mode of travel (walking, scooting, cycling, public transport, private car or other, noting end-to-end, mixed-mode, shared journey) along with copies of current school travel plans?

Reply:

Each school travel plan remains the property of the individual school and should be requested from the school.

We can provide Mr Gibbons with a summary of the school surveys on travel mode in due course.

100) Question from Richard Gibbons

Re. Agenda Item 10b, Open Space Strategy 2021 to 2031

OSS notable for its omissions, e.g. (a) a plan to end anti-social littering, fly-tipping and vandalism that attracts most enquiries (i); (b) meaningful volunteer workforce engagement with Friends Groups and others who contribute 1,000s of hours annually improving our open spaces. Will Portfolio Holder withdraw OSS pending review?

Reply:

The Open Space Strategy is intended to be a high-level strategy to inform decision making within the Portfolio for the next 10 years and detailed delivery plans will result from this. With regards to the points in questions:

a) The Open Space Strategy mentions Open Space Security and Safety under Strategic Objective 1 which will include the aspects mentioned as the strategy is developed.

b) The Open Space Strategy under both Strategic Objective 1 and in Section 5.1. reference to the significant contribution that the Friends Groups makes to the Open Space Portfolio. In recognition of their dedication and hard work the strategy makes provision to review and develop the governance arrangements with the contribution of these stakeholders. There will also be scope for stakeholders to be involved in the community based projects that the strategy emphasises, as these can draw on their expertise in both their creation and implementation

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ECS PDS—Written Questions from Members

1) Question from Cllr Tony Owen:

The Crofton Road cycle lane as built differs from the scheme endorsed by the PDS committee at the call-in meeting on 17th December 2018. Please will you list in tabular format:

1. Each amendment to the endorsed scheme
2. The date of the amendment
3. Who designed each change and why was it made
4. Who authorised each change
5. When and where scrutiny of each change took place
6. What public consultation took place in relation to each amendment

Reply:

Changes were made in the light of the comments received at the public consultation events held in September 2019 as follows:

1. Easing of the side road junctions; proposed pedestrian refuge west of the Crofton Lane junction was dropped and replaced with an island; proposed zebra crossing on the west side of the Crofton Avenue/Crofton Road junction was relocated to the east side of the junction and made a parallel crossing (a zebra that includes a segregated crossing for cyclists); refuge in Crofton Lane north of junction with Crofton Road replaced with a parallel crossing; proposed refuge west of Pound Court Drive was dropped; removal of proposed westbound cycle lane between the Station and Newstead Avenue because of potential conflicts with waiting, boarding and alighting passengers replaced with a two-way cycle route on the north side; relocation of the zebra crossing closer to the Station to better serve the high number of uncontrolled crossing movements directly taking place between the Station and Orchard Green. Due to time and to keep within budget the proposed changes at the Ormonde Avenue junction were dropped which was agreed with the Ward Councillors and the Portfolio Holder.

2. The changes following the Exhibition took place between the beginning of October and late November, endorsed at a meeting held with the Portfolio Holder, Ward Councillors and CRA in early December 2019. The Ormonde Avenue change was made in the late Spring this year, endorsed by the Portfolio Holder and Ward Councillors.

3. Waterman, the Council's term design consultant

4. See 2. above.

5. None, this was the process agreed with the Ward Councillors and Portfolio Holder largely driven, as already said, by the comments made at the two public exhibitions.

6. Most amendments were made in response to feedback received at the public exhibitions. It is standard practice to respond to comments from public consultation and then if they are considered minor include them in the delivered scheme without repeated consultations.

2) Question from Cllr Tony Owen:

What written confirmation does the Council possess that the ambulance and fire emergency services endorse the installation of the Crofton Road cycle scheme and the effect on their response times?

Reply:

The Council wrote to the emergency services and shared the plans for the changes to Crofton Road with them but received no response.

3) Question from Cllr Nicky Dykes:

We have undertaken various measures to improve traffic and other issues on Homesdale road such as police speed checks and the soon to be enforced box junction. Another element our residents feel would improve traffic is the introduction of a booking system for the Waldo road tip - building on and improving the one introduced over lockdown. Will the portfolio holder commit to undertaking a review of a booking system at Waldo Road waste site?

Reply:

A review of the booking system would in my view be a Policy Development Activity that could be undertaken by a sub-group of the ECS PDS committee which in principle you could join

4) Question from Cllr Kieran Terry:

In response to the budget item please can I ask the following question for written reply;

Please provide details of the number of users at each car park in the borough (broken down by car park) and average length of stay for each financial year - 2019/20, 2020/21, as well as 2021/22 to date.

To Follow.

:

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ECS PDS—17th November 2021

Oral Questions from the Public:

1) Question from Alisa Igoe:

The greenery around Stockwell car park, Kentish Way, is very overgrown. I enclose photos showing the mess and the tripping dangers where the brick wall has fallen. The entire area has obviously not been touched for years. I believe this is a Bromley Council car park on Council land. If so, are the Council's contractors not required to regularly tend to this area.

Reply:

There are areas along Kentish Way that are TFL responsibility outside of the Stockwell car park and we have contacted TFL to explain the overgrowth of their areas of responsibility. Within the Stockwell car park, our current shrub pruning and hedge cutting programme allows for 2 cuts per annum as contracted responsibility. Some areas will receive more attention due to their location and nature of site. This has been reported to our service provider idverde and they have attended to ensure all shrub beds within our demise are within specification for the winter. The brick wall works have been reported to our Property Department under the Infrastructure repair requirements.

2) Question from Alisa Igoe:

Reference: Agenda Item 16: Review of Temporary School Streets

When Bromley Council was awarded £204k by TfL to improve school routes, with £72k of that funding available for implementation of 11 School Streets to assist 15 schools, why did the Council not anticipate the need to procure ANPR cameras for these experimental school streets?

Reply:

The guidance for the London Streetspace bids was that they should be low cost inventions to spread the benefit of the funding as widely as possible and to be implemented as quickly as possible. Only measures to support social distancing and support the return of pupils to our schools that could be implemented in a matter of weeks could be supported. It is therefore likely that on two grounds a more expensive bid involving the procurement of cameras would not have been successful.

3) Question from John Perkins:

The consultation report that was produced to justify approval of the cycleway scheme suggested it could generate up to 21,000 cycle trips per day. What data is there on the actual usage of the cycleway and whether cyclists consider it is of any practical benefit? (Crofton Road).

Reply:

The 21,000 cycle able trips was provided by a TfL analysis of cycling potential and applied across the route and the destinations of Orpington High Street/Station. Crofton Road and

access to Orpington Station from the west is therefore for a key part of the route but wouldn't be expected by itself to generate 21,000 trips or use the whole length of the route. As the project has only recently been completed, including the carriageway resurfacing and remarking, it will take a bit of time for usage to grow and it also needs to be recognised that time of year will have a negative impact on the potential market as will the numbers of people still working from home and not commuting into London, for example. The project has been supported by the local cycling group Bromley Cyclists who remain supportive.

4) Question from John Perkins:

Does the Council agree that the project management of the cycleway scheme was extremely poor? Parts of Crofton Road were left with no safe crossing point for lengthy periods, there were 3-way traffic lights at Crofton Lane for far too long and the road surface was left in a very poor condition.

Reply:

The Crofton Road works were completed by the Council's contractor, who were also responsible for managing implementation of the project. The Council's role was to monitor the project against the agreed programme and specification.

Although the contractor had originally planned to use several construction gangs working simultaneously throughout the project, delays were encountered relating to Covid-19 issues. Social distancing guidance prevented larger gangs working together, and several operatives contracted Covid-19 or were instructed to self-isolate restricting the resources available on site. Similar issues affected the contractors supply chain with construction materials, particularly concrete products, being in short supply. The programme was also delayed due to low temperatures which prevented concrete being used on site for a couple of weeks during the winter.

Resurfacing of the carriageway was always a separate project, funded by TfL as part of the London principal road maintenance programme. Due to their own funding issues these works were delayed until October

5) Question from David Morris:

At the east side of the Crofton Road/Crofton Lane roundabout (down toward Orpington Station) we have a crossing and a bus stop very close to the roundabout. This frequently causes traffic to back up across the roundabout preventing traffic from going to/coming from Petts Wood and also making crossing the road dangerous due to traffic attempting to move to the wrong side of the road to get past. The westbound traffic (toward Locksbottom) is now forced into a sharp right hand curve, narrowing the road substantially, indeed with a bus going toward Locksbottom and a bus at the stop, with the traffic backed up as described above, nothing can go anywhere sometimes. If the bus at the stop should break down then all traffic and the Emergency Services are gridlocked!

What are the council proposing to resolve this problem?

Reply:

It is standard design practice to have crossings where pedestrians want to cross the 'desire line' and bus stops located where they are needed and are often close to junctions, as in Orpington and Beckenham town centres. There may be short delays at any bus stop or

crossing place, but these do not normally present a significant problem to emergency services vehicles, which can find their way past traffic delays whatever the cause.

However, the whole scheme has been subject to two Road Safety Audits during the design stage and a post completion Road Safety Audit which did not identify your concerns as a safety issue. It is important to point out that a Road Safety Audit is an independent process, carried out by experienced staff who are not employees of the London Borough of Bromley (LBB) and have not had any involvement whatsoever in the design process. When problems are raised the Client, in this case LBB, are obligated to respond as to how they propose to address the concerns raised.

6) Question from Tony McPartlan:

The feedback from the Temporary School Streets seems to be overwhelmingly positive apart from issues around marshalling the barriers. Considering a number of schools are already struggling with enforcement, would it not make sense to consider ANPR use now and not in June 2022 as proposed?

Reply:

We are still in the period of establishing whether there is a new normal post Covid. As it appears more employers are expecting staff to return to the office, the views of parents may change. In addition the original school streets were generally considered to be the least contentious and the feedback from the additional school street trials will provide useful additional experiences. Once Members have assessed the benefits of School Streets in terms of increase in active travel and decided if they are worth the time and investment of resource, consideration will be given to the costs of the various options for the operation of School Streets. The cost of procuring and maintaining enforcement cameras will need to be a consideration.

7) Question from Tony McPartlan:

The Riney Contract Report shows that Highway Reactive Works performance fell off a cliff at the start of the year. The report states that discussions have been held with Riney to identify the reasons for this poor performance but no explanation is provided in the report. What are the reasons?

Reply:

Our contractor has stated that there were several reasons for the delays encountered in completing minor highway repairs, although performance has been within the required KPI's since September. Performance declined in January due to social distancing requirements, a shortage of skilled workers and delays in material deliveries due to closures in the supply chain.

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Report No.
CSD 22007

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: ENVIRONMENT AND COMMUNITY SERVICES POLICY
DEVELOPMENT AND SCRUTINY COMMITTEE

Date: Wednesday, 19th January 2022

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

Title: ECS PDS WORK PROGRAMME AND MATTERS ARISING

Contact Officer: Stephen Wood, Democratic Services Officer
Tel: 020 8313 4316 E-mail: Stephen.Wood@bromley.gov.uk

Chief Officer: Tasnim Shawkat, Director of Corporate Services and Governance

Ward: (All Wards);

1. Reason for report

This report deals with the Committee's business management including:

- Developing the 2022/23 Forward Work Programme; and
- Updating Members on any matters that arose from previous meetings.

2. **RECOMMENDATION(S)**

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

- (a) **Forward Work Programme for 2021/22 (Appendix 1);**
- (b) **Updates on any Committee requests or matters arising (Appendix 2).**

Impact on Vulnerable Adults and Children

1. Summary of Impact: The services delivered by the Environment and Community Services Portfolio are used by all residents, including vulnerable adults and children. Protection is not their primary purpose but adjustments are made, as required, to ensure services are as accessible as possible and all users are safe.
-

Corporate Policy

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

Financial

1. Cost of proposal: Not Applicable:
 2. Ongoing costs: Not Applicable:
 3. Budget head/performance centre: Democratic Services
 4. Total current budget for this head: £359k
 5. Source of funding: Revenue Budget
-

Personnel

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

Legal

1. Legal Requirement: Non-Statutory - Government Guidance
 2. Call-in: Not Applicable: The report does not require an Executive Decision
-

Procurement

1. Summary of Procurement Implications: 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: N/A

3. COMMENTARY

Matters Arising or Outstanding:

- 3.1 **Appendix 1** provides a progress update on matters that have arisen at previous meetings. This list is checked after each meeting so that any outstanding issues can be addressed at an early stage and timely progress made.
- 3.2 **Appendix 2** sets out the Environment and Community Services Portfolio's Forward Work Programme for 2022/2023 including: the provisional report title; the lead report author and the role of the Committee or the Portfolio Holder. Committee members and officers are invited to comment on the proposed schedule and suggest any changes that are considered appropriate.
- 3.3 Other reports may be added to the Work Programme as schemes and contracts are developed. In addition, there may also be references from other committees, the Environment and Community Services Portfolio Holder, or the Executive. So in essence the work programme is fluid.

4. IMPACT ON VULNERABLE ADULTS AND CHILDREN

Services delivered as part of the Environment and Community Services Portfolio affect the daily lives of all Bromley residents and tend to be universal in nature - rather than being directed at particular groups within our community. Where vulnerable adults or children may be affected by service delivery, the issues would be covered in the relevant report and not in this business management overview

5. POLICY IMPLICATIONS:

- 5.1 Each PDS Committee is responsible for developing its own Forward Work Programme and Environment & Community Services PDS Committee's future work programme is set out in Appendix 1.
- 5.2 The activities in this report reflect the Council's priorities and aims as set out in:
- Environment Portfolio Plan 2021/2022

Non-Applicable Sections:	Financial, Personnel, Legal, Procurement
Background Documents: (Access via Contact Officer)	Previous Work Programme, Matters Arising and Minutes Environment Portfolio Plan 2021--2022

APPENDIX 1

ENVIRONMENT PDS COMMITTEE

PROGRESS REPORT ON MATTERS ARISING/OUTSTANDING

Meeting Date	Committee Request/Matters Arising	Progress
14/01/21	Thames Water be invited to attend a future meeting.	Ongoing-awaiting response from Thames Water.
17/11/21	Further to report ES20134 COURT ROAD / GODDINGTON LANE / CHARTERHOUSE ROAD - DANGER REDUCTION AND WALKING IMPROVEMENT SCHEME, officers were asked to gather the views of residents in all potentially affected roads nearby and to report the results of consultation to this committee	<p>The online consultation ran for a period of 3 weeks and 2 days from 11th December 2021 until 3rd January 2022. A total of 82 responses were received over this period, with 79% in favour of the proposed scheme improvements and 21% against.</p> <p>The online consultation also asked for comments from the respondents to the proposals. The main points raised included requests for further speed reductions, from 30mph to 20mph, or extending the proposed 30 zone further (19 comments). Other comments mentioned requests to improve the crossing points further by way of a toucan or zebra crossing being introduced (16 comments), or that the proposed changes will result in an increase of traffic flow through Chelsfield Lane (5 comments).</p>
01/09/21	Consideration would be applied to the request for a review of 'Fix My Street' and a response provided to the relevant Member.	Sarah Foster has responded to the relevant Member directly.
01/09/21	The Director for Environment would look into the cost of the Sonic Tomograph and report back to Members.	Hugh Chapman has provided an answer to the Member who asked the question.
01/09/21	A Member referenced page 209 of the agenda pack—and section 3.34 of the report. This highlighted the need to ' review the three main environmental contracts '. The Member asked for further detail regarding which contracts were being mentioned. The Director responded that he would seek clarification on this and report back.	<p>All of the environmental contracts are being reviewed and a position in regard to their carbon commitments will be reported back via the committee in January. This update will be appended to the Contracts Register report.</p> <p>For the Veolia, Riney, Idverde, APCOA and Glendale contracts, all of the annual performance reports to</p>

		<p>committee have set out the service providers' commitments with respect to environmental efficiency savings.</p> <p>Regarding the question of the 'review of the three main environmental contracts,' these are:</p> <ol style="list-style-type: none"> 1) Waste collection/disposal contracts. 2) Street Environment contract. 3) Parks/Ground maintenance contract.
17/11/21	<p>A Member enquired about three items that were previously on the work programme but had now being removed. These were :</p> <ul style="list-style-type: none"> • The AQAP follow up report • Broomwood Road/Sevenoaks Way Junction report • Manor Wood Road/Wickham Road Pedestrian Safety report <p>He asked when these reports would be presented to the Committee.</p>	<p>The AQAP update report should be going to the September 2022 meeting.</p> <p>A cost-effective local safety scheme is still being developed for the Broomwood Road/Sevenoaks Way junction and if a good FYRR (first year rate of return) can be obtained a report is likely to be brought to Members in 2022/23.</p> <p>No proposals are currently being developed for Manor Wood Road/Wickham Road pedestrian improvements as there have been so many other changes made or being made in surrounding roads, such as in Albemarle Road and Bromley Road. Once traffic patterns are settled in this area, another analysis of pedestrian movements will be undertaken.</p>
17/11/21	<p>While looking at the budget report, there was a discussion with respect to projected income from advertising. Cllr Terry asked why Advertising income under the Markets budget showed a shortfall, but the advertising income associated with JC Decaux did not. The Director for Environment and Public Protection replied that this was probably because two different contracts were being referenced. He said that he would look into this and report back</p>	<p>The advertising income associated with Markets was from advertising in town centres, whereby organisations are able to pay for a pitch to advertise their services in person. The JC Decaux contract is separate to this, with the budget coming under Traffic and Parking and the service supplied being for advertising on town centre digital display boards.</p>
17/11/21	<p>It was agreed that Sarah Foster and her team draft a report that would outline what the Council and Contractors were doing to</p>	<p>The signposting report with respect to grants and services to aid in reducing</p>

	<p>save energy and reduce their carbon foot print. The report would also seek to show how the Council could signpost residents to various grants and services and any other local initiatives aimed at energy savings and reducing Co2 emissions. The report would be presented to the January 2022 ECS PDS meeting.</p>	<p>C02 emissions will be added to the work programme for March 2022.</p> <p>A Carbon Management Programme update will be provided at the January meeting.</p>
17/11/21	<p>A Cllr asked why the amber status was shown against the Market Assembly contract when it was due to expire in December, and wondered why this was not red.</p>	<p>The RAG criteria is as set out in the appendix to the report and in this case remained as amber due to the very low value and therefore low risk associated with this small contract. The RAG was not determined by officers within the service. The extract shown was from the Contracts Database and criteria was automatically set within the system.</p> <p>The procurement process was underway for the Market Assembly contract in November, and the tender submission deadline has now passed</p> <p>An update on the outcome of this contract award can be provided at the January meeting.</p>

Meeting Date: 19th January 2022	Report Author	Decision Maker
Contracts Register	Sarah Foster	PDS Committee
Risk Register Report	Sarah Foster	PDS Committee
Environment Portfolio Plan Performance Overview	Lucy West	PDS Committee
Forward Work Programme & Matters Arising	Steve Wood	PDS Committee
Capital Programme Monitoring: 2 nd Quarter.	Katherine Ball	Portfolio Holder
Environment and Community Services Portfolio Draft Budget 2022/23	Keith Lazarus	Portfolio Holder
Albemarle Road and Bromley Road Cycle Schemes	Stephen Oliver	Portfolio Holder
Carbon Management Programme Update	Sarah Foster	PDS Committee
Meeting Date: 21st March 2022	Report Author	Decision Maker
Contracts Register	Sarah Foster	PDS Committee
Risk Register Report	Sarah Foster	PDS Committee
Environment Portfolio Plan Performance Overview	Lucy West	PDS Committee
Budget Monitoring	Keith Lazarus	Portfolio Holder
Capital Programme Monitoring	Katherine Ball	Portfolio Holder
Forward Work Programme & Matters Arising	Steve Wood	PDS Committee
Residential Charging Pilot	Amy Mallett	PDS Committee
Contaminated Land Strategy	Charlotte Hennessy	Portfolio Holder
'Goddington Park – Pavilion Proposal and Contract Heads of Terms'	David Braybrook	Executive
Possible Future Items for Consideration:		
Capital Spend Post-Completion Report: Highways Investment--- delayed till early 2021	Gary Warner	PDS Committee
BYC report on Climate Change	BYC	PDS Committee
Presentation from Thames Water	Gary to arrange	PDS Committee

AQAP Update report—Probably September 2022	Sarah Foster?	Portfolio Holder
Update report regarding Bio-Diversity (Agreed at November PDS)	Peter McCready	TBC
Update report regarding the Open Space Strategy in the Summer of 2022. (Agreed at November PDS)	Peter McCready/ James Hilsden	PDS Committee
Update report on Depot Works Strategy (Agreed at November PDS)	Amy Harris	PDS Committee
Signposting Report—June 2022	Sarah Foster/ Amy Mallett	PDS Committee

Report No.
FSD22009

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: ENVIRONMENT & COMMUNITY SERVICES PORTFOLIO HOLDER

Date: For pre-decision scrutiny by the Environment and Community Services PDS Committee on 19th January 2022

Decision Type: Non-Urgent Executive Non-Key

Title: CAPITAL PROGRAMME MONITORING - 2ND QUARTER 2021/22

Contact Officer: David Dobbs – Head of Corporate Finance & Accounting
Tel: 020 8313 4145 E-mail: david.dobbs@bromley.gov.uk

Chief Officer: Peter Turner - Director of Finance
Tel: 020 8313 4668 E-mail: peter.turner@bromley.gov.uk

Ward: Borough Wide

1. Reason for report

On 24th November 2021, the Executive received a report summarising the current position on capital expenditure and receipts following the 2nd quarter of 2021/22 and agreed a revised Capital Programme for the four-year period 2021/22 to 2024/25. This report highlights changes agreed by the Executive in respect of the Capital Programme for the Environment & Community Services Portfolio. The revised programme for this portfolio is set out in Appendix A and detailed comments on individual schemes are shown in Appendix B.

2. **RECOMMENDATION(S)**

The Portfolio Holder is asked to note and acknowledge the current position in respect of Capital Schemes, as agreed by the Executive on 24th November 2021.

Impact on Vulnerable Adults and Children:

1. Summary of Impact: None arising directly from this report.
-

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. 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. Ongoing costs: Not Applicable
 2. Budget head/performance centre: Capital Programme
 3. Total current budget for this head: £21.2m for the Environment & Community Services Portfolio over the four years 2021/22 to 2024/25
 4. Source of funding: Capital grants, capital receipts, S106 and earmarked revenue contributions
-

Personnel

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
-

Procurement:

1. Summary of Procurement Implications:
-

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 24th November 2021

- 3.1 A revised Capital Programme was approved by the Executive on 24th November 2021, following a detailed monitoring exercise carried out after the 2nd quarter of 2021/22. The base position is the programme approved by the Executive on 15th July 2021, as amended by variations approved at subsequent Executive meetings.
- 3.2 All changes to schemes in the Environment & Community Services Portfolio Programme are itemised in the table below and further details are included in the following narrative. The revised Programme for the Portfolio is attached as Appendix A, whilst Appendix B shows actual spend against budget, in the first quarter of 2021/22, together with detailed comments on individual scheme progress.

	2021/22	2022/23	2023/24	2024/25	Total 2021/22 to 2024/25
	£'000	£'000	£'000	£'000	£'000
Approved programme prior to 2nd Quarter monitoring	5,074	5,046	5,647	2,311	18,078
Variations approved by the Executive 24/11/2021					
New Scheme: LED Invest to Save (2)	1,438	1,726	0	0	0
Scadbury Park	Cr 12				
Total approved variations	1,426	1,726	0	0	0
Revised Environment & Community Services Portfolio	6,500	6,772	5,647	2,311	21,230

- 3.3 Following completion of the 2nd quarter monitoring exercise, there were two changes made to the capital programme, as approved by the Executive. These were as follows:
- (i) As a result of this contract award report and update on the HE grant award for the Capital Programme scheme for Scadbury Park Moated Manor (917257), the total available funding for the scheme reduces to £143k from £155k and therefore the capital programme will need adjusting downwards in next quarterly monitoring. This has resulted in a reduction of £12k to total anticipated costs.
- (ii) On 15th July, the Executive approved a variation of £3,164k for a new Street Lighting LED Conversion (Invest to Save) Scheme. As shown above, this planned expenditure has been phased between 2021/22 and 2022/23

Post-Completion Reports

- 3.4 Under approved Capital Programme procedures, capital schemes are subject to a post-completion review within one year of completion. These reviews should compare actual expenditure against budget and evaluate the achievement of the scheme's non-financial objectives. There are no post-completion reports currently due for the Environment and Community Services Portfolio:

4. POLICY IMPLICATIONS

- 4.1 Capital Programme monitoring, and review is part of the planning and review process for all services. The capital review process requires Chief Officers to ensure that bids for capital investment provide value for money and match Council plans and priorities.

5. FINANCIAL IMPLICATIONS

5.1 These were reported in full to the Executive on 24th November 2021. Changes agreed by the Executive and the Leader for the Environment & Community Services Portfolio Capital Programme are set out in the main report narrative.

Non-Applicable Sections:	Legal, Personnel and Procurement Implications, Impact on Vulnerable Adults and Children
Background Documents: (Access via Contact Officer)	Capital Programme Monitoring Qtr.3 2020/21 (Executive 10/02/21) Capital outturn 2020/21 (Executive 30/06/2021) Capital Programme Monitoring Qtr.1 2021/22 (Executive 15/07/21) Capital Programme Monitoring Qtr.2 2021/22 (Executive 24/11/21)

ENVIRONMENT & COMMUNITY SERVICES PORTFOLIO - APPROVED CAPITAL PROGRAMME 24TH NOVEMBER 2021										
Capital Scheme/Project	Total Approved Estimate	Actual to 31.3.21	Estimate 2021/22	Estimate 2022/23	Estimate 2023/24	Estimate 2024/25	Responsible Officer	Remarks		
	£'000's	£'000's	£'000's	£'000's	£'000's	£'000's				
SCHEMES FULLY FUNDED BY TRANSPORT FOR LONDON	8,800		2,200	2,200	2,200	2,200		100% TfL funding, based on Borough Spending Plan submission to TfL and will only proceed if 100% funding		
Cycling on Greenways	554	554	0	0	0	0	Angus Culverwell			
Borough Transport Priorities (not allocated)	696	557	140	0	0	0	Angus Culverwell			
Biking Boroughs	781	747	34	0	0	0	Angus Culverwell			
<u>TFL - New funding streams</u>										
Maintenance	10,309	9,654	654	0	0	0	Garry Warner			
LIP Formula Funding	21,574	20,887	687	0	0	0	Angus Culverwell			
Borough Cycling	12	32	-20	0	0	0	Angus Culverwell			
Bus Stop Improvement works	181	215	-35	0	0	0	Angus Culverwell			
Flexi Lane	70	66	4	0	0	0	Angus Culverwell			
Shortlands Liveable Neighbourhood	172	178	-6	0	0	0	Angus Culverwell			
Bus Priority Programme	293	174	119	0	0	0	Angus Culverwell	Additional £10k of funding agreed by the Executive on 12/02/20, to be funded from a £10k contribution from the Royal Borough of Greenwich.		
Cycleways	0	379	-379							
Bikeability	59	92	-33	0	0	0	Angus Culverwell			
Cycle Parking	345	157	189	0	0	0	Angus Culverwell			
Widmore Road - BNV	366	261	105	0	0	0	Garry Warner			
TFL - Street space Plan	193	0	193	0	0	0	Angus Culverwell			
DfT Emergency Active Travel Fund (EATF)	0	22	-22	0	0	0	Angus Culverwell			
TOTAL SCHEMES FULLY FUNDED BY TRANSPORT FOR LONDON	44,405	33,975	3,830	2,200	2,200	2,200				
OTHER										
Winter maintenance - gritter replacement	1,560	924	318	319	0	0	Paul Chilton			
Orpington Public Realm Improvements	2,200	2,166	34	0	0	0	Garry Warner	£1.2m TfL funding		
Beckenham Town Centre improvements	4,441	4,335	106	0	0	0	Lydia Lee	Executive 16/10/13 and Executive 02/12/15 (Full Council 14/12/15), Executive 20/09/16 £3,046k TfL funding; £150k Members' Initiative reserve; £995k Capital Receipts; £250k Principal Road Maintenance (TfL funded)		
Gosshill Road	293	295	-2	0	0	0	Angus Culverwell	Funded from TfL £80k and S106 £213k		
Orpington Railway Station	133	84	49	0	0	0	Angus Culverwell	Funded from TfL £50k and S106 £83k		
Central Depot Wall Scheme	831	677	154	0	0	0	Matt Wyat	Exec approval on 28/03/2018 - Funded from £163k c/fwd and £553k from Infrastructure Investment Fund. Additional £115k approved by the Executive on 12/02/20 to be funded from the Infrastructure Investment Fund.		
Depot Improvement Scheme	6,462	262	145	2,517	3,437	101	Matt Wyat	Exec approval 11 JULY 2018- Funded by Capital Receipts		
Street Lighting Invest to Save Initiative	8,507	8,484	23	0	0	0	Garry Warner	Funded by Invest to Save Fund (Executive 28/11/12)		
Street Lighting Invest to Save Initiative (2)	3,164	0	1,438	1,726	0	0		Approved by Exec 15/7/21		
Salix Street Lighting LED Upgrade	1,124	1,021	103	0	0	0	Lee Gullick	Agreed by Council 14/10/19. Funded by £500k from the Carbon Management Fund & £624k from SEELS loan		
Betts Park Canal Bank Stabilisation Project	136	128	8	0	0	0	Peter McCready	Approved Executive 14/09/16		
Highway Investment	11,800	12,007	-207	0	0	0	Garry Warner	Approved Exec 18/10/16, Council 09/12/16		
Local Highways Maintenance (Potholes, damaged roads etc)	1,117	1,116	1	0	0	0	Garry Warner	Approved Exec 28/11/18 (Funded by DfT)		
Emergency Travel Fund	41	0	41	0	0	0	Angus Culverwell	Funded by a grant from Department of Transport		
Scadbury Park Moated Manor	121	0	133	0	0	0	Peter McCready	Approved Executive 07/02/18		
Feasibility Studies	70	0	40	10	10	10	Keith Lazarus			
BMX Track at Hoblingwell Wood Recreation Ground	276	0	276	0	0	0		Agreed at EXEC July 2020. Funded by a Places to Ride grant of £149k, London Marathon Charitable Trust grant of £111k and a contribution from Clarion Housing of £16k.		
TOTAL OTHER	42,276	31,498	2,660	4,572	3,447	111				
TOTAL ENVIRONMENT & COMMUNITY SERVICES PORTFOLIO	86,681	65,473	6,490	6,772	5,647	2,311				

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ENVIRONMENT & COMMUNITY PORTFOLIO - APPROVED CAPITAL PROGRAMME 2021/22 2nd QUARTER MONITORING				
Capital Scheme/Project	1st QUARTER 2021/22			Responsible Officer Comments
	Revised Estimate July 2021	Actuals to 04.10.21	Revised Estimate Nov 2021	
	£'000	£'000	£'000	
SCHEMES FULLY FUNDED BY TRANSPORT FOR LONDON	0		2,200	
Cycling on Greenways	0	0	0	PM to delete commitments on Confirm - scheme is complete.
Borough Transport Priorities (not allocated)	0	Cr 2	140	Budget holder to review scheme and clarify spend and delivery programme for 2019-20. £100k additional budget was added from LIP 2019 allocation.
Biking Boroughs	0	0	34	
		0		
<u>TFL - New funding streams</u>		0		
Maintenance	0	1	654	£311k of budget has been re-phased from 2019/20 to 2020/21 to reflect the anticipated spend in 2019/20.
Borough Cycling	0	0	Cr 20	
LIP Formula Funding	0	560	687	Due to the ambitious nature of the Clock House Corridor scheme with the need for significant member and public engagement, officers have discussed with TfL and taken the opportunity to carry forward £415k to cover the cost of this project in 2020/21.
Bus Stop Improvement works	0	0	Cr 35	
Flexi Lane	0	0	4	
Shortlands Liveable Neighbourhood	0	47	Cr 6	New scheme - allocation of £149k added as per LIP 2019 allocation.
Cycleways	0	0	Cr 379	
Bus Priority Programme	0	Cr 50	119	New scheme - allocation of £350k added as per LIP 2019 allocation. Added £10k in the Feb 2020 EXEC report - funded from a £10k contribution from the Royal Borough of Greenwich.
Bikeability	0	32	Cr 33	New scheme - allocation of £64k added as per LIP 2019 allocation.
Cycle Parking	0	0	189	
Widmore Road - BNV	0	0	105	This scheme and budget is being reviewed and £105k of budget has been re-phased to 2020/21.
TFL - Street space Plan	0	35	193	
DfT Emergency Active Travel Fund (EATF)	0	2	Cr 22	
TOTAL SCHEMES FULLY FUNDED BY TRANSPORT FOR LONDON	0	626	3,830	

ENVIRONMENT & COMMUNITY PORTFOLIO - APPROVED CAPITAL PROGRAMME 2021/22 2nd QUARTER MONITORING				
Capital Scheme/Project	1st QUARTER 2021/22			Responsible Officer Comments
	Revised Estimate	Actuals to	Revised Estimate	
	July 2021	04.10.21	Nov 2021	
	£'000	£'000	£'000	
OTHER				
Winter maintenance - gritter replacement	0	0	318	4 No. Gritter replacements will take place this summer following a recent tender exercise. The total cost will be £318K with £31K being brought forward from 2022/23 budget.
Orpington Public Realm Improvements	0	0	34	Balance of funding being utilised for minor redesigns to scheme. Works are due to be completed this financial year, subject to weather and contractor availability.
Beckenham Town Centre improvements	0	Cr 25	106	This scheme is funded by TfL, and most aspects of the capital works are now complete. Tree planting is currently underway, and enhancements to the street lighting await commencement. Following completion of capital works, a post completion report and safety audit must be undertaken. It is expected that most of this work will be completed within this financial year 2019/20, with some budget being used in 2020/21 to manage remedial works to paving.
Gosshill Road	0	0	Cr 2	Funded from TfL and S106. Works completed. Budget to be reviewed.
Orpington Railway Station	0	0	49	Funded from TfL and S106. £48k of budget has been re-phased from 2019/20 to 2020/21 to link in with the forthcoming Crofton Road cycle route.
Central Depot Wall Scheme	0	0	154	Approved by Executive in March 2018. Budget of £716k funded from £163k carry forward & £553k from Infrastructure Investment. Additional budget of £115k was agreed by the Executive in January 2020. Structural Engineer (consultant) appointed. Contractor appointed and contract started on 1 June 2020 anticipated to take 24 weeks to complete.
Depot Improvement Scheme	0	73	145	Approved by Exec on 11th July 2018. Consultancy services for the scheme have been appointed and new PM to be recruited. PM appointment Only consultancy costs anticipated this FY - budget to be re-phased to reflect this. Design work anticipated to take 9 months with delivery of scheme a further 12-18 months.
Street Lighting Invest to Save Initiative	0	Cr 4	23	Additional works will be ongoing during the next six months as part of the project and re-phasing of £193k from 2019/20 to 2020/21 has been undertaken.
Street Lighting Invest to Save Initiative (2)	1,438	0	1,438	New scheme approved in July 2021 - £1,438k (21/22) and a further £1,726k (22/23).
Salix Street Lighting LED Upgrade	0	Cr 60	103	Approved Exec 18/09/19 - street lighting LED upgrade project, included as part of the existing highways drawdown contract. Works are underway, and are expected to be completed by July / August 2021. So far, approx. 3640 lanterns have been replaced, with 500 left to go.
Betts Park Canal Bank Stabilisation Project	0	0	8	Approved Executive 14/09/16 - works are required to limit the risk to the Council of further claims for damage to properties at Betts Park Canal Bank. Small works to be carried out before financial year end. Budget will be fully utilised.
Highway Investment	0	Cr 0	Cr 207	Approved Exec 18/10/16, Council 09/12/16, £11.8m for investment in planned highway maintenance funded from capital receipts. These works are underway but will not be completed this financial year, therefore £1,400k has been re-profiled into 2020/21.
Local Highways Maintenance (Potholes, damaged roads etc)	0	0	1	Scheme completed. Remaining budget to be utilised before financial year end.
Emergency Travel Fund	0	0	41	
Scadbury Park Moated Manor	Cr 13	0	133	Approved by Exec Feb 2018 - £60k revenue and £95k Historic England. Full budget to be utilised this FY.
Feasibility Studies	0	0	40	£10k budget per year for feasibility works.
BMX Track at Hoblingwell Wood Recreation Ground	0	0	276	
TOTAL OTHER	1,425	Cr 16	2,660	

ENVIRONMENT & COMMUNITY PORTFOLIO - APPROVED CAPITAL PROGRAMME 2021/22 2nd QUARTER MONITORING				
Capital Scheme/Project	1st QUARTER 2021/22			Responsible Officer Comments
	Revised Estimate July 2021	Actuals to 04.10.21	Revised Estimate Nov 2021	
	£'000	£'000	£'000	
TOTAL ENVIRONMENT & COMMUNITY SERVICES PORTFOLIO	1,425	609	6,490	

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Report
No.
ES20151

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: ENVIRONMENT AND COMMUNITY SERVICES PORTFOLIO HOLDER

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

Date: Wednesday 19 January 2022

Decision Type: Non-Urgent Executive Non-Key

Title: ALBEMARLE ROAD AND BROMLEY ROAD CYCLE SCHEMES

Contact Officer: Stephen Oliver, Principal Project Manager
E-mail: stephen.oliver@bromley.gov.uk

Chief Officer: Colin Brand, Director of Environment and Public Protection

Ward: Copers Cope, Shortlands

REASON FOR REPORT

- 1.1 This report is to seek approval for the modification of cycle lanes on Albemarle Road and Bromley Road and to retain Westgate Road bridge as one directional to traffic.
- 1.2 Cycle lanes and associated measures were introduced by Experimental Traffic Orders made on the 15th September and 1st December 2020. Some of the changes introduced by the Experimental Traffic Orders made on the 15th September which came into operation on 1st October 2020 need to be regularised by 31st March 2022.
- 1.3 At the Environment and Community Services PDS on the 11th March 2021 the Portfolio Holder for Environment and Community Services made the following decision:

“The Albemarle Road Experimental scheme be subject to further review(s) and consultation(s) within 18 months so that post-lockdown traffic can be measured, and residents’ views re-evaluated”.

2. RECOMMENDATION(S)

That the Portfolio Holder approves:

- 2.1 For **Albemarle Road**:

- the retention of a segregated cycle lane between the junctions with St Georges Road and Westgate Road;
- the removal of segregated cycle lanes and reinstatement of two directional traffic between the junctions with Westgate Road and Bromley Road; (i.e. Albemarle Road to be fully returned to two directional traffic);
- the junction of Albemarle Road with Bromley Road to be no entry from Bromley Road and left turn only (towards Shortlands).

- 2.2 The railway bridge in **Westgate Road** should continue to have one-way traffic over the bridge and that traffic be one-way Southbound (as present).
- 2.3 The retention of a Tiger crossing on **Bromley Road** and the retention of cycle lanes but with modifications to carriageway markings at the junction of Bromley Road with Shortlands Road, the removal of wands on the downhill/eastbound section of Bromley Road. The wands on the uphill section to be left in situ for a further trial period over the coming 6 months.
- 2.4 Funding for the changes to be allocated from the TfL budget for the review of LSP schemes.
- 2.5 The Director of Environment and Public Protection receive delegated authority to deal with design amendments across the whole scheme in consultation with the Portfolio Holder and in line with the requirements of Traffic Regulation Orders.
- 2.6 In light of the support received for the cycle route and residents' feedback (evenly split on many of the consultation options), the Council to continue to investigate and seek funding opportunities to improve the environment for cyclists on the Bromley–Beckenham–Lower Sydenham cycle route.

Impact on Vulnerable Adults and Children

1. Summary of Impact: This project would help protect vulnerable road users.
-

Corporate Policy

1. Policy Status: In line with Borough Transport Plan: LIP3 - The Lower Sydenham to Bromley Quietway.
 2. Making Bromley Even Better 2021 to 2031 Priority: Supporting Independence, Healthy Bromley
-

Financial

1. Cost of proposal: Estimated Cost £50,000
 2. Ongoing costs: Non-Recurring Cost
 3. Budget head/performance centre: LIP Capital Programme Budget for Review of London Streetspace Plan Schemes
 4. Total current budget for this head: £50,000
 5. Source of funding: TfL LIP Grant
-

Personnel

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: 120
-

Legal

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

Procurement

1. Summary of Procurement Implications: The scheme would be implemented by the Council's term highways contractor.
-

Customer Impact

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

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Ward Councillors were consulted on the proposals on the 30th November and the 8th December 2021 at a Shortlands Friendly Village Liveable Neighbourhood project board and have been consulted in the development of all consultation material (see 3.26)

3. COMMENTARY

Background

- 3.1 In May 2020 TfL awarded London Streetspace Plan funding for the introduction of cycle lanes on Albemarle Road between Bromley Road and St Georges Road and Bromley Road between Shortlands Road and Albemarle Road. The cycle lanes were completed in January 2020 under an Experimental Traffic Order.
- 3.2 As part of TfL Cycleways programme, a cycle route has been proposed for several years between Lower Sydenham and Bromley Town Centre. This route received support from the Environment and Community Services Policy PDS in March 2018, and a TfL funded concept study was produced. On the 10th October 2018 the Environment and Community Services PDS resolved that the Portfolio Holder be recommended to approve submission of the Shortlands, Ravensbourne and Bromley Better Villages bid as the Borough's Liveable Neighbourhood submission to TfL for 2019/20. A key element of the successful submission included the creation of a high-quality segregated cycling facility on Bromley Road (A222) between Shortlands Road and Albemarle Road, Beckenham. This section of the A222 had been identified by TfL Strategic Cycle analyses as one of the top 10% of routes in the categorisation of potential cycle demand in areas with a high propensity to cycle.
- 3.3 The TfL London Streetspace Plan funding for the introduction of temporary and experimental segregated cycle lanes was considered as an opportunity to implement part of the Liveable Neighbourhood proposals and the strategic cycle route as a trial measure earlier than anticipated under the normal TfL Gateway procedures.
- 3.4 Under an Experimental Traffic Order, Albemarle Road was filtered with wooden planters to make it one directional to traffic (west to east between Downs Bridge Road and Bromley Road and east to west between Downs Bridge Road and St Georges Road). Plastic 'wands' were installed on the recommendation of TfL to segregate a cycle contraflow. An Experimental Traffic Order was also issued to make the bridge one directional to traffic travelling from The Avenue to Albemarle Road (north to south). On Bromley Road similar wands were used to create segregated cycle lanes on both the North and South side of the road. This was partly enabled by removing a part time bus lane. To link the two schemes a Tiger crossing (a crossing for both pedestrians and cyclists) was installed near the junction of Albemarle Road and Bromley Road.
- 3.5 After an extensive consultation in February 2021 amendments to the Albemarle Road scheme were presented to the Environment and Community Services PDS on the 11th March 2021. The Portfolio Holder for Environment and Community Services made the following decisions:
- 1) The Albemarle Road Experimental Cycle Scheme be left in place for the present time, but with the amendment of the re-introduction of two-way traffic between the junctions at Westgate Road and St Georges Road whilst retaining the segregated cycle lane, along with associated junction priority changes.
 - 2) The railway bridge in Westgate Road continues to have one-way traffic over the bridge and that traffic be one-way South (as present).
 - 3) The Albemarle Road Experimental scheme be subject to further review(s) and consultation(s) within 18 months so that post-lockdown traffic can be measured, and residents' views re-evaluated.
 - 4) That funding for this work is allocated from the TfL Liveable Neighbourhood budget.

5) The Director of Environment receive delegated authority to deal with design amendments across the whole scheme in consultation with the Portfolio Holder and in line with the requirements of an Experimental Traffic Regulation Order.

These changes to the Albemarle Road scheme were implemented in June 2021.

3.6 Cycle Usage

3.7 There was no recorded data for cyclists on Albemarle Road prior to the Covid 19 pandemic, however Automatic Traffic Counters (ATCs) had been installed on Bromley Road in January 2020. Monitoring of the cycle lanes has been conducted since their installation. ATCs were installed in March and October 2021 in various locations. The counters identify vehicles in a series of categories. Bicycles fall into Class1. Camera counters were also installed in March 2021 and these have identified cyclists between the hours of 7am and 7pm. The data is summarised in Table 1.

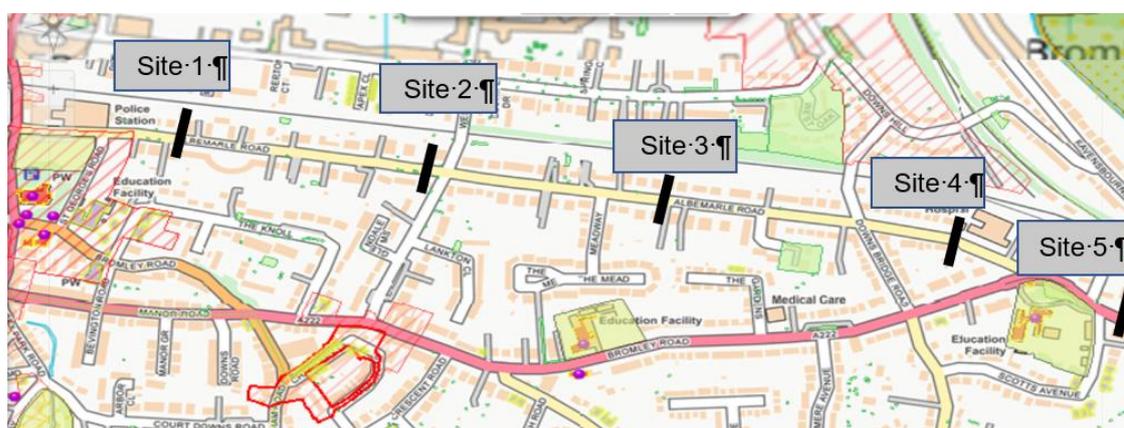


Table 1 – Numbers of cyclists per week.

ATC Counts Week Starting 21/01/20					
	Site 1	Site 2	Site 3	Site 4	Site 5
East	N/A	N/A	N/A	N/A	809
West	N/A	N/A	N/A	N/A	537
ATC Counts Week Starting 09/03/21					
East	405	251	484	326	1094
West	675	661	630	259	846
Camera Counts Week Starting 21/03/21					
East	529	715	694	471	719
West	620	670	614	353	706
ATC Counts Week Starting 10/10/21					
East	420	559	767	361	N/A
West	695	727	330	301	N/A

3.8 The Copers Cope Area Residents Association and Bromley Living Streets submitted their own survey of residents and of the 670 responses they identified that 14% of respondents use the cycle lanes. Other residents have also contacted the Council stating that the uphill cycle lane on Bromley Road was a great benefit for cyclists.

3.9 Modal usage by cyclists

3.10 For Albemarle Road, the modal share of vehicle journeys in October 2021 by cyclists eastbound represented 4% and 3.5% west bound. In LB Bromley, overall cycling represents 1% of journeys. On Bromley Road the vehicle number data in January 2020 indicated that cycle journeys were 1.7% eastbound and 1% westbound. (March counts during lock down with lower vehicle numbers indicated modal cycle proportions of 2.8% eastbound and 2.1% westbound). Unfortunately the ATC counter installed in October 2021 did not register several days of traffic. New counts have been requested.

3.11 Concerns and Issues Raised by Stakeholders

Individual households and a group of residents have communicated about the following issues they consider that the scheme has created

3.12 i/ Increased journey times and distances for some residents.

Residents in The Mead and Meadway have stated that the existing changes have increased travel times to their properties from Westgate Road by a distance of 0.9 of a mile longer. Outside of the busiest times this has been timed at 2½ minutes.

3.13 ii/ Increased traffic on neighbouring streets.

Since Westgate Road bridge was made one directional, residents on or near Bromley Road have raised concerns about traffic queuing from the signals at the junction with Beckenham High Street, when travelling west. The situation has been regularly monitored by officers and appears to be an issue during school term time in the AM morning peak. To reduce this issue TfL have added additional green time to the traffic signals for Bromley Road at the junction with the High Street. This appears to have reduced some queuing. However, if the reservoir of road space between the Waitrose traffic signals on Southend Road and the Beckenham Junction traffic signals is at capacity, queuing is resulting on all roads forming junctions with the High Street.

3.14 iii/ Increased emergency services response times.

Residents have raised concerns about emergency vehicle response times being longer because of the one directional stretches of carriageway. The emergency services have been consulted; however, the Police have been the only responder and they only stated their support for the changes made to the Albemarle Road scheme in June 2021.

3.15 iv/ Westgate Road Bridge and the junction of Westgate Road and Albemarle Road.

Residents of Bromley Road have communicated with officers about returning Westgate Road bridge to two-directional traffic. The consultation offered options of returning the bridge to two directional, north bound and south bound. However, the consultation responses for this issue indicated a preference for retaining the existing south bound arrangement. Continuing with the existing arrangement has been supported by the Ward Members. It should be noted that the ATC's data in October identified 130 cyclists and 27 cars travelling over the bridge in the wrong direction in one week.

3.16 v/ Cycle lane maintenance.

Segregating the cycle lanes with plastic wands was recommended by TfL to secure the scheme funding. The wands have created cycle lanes benefitting both cyclists but also increased the separation of pedestrians from traffic on the Bromley Road narrow pavement, between Shortlands Station and Bishop Challoner School. However, the wands have required a change to street sweeping procedures as a small mechanical broom sweeper has to be used

in the cycle lanes. Neighbourhood Management have accommodated the issue for most of the year but in autumn the leaf drop has resulted in considerable fallen leaves on the Bromley Road cycle paths for a short period of time. The issue of detritus in the cycle lanes of Bromley Road has also been reported by experienced cyclists as a problem. It is recommended that in the future when further TfL funding is available alternative means to segregate the cycle lanes on Bromley Road are investigated.

3.17 vi/ Increased traffic queuing at the Junction of Bromley Road and Shortlands Road.

On occasions there have been communications from the public and monitoring by officers indicating longer traffic queue lengths at the traffic signals at the junction of Bromley Road with Shortlands Road. Carriageway width has been narrowed; but the same number of vehicles are clearing the junction during the traffic signals green phase. In addition, the yellow box junction on the west side of the railway bridge is now camera enforced. However, it is considered that the mandatory and advisory cycle lanes at this junction are neither benefitting cyclists or motorists and it is therefore recommended to revert to the previous traffic management arrangements to reduce queuing.

3.18 vii/ The junction of Westgate Road and Albemarle Road

The existing traffic management arrangements for this junction have been subject to a Stage 1 and 2 Safety Audit and a Stage 3 Safety Audit after implementation. The independent auditors considered the design both safe and successful at reducing the speeds of motorists. The consultation however has revealed that most responders consider that the junction should be redesigned. Designs for this junction will therefore be considered independent of recommendations in this report and approved under delegated powers.

3.19 viii/ On street carparking.

One resident in a residential development adjoining Bromley Road and one on Downs Bridge Road consider that there has been increased on-street car parking in these roads. These roads however have no existing parking restrictions.

3.20 **CONSULTATION AND ENGAGEMENT**

3.21 For Albemarle Road and Westgate Road extensive consultation was carried out in the Beckenham area about the proposals. Initially this has been done by letter drop to the properties indicated in Appendix 1. The letter drops publicised an on-line link to a questionnaire that requested residents choose a preferred option between 5 questions. The results of the consultation are summarised in Appendix 2.

3.22 Consultation for Bromley Road was again done by letter drop to residents fronting Bromley Road. The results of this consultation are summarised in Appendix 3.

3.23 In addition, a series of stakeholders were notified of the consultation. These stakeholders were identified from TfL recommended guidance and are listed in Appendix 4.

3.24 The bus operators on Bromley Road have confirmed that the changes to Bromley Road have not impacted on service delivery.

3.25 **RECOMMENDED CHANGES TO THE SCHEME AND ESTIMATED COSTINGS**

3.26 The Ward Members and Shortlands Friendly Village Liveable Neighbourhood project board have recommended that the following changes be made to the existing scheme based on the consultation results and the impacts on traffic management and costings to make the changes.

- The existing segregated cycle lane be retained between the junctions of St Georges Road with Albemarle Road and Albemarle Road with Westgate Road.
- The existing segregated cycle lanes between the junctions of Albemarle Road with Westgate Road and the junction of Albemarle Road with Bromley Road be removed and two directional traffic be reinstated with ancillary changes to traffic infrastructure.
- The retention of one directional south bound traffic on Westgate Road bridge.
- The retention of a Tiger crossing on Bromley Road and the retention of cycle lanes on Bromley Road but with modifications to carriageway markings at the junction of Bromley Road with Shortlands Road and the removal of wands on the downhill/eastbound section of Bromley Road.

COSTINGS FOR PROPOSED CHANGES TO ALBEMARLE AND BROMLEY ROAD	
Westgate Road to Downs Bridge Road	£13,153
Downs Bridge Road to Bromley road	£12,571
Bromley Road	£2,776
Junction changes Albemarle / Westgate Road	£15,000
TMO's and Fees	£6,500
Total	£50,000

4 IMPACT ON VULNERABLE ADULTS AND CHILDREN

4.1 Retaining the cycle lanes and the Tiger crossing on Bromley Road will benefit cyclists. An Equalities Impact Assessment Statement did not identify any vulnerable groups who would be negatively impacted.

5 POLICY IMPLICATIONS

5.1 Retaining cycling infrastructure on Albemarle Road and Bromley Road supports the Council's objectives set out in "Making Bromley Even Better 2021 to 2031" by:

- Encouraging more sustainable forms of travel, including hybrid and electric vehicles, cycling and walking.
- Supporting children and young people.
- Improving Safety and Health in Bromley.

5.2 The proposed improvements also support the objectives of the Bromley Third Implementation Plan 2019 which identifies the Lower Sydenham to Bromley Quietway as a Borough objective.

6.0 FINANCIAL IMPLICATIONS

- 6.1 The cost of the original London Streetspace Plan scheme works funded by a grant allocation from the TfL was £111k.
- 6.2 The cost of the measures that were agreed and implemented after consideration by this Committee in March 2021 have so far cost £25k, funded by an allocation from the TfL Liveable Neighbourhood grant.
- 6.3 The cost of the further works set out in this report is estimated at £50k, which would be funded by TfL grant specifically allocated to review London Streetspace Plan schemes.

7 PERSONNEL IMPLICATIONS

- 7.1 The project will be implemented from existing staff resources.

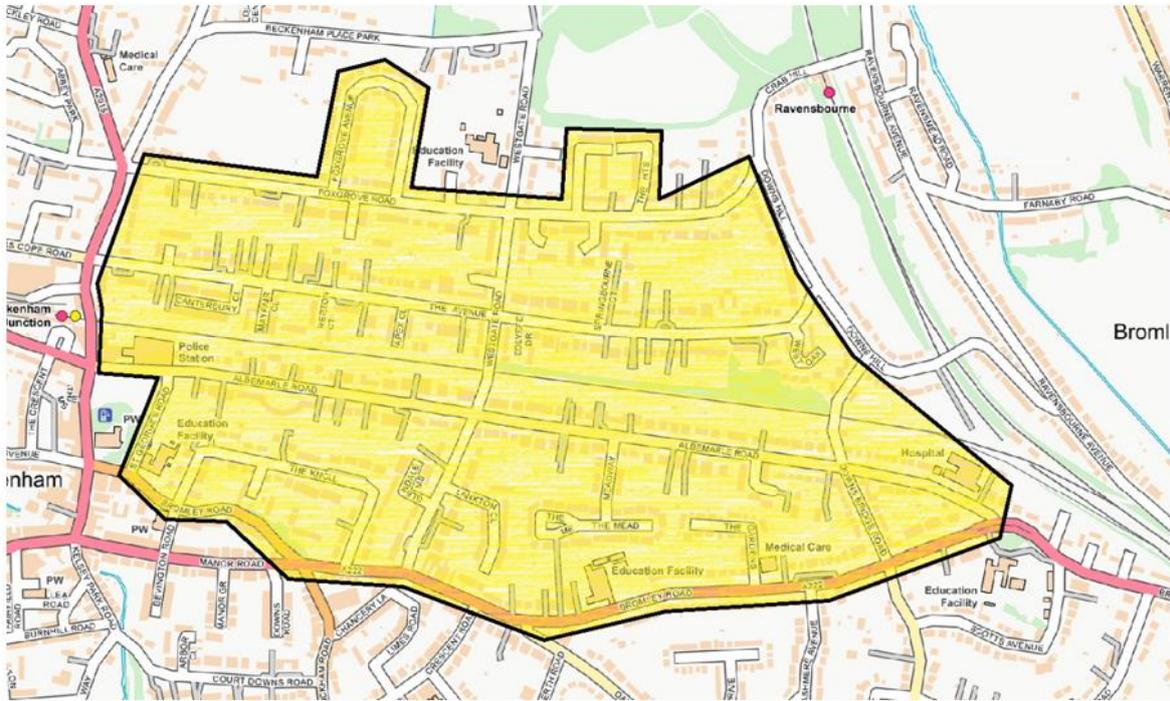
8 LEGAL IMPLICATIONS

- 8.1 The one-way system and associated measures were introduced by experimental traffic orders that were made on 15th September and 1st December 2020. The Experimental Orders were made under section 9 of the Road Traffic Regulation Act 1984, in conjunction with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Notice of the making of the Orders were published in both the News Shopper and London Gazette on the 23rd September 2020 for the Albemarle Rd scheme and on the 9th December 2020 for the Westgate Road scheme.

9 PROCUREMENT IMPLICATIONS

- 9.1 There are no direct procurement implications as the scheme is to be implemented by the Council's term highways contractor. This is provided for by the inclusion of this type of work, within an EU compliant tender, and therefore there is not a requirement to tender this work separately.

Non-Applicable Sections:	
Background Documents: (Access via Contact Officer)	11/03/2021 - Environment and Community Services Policy Development and Scrutiny Committee (Item 96); Issue - items at meetings - WESTGATE ROAD AND ALBERMARLE ROAD TRAFFIC MANAGEMENT CHANGES (bromley.gov.uk)



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Albermarle Road / Westgate Road Consultation

October 2021

1.1 - Background

On the 11th March 2021 members of the Environment and Community Services Committee together with Ward Councillors, completed pre-decision scrutiny of further changes to the scheme. The Portfolio Holder for Environment and Community Services made the following decisions:

- 1) The Albemarle Road Experimental Cycle Scheme be left in place for the present time, but with the amendment of the re-introduction of two-way traffic between the junctions at Westgate Road and St Georges Road whilst retaining the segregated cycle lane, along with associated junction priority changes.
- 2) The railway bridge in Westgate Road continues to have one-way traffic over the bridge and that traffic be one directional north (The Avenue) to south (Albemarle Road) (as present).
- 3) The Albemarle Road Experimental scheme be subject to further review(s) and consultation(s) within 18 months so that post-lockdown traffic can be measured, and residents' views re-evaluated.

In accordance with the third decision, the Council has now consulted with residents on the long-term traffic management of Albemarle Road and traffic flow over Westgate Road bridge.

2.1 – How we consulted:

A letter (appendix A) was distributed to residents within an agreed catchment area (appendix B), with approximately 2500 being delivered.

2.2 – What we asked

The consultation contained 6 questions –

Q1. Albemarle Road - Please consider each of the three sections of Albemarle Road going West (High Street) to East (Bromley Road) Do you believe that Albemarle Road between Beckenham High Street and Westgate Road should stay as it is currently or should the cycle lane be removed?

Option 1 – Retain current scheme

Option 2 – Remove the cycle lane

Q2. Do you believe that Albemarle Road between Westgate Road and Downs Bridge Road should stay as it is currently or should it be reverted to two-directional traffic without a cycle lane?

Option 1 – Retain the current scheme layout

Option 2 – Reinstate 2 directional traffic without cycle lane

Q3. Do you believe that Albemarle Road between Downs Bridge Road and Bromley Road should stay as it is currently or should it be reverted to two-directional traffic without a cycle lane? (Albemarle Road would remain exit only on to Bromley Road)

Option 1 – Retain current scheme

Option 2 – Reinststate 2 directional traffic without cycle lane

Q4. Do you think that the current layout of the junction at Albemarle and Westgate Road should be looked at to see if improvements could be made to improve it for all road users?

Option 1 – Yes

Option 2 - No

Q5. Independent of the above scheme, should Westgate Road bridge remain one-way as at present; one-way north bound or be returned to uncontrolled two-way traffic? (The installation of traffic signals or replacing the bridge are not viable options)

Option 1 – Remain one-way Southbound (current configuration)

Option 2 – Become one-way Northbound

Option 3 – Restore two-way uncontrolled traffic

Q6. Name

Q7. Address

2.3 – How we recorded responses:

Members of the public were asked to complete an online consultation form. This could be accessed by either scanning a QR code or by entering a website address.

3.1 – The consultation results:

We received a total of 720 responses to the consultation. These were broken down in to 3 groups.

Group A – Responses from inside the catchment area (469 responses)

Group B – Responses from outside of the catchment area (251 responses)

Group C – Overall responses (720 responses)

During the analysis we performed a data cleansing exercise to ensure all responses were valid.

3.2 – Responses from inside the catchment area by question

Q1.

Row Labels	Count of Q1. Albemarle Road - Please consider each of the three sections of Albemarle Road going West (High Street) to East (Bromley Road) Do you believe that Albemarle Road between Beckenham High Street and Westgate Road should stay as it is currently or should the cycle lane be removed?	
Option 1 - Retain the current scheme	221	47.1%
Option 2 - Remove the cycle lane	246	52.5%
-	2	0.4%
Grand Total	469	100.0%

Q2.

Row Labels	Count of Q2. Do you believe that Albemarle Road between Westgate Road and Downs Bridge Road should stay as it is currently or should it be reverted to two-directional traffic without a cycle lane?	
Option 1 - Retain the current scheme layout	184	39.2%
Option 2 - Reinstate two-directional traffic without cycle lane	283	60.3%
-	2	0.4%
Grand Total	469	100.0%

Q3.

Row Labels	Count of Q3. Do you believe that Albemarle Road between Downs Bridge Road and Bromley Road should stay as it is currently or should it be reverted to two-directional traffic without a cycle lane? (Albemarle Road would remain exit only on to Bromley Road)	
Option 1 - Retain current scheme	194	41.4%
Option 2 - Reinstate two-directional traffic without the cycle lane	270	57.6%
-	5	1.1%
Grand Total	469	100.0%

Q4.

Row Labels	Count of Q4. Do you think that the current layout of the junction at Albemarle and Westgate Road should be looked at to see if improvements could be made to improve it for all road users?	
Option 1 - Yes	371	79.1%
Option 2 - No	97	20.7%
-	1	0.2%
Grand Total	469	100.0%

Q5.

Row Labels	Count of Q5. Independent of the above scheme, should Westgate Road bridge remain one-way as at present; one-way north bound or be returned to uncontrolled two-way traffic? (The installation of traffic signals or replacing the bridge are not viable options)	
-	2	0.4%
Option 1 - Remain one-way Southbound (current configuration)	219	47%
Option 2 - Become one-way Northbound	50	11%
Option 3 - Restore two-way uncontrolled traffic	198	42%
Grand Total	469	100%

3.3 – Responses from outside of the catchment area by question

Q1.

Count of Q1. Albemarle Road - Please consider each of the three sections of Albemarle Road going West (High Street) to East (Bromley Road) Do you believe that Albemarle Road between Beckenham High Street and Westgate Road should stay as it is currently or should the cycle lane be removed?		
Row Labels		
Option 1 - Retain the current scheme	125	50%
Option 2 - Remove the cycle lane	126	50%
Grand Total	251	100%

Q2.

Count of Q2. Do you believe that Albemarle Road between Westgate Road and Downs Bridge Road should stay as it is currently or should it be reverted to two-directional traffic without a cycle lane?		
Row Labels		
Option 1 - Retain the current scheme layout	113	45%
Option 2 - Reinststate two-directional traffic without cycle lane	138	55%
Grand Total	251	100%

Q3.

Count of Q3. Do you believe that Albemarle Road between Downs Bridge Road and Bromley Road should stay as it is currently or should it be reverted to two-directional traffic without a cycle lane? (Albemarle Road would remain exit only on to Bromley Road)		
Row Labels		
Option 1 - Retain current scheme	116	46%
Option 2 - Reinststate two-directional traffic without the cycle lane	135	54%
Grand Total	251	100%

Q4.

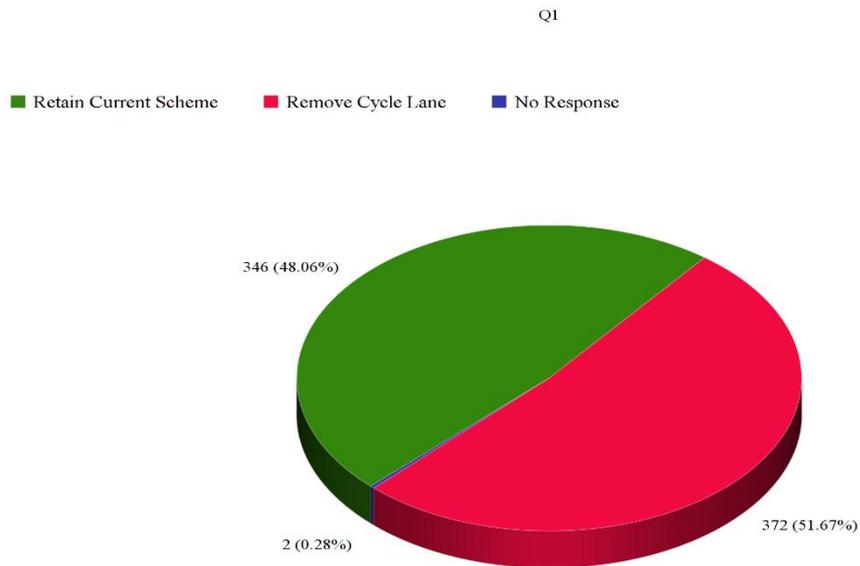
Count of Q4. Do you think that the current layout of the junction at Albemarle and Westgate Road should be looked at to see if improvements could be made to improve it for all road users?		
Row Labels		
Option 1 - Yes	196	78%
Option 2 - No	55	22%
Grand Total	251	100%

Q5.

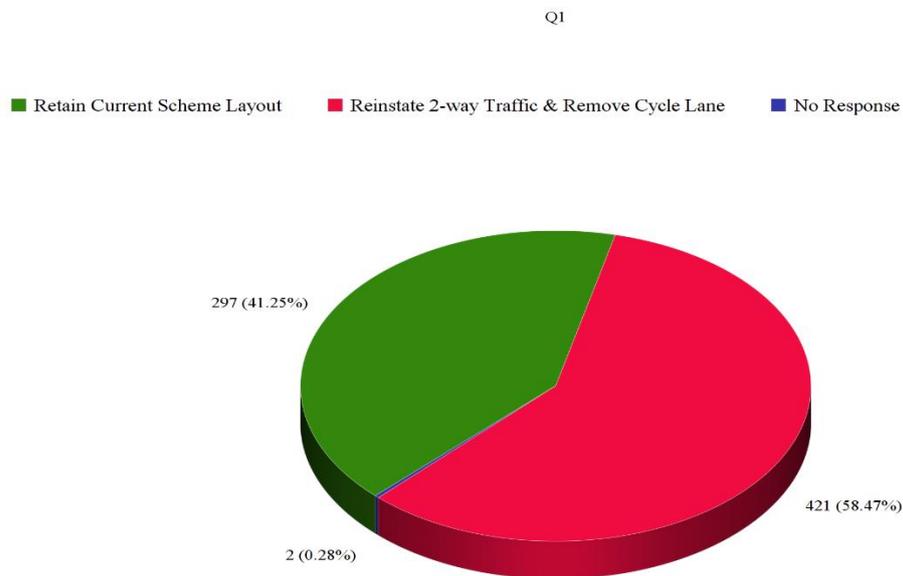
Count of Q5. Independent of the above scheme, should Westgate Road bridge remain one-way as at present; one-way north bound or be returned to uncontrolled two-way traffic? (The installation of traffic signals or replacing the bridge are not viable options)		
Row Labels		
Did not answer	2	1%
Option 1 - Remain one-way Southbound (current configuration)	126	50%
Option 2 - Become one-way Northbound	15	6%
Option 3 - Restore two-way uncontrolled traffic	108	43%
Grand Total	251	100%

3.4 – Responses combined

Q1 –



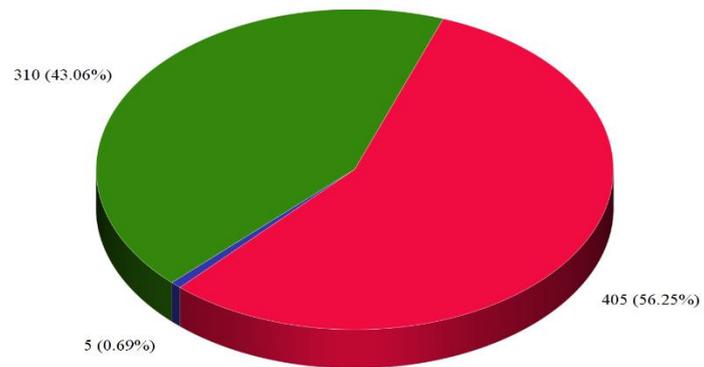
Q2 –



Q3 –

Q1

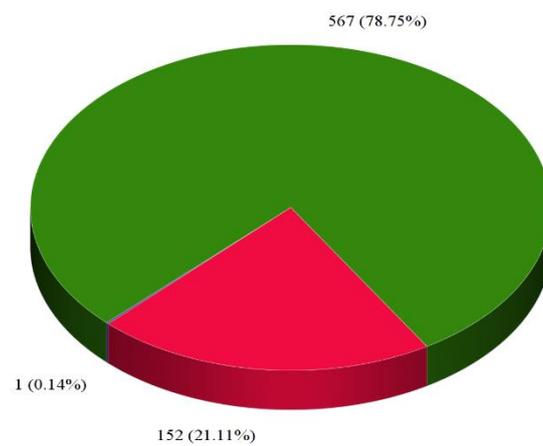
■ Retain Current Scheme ■ Reinststate 2-way Traffic & Remove Cycle Lane ■ No Response



Q4 –

Q1

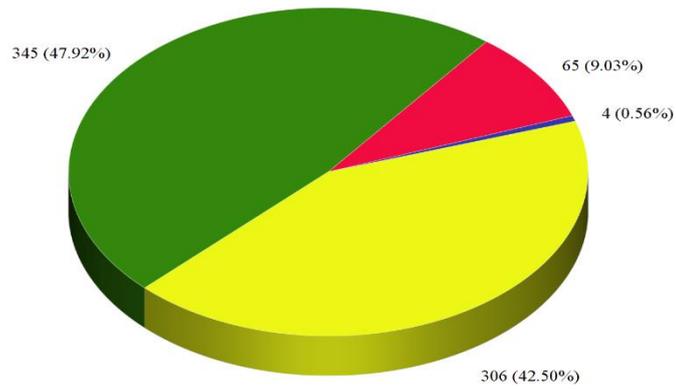
■ Yes ■ No ■ No Response



Q5 –

Q1

■ Remain One-way Southbound ■ Become One-way Northbound ■ No Response
■ Restore Two-way Uncontrolled Traffic



Appendix A



Environment and Public Protection
Civic Centre, Stockwell Close, Bromley BR1 3UH

|
Telephone: 020 8464 3333
Direct Line: 020 8313 4543
Email: traffic@bromley.gov.uk

22nd October 2021

Re: Albemarle Road – Long Term Traffic Management

Dear Resident

We are writing to ask for your views about cycling and traffic in the Albemarle Road area of Beckenham.

On the 11th March 2021 members of the Environment and Community Services Committee together with Ward Councillors, completed pre-decision scrutiny of further changes to the scheme. The Portfolio Holder for Environment and Community Services made the following decisions:

- 1) The Albemarle Road Experimental Cycle Scheme be left in place for the present time, but with the amendment of the re-introduction of two-way traffic between the junctions at Westgate Road and St Georges Road whilst retaining the segregated cycle lane, along with associated junction priority changes.
- 2) The railway bridge in Westgate Road continues to have one-way traffic over the bridge and that traffic be one directional north (The Avenue) to south (Albemarle Road) (as present).
- 3) The Albemarle Road Experimental scheme be subject to further review(s) and consultation(s) within 18 months so that post-lockdown traffic can be measured, and residents' views re-evaluated.

In accordance with the third decision, the Council is now consulting with residents on the long-term traffic management of Albemarle Road and traffic flow over Westgate Road bridge.

Since the scheme has been implemented and changes made in June 2021 the Council has monitored traffic levels and traffic speeds on Albemarle Road and the numbers of cyclists using the cycle lanes. Cyclists are using the cycle lanes and many residents have noted that the amenity of Albemarle Road has been improved

Please consider the improvements and benefits that have been made and paid for, balanced against any negative impacts and inconveniences.

You are invited to take part in an online survey at the following webpage www.bromley.gov.uk/consultation or by scanning the QR code below.

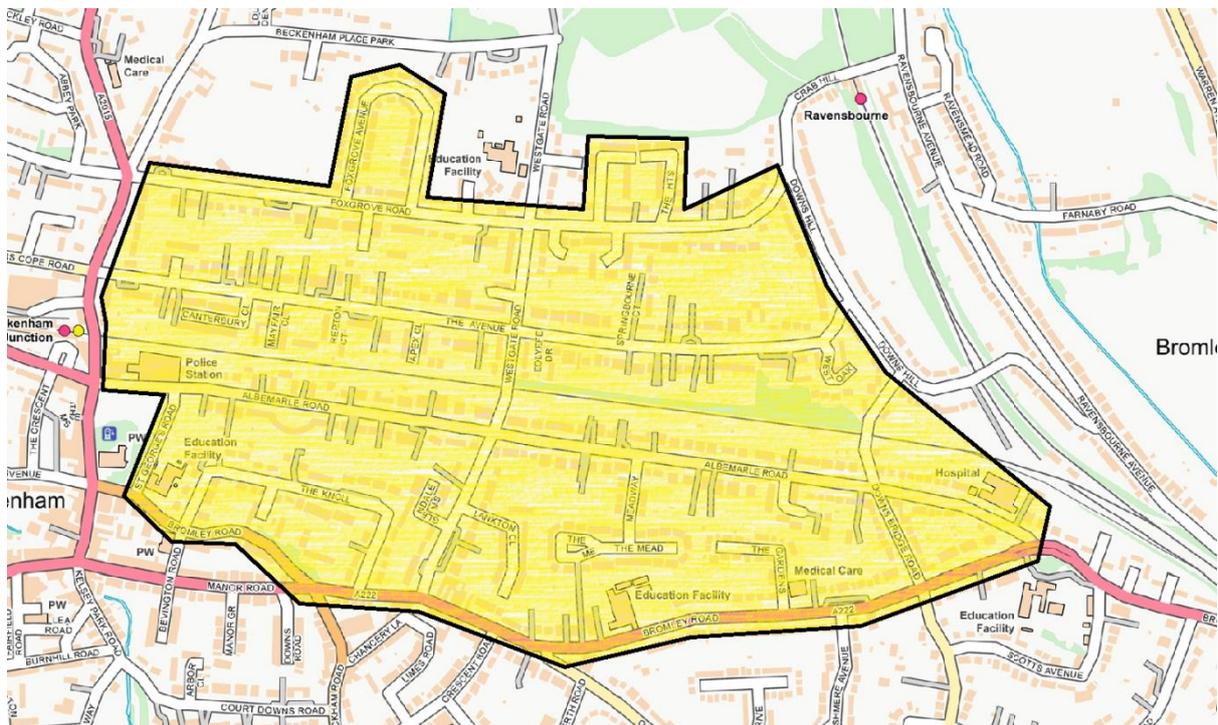
Please note that individual emails regarding this consultation cannot be responded to.

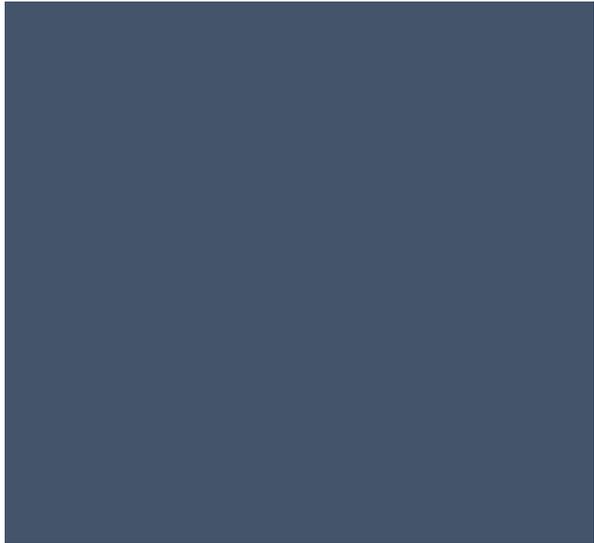
Yours faithfully

The Transport Engagement Team.



Appendix B





Bromley Road Consultation

October 2021



1.1 – Background

As part of Central Governments Covid-19 recovery plan, segregated cycle lanes were installed on Bromley Road from the junction of Albemarle Road to the junction of Shortlands Road. The cycle lanes were installed along with the Albemarle Road walking and cycling scheme to create another option of travel between Bromley and Beckenham.

The Council has now consulted on the long-term future of the cycle lanes on Bromley Road.

2.1 – How we consulted

A letter (appendix 1) was distributed to all residents on Bromley Road between the junctions of Albemarle Road and Shortlands Road.

2.2 – What we asked

The consultation contained 3 questions –

Q1. Have you been inconvenienced by the cycle lanes on Bromley Road?

Option 1 – Yes

Option 2 – No

Q2. Do you support the principle of segregated cycle lanes on Bromley Road?

Option 1 – Yes

Option 2 – No

Q3. Would you prefer to see Bromley Road reverted to the previous layout, including reinstating the bus lane?

Option 1 – Yes

Option 2 – No

2.3 – How we recorded responses:

Members of the public were asked to complete an online consultation form. This could be accessed by either scanning a QR code or by entering a website address.

3.1 – The consultation results

We received a total of 177 responses to the consultation. The responses to each question are below –

Q1. Have you been inconvenienced by the cycle lanes on Bromley Road?

Yes – 83 responses 47.4%

No – 92 responses 52.6%

Skipped question – 2

Q2. Do you support the principle of segregated cycle lanes on Bromley Road?

Yes – 97 responses 55.1%

No – 79 responses 44.9%

Skipped question – 1

Q3. Would you prefer to see Bromley Road reverted to the previous layout, including reinstating the bus lane?

Yes – 86 responses 48.9%

No – 90 responses 51.1%

Skipped question – 1

Appendix 1.

Re: Bromley Road Cycle Lanes Consultation

Dear Resident,

We are writing to ask for your views about the segregated cycle lanes installed on Bromley Road between the junction with Shortlands Road and the junction with Albemarle Road, and if they have impacted on you in a positive or negative way?

This stretch of Bromley Road has previously been identified by Bromley Council, as part of a route from Bromley Town Centre to the west via Beckenham, where an improved environment for cyclists could increase everyday cycle journeys. The segregated cycle lanes were therefore part of the proposals for the Shortlands Friendly Village which was widely consulted on in December 2019 and January 2020. A successful funding opportunity to install the lanes became available last year as part of the experimental changes to aid walking and cycling in London in response to the Covid-19 pandemic.

Since their installation the Council has monitored the cycle lanes on usage and traffic speeds. The results are encouraging as they are well used by cyclists and the perception is that the road feels safer for all users. In addition, outside Bishop Challoner School where the pavement is narrow, the segregated cycle lane acts as a buffer between motorists and pedestrians.

We also seek your opinion on making the two cycle lanes permanent and not reinstating the section of part time bus lane. Please consider the improvements and benefits that have been made and paid for, balanced against any negative impacts and inconveniences.

To take part in this consultation please go to www.bromley.gov.uk/consultations or scan the QR code below.

We are unable to respond to individual correspondence regarding this consultation and appreciate you taking the time to share your views.

Yours faithfully

Transport Engagement Team



Report No.
FSD22007

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: ENVIRONMENT AND COMMUNITY SERVICES POLICY
DEVELOPMENT AND SCRUTINY COMMITTEE

Date: Wednesday 19th January 2022

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

Title: ENVIRONMENT AND COMMUNITY SERVICES PORTFOLIO
DRAFT BUDGET 2022/23

Contact Officer: Keith Lazarus, Head of Finance - ECS
e-mail: keith.lazarus@bromley.gov.uk

Chief Officer: Director of Finance
Director of Environment & Public Protection

Ward: All

1. Reason for report

- 1.1. The prime purpose of this report is to consider the Portfolio Holder's Draft 2022/23 Budget which incorporates future cost pressures, any planned mitigation measures and savings from transformation and other budget options which were reported to Executive on 12th January 2022. Members are requested to consider the initial draft budget being proposed and also identify any further action that might be taken to reduce cost pressures facing the Council over the next four years.
- 1.2. Executive are requesting that each PDS Committee consider the proposed initial draft budget savings and cost pressures for their Portfolio and the views of each PDS Committee be reported back to the next meeting of the Executive, prior to the Executive making recommendations to Council on 2022/23 Council Tax levels.
- 1.3. There are still outstanding issues and areas of uncertainty remaining. Any further updates will be included in the 2022/23 Council Tax report to the next meeting of the Executive.

2. **RECOMMENDATION(S)**

- 2.1 The Environment and Community Services PDS Committee is requested to:
- i) Consider the update on the financial forecast for 2022/23 to 2025/26;

- ii) Consider the initial draft 2022/23 budget as a basis for setting the 2022/23 budget; and**
- iii) Provide comments on the initial draft 2022/23 budget for the February meeting of the Council's Executive.**

Corporate Policy

1. Policy Status: Existing Policy
 2. MBEB Priority: Managing Our Resources Well; A Safe, Clean and Green Environment and a Sustainable Future
-

Financial

1. Cost of proposal: Not Applicable
 2. Ongoing costs: Not Applicable
 3. Budget head/performance centre: Environment and Community Services portfolio budgets
 4. Total current budget for this head: £43.2m (draft budget 2022/23)
 5. Source of funding: Draft revenue budget for 2022/23
-

Personnel

1. Number of staff (current and additional): Full details will be available with the Council's 2022/23 Financial Control Budget to be published in March 2022
 2. If from existing staff resources, number of staff hours: Not Applicable
-

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 Local Government Act 2000; the Local Government Act 2002 and the Accounts and Audit Regulations 2015.
 2. Call-in: Not Applicable
-

Procurement

1. Summary of Procurement Implications: Not Applicable
-

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): The 2022/23 budget reflects the financial impact of the Council's strategies, service plans etc. which impact on all of the Council's customers (including council tax payers) and users of the services.
-

Ward Councillor Views

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

3. COMMENTARY

3.1. APPROACH TO BUDGETING, FINANCIAL CONTEXT AND ECONOMIC SITUATION WHICH CAN IMPACT ON PUBLIC FINANCES

- 3.1.1. The Draft 2022/23 Budget enables the Council to continue to deliver on its key priorities and the financial forecast enables medium term financial planning. Early decisions should be considered which impact on the medium-term financial plan within the context of meeting 'Making Bromley Even Better' priorities.
- 3.1.2. The Council continues to deliver key services and 'live within its means'. Forward financial planning and financial management is a key strength at Bromley. This report continues to forecast the financial prospects for the next 4 years and includes the outcome of the Provisional Local Government Finance Settlement 2022/23. It is important to note that some caution is required in considering any projections for 2023/24 to 2025/26 as this depends on the outcome of the Government's next Spending Review as well as the awaited impact of the Fair Funding Review and future plans relating to arrangements for business rates.
- 3.1.3. A strong economy with growth increases revenues which supports the Government's ability to reduce public sector debt as the gap between finances raised and spend on public services is reduced. The slowing down of the global economy and many sources of uncertainty has previously resulted in a downgrading of the level of economic growth in the UK economy. It is important to consider the key national issues that could impact on public finances over the next four years. The impact of Covid situation has had a dramatic impact on public finances. Not since the Second World War has a national emergency affected every business and household in the UK. The economic shock has had no comparisons for over 300 years. At the time of writing this report, the Government's budget deficit in 2021/22 (year to October 2021) is £127bn, with overall debt representing 95% of GDP, maintaining a level not seen since the early 1960s. The next few years remain uncertain economically and fiscally and what will this mean for council revenues. The Spending Review provided a one-year settlement which leaves considerable uncertainties over future years.
- 3.1.4. Local Government has borne the brunt of austerity and savings compared with other areas of Government expenditure from 2009/10 till 2019/20 (10 years) and had a 'rollover plus' one-year financial settlement for 2020/21. The 2021/22 and 2022/23 settlement provide additional funding, but this needs to be considered in the context of the 'new normal' and the considerable cost pressures facing local government. Austerity measures for future years will be a consideration but this is particularly problematic for the Government at the current time given the recessionary impact of the Covid situation and the need for a sustainable economic recovery. It is currently predicted that it could take 10 to 15 years to return UK public finances to full health. Therefore 'flat' real terms funding for councils may be the best-case scenario. Austerity measures remain a real possibility from say 2024/25 or 2025/26 as the Government will need to address the impact of the public finances from the Covid situation. Local government funding remains 'unprotected' and the impact of additional funding for NHS and other 'protected' services results could lead to future real term funding reductions remaining for local government. Even if funding levels are maintained the ongoing demographic and other costs pressures are unlikely to be matched by corresponding increases in government funding.
- 3.1.5. The financial forecast detailed in this report assumes that Government funding for local government will be broadly flat from 2023/24 and future years, despite local government cost pressures. Additional funding will be provided for Adult Social Reforms for 2023/24 to 2025/26 but such funding will be offset by additional costs relating to new burdens/cost pressures from these changes. The Provisional Local Government Finance Settlement 2022/23 provides

funding proposals for one year only and the financial forecast assumes that various elements of the additional funding will continue in future years.

- 3.1.6. The Budget Strategy has to be set within the context of ongoing cost and demographic pressures not being matched by Government or other external funding with potential Government funding reductions in the medium and longer term. There is an on-going need to transform the size and shape of the organisation to secure priority outcomes within the resources available. There is also a need to build in flexibility in identifying options to bridge the medium-term budget gap as the gap could increase further.
- 3.1.7. Bromley has the second lowest settlement funding per head of population in 2022/23 for the whole of London, giving us £115 per head of population compared with the average in London of £303 – the highest is £522. Despite this, Bromley has retained the third lowest council tax in outer London (other low grant funded authorities tend to have higher council tax levels). If the council tax was the average of the four other low grant funded boroughs, our income would increase by £32.6m. The lower council tax level has been achieved by having a below average cost per head of population in outer London. The Council continues to express concerns with the current and previous governments about the fairness of the funding system and to lobby for a fairer deal for our residents. Despite being a low-cost authority, Bromley has achieved general savings of over £110m since 2011/12 but it becomes more challenging to achieve further savings with a low-cost base.

3.2. SUMMARY OF FINANCIAL FORECAST

- 3.2.1. Details of the financial forecast are provided in the Draft 2022/23 Budget and Update on the Council's Financial Strategy 2023/24 to 2025/26 report to the Executive on 12th January 2022.
- 3.2.2. Even though the draft budget would be broadly balanced next year, the future years' budget gap is projected to increase to £19.5m per annum by 2025/26. Without any action to address the budget gap in future years additional reserves will need to be used with the risk of the budget gap increasing in future years and becoming unsustainable.
- 3.2.3. In the financial forecast, after allowing for inflation, council tax income and other changes there is an unfunded budget gap from 2025/26 partly due to net service growth/cost pressures. This highlights the importance of scrutinising growth and recognition that corresponding savings will need to be found to achieve a statutory balanced budget. It is timely as we all have to consider what level of growth the Council can afford and the need for significant mitigation or alternative transformation options.

3.3. CHANGES SINCE THE 2020/21 BUDGET THAT IMPACT ON THE DRAFT 2022/23 BUDGET AND FINANCIAL FORECAST

- 3.3.1. The 2021/22 Council Tax report reported to Executive in February 2021 identified a significant "budget gap" over the four-year financial planning period. Some key changes since then are summarised below.
- 3.3.2. The Local Government Finance Settlement for 2022/23 continues to provide a significant improvement in funding for local government and, combined with 2021/22, represented the most positive funding proposal for local government since austerity began 11 years ago. The latest settlement provides a continuation of real increases in funding although this is retaining reliance on the utilisation of the ASC precept (1% increase) to support cost pressures in social care. It has also provided additional funding towards social care costs (£2.96m), inflation cover for the Council's business rate share (£1.18m) and a 'Services Grant' of £2.652m. The additional funding is welcomed but this has to be considered against the highest inflation

levels for 10 years, ongoing impact of the pandemic, increase in employer national insurance costs (1.25% to fund social care reforms) and ongoing cost/service pressures. Uncertainty remains on the level of funding for future years. Apart from the one-off services grant, the forecast assumes that the level of core grant funding will remain unchanged in future years.

- 3.3.3. Historically, the main measure of inflation for annual price increases for the Council's contracted out services was Retail Price Index (excluding mortgage interest rates) i.e., RPIX. However, more recent contracts use Consumer Price Index (CPI). The RPIX is normally up to 1% above the Consumer Price Index (CPI) level. The Draft 2022/23 Budget assumes contract price increases of 5.0%, in 2022/23 reducing to 2.5% in 2023/24 and 2% per annum from 2023/24, which compares with the existing CPI of 5.1% (7.2% for RPIX) - inflation is at its highest level for 10 years. The Bank of England have recently indicated that inflation is expected to increase to 6% by the summer and will revert back to target levels of 2% by mid-2024. Then financial forecast assumes inflation of 2.5% in 2023/24 reducing to 2% per annum from 2024/25. Action will need to be taken by Chief Officers to fund increasing costs through alternative savings in the event that inflation exceeds the budget assumptions.
- 3.3.4. The Draft 2022/23 Budget and financial forecast includes significant growth/cost pressures, with the net impact reduced to reflect mitigation assumed of £14.9m in 2022/23 rising to £27.3m per annum from 2025/26. Any reduction in the delivery of the mitigation savings could have a significant detrimental impact on the Council's budget gap and the contingency sum provides some funding support towards delivering a balanced budget in the medium term. Given the scale of savings identified and any inherent risks, the need for longer term financial planning, the uncertainty on future year cost pressures, significant changes that may follow relating to future new burdens, effect of ongoing population changes and the potential impact of other public agencies identifying savings or new cost burdens which impact on the Council's costs, a prudent approach has been adopted in considering the Central Contingency Sum required to mitigate against these risks. It will also assist in dealing with the ongoing uncertainty relating to the ongoing Covid situation. If the monies remaining are not required during the year the policy of using these resources, in general, for investment, generate income/savings and provide a more sustainable financial position should continue.
- 3.3.5. With a remaining uncertainty on Government funding available in the future and the ongoing requirement for local authorities to be more self-sufficient, there is a need to consider what significant changes are required to manage within this new environment. The required changes relate to opportunities for partnership working, collaboration, reviewing the approach to managing risks, using technology to enable transformation of our services, helping people help themselves (friends' groups) and exploring opportunities around community-based place shaping led by the Council as a community leader. Even with the additional income identified in this report the Council will need to plan for significant changes including the impact of a recession and the 'new normal'. As pressures in statutory services such as adult social care, children's social care and high needs as well as homelessness are growing, the scope to invest in local priorities and services that benefit the widest range of people is reducing. The Council has delivered savings of over £110m per annum since 2009/10 and the ability to make savings in lower priority areas becomes more problematic. The need for savings in areas that support the Council's key priorities becomes more critical to meet the legal requirements for a balanced budget. The Council will continue to look for ways to operate more efficiently and generate more income, but this alone will not be enough to meet the future years' budget gap. The key consideration is how the Council can balance the budget over the next four years. Considering the core statutory minimum service requirements, Chief Officers continue to undertake the transformational review across all services, focusing on higher spend services first with options being presented to future meetings. The ongoing transformation review will be a key consideration in addressing the budget gap over the next four years.

- 3.3.6. The current Environment and Community Services Portfolio budget includes Transformation Savings totalling £1,975k in 2022/23 increasing to £2,142k per annum from 2023/24. A summary of the savings is provided below with more details within Appendix 1.

Transformation Savings

	2022/23 £'000	2023/24 £'000	2024/25 £'000	2025/26 £'000
Energy cost savings from the Street Lighting LED Conversion Programme	179	256	256	256
Full year effect of additional income from Moving Traffic Contraventions	1,796	1,886	1,886	1,886
Total	1,975	2,142	2,142	2,142

- 3.3.7. This key work continues, and further proposals will be reported to Members in the future as part of addressing the four-year financial forecast and meeting the 'budget gap' whilst ensuring key priorities are met.
- 3.3.8. There remain significant cost/growth pressures for the Council as well as opportunities for the mitigation of costs. For this Portfolio, there are additional costs relating to waste collection although this is offset in 2022/23 only by an allocation from the Covid grant earmarked reserve. In addition, there is a phased reinstatement of the pre-Covid car parking income target. This is summarised below.

	2022/23 £'000	2023/24 £'000	2024/25 £'000	2025/26 £'000
Increase in Residential Waste Disposal Volumes	800	800	800	800
Partial reinstatement of the Car Parking income target	Cr 200	Cr 700	Cr 1,200	Cr 1,200
Total Growth	600	100	Cr 400	Cr 400
Allocation from the COVID Grant Earmarked Reserve	Cr 800	-	-	-
Net additional costs	Cr 200	100	Cr 400	Cr 400

- 3.3.9. It remains essential that there is the ongoing scrutiny and review of growth/cost pressures, which are mainly unfunded beyond 2023/24 with options to help achieve a balanced budget, including any mitigation over the financial forecast period.

3.4. ESTIMATED FINANCIAL IMPACT OF COVID-19

- 3.4.1. It is clear that there are potential additional cost pressures facing the Council due to the impact of the pandemic which includes for example:

- Ongoing impact of increase in referrals for children social care.
- 'Long Covid' effect on adult social care activity and costs.
- Potential increase in homelessness costs following end of furlough and national eviction ban.
- Reduced income remaining from car parking and other income sources.
- Ongoing challenges relating to debt recovery (partly due to required delay enforcement action for income recovery).

- 3.4.2. Some of these changes had been incorporated in the 2022/23 Budget but there remains uncertainty about the ongoing impact arising from the 'new normal'. The Provisional Local

Government Finance Settlement 2022/23 announced on 16th December provides no specific long COVID (or 'new normal') additional funding for local government in 2022/23.

3.5. DETAILED DRAFT 2022/23 BUDGET

3.5.1. Detailed Draft 2022/23 Budgets are attached in Appendix 1 and will form the basis for the overall final Portfolio/Departmental budgets after any further adjustments to deal with service pressures and any other additional spending. Under the budget process previously agreed, these initial detailed budgets are forwarded to PDS committees for scrutiny and comment prior to the next Executive meeting in February.

3.5.2. Appendix 1 sets out:

- A summary sheet showing actual 2020/21 expenditure, 2021/22 budget, 2022/23 budget and overall variations in planned spending between 2021/22 and 2022/23;
- A summary of the main reasons for variations in planned spending between 2021/22 and 2022/23 together with supporting notes;
- A high-level subjective summary showing expenditure on employees, premises etc.

3.6. REVIEW OF FEES AND CHARGES

3.6.1. There will need to be an ongoing review identifying opportunities as the medium term 'budget gap' remains significant. Chief Officers will continue to review fees and charges during 2022/23 to identify opportunities to reduce the future years 'budget gap'.

3.7. IDENTIFYING FURTHER SAVINGS/MITIGATION

3.7.1. The scale of savings required in future years cannot be met by efficiency alone – there may need to be a reduction in the scope and level of services. The Council will need to continue to review its core priorities and how it works with partners and key stakeholders and the overall provision of services. A significant challenge is to consider discretionary services which, if reduced, could result in higher cost statutory obligations. Therefore, it is important to consider the risk of 'unintended consequence' of reducing discretionary services adversely impacting on the cost of statutory services.

3.7.2. The Draft 2022/23 Budget represents the third year of savings from the Transformation Programme. This key work continues, and further proposals will be reported to Members as part of addressing the four-year financial forecast and meeting the 'budget gap' whilst ensuring key priorities are met.

3.8. POSITION BY DEPARTMENT – KEY ISSUES/RISKS

There remain risks in meeting the 'budget gap' arising from budget savings, mitigation options to address cost pressures, as well as ongoing cost pressures arising from new burdens, implications of the Covid situation and the impact of Government Policy changes. Action will need to be taken to contain, where possible these cost pressures, managing the implementation of savings, generate income or seeking alternative savings where required. The Council's Corporate Risk Register shows that 'Failure to deliver a sustainable financial strategy which meets with Making Bromley Even Better priorities and failure of individual departments to meet budget' is the highest risk the Council is facing.

In addition to the issues shown above, a further list of the potential risks for this Portfolio which will be faced in future years that Members should consider arising from the assumptions made

is attached at Appendix 2. The level of balances held, and provisions set aside in the central contingency, provide significant safeguards against any adverse financial pressures.

4. IMPACT ON VULNERABLE ADULTS WITH CHILDREN

4.1 The draft 2022/23 Budget reflects the Council's key priorities which includes, for example, supporting vulnerable adults with children and being ambitious for all our children and young people.

5. POLICY IMPLICATIONS

4.1 The Draft 2022/23 Budget enables the Council to continue to deliver on its 'Making Bromley Even Better' key priorities and the financial forecast enables medium term financial planning allowing for early decisions to be made which impact on the medium-term financial plan. The Council continues to deliver key services and lives within its means.

6. FINANCIAL IMPLICATIONS

5.1 Financial implications are contained within the overall body of the report.

7. PERSONNEL IMPLICATIONS

6.1 Staff, departmental and trade union representatives will be consulted individually and collectively on any adverse staffing implications arising from the Draft 2022/23 Budget. Managers have also been asked to encourage and facilitate staff involvement in budget and service planning.

8. LEGAL IMPLICATIONS

8.1 The adoption of the budget and the setting of the council tax are matters reserved for the Council upon recommendation from the Executive. The Local Government Finance Act 1992 (as amended) requires the Council to set an amount of Council Tax for each financial year and provides that it must be set before 11th March in the financial year preceding that for which it is set. Sections 73-79 of the Localism Act 2011 amended the calculations billing and precepting authorities need to make in determining the basic amount of Council Tax. The changes included new sections 31 A and 31 B to the Local Government Finance Act 1992 which has modified the way in which a billing authority calculates its budget requirement and basic amount of Council Tax.

8.2 Schedule 5 to the Localism Act 2011 inserted a new section 52ZB in the 1992 Act which sets out the duty on billing authorities, and precepting authorities to each determine whether their relevant basic amount of council tax for a financial year is excessive. If an authority's relevant basic amount of council tax is excessive, the provisions in relation to the duty to hold a referendum will apply.

8.3 The Education Act 2005 introduced the concept of a funding period, which allows for the introduction of multiple year budgets rather than the setting of financial year budgets.

8.4 Executive is being requested to delegate the setting of the schools' budget funded through the Dedicated Schools Grant to the Education, Children and Families Portfolio Holder.

8.5 The making of these budget decisions at full Council is a statutory responsibility for all Members. Members should also have regard to the changes from the Localism Act relating to council tax increases and the recent introduction of the Adult Social Care precept. The Council has a number of statutory duties which it must fulfil by law – although there can be an element of discretion on level of service provision. The Council also discharges a range of

discretionary services. The Council is not bound to carry out such activities in the same way as it is for statutory duties – although it may be bound contractually to do so. A decision to cease or reduce provision of a discretionary service must be taken in accordance with sound public /administrative law decision making principles. The Council must also comply with the Public Sector Equality Duties in section 149 of the Equality Act 2010. In doing so, the Council must have due regard to elimination of discrimination, harassment and victimisation, advance equality of opportunity and foster good relations with persons who share a protected characteristic.

8.6 The Local Government Act 2003 included new requirements to be followed by local authorities, which includes the CIPFA Prudential Code. This includes obligations, which includes ensuring adequacy of future years reserves in making budget decisions and section 25 of that Act requires the Director of Finance to report on the robustness of the estimates made for the purposes of calculating the Council Tax and the adequacy of the reserves. Further details to support these obligations will be reflected in the 2022/23 Council Tax report to be reported to the February meeting of the Executive.

Non-Applicable Sections:	Procurement Implications
Background Documents: (Access via Contact Officer)	Draft 2022/23 Budget and Update on the Council’s Financial Strategy 2023/24 to 2025/26, Executive 12 th January 2022. Finance monitoring, Estimate Documents, etc all held in Finance Section

ENVIRONMENT & COMMUNITY SERVICES PORTFOLIO**DRAFT REVENUE BUDGET 2022/23 - SUMMARY**

2020/21 Actual	Service Area	2021/22 Budget	Increased Costs	Other Changes	2022/23 Draft Budget
£		£	£	£	£
	Transport Operations and Depot Management				
574,595	Transport Operations and Depot Management	741,770	21,780	Cr 170,030	593,520
574,595		741,770	21,780	Cr 170,030	593,520
	Street Scene & Green Spaces				
Cr 1,010,475	Arboriculture Management	Cr 732,090	24,800	Cr 900	755,990
188,666	Business Support and Markets	Cr 79,940	Cr 6,050	21,180	Cr 64,810
1,239,893	Management and Contract Support	1,415,650	42,210	111,420	1,569,280
5,876,409	Parks and Green Spaces	5,725,640	242,330	104,570	6,072,540
5,656,016	Street Environment	5,684,760	228,170	79,100	5,992,030
230,298	Street Regulation	227,580	6,560	Cr 3,600	230,540
17,935,238	Waste Services	18,514,850	750,500	387,370	19,652,720
31,759,663		32,220,630	1,288,520	699,140	34,208,290
	Traffic, Parking & Highways				
6,132,601	Highways (Including London Permit Scheme)	6,240,430	219,310	2,350,580	8,810,320
Cr 8,013,640	Parking	Cr 7,574,450	110,580	Cr 2,000,060	Cr 9,463,930
Cr 35,634	Traffic & Road Safety	132,140	1,020	Cr 1,010	132,150
Cr 1,916,673		Cr 1,201,880	330,910	349,510	Cr 521,460
30,417,585		31,760,520	1,641,210	878,620	34,280,350
7,276,062	TOTAL NON CONTROLLABLE	6,618,480	56,870	13,540	6,688,890
2,511,419	TOTAL EXCLUDED RECHARGES	2,111,500	0	88,310	2,199,810
40,205,066	PORTFOLIO TOTAL	40,490,500	1,698,080	980,470	43,169,050

ENVIRONMENT & COMMUNITY SERVICES PORTFOLIO**SUMMARY OF BUDGET VARIATIONS 2022/23**

Ref	VARIATION IN 2022/23		ORIGINAL BUDGET 2021/22 £'000
	£'000	£'000	
1 2021/22 BUDGET			40,491
2 Increased Costs			1,698
Full Year Effect of Allocation of Central Contingency			
3 Contract inflation uplifts within Street Scene and Green Space Services			448
			25,514
Movements Between Portfolios/Departments			
4 Centralisation of Training Budgets	Cr	12	11
Real Changes			
<i>Other Real Changes</i>			
5 Reinstatement of the Highways Maintenance revenue budget		2,500	0
6 Absorption of Inflation Increase for NRSWA Income		42	Cr 1,066
7 Increase in Waste Collection Costs to reflect growth in number of properties		44	7,571
8 Increase in Residual Waste Disposal Costs to reflect growth in number of properties		44	9,271
9 Increase in Recyclate Waste Disposal Costs to reflect growth in number of properties		19	1,415
10 Absorption of Inflation Increase on Recyclates Income		37	Cr 919
<i>Growth</i>			
11 Increase in Residential Waste Disposal Volumes		800	9,271
12 Allocation from the COVID Grant Earmarked Reserve	Cr	800	
13 Increase to the Car Parking Income target	Cr	200	Cr 6,281
<i>Mitigation</i>			
<i>Transformation Programme Savings</i>			
14 Energy cost savings from the Street Lighting LED Conversion Programme	Cr	179	1,406
15 Full year effect of additional income from Moving Traffic Contraventions enforcement	Cr	1,796	Cr 5,417
14 Variations in Capital Charges			
16 Variations in Recharges			19
Variations in Building Maintenance			
16 Variations in Insurances			
17 Variations in Rent Income			14
18 2022/23 DRAFT BUDGET			43,169

ENVIRONMENT & COMMUNITY SERVICES PORTFOLIO

Notes on Budget Variations in 2022/23

Ref Comments

2 Increased Costs (Dr £1,698k)

Inflation has been allocated to budgets for 2022/23. An estimated rate of 2% has been applied to pay budgets and 4% to non-pay budgets. There has also been an adjustment for increased National Insurance contributions.

Full Year Effect of Allocation of Central Contingency

3 Contract inflation uplifts within Street Scene and Green Space Services (Dr £448k)

The actual inflation indexation for Waste Services, Street Environment and Grounds Maintenance contracts exceeded that assumed when the 2021/22 budgets for those services were approved, and a draw down of additional budget of £448k to cover these increased costs was agreed from Central Contingency during the year. The split across the services was: £265k Waste Services; £77k Street Environment; £106k Grounds Maintenance.

Movements Between Portfolios/Departments

4 Centralisation of Training Budgets (Cr £12k)

Departmental training budgets are now being centralised into one corporate area to be managed by HR rather than by individual budget managers.

Real Changes

5 Reinstatement of the Highways Maintenance revenue budget (Dr £2,500k)

The highway investment project was completed in 2020/21 and this adjustment restores the revenue budget to its previous level. However, a further review and business case will be undertaken, taking into account an updated borough-wide condition survey to determine the state of the footway and carriageway assets. This will allow an assessment to be made of the requirement and funding options for future planned and reactive works. The outcome of this review will be reported to Members for consideration.

6 Absorption of Inflation Increases for NRSWA Income (Dr £42k)

Estimates are prepared on the basis that inflation is added to both income and expenditure. As income under the New Roads & Street Works Act (NRSWA) are statutory fees set by the Government, inflation has been absorbed as part of the budget setting process.

7 Increase in Waste Collection Costs to reflect growth in number of properties (Dr £44k)

The refuse and recycling collection contract is based on the number of residential premises rather than bins or volumes collected. The additional costs reflect the anticipated increase in new properties in 2022/23.

8 Increase in Residual Waste Disposal Costs to reflect growth in number of properties (Dr £44k)

The additional costs for the waste disposal contract reflect the anticipated increase in tonnage of residual waste generated from new properties in 2022/23.

9 Increase in Recyclate Waste Disposal Costs to reflect growth in number of properties (Dr £19k)

The additional costs for the waste disposal contract reflect the anticipated increase in tonnage of recyclate waste generated from new properties in 2022/23.

10 Absorption of Inflation Increase on Recyclates Income (Dr £37k)

Inflation applied to sale of recyclates which is not inflated via contract (relates to market indices).

*Growth*11 Increase in Residential Waste Disposal Volumes (Dr £800k)

One ongoing effect of Covid-19 has been a significant increase in the amount of waste collected from residential properties and needing to be processed. This is due to the ongoing and anticipated longer term impact of changes to working habits, with an apparent step-change in flexible and home working, along with an increase in home deliveries, both of which factors have resulted in more waste being generated.

12 Allocation from the COVID Grant Earmarked Reserve (Cr £800k)

During 2021/22 LBB received COVID general support grant. After allocation to those services impacted by COVID restrictions and measures, the residual grant was placed into earmarked reserves in order to further support services during future years. £800k of this reserve has been allocated in 2022/23 to fund the above increase in residential waste disposal volumes.

13 Increase to the Car Parking Income target (Dr £200k)

During 2020/21 and early 2021/22, the use of car parks and on street parking spaces was severely affected by Covid-19 restrictions on town centres and changes to working patterns, resulting in a significant loss of income. The income budget for 2021/22 was subsequently reduced by £1.2m to reflect this marked change, although some longer term, partial recovery of this income stream is anticipated as usage hopefully continues to increase across all sectors. Therefore £200k has been restored to the income target for 2022/23 to reflect a phased reinstatement of the budget to pre-Covid levels.

*Transformation Programme Savings*14 Energy cost savings from the Street Lighting LED Conversion Programme (Cr £179k)

In July 2021, Executive agreed to roll out phase 3 of this programme funded from the Invest to Save reserve to replace all remaining street lights with low energy LED lamps. Although revenue budget savings for this phase estimated at £183k will not start to accrue until 2025/26, savings are now being generated from phase 2 of the programme which will be completed during 2021/22. After allowing for agreed repayments of investment funding, it is now anticipated that this phase will result in projected energy savings of £179k from 2022/23, with eventual total full year savings from phases 2 and 3 of over £0.5m per annum expected.

15 Full year effect of additional income from Moving Traffic Contraventions enforcement (Cr £1,796k)

Implementation of this scheme was approved by the Executive in September 2020, with full year net additional income estimated at £3.1m from 2023/24. As the scheme was rolled out during October and November 2021, the budget for 2021/22 reflected the part year impact of £1,173k, therefore the budget for 2022/23 needs to be increased by £1,796k to reflect the anticipated increase in income for the year.

16 Variations in Recharges (Dr £19k)

Variations in cross-departmental recharges are offset by corresponding variations elsewhere and therefore have no impact on the overall position.

17 Variations in Rent Income (Dr £14k)

This relates to the reallocation of rental income budgets across departments/portfolios. There are corresponding adjustments in other portfolios and these net out to zero in total.

ENVIRONMENT & COMMUNITY SERVICES PORTFOLIO
DRAFT REVENUE BUDGET 2022/23 - SUBJECTIVE SUMMARY

Service area	Employees	Premises	Transport	Supplies and Services	Third Party Payments	Transfer Payments	Income	Controllable Recharges	Capital Charges/ Financing	Total Controllable
	£	£	£	£	£	£	£			£
Transport Operations and Depot Management										
Transport Operations and Depot Management	301,780	209,670	22,590	134,800	0	0	Cr 75,320	0	0	593,520
	301,780	209,670	22,590	134,800	0	0	Cr 75,320	0	0	593,520
Street Scene & Green Spaces										
Arboriculture Management	267,460	108,940	7,080	419,360	0	0	Cr 46,850	0	0	755,990
Business Support and Markets	281,490	13,210	730	188,860	0	0	Cr 549,100	0	0	Cr 64,810
Management and Contract Support	1,570,480	0	4,160	34,640	0	0	0	Cr 40,000	0	1,569,280
Parks and Green Spaces	134,340	4,348,230	5,100	53,270	1,977,230	0	Cr 185,630	Cr 260,000	0	6,072,540
Street Environment	179,950	12,080	9,330	476,440	5,322,350	0	Cr 8,120	0	0	5,992,030
Street Regulation	212,600	0	13,460	10,480	0	0	Cr 6,000	0	0	230,540
Waste Services	239,720	35,530	16,940	134,590	27,314,950	0	Cr 8,032,410	Cr 56,600	0	19,652,720
	2,886,040	4,517,990	56,800	1,317,640	34,614,530	0	Cr 8,828,110	Cr 356,600	0	34,208,290
Traffic, Parking & Highways										
Highways (Including London Permit Scheme)	1,522,540	1,283,200	30,750	7,190,720	0	0	Cr 1,169,000	Cr 47,890	0	8,810,320
Parking	811,660	1,179,770	2,260	489,180	2,642,630	0	Cr 14,680,570	91,140	0	Cr 9,463,930
Traffic & Road Safety	1,645,880	0	14,510	46,270	0	0	Cr 323,120	Cr 1,251,390	0	132,150
	3,980,080	2,462,970	47,520	7,726,170	2,642,630	0	Cr 16,172,690	Cr 1,208,140	0	Cr 521,460
	7,167,900	7,190,630	126,910	9,178,610	37,257,160	0	Cr 25,076,120	Cr 1,564,740	0	34,280,350

Service area	Capital Charges/ Financing	Repairs, Maintenance & Insurance	Property Rental Income	Not Directly Controllable	Recharges In	Total Cost of Service	Recharges Out	Total Net Budget
	£				£	£	£	£
Transport Operations and Depot Management								
Transport Operations and Depot Management	33,000	124,640	Cr 11,920	145,720	457,310	1,196,550	Cr 1,232,360	Cr 35,810
	33,000	124,640	Cr 11,920	145,720	457,310	1,196,550	Cr 1,232,360	Cr 35,810
Street Scene & Green Spaces								
Arboriculture Management	0	438,090	0	438,090	116,810	1,310,890	Cr 584,830	726,060
Business Support and Markets	0	740	0	740	200,340	136,270	Cr 242,080	Cr 105,810
Management and Contract Support	0	2,770	0	2,770	257,460	1,829,510	Cr 1,297,450	532,060
Parks and Green Spaces	290,000	804,090	Cr 388,690	705,400	584,170	7,362,110	Cr 1,002,740	6,359,370
Street Environment	39,000	6,470	0	45,470	909,840	6,947,340	Cr 196,400	6,750,940
Street Regulation	0	570	0	570	83,040	314,150	Cr 309,620	4,530
Waste Services	20,000	570	0	20,570	3,613,640	23,286,930	Cr 2,424,400	20,862,530
	349,000	1,253,300	Cr 388,690	1,213,610	5,765,300	41,187,200	Cr 6,057,520	35,129,680
Traffic, Parking & Highways								
Highways (Including London Permit Scheme)	4,389,000	560,170	Cr 20,360	4,928,810	2,550,200	16,289,330	Cr 283,680	16,005,650
Parking	421,000	27,470	Cr 51,520	396,950	459,900	Cr 8,607,080	212,330	Cr 8,394,750
Traffic & Road Safety	0	3,800	0	3,800	435,860	571,810	Cr 107,530	464,280
	4,810,000	591,440	Cr 71,880	5,329,560	3,445,960	8,254,060	Cr 178,880	8,075,180
	5,192,000	1,969,380	Cr 472,490	6,688,890	9,668,570	50,637,810	Cr 7,468,760	43,169,050

RISK AREAS WITHIN ENVIRONMENT & COMMUNITY SERVICES PORTFOLIO FOR 2022/23 ONWARDS

Waste Services

Increasing property numbers

Growth in the number of properties incurs additional expenditure as extra collections are required and additional waste is generated. An increase in relevant property numbers, subsequent to a full review in 2020, has resulted in a projected cost pressure of £120k relating to the domestic waste collection costs.

While the draft budget has made allowance for the expected growth in property numbers in 2022/23, growth in excess of that assumed would result in further additional costs. While officers will seek to manage within overall waste budgets, the ongoing impact will need to be continued to be kept under review.

Waste tonnages

The quantity of municipal waste collected in Bromley in recent years had been relatively stable with comparatively minor fluctuations.

However, waste tonnages have been affected by changes to consumerism/ societal behaviour due to the global pandemic. Changes include:

- More people being based at home and therefore generating more waste from their home e.g. from cooking at home, working at home
- More online deliveries and associated packaging, with less shops being open during pandemic lockdowns
- The transition to reusable items slowing down as single use viewed as cleaner and it has become more difficult to access refillable stations or packaging free shops
- Businesses and households conducting household clear outs during the pandemic lockdowns.

It is likely that some of these lifestyle changes will continue at least in 2022/23 and, therefore, that waste tonnages will continue to be high. As a result, the waste budget has been increased by a further £0.8m.

The average cost of waste disposal for 2021/22 has remained at around £107 per tonne. Each 1% increase in waste tonnage would increase disposal costs by £166k per annum.

National waste policies, embedded recycling services and waste minimisation campaigns will contribute to restraining increases in waste, however, there is a budgetary risk that overall waste tonnage will continue to increase in excess of the proposed budget growth.

Green Garden Waste

The Green Garden Waste service is expected to overspend by £335k this financial year. Customer numbers continue to increase resulting in additional projected income of £549k. However this is offset by projected increased collection and disposal costs of £668k. Purchase and delivery costs of green garden waste bins to new customers are projected to exceed budget by £201k. This cost pressure is anticipated to be a one off in 2021/22 due to the high level of growth in this service. Replacement bins are only required every 3 to 4 years and therefore requirements should be contained within budget in future years when it is expected customer numbers will plateau. The green garden waste satellite sites are forecast to overspend by £15k this financial year.

Recycling Income

Recycling prices remain relatively depressed with no significant recovery expected. This has an impact on recycling income, since recycle income rates are updated to reflect market indices every 6 months.

Winter Service

The budgets for this service have been realigned to reflect average patterns of spend for precautionary salting, primarily for frost or ice, in recent years. There has been relatively little actual snow clearance over that time, except during the winter of 2017/18 which saw prolonged sub-zero temperatures. Therefore, there is a risk of incurring additional costs in the event of a severe weather event for which funding will need to be drawn down from Central Contingency.

TfL Funding

There is still uncertainty with regard to TfL funding. Limited short-term grant has been allocated to 11th December 2021, extended by six days at which point a further announcement was expected. No funding for either staff costs or projects has been identified post this date, although it is anticipated that we will bear these costs through to September/October.

Parking

Parking services were most severely affected during the initial Covid-19 lockdown restrictions in 2020, with a 95% reduction in parking use at one stage and a corresponding decrease in the level of enforcement. The income budget for 2021/22 was consequently reduced by £1.2m and while there had been a good level of recovery in recent months, use of surface and multi-storey car parks in particular remain somewhat lower than budgeted. However, as reported in the most recent budget monitoring, enforcement activity had returned to pre-Covid levels and income from PCN's was projected to overachieve.

The draft budget for 2022/23 assumes that this recovery in car parking usage would be maintained into 2022/23 with a small increased income target of £0.2m. However, given the latest 'Work from Home where You Can' message, it is conceivable that car park income will still be affected as we move into Quarter 1 and Quarter 2 of 2022/23.

Moving Traffic Contravention income is significantly down on projected levels due in part to lower traffic numbers brought about by COVID. In addition, initial technical

issues have affected enforcement of yellow box junctions with approximately only 50 percent of cars being captured. This matter is currently with the camera providers to provide a technical fix.

Other Income

Income from other fees and charges is also affected across all services to some degree with marked reductions in income from street traders' licences and this is likely to continue as consequence of the implementation of Governments Plan B into Quarter 1 of 2022.

Pressures from Public Demand

Apart from the identifiable financial pressures arising from such items as contract costs and price increases, as well as the longer-term impact of Covid-19, there are other pressures due to growing public expectations, social change and legislation. Increased public expectations of local services may be difficult to respond to during a continuing period of tight restraint on resources.

Past surveys of public opinion have shown that four issues were consistently recognised as making Bromley a good place to live. These were low levels of crime, good health services, clean streets and public transport. The Environment and Public Protection department leads for the Council on clean streets and on crime issues, particularly enviro-crime and anti-social behaviour; and the Department has an input to TfL and others on public transport. There is continued public demand for high service standards in all these areas.

In terms of what needs most improvement in the local area, activities for teenagers, traffic congestion, road and pavement repairs, the level of crime and clean streets were regularly mentioned by residents. All these service areas are either the lead responsibility of the Environment and Public Protection department (clean streets, road & pavement repairs) or ones to which the department makes a significant contribution.

Carbon Emissions

The Council's commitment to a zero net carbon target by 2029 for direct emissions will require investment and has the potential to increase cost pressures. Some of this work can be covered by existing capital and revenue budgets, or through interest free loans and carbon offsetting S106 payments. However, action taken as part of the Carbon Management Programme for direct emissions should lead to cost efficiencies for the Council in the longer term, and the Carbon Neutral Initiative Fund was established in 2020/21 to provide further investment for new schemes that generate a revenue saving.

However, should there be an expectation in the future for the Council to commit to addressing Borough-wide emissions (those of householders and business in the Borough as well as our supply chain), this will require significant investment (for example in the retrofitting of households to increase their energy efficiency) and that will present a major financial risk to the organisation. This would require significant investment from Central Government.

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Report No.
ES 20152

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: **Environment and Community Services Policy Development and Scrutiny Committee**

Date: **19 January 2022**

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

Title: **LBB's CARBON MANAGEMENT PROGRAMME UPDATE – PLANNED BOROUGH-WIDE SIGNPOSTING FOR 2022/23**

Contact Officer: Lee Gullick, Carbon Programme Manager
Tel: 020 8461 7623 E-mail: lee.gullick@bromley.gov.uk

Chief Officer: Colin Brand, Director of Environment & Public Protection

Ward: n/a

1. Reason for report

- 1.1 This report details recent progress made by the Carbon Management Team in helping to reduce borough-wide carbon emissions and recommends an approach to external borough-wide public signposting to support residents in reducing their emissions. An update is also provided on how the Council are working to help reduce supply chain emissions.
-

2. **RECOMMENDATION(S)**

The ECS PDS is asked to:

- 2.1 Review the progress made by the Carbon Management Team;
- 2.2 Comment on the supply chain impacts of the largest environment contracts; and
- 2.3 Comment on the suggested approach to the public Carbon Management signposting information for residents and businesses (due to come back to Committee in June 2022 for scrutiny).

Impact on Vulnerable Adults and Children

1. Summary of Impact: The work of the Carbon Management team in reducing the impacts of climate change will have a positive impact on all members of the community and the forthcoming signposting report will set out how some of the more vulnerable residents in Bromley and visitors to the borough will be positively impacted by improvements to our local environment.
-

Corporate Policy

1. Policy Status: Existing Policy
 2. MBEB Priority: Managing Our Resources Well; A Safe, Clean and Green Environment and a Sustainable Future
-

Financial

1. Cost of proposals: Existing Revenue Budgets: Production of the external facing signposting materials will be undertaken in house and published online and via email to residents.
 2. Ongoing costs: N/A
 3. Budget head/performance centre: Carbon Management Team
 4. Total current budget for this head: £142k
 5. Source of funding: Existing revenue budget 2021/22 for staffing costs, energy management software and project expenses.
-

Personnel

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

Legal

1. Legal Requirement: Non-statutory – Government guidance
 2. Call-in: Not Applicable
-

Procurement

1. Summary of Procurement Implications: None
-

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): This forthcoming signposting report will not only reduce Bromley's overall contribution to Climate Change but will bring benefits to the local community by achieving energy and financial savings for residents and businesses.
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? No (N/A)

3. COMMENTARY

Background

- 3.1 A Council Motion on 15th July 2019 unanimously approved a ten-year plan to ensure that the council reaches net zero carbon emissions by 2029 (organisational emissions).
- 3.2 A 2029 Net Zero Carbon Strategy was reviewed and approved at the Environment and Community Services Policy Development and Scrutiny (ECS PDS) Committee meeting on 29th January 2020, with an associated action plan being presented to Committee in the autumn (2020). Year two progress against the 2029 Net Zero Action Plan is reported on the Council's website: [Net Zero Action Plan performance reports | London Borough of Bromley](#)
- 3.3 At the ECS PDS Committee on 17th November 2021, it was agreed that the Carbon Management Team would draft a report setting out what the Council were doing with Contractors to save energy and reduce the carbon footprint of Bromley's supply chain.
- 3.4 The report would also seek to show how the Council could signpost residents to various grants, services and any other initiatives aimed at energy savings and reducing borough wide CO₂ emissions.
- 3.5 The report will also provide an update against various borough-wide carbon reduction activities.
- 3.6 This report therefore focuses on work with contractors (our scope 3 emissions¹) and outlines an approach for future engagement with the public, whilst also providing updates on the current borough-wide carbon reduction activities the Carbon Management Team is managing.

4. Supply Chain Impacts

- 4.1 During December 2021, the Carbon Management Team undertook an assessment of the council's environmental contracts in order to establish service providers' commitments to reducing their own emissions (including specifically through the delivery of their services in Bromley). The results of this analysis are shown in appendix A.
- 4.2 Having identified the high-level commitments of those largest providers, with some of the ambitions already presented to this committee through annual contract performance reports, the Council will now work with these organisations to monitor progress, identify new innovation that can be applied to service delivery and report any future achievements through the annual contract monitoring progress reports and carbon programme updates.
- 4.3 Training has also been delivered to all Council Contract Owners on the Social Value Act, covering topics such as encouraging the use of local employers, efficient material use and carbon reduction through the supply chain, ensuring that Contract Owners are aware of how to address these important issues through the procurement of new council goods and services.
- 4.4 The Procurement Board, chaired by the Assistant Director of Procurement and Commissioning (Vice Chair, AD Performance Management and Business Support, EPP) ensure that all contracts are scrutinised for their social value impacts (including carbon emissions and other

¹ The GHG Protocol categorises emissions into three different scopes, which helps define operational boundaries: **Scope 1:** Direct GHG emissions occurring from sources that are owned or controlled by the organisation, such as the emissions from burning gas to heat a building, and the emissions directly entering the atmosphere from using company vehicles. **Scope 2:** Electricity indirect GHG emissions produced from the generation of purchased electricity. **Scope 3:** An optional reporting category that allows for the accounting of other relevant indirect emissions (i.e. emissions resulting from the consequence of an organisation's activities, occurring from sources not owned or controlled by the organisation).

environmental impacts) where relevant and proportionate, enabling us to ensure that the Council has a positive impact through responsible and sustainable procurement

- 4.5 The Council's Sustainable Procurement Policy, reviewed in 2021, provides useful guidance to be applied by officers when tendering for goods and services and includes a commitment that the council will strive wherever possible, for a reduction in carbon emissions.
- 4.6 The Carbon Management team have been developing a sustainable procurement tool to be used by officers to support with decision making when tendering for goods and services. The tool is designed to assist contract managers in embedding sustainability into their tender documents by providing wording for the specification, evaluation questions, suggested contract KPIs and also propose alternative, more sustainable business models. The tool considers social, environmental and financial implications across key categories, with a particular emphasis on resource management and the local economy.
- 4.7 It is a future ambition of the team to apply a social value scoring mechanism to already established larger contracts in order to identify areas of improvement and provide further transparency on the environmental credentials of providers. This will also highlight considerations for future tender exercises.
- 4.8 The council plans, during 2022, to jointly deliver Circular Economy² Training in partnership with Re:London for officers involved in procurement decision making.
- 4.9 The Council's committee report writing template has been updated to align with the Making Bromley Even Better Corporate Plan. There will be a requirement for future reports to contain considerations of Carbon Reduction and Social Value measures, ensuring a sustainable approach to Council decision making and scrutiny. These changes are being taken forward now with democratic services and should be in place before the June committee cycle.

5. Existing Borough Wide Carbon Reduction Activity

- 5.1 Through the Council's Green Recovery Working Group, established in December 2020, a group of officers from key service areas are working together to build back better from Covid-19, aligning LBB with national aspirations which place climate and ecological policy at the heart of an economic and socially resilient recovery. Officers aim to improve the sustainability and social value of their departments to reduce emissions and achieve co-benefits on borough wide initiatives, which include: The Big London Energy Switch; Electric Vehicle Charging Strategy, the Tree Planting and Woodlands Establishment Programme, Maintained Schools Decarbonisation Programme, external funding for Solar PV appraisals on community buildings, the Local Authority Delivery Scheme (LAD2) retrofit programme.
- 5.2 The council promotes the Big London Energy Switch which provides residents across the borough with an opportunity to get a better deal on gas and electricity bills through a group energy auction. When many residents register as a group, they have greater bargaining power than they would individually. The scheme uses this group buying power to get energy companies to compete for customers by offering the lowest prices. Electricity supplied to homes signing up to the scheme is backed by 100 per cent renewable electricity, helping residents achieve cheaper and greener electricity tariffs. Average savings in London are £250 per annum with tariffs fixed for one year.
- 5.3 As part of the LBB Electric Vehicle Charging Strategy, adopted in November 2021, a 'Residential Charging Pilot', to trial a variety of residential charging solutions will be launching in 2022. The aim is to develop insights from the pilot to scale up the public charging network in Bromley to meet projected increases in electric vehicles due to the 2030 ban on the sale of new petrol and diesel cars and vans.

² <https://ellenmacarthurfoundation.org/topics/circular-economy-introduction/overview>

- 5.4 The Carbon Management Team are represented at the London Councils 'Renewables for London' Steering Group and associated Working Group. The role is to provide advice, endorse and make decisions to enable the delivery of the Renewable Power programme outputs for London and the achievement of associated programme outcomes. Scope of the group includes accessing or buying more affordable renewable energy, providing energy advice (access to fairer renewable tariffs & reduction in carbon usage of buildings) and decentralised energy projects, which covers opportunities relating to district heating and power networks. An action plan for collective work across London to reduce boroughs' emissions has been drafted.
- 5.5 The Council's four-year tree planting programme (see report ES20130, 17 November 2021) which is underway, will support a reduction in carbon emissions as well as contributing to the Queen's Green Canopy as part of the Queen's Platinum Jubilee. These events will encourage increased resident participation in the tree friends scheme and in supporting planting initiatives locally which will further contribute to local environmental and health improvements.
- 5.6 In addition to this, some 24 hectares of unused land have been identified for potential woodlands establishment, not only capturing carbon but enhancing the borough's eco-systems. The Forestry Commission have awarded the board grant funding to conduct further ecological studies so that a compliant Woodlands Management Plan may be developed. This plan will enable the Council to access considerable grant funding for planting and the subsequent maintenance to ensure woodland maturity.
- 5.7 The Carbon Management Team has developed a decarbonisation programme for the Council's maintained schools. Anecdotally, it represents a first in London as it is a holistic programme which includes innovative data collection, educational development and bespoke net zero pathways for each school – these will inform any future grant funding applications - making applications more attractive due to the granularity of the data recorded and the identified decarbonisation pathways. The inclusion of the educational development means the children will be brought along their school's journey to net zero, making for a holistic educational approach. The programme also includes government kick-starter employment opportunities for two young Bromley residents. The kick-starters are employed by the partners who will be managing the programme. The government is funding their wages and the Council will incur no costs in this regard.
- 5.8 In summary, for each of the Council's maintained schools:
- Energy monitoring equipment for: electricity, gas, carbon dioxide levels, lighting levels, humidity, PM 2.5 and the outside temperature, at each school
 - Data collection, monitoring and consumption report generation
 - Geography and science lesson plans based on collected data
 - Bespoke net zero action plans/pathways for each school
 - 2 Kickstarter employees (government funded, managed by partners, at no cost to the council), both of whom are Bromley residents
 - Behavioural change feedback surveys
- 5.9 The Carbon Management Team also successfully applied for £920,000 under the Local Authority Delivery scheme (LAD2). The programme will enable the retrofit of an estimated 130 domestic properties. The funding criteria will ensure works tackle poorly insulated homes – ensuring residents save money on their energy bills whilst also mitigating the most amount of

carbon emissions. Some 50 homes have already been identified for site visits and further evaluation.

5.10 Bromley Council has provided funding from their Section 106 Carbon Offsetting fund to set up a Library of Things (LoT) in Bromley Town Centre. This will be co-located in the proposed Sustainability Hub being established in the Glades shopping centre by the Greener and Cleaner Bromley and Beyond group.

5.11 LoT aims to enable people to save money and to make a positive environmental impact through borrowing things rather than buying them. Items for hire might include the following:

- Sewing machine
- Sound system
- Tents and Camping Equipment
- Carpet cleaner
- Pressure washer
- Steam cleaner
- Hedge trimmer
- Drill
- Hand Sander
- Projector

5.12 LoT's direct impact is a reduction in carbon emissions through unnecessary purchases, avoiding the creation of embodied carbon and therefore a reduction in waste sent for disposal (with financial savings to councils). Indirect impacts are behaviour change and a reduction in use of natural resources. LoT will be run by Library of Things and will be self-funding after three years of business activity at the Sustainability Hub.

6. Residential Signposting

6.1 The Carbon Management Team propose that an online signposting satellite site is developed and hosted on the Bromley Council website. This will contain information on how residents and businesses can reduce their carbon emissions and make a positive difference.

6.2 Due to the breadth and dynamism of sustainability and carbon reduction initiatives, grant funding availability and advice, a website is preferred to static guides and reports.

6.3 The LBB website is undergoing a refresh with a new site launching around May 2021. Initial example site content of the resident and business signposting information will therefore be developed in time for presentation to this committee in June 2021 and initiatives may include examples such as the following:

- Information relating to the retrofit of residential properties with more efficient heating and cooling, including funding sources
- Home energy efficiency advice
- Advice on avoiding or reducing waste
- Tips on how to reduce emissions from travel around the borough and abroad
- Recipes and nutrition information supporting people to make healthier choices that support the environment (for example reducing meat intake) and planning meals to cut down food waste
- A directory of local retailers selling pre-loved items
- A directory of Zero Waste shops
- A directory of locally grown food produce stockists
- Example Circular Economy models that can be adopted by local businesses

- Links to training providers that can upskill residents and businesses on climate change related issues
- A 'Community Decarbonisation Fund' using the S106 Carbon Offset Fund (COF). Satisfying current COF guidance, the fund would be open to bids from community groups to support projects which reduce carbon emissions across Bromley.

6.4 It should be noted that the above list is not exhaustive and due to the ever-evolving nature of carbon reduction initiatives, funding and advice, the public facing climate change signposting website will need to regularly evolve and be updated to ensure advice remains relevant and useful. This ongoing content review will be managed by the Carbon Management Team.

6.5 In support of the online advice, the Carbon Management Team will also work closely with local environmental groups to develop community-based workshops and events which provide the public with the skills and knowledge to make informed decisions and take personal action to reduce their own impacts.

7. GOVERNANCE AND REPORTING

7.1 The annual 'Bromley's GHG Emissions Performance' report will continue to quantify the Council's performance in reducing their emissions and provide yearly progress statistics against the net zero target. It will include project specific information and report on actions taken to help reduce both scope 3 and borough-wide emissions, ensuring that reporting is accurate, complete, and transparent (via the Council's website).

7.2 The Green Recovery Working Group, established in December 2020 to help align council services with national aspirations to sustainably recover from Covid-19, will also support in the governance and project delivery of initiatives. Providing a platform for internal discussion, sub-groups are being formed to drive projects forwards, which address our organisational emissions. It is worth noting that the GRWG group also aims to address borough-wide emissions.

8. POLICY IMPLICATIONS

8.1 Aligning with the Transforming Bromley Agenda, the initiatives proposed complement the following corporate priorities:

Responsible Financial Management Strategy: reduced future costs to the council through improved efficiencies and resilience.

Effective Resident Engagement: Demonstrates our environmental commitments to the wider public.

Improving the Public Realm, maintaining our Green Spaces and Promoting Economic Growth: Safeguarding the environment and promoting a green recovery.

8.2 Whilst supporting all five of the ambitions in Bromley's corporate plan: 'Making Bromley Even Better', the initiatives proposed within this report primarily deliver against our ambition 'For residents to live responsibly and prosper in a safe, clean and green environment great for today and a sustainable future.'

9. FINANCIAL IMPLICATIONS

- 9.1 The development of any new public facing information sharing initiatives covered here will be funded through the business-as-usual revenue staffing costs of the Carbon Management Team, for example web content research, development and ongoing review.
- 9.2 Initiatives that are promoted to residents and businesses should lead to financial savings for those households or organisations, as well as the clear environmental benefits.
- 9.3 The financial implications of Council initiatives already approved were addressed in those respective reports. Potential funding streams available to the Council for initiatives to reduce its own carbon footprint have been set out in previous update reports, most recently to this Committee at its meeting on 1 September 2021 (report reference ES20113).
- 9.4 The cost and funding of non-Council borough-wide carbon reduction measures is not known. It is anticipated that more funding options will become available over time as the Government introduces further green deals to accelerate national and regional decarbonisation.

Non-Applicable Sections:	Legal Implications Personnel Implications Procurement Implications
Background Documents: (Access via Contact Officer)	Carbon Management Programme: Executive Report ED98067 (7 October 2008) <u>Bromley Council's GHG Emissions Reporting</u>

Appendix A: Environment and Community Services Portfolio Contracts - Net Zero Carbon Status

Contract ID	Name	Service Provider	Total Value (£)	Start Date	End Date	Whole Life Value (£)	Status of Net Zero Carbon Plan	Scope Included	Target Net Zero Date	Additional Information
4868	Environment Services Lot 2: Waste Collection, Management of Waste Sites and Materials Handling & Sale of Recyclates	Veolia Environmental Services (UK) PLC	101,155,546	01-Apr-19	31-Mar-27	101,155,546	Final	1 & 2	2050	
3764	Highway Maintenance	JB Riney & Co Ltd	90,000,000	01-Jul-18	30-Jun-27	90,000,000	Detail awaited from Provider			
4867	Environment Services Lot 1: Disposal of Residual Waste	Veolia Environmental Services (UK) PLC	74,083,031	01-Apr-19	31-Mar-27	150,845,904	Final	1 & 2	2050	
4869	Environment Services Lot 3: Street Environment	Veolia Environmental Services (UK) PLC	44,936,034	01-Apr-19	31-Mar-27	89,872,068	Final	1 & 2	2050	
4870	Environment Services Lot 4: Parks Management and Grounds Maintenance	id verde	37,590,832	01-Apr-19	31-Mar-27	75,181,664	In progress	1 & 2	2031	Target date aligns with LBB's Open Space Strategy Delivery
1371	Parking Enforcement and Associated Services	APCOA Parking (UK) Ltd	19,731,776	03-Apr-17	02-Apr-27	19,731,776	In progress	1, 2 & 3	2026	
4866	Environmental Services: LOT 5 - Arboricultural Maintenance Services	Glendale Countryside Ltd	4,075,624	01-Apr-19	31-Mar-27	4,075,624	Detail awaited from Provider			
4885	Supply of Leased Cars	Crown Commercial Suppliers (CCS): Vehicle Lease Framework	2,310,000	16-May-19	15-May-23	2,310,000	Final	1 & 2	2025	
4951	Document Management Solutions	Restore PLC	400,000	01-Jan-20	31-Dec-23	720,000	Detail awaited from Provider			
3805	CONFIRM	Pitney Bowes Software Europe Ltd	324,330	01-Jul-18	30-Jun-22	324,330	Detail awaited from Provider			
4984	Central Depot Security	MPD FM Ltd	316,642	01-Apr-20	31-Mar-23	425,822	In progress	1 & 2	2050	
4891	Videalert Ltd	Videalert Ltd	315,600	01-Jun-19	31-May-24	315,600	Draft	1, 2 & 3	2040	Elements of scope 3
5024	Access agreement in relation to a framework for the provision of rock salt	ICL UK (SALES) LTD	270,000	01-Oct-20	31-Dec-23	270,000	Detail awaited from Provider			
4886	Supply of Leased Commercial Vehicles	Crown Commercial Suppliers (CCS): Vehicle Lease Framework	178,840	16-May-19	15-May-23	178,840	In progress	1 & 2	2050	
4955	Bromley Market Assembly	MarketForce Services Limited	154,000	01-Jan-20	31-Dec-21	154,000	None			
5054	Vehicle Bodywork Repair	Grove Autos Ltd	150,000	01-Dec-20	30-Nov-23	150,000	In progress		2022	
5013	FixMyStreet Pro	SocietyWorks Ltd	70,000	01-Apr-20	31-Mar-22	140,000	None	1, 2 & 3*	None	*Whilst no specific target or plan is in place, this provider does calculate their scope 1,2 and 3 emissions
5090	GM Canopies	GM Canopies	50,000	01-Jul-21	01-Jul-25	50,000	None			
5005	The Provision of Motor Fuels	Certas Energy UK Limited	30,000	01-Jul-20	30-Jun-23	30,000	Final	1 & 2	2050	
1359	Council Information Display Units	JCDecaux	-1,763,860	01-Apr-17	31-Mar-27	-2,645,790	Detail awaited from Provider			

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Outcome	No.	DESCRIPTION	2019-20 TARGET	2019-20 ACTUAL	2020-21 TARGET	2020-21 ACTUAL	GOOD PERF.	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	2021-22 Year End Projection	2021-22 TARGET	2021-22 RAG STATUS	RAG Threshold	COMMENTARY (BY EXCEPTION)
1: Improving the Street Scene	1A	Distribution and collection of Purple Sacks to volunteer for community led clean-ups (1500 sacks per annum)	N/A	N/A	N/A	New Indicator 2021/22	HIGH	Annual	Annual	Annual	Annual	Annual	Annual	Annual	Annual	1,500	1,500		(April to Sept) Total of 1200 for this six month period: R: <199 monthly G: >200 monthly (Oct - March) Total of 300 for this six month period: R: <49 monthly G: >50 monthly	
	1B	Public Satisfaction with Cleanliness (% Streets / Neighbourhoods / Town Centres)	>75% >81% >90%	73% 87% 89%	>76% >82% >90%	79% 89% 85%	HIGH	Annual	Annual	Annual	Annual	Annual	77% 84% 87%	Annual	Annual	Annual	>76% >82% >90%	GREEN	Streets: R: <67%, A: 68% to 72%, G: >73% Neighbourhoods: R: <79%, A: 80% to 84%, G: >85% Town Centres: R: <80%, A: 81% to 85%, G: >86%	Survey results were received in early October from the independent survey company commissioned as part of the Veolia Street Env. contract. The last year has been challenging with the backdrop of Covid-19 and the range of unique factors this presented to street cleansing functions so we are pleased to see a continuance of positive results from the public survey in spite of that. A collaborative review of the full survey will be undertaken to highlight relative strengths and weaknesses of the service and latterly identify any areas that can be improved upon or refined. Autumn Leafing will be a key focus for the immediate future.
	1C	Streets Meeting Acceptable Cleanliness (%)	>92%	96%	>92%	98%	HIGH	98%	99%	97%	98%	98%	98%	99%	98%	98%	>92%	GREEN	R: < 86% A: 87% to 91% G: > 92%	
2: Minimising Waste and Increasing Recycling	2A	Total Waste Arising (refuse and recycling) (tonnes)	146,000	145,748	146,000	150,413	LOW	13,866	12,947	14,610	14,706	12,482	13,125	13,000	11,908	155,450	145,000	RED	R: >150,000 A: 146,000 to 149,999 G: < 146,000	With more people working from home or spending more time at home, following lifestyle changes during the global pandemic, the total amount of waste generated in 2020/21 was 2% higher than in 2019/20. This trend appears to have continued in 2021/22, with the waste arisings in the first eight months of 2021/22 remaining higher than it had been in 2019/20. November was a more normal tonnage level, however due to the return to 'work from home' in December, this is likely to be an outlier month. As people spend more time at home, more waste is produced through home cooking, and packaging from online deliveries. There has also been more reliance on disposable items like face masks. Some of the changes made during the pandemic like increased online deliveries may well be here to stay. The total waste arisings managed by the Council also include commercial waste, which has also generally increased with more single use items being used such as aprons at hairdressers which would have formerly been reusable.
	2B	Residual Household Waste per Household (kg)	450	469	440.0	464	LOW	45	42	43	46	36	39	44	37	498	450	RED	R: >470 A: 460 to 469 G: < 460	Changes to residents' lifestyles as a result of the Covid-19 pandemic has meant that more people are home during the daytime, and as such there has been an increase in the amount of residual waste produced person.
	2C	Household Waste Recycled or Composted (%)	50.5%	45.3%	50.50%	47.00%	HIGH	46.00%	46.36%	50.80%	48.26%	51.42%	49.51%	43.62%	48.35%	48.04%	51.00%	AMBER	R: < 48% A: 48% to 50% G: >50%	Recycling has been impacted by the large amount of non-recyclable refuse between April and November 2021, which is higher than it normally is and the volumes of recycling have not increased by the same amount.
	2D	Waste & Recycling collections - homes missed (per 100,000)	120	166	120	120	LOW	89	83	110	120	92	121	92	82	120	120	GREEN	R: >141 A: 131 to 140 G: < 130	
	2E	Local Authority Collected Waste Disposed of in Landfill (%)	14.00%	5.36%	2.00%	0.26%	LOW	1.00%	0.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.24%	2.00%	GREEN	R: > 5% A: 2.5% - 5% G: <2.5%	
	2F	Number of Green Garden Waste customers (No.)	30,000	31,147	30,000	38,499	HIGH	39,169	39,727	40,316	41,348	42,489	43,854	44,563	45,247	46,000	40,000	GREEN	R: < 36,000 A: 36,000 to 38,000 G: > 38,000	
	2G	Reduction in Waste Service Provider's emissions (%) (note that these are scope 3 LBB emissions)	N/A	N/A	N/A	New Indicator 2021/22	LOW	Annual	Annual	Annual	Annual	Annual	Annual	Annual	Annual	Annual	Waste managed in 2022 target of -0.12 CO2eq per tonne	Waste managed in 2022 target of 0.12 CO2eq per tonne		R: > 0 A: -0.15 - 0 G: <-0.15
3: Enhancing City's Parks and Green Space	3A	Highways verges and amenity grass cutting/trimming, within contractual service standards and timescales (%)	75%	97%	75%	91%	HIGH	100%	91%	84%	100%	96%	97%	95%	91%	94%	75%	GREEN	R: < 64% A: 65% - 74% G: >75%	
	3B	Number of events in parks (>250)	New Indicator	New Indicator	New Indicator	New Indicator 2021/22	HIGH	Annual	Annual	Annual	Annual	Annual	Annual	Annual	Annual	Annual	250		R: < 150 A: 151 to 200 G: > 201	
	3C	Number of attendees for environmental education sessions at BEECHE	4,000	383	4500	1,727	HIGH	337 (111 digital sessions)	177 (30 digital sessions)	617 (30 digital sessions)	441 (0 digital sessions)	301 (0 digital sessions)	354 (16 digital sessions)	415 (20 digital sessions)	358 (18 digital sessions)	1,800	1,800	GREEN	R: < 1,500 A: 1,501 to 1,700 G: > 1,701	
	3D	External Funding (£000)	N/A	85	N/A	226	OUTCOME	Quarterly	Quarterly	25	Quarterly	Quarterly	10.60	Quarterly	Quarterly	Quarterly	N/A	OUTCOME		The annual figures for 2020/21 are representative of the fact the team are currently working on a number of larger and more complex projects, some spanning financial years, of which associated income figures will not be reported until the projects are complete. The 2020/21 figure represents reduced income secured by community groups who have been unable to host their usual fundraising events due to the impact of the pandemic. The annual figures also represent the under-reporting by community groups who are asked to submit figures on a quarterly basis to the team.
	3E	Partnership Funding* (£000)	N/A	Awaiting Data	N/A	25	OUTCOME	Annual	Annual	Annual	Annual	Annual	Annual	Annual	Annual	Annual	N/A	OUTCOME		*Partnership Funding is money which idverde help to bid for or define projects for, but where LBB is the recipient e.g. S106, LIP Funding, and Public Health Funds.
	3F	Public Satisfaction with Parks and Grounds Maintenance (%)	75%	80%	75%	80%	HIGH	Annual	Annual	Annual	Annual	Annual	80%	Annual	Annual	80%	75%	GREEN	R: < 67% A: 68% to 72% G: >73%	
3G	Ensure no net loss of trees (Net positive no. of trees)	Net gain in street trees	Felled:372 Planted: 417 Net gain: 45	Net gain in street trees	Felled:663 Planted: 1225 Net gain: 562	HIGH	Annual	Annual	Annual	Annual	Annual	Annual	Annual	Annual	Annual	Annual	Net gain in street trees		R: < 0 A: 0 G: > 0	

Outcome	No.	DESCRIPTION	2019-20 TARGET	2019-20 ACTUAL	2020-21 TARGET	2020-21 ACTUAL	GOOD PERF.	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	2021-22 Year End Projection	2021-22 TARGET	2021-22 RAG STATUS	RAG Threshold	COMMENTARY (BY EXCEPTION)	
	3H	Total monthly tasks completed on time by Arboricultural Services contractor (% of all jobs)	75.0%	N/A	75.00%	77%	HIGH	69.56% (425 out of 611)	72.47% (408 out of 563)	84.3% (977 out of 1159)	88.99% (1415 out of 1590)	87.26% (1130 out of 1295)	86.83% (1088 out of 1253)	74.61% (385 out of 516)	74.36% (493 out of 663)	79.80%	75.00%	GREEN	R: < 64% A: 65% to 69% G: > 70%		
4: Managing our Transport Infrastructure & Public Realm	4A	Condition of principal (A) roads (% considered for maintenance)	<6%	Awaiting Data	<6%	Awaiting Data	LOW	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	<6%	<6%		R: > 20% A: 20 to 10% G: < 10%	The Highways team will be utilising a survey contract awarded by TFL, and hope to have the surveys completed in the Spring 2022.	
	4B	Condition of non-principal classified (B & C) roads (% considered for maintenance)	<8%	Awaiting Data	<8%	Awaiting Data	LOW	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	<8%	<8%		R: > 20% A: 20 to 10% G: < 10%		
	4C	Condition of unclassified roads (% considered for maintenance)	N/A	N/A	N/A	Awaiting Data	LOW	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	15%	15%		R: > 20% A: 20 to 10% G: < 10%		
	4D	10 day highway maintenance tasks completed within required timescale (%)	90.0%	83.8%	90%	83.0%	HIGH	40.77%	56.91%	72.43%	79.59%	63.78%	91.18%	96.25%	96.51%	90.00%	90%	GREEN	R: < 80% A: 80% to 90% G: > 90%		
	4E	35 day highway maintenance tasks completed within required timescale (%)	90.0%	86.0%	90%	88.0%	HIGH	28.02%	50.00%	67.72%	47.63%	73.94%	95.64%	95.63%	Data available in January	90.00%	90%	GREEN	R: < 80% A: 80% to 90% G: > 90%		
	4F	Routine street lighting maintenance tasks completed within four working days (%)	95.0%	96.5%	95%	97.0%	HIGH	87.00%	98.58%	99.60%	98.41%	96.96%	98.80%	97.18%	95.38%	96.49%	95%	GREEN	R: < 80% A: 80% to 95% G: > 95%		
	4G	Routine street lighting maintenance tasks completed within eight working days (monthly) (%)	100%	97%	100%	98.0%	HIGH	93.00%	98.58%	100.00%	98.41%	99.10%	98.80%	97.81%	96.20%	97.74%	100%	GREEN	R: < 80% A: 80% to 95% G: > 95%		
	4H	Number of FPNs Issued (to utilities in relation to permits)	N/A	89	N/A	233	OUTCOME	17	59	95	59	49	21	33	38	N/A	N/A	OUTCOME			
	4I	Number of Defect Notices (to utilities in relation to reinstatement)	N/A	N/A	N/A	860	OUTCOME	124	81	81	70	56	90	69	51	N/A	N/A	OUTCOME			
5A	5A	Daily Trips Originating in the Borough made by Bicycle (%)	1.6%	0.9%	1.7%	Awaiting 20/21 data	HIGH	Annual data	Annual data	Annual data	Annual data	Annual data	Annual data	Annual data	Annual data	Annual	1.8%		Amber = 1.7%; Red = 1.0%	There is no information from TFL at this stage	
	5B	Daily Trips Originating in the Borough made by Foot (%)	28.6%	26.5%	29.0%	Awaiting 20/21 data	HIGH	Annual data	Annual data	Annual data	Annual data	Annual data	Annual data	Annual data	Annual data	Annual	29.5%		Amber = 27%; Red = 25%		
	5C	Average Vehicle Delay (mins per km - principal roads)	<0.7	Awaiting Data from TfL	0.70	Awaiting 20/21 data	LOW	Annual data	Annual data	Annual data	Annual data	Annual data	Annual data	Annual data	Annual data	Annual	<0.7		Amber = 0.8; Red = 1.0		
	5D	Maintain Bus Excess Wait Time (EWT) Annually at less than or equal to 1.0 minutes (time mins)	<1.0	0.85	<1.0	0.48	LOW	Annual data	Annual data	Annual data	Annual data	Annual data	Annual data	Annual data	Annual data	Annual	<1.0		Amber = 1.1; Red = 1.5		
	5E	People Killed or Seriously Injured in Road Traffic Accidents (No.)	<92	106 (calendar year 2019)	<92 (2020 calendar year)	77	LOW	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	96	<86 (2021 calendar year)	AMBER	Amber = 86; Red = 99	Provisional data is only available up until August.
	5F	Children Killed or Seriously Injured in Road Traffic Accidents (No.)	Target could not be set as the data recording method changed.	16	<8	3	LOW	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	2	<7	GREEN	Amber = 8; Red = 10	
	5G	Total Road Accident Injuries and Deaths (No.)	Target could not be set as the data recording method changed.	883	<904	647	LOW	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	Awaiting Data	684	<873	GREEN	Amber = 884; Red = 968	
	5H	Children travelling to school by foot, cycle or push-scooters (%) (From School Survey)	46%	46%	46%	51%	HIGH	Annual data due Sept '22	Annual data due Sept '22	Annual data due Sept '22	Annual data due Sept '22	Annual data due Sept '22	Annual data due Sept '22	Annual data due Sept '22	48%	GREEN	Amber = 46% ; Red = 40%	This data is annual and 51% was last recorded in July 2021. The next count will be in July 2022			
5I	Cycle training activities (No.) (Level 3 and Adult sessions, does not include child Level 1 or 2, or Family training)	N/A	N/A	N/A	New Indicator 2021/22	HIGH	20	23	14	20	42	23	12	30	200	120	GREEN	Amber = 100-115 ; Red = <100			

Outcome	No.	DESCRIPTION	2019-20 TARGET	2019-20 ACTUAL	2020-21 TARGET	2020-21 ACTUAL	GOOD PERF.	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	2021-22 Year End Projection	2021-22 TARGET	2021-22 RAG STATUS	RAG Threshold	COMMENTARY (BY EXCEPTION)	
5: Improve Travel, Transport & Parking	5J	School Travel Plans (No.) (Aim to keep at least 90 schools engaged, having active travel plans)	N/A	N/A	N/A	New Indicator 2021/22	HIGH	82	82	82	82	94	94	94	94	94	>90	GREEN	Amber = <85 ; Red = <75	This is an annual figure. Schools submit their plans each June/July and TfL confirm their accreditation status each September.	
	5K	Anti-idling Warnings issued (No.)	N/A	N/A	N/A	New Indicator 2021/22	OUTCOME	3	39	16	14	0	19	12	41	N/A	N/A	OUTCOME	N/A	From September, this indicator has been back dated to show the number of interventions made by CEO officers. It will indicate the number of drivers engaged by the CEOs.	
	5L	Schools engaged in anti-idling campaign (No.)	N/A	N/A	N/A	New Indicator 2021/22	HIGH	7	15	15	15	15	21	21	21	21	21	>14	GREEN	Amber = 13 ; Red = 10	
	5M	Customers using online self-serve transactions to challenge PCNs (%)	76.6%	72.2%	78.7%	77.5%	HIGH	79.7%	83.4%	82.3%	85.8%	81.2%	73.4%	70.6%	77.5%	79.2%	80.0%	GREEN	Amber = 78% ; Red = 70%		
	5N	Pay and Display Machine Maintenance (Percentage of machine non-operational time during full period)	1.0%	1.8%	1.00%	1.7%	LOW	2.10%	2.74%	2.5%	1.8%	2.1%	1.3%	2.2%	1.5%	2.0%	2.00%	GREEN	Amber = 2.25% ; Red = 3%	The machines that were being broken into regularly (and therefore damaged) are still being emptied every evening, but officers are now seeing the break ins spread to other parts of Bromley Town Centre and a whole machine was stolen before Christmas. Officers are working on a project for the next stage of machines to be removed which is currently being considered.	
	5O	Cashless parking usage in on and off street locations (Percentage of users paying for on and off street parking by RingGo)	>33%	41.7%	>40%	50.3%	HIGH	57.4%	59.5%	60.0%	60.7%	58.6%	61.2%	62.2%	63.0%	60.3%	45.00%	GREEN	Amber = 44% ; Red = 40%		
	5P	Number of incidents in Car Parks of graffiti, rubbish, fly tipping etc. not cleared proactively as part of routine maintenance (No.)	80	16	70.00	0	LOW	0	0	0	0	0	0	0	0	0	0	12	GREEN	Amber = 15 ; Red = 25	

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Contract Register Report - £50k Portfolio - Environment and Community Services
November 2021

RI New	Main Contract Data						Finance Data		Proc. Status	Contract Terms			Attention	Capital
	Contract ID	Owner	Approver	Contract Title	Supplier Name	Portfolio	Total Value	Original Annual Value		Start Date	End Date	Months Duration		
Lower Risk	4955	Jonathan Richards	Colin Brand	Bromley Market Assembly	MarketForce Services Limited	Environment and Community Services	154,000	77,000		01/01/2020	31/12/2021	24		
Lower Risk	5013	Jonathan Richards	Sarah Foster	FixMyStreet Pro	SocietyWorks Ltd	Environment and Community Services	70,000	35,000		01/04/2020	31/03/2022	24		
Lower Risk	4885	Paul Chilton	Garry Warner	Supply of Leased Cars	Crown Commercial Suppliers (CCS): Vehicle Lease Framework	Environment and Community Services	2,310,000	525,000		16/05/2019	15/05/2023	48		
Lower Risk	3805	Garry Warner	Colin Brand	CONFIRM	Pitney Bowes Software Europe Ltd	Environment and Community Services	324,330	86,865		01/07/2018	30/06/2022	48		
Lower Risk	4984	Paul Chilton	Garry Warner	Central Depot Security	MPD FM Ltd	Environment and Community Services	316,642	98,281		01/04/2020	31/03/2023	36		
Higher Risk	4868	Jim Cowan	Peter McCready	Environment Services Lot 2: Waste Collection, Management of Waste Sites and Materials Handling & Sale of Recyclates	Veolia Environmental Services (UK) PLC	Environment and Community Services	101,155,546	12,304,583		01/04/2019	31/03/2027	96		
Higher Risk	3764	Garry Warner	Colin Brand	Highway Maintenance	JB Riney & Co Ltd	Environment and Community Services	90,000,000			01/07/2018	30/06/2027	108		
Higher Risk	4867	Amy Harris	Peter McCready	Environment Services Lot 1: Disposal of Residual Waste	Veolia Environmental Services (UK) PLC	Environment and Community Services	74,083,031	9,595,359		01/04/2019	31/03/2027	96		
Higher Risk	4869	David Hall	Peter McCready	Environment Services Lot 3: Street Environment	Veolia Environmental Services (UK) PLC	Environment and Community Services	44,936,034	5,617,004		01/04/2019	31/03/2027	96		
Higher Risk	4870	James Hilsden	Peter McCready	Environment Services Lot 4: Parks Management and Grounds Maintenance	id verde	Environment and Community Services	37,590,832	4,698,854		01/04/2019	31/03/2027	96		
Higher Risk	1371	Angus Culverwell	Angus Culverwell	Parking Enforcement and Associated Services	APCOA Parking (UK) Ltd	Environment and Community Services	19,731,776	1,922,217		03/04/2017	02/04/2027	120		
Higher Risk	4866	Hugh Chapman	Peter McCready	Environmental Services: LOT 5 - Arboricultural Maintenance Services	Glendale Countryside Ltd	Environment and Community Services	4,075,624	509,453		01/04/2019	31/03/2027	96		
Lower Risk	4951	Matt Wyatt	Colin Brand	Document Management Solutions	Restore PLC	Environment and Community Services	400,000	80,000		01/01/2020	31/12/2023	48		
Lower Risk	4891	Allen Herve	Angus Culverwell	Videalert Ltd	Videalert Ltd	Environment and Community Services	315,600	125,396		01/06/2019	31/05/2024	60		
Lower Risk	5024	Garry Warner	Colin Brand	Access agreement in relation to a framework for the provision of rock salt	ICL UK (SALES) LTD	Environment and Community Services	270,000	90,000		01/10/2020	31/12/2023	39		
Lower Risk	4886	Paul Chilton	Garry Warner	Supply of Leased Commercial Vehicles	Crown Commercial Suppliers (CCS): Vehicle Lease Framework	Environment and Community Services	178,840	34,880		16/05/2019	15/05/2023	48		
Higher Risk	5152	James Hilsden	Colin Brand	** Now Live ** Hoblingwell Wood Recreation Ground Community Bike Track	Clark & Kent Contractors	Environment and Community Services	165,000	54,059		01/11/2021	27/12/2021	1		
Lower Risk	5054	Paul Chilton	Paul Chilton	Vehicle Bodywork Repair	Grove Autos Ltd	Environment and Community Services	150,000	50,000		01/12/2020	30/11/2023	36		
Lower Risk	5090	Jonathan Richards	Sarah Foster	GM Canopies	GM Canopies	Environment and Community Services	50,000	12,000		01/07/2021	01/07/2025	48		

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London Borough of Bromley

Report No.

ES20142

PART ONE - PUBLIC

Decision Maker: Environment and Community Services PDS Committee

Date: 19th January 2022

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

Title: Contract Register

Contact Officer: Lucy West, Senior Performance Officer
Tel: 020 8461 7726 Email: Lucy.West @Bromley.gov.uk

Chief Officer: Colin Brand, Director of Environment & Public Protection

Ward: All Wards

1. Reason for report

- 1.1 This report presents an extract from November 2021's Contracts Register for detailed scrutiny by PDS Committee – all PDS committees will receive a similar report each contract reporting cycle, based on data as at 29 October 2021 and presented to ER&C PDS on 18 November 2021.
- 1.2 There is no accompanying 'Part 2' of this agenda, as any relevant commentary has been included in the Part 1 report.
-

2. RECOMMENDATIONS

That the PDS Committee:

- 2.1 **Reviews the appended £50k Contracts Register (which also forms part of the Council's commitment to data transparency).**

Impact on Vulnerable Adults and Children

1. Summary of Impact: The appended Contracts Register covers services which may be universal or targeted. Addressing the impact of service provision on vulnerable adults and children is a matter for the relevant procurement strategies, contracts award and monitoring reports, and service delivery rather than this report.
-

Corporate Policy

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

Financial

1. Cost of proposal: - N/A
 2. Ongoing costs: - N/A
 3. Budget head/performance centre: Environment and Community Services Portfolio
 4. Total current budget for this head: - £32.9m
 5. Source of funding: - Existing controllable revenue budget for 2021/22
-

Personnel

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

Legal

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

Procurement

1. Summary of Procurement Implications: Improves the Council's approach to contract management.
-

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

Contracts Register Background

- 3.1 The Contracts Database (CDB) is fully utilised by all Contract Managers across the Council as part of their Contract Management responsibilities, which includes updating the information recorded on the database. The Register is generated from the Contracts Database which is administered by Commissioning & Procurement Directorate and populated by the relevant service managers (Contract Owners) and approved by their managers (Contract Approvers).
- 3.2 As a Commissioning Council, this information is vital to facilitate a full understanding of the Council's procurement activity and the Contracts Register is a key tool used by Contract Managers as part of their daily contract responsibilities. The Contract Registers are reviewed by the Procurement Board, Chief Officers, Corporate Leadership Team, and Contracts Sub-Committee as appropriate
- 3.3 The Contracts Register is produced four times a year for members– though the CDB itself is always 'live'.
- 3.4 Each PDS committee is expected to undertake detailed scrutiny of its contracts – including scrutinising suppliers – and hold the Portfolio Holder to account on service quality and procurement arrangements.

Contract Register Summary

- 3.5 The Council has 207 active contracts covering all portfolios as of 29 October 2021 for the November 2021 reporting cycle as set out in Appendix 1.

Environment and Community Services

Item	Category	May 2021	September 2021	November 2021
Total Contracts	£50k+	19	18	19
Concern Flag	Concern Flag	0	0	0
Risk Index	Higher Risk	8	7	8
	Lower Risk	11	11	11
Procurement Status for Contracts approaching end date	Red	0	0	0
	Amber	0	2	2
	Green	5	2	3
	Neutral	14	14	14

- 3.6 Contracts may be flagged for attention due to the tight timescales for tender (rather than any performance issues associated with the delivery of the contract). During this contract cycle, there are no contracts flagged for attention.
- 3.7 The Market Assembly contract (contract ID 4955) expires on 31st December 2021. The Procurement status for this contract was Amber; the RAG criteria is as set out in the appendix to the report and in this case remains as amber due to the very low value and therefore low risk associated with this small contract. The RAG is not determined by officers within the service. The extract shown is from the Contracts Database and criteria are automatically set within the system. The tendering exercise was unsuccessful at identifying a suitable service

provider via a competitive bid and a direct award to the incumbent provider was then sought and was approved by the ECS Portfolio Holder and ECS PDS.

4. IMPACT ON VULNERABLE ADULTS & CHILDREN

4.1 The Corporate Contracts Register covers all Council services: both those used universally by residents and those specifically directed towards vulnerable adults and children. Addressing the impact of service provision on the vulnerable is a matter for the relevant procurement strategies, contracts, and delivery of specific services rather than this summary register.

5. POLICY IMPLICATIONS

5.1 The Council's renewed ambition is set out in the 2021- 2031 [Making Bromley Even Better](#) document and the Contracts Database (and Contract Registers) help in delivering the aims (especially in delivering the 'Excellent Council' aim). For an 'Excellent Council', this activity specifically helps by 'ensuring good contract management to ensure value-for-money and quality services'.

6. PROCUREMENT IMPLICATIONS

6.1 Most of the Council's (£50k plus) procurement spend is now captured by the Contracts Database. The database will help in ensuring that procurement activity is undertaken in a timely manner, that Contract Procedure Rules are followed and that Members are able to scrutinise procurement activity in a regular and systematic manner.

7. FINANCIAL IMPLICATIONS

7.1 The Contracts Database and Contract Registers are not primarily financial tools – the Council has other systems and reports for this purpose such as the Budget Monitoring reports. However, the CDB and Registers do contain financial information both in terms of contract dates and values and also budgets and spend for the current year.

8. PERSONNEL IMPLICATIONS

8.1 There are no direct personnel implications but the Contracts Database is useful in identifying those officers directly involved in managing the Council's contracts.

9. LEGAL IMPLICATIONS

9.1 There are no direct legal implications but the Contracts Database does identify those contracts which have a statutory basis and also those laws which should be complied with in delivering the contracted services.

9.2 A list of the Council's active contracts may be found on Bromley.gov.uk to aid transparency (this data is updated after each Contracts Sub-Committee meeting).

Non-Applicable Sections:	None
Background Documents: (Access via Contact Officer)	<ul style="list-style-type: none">• Appendix 1 – Key Data (All Portfolios)• Appendix 2 - Contracts Database Background information• Appendix 3 – Contracts Database Extract PART 1

Appendix 1: Key Data (All Portfolios)

Item	Category	May 2021	September 2021	November 2021
Contracts (>£50k TCV)	All Portfolios	211	192	207
Flagged as a concern	All Portfolios	2	2	0
Portfolio	Executive, Resources and Contracts	48	49	59
	Adult Care and Health	72	40	48
	Environment and Community Services	19	18	19
	Children, Education and Families	36	39	37
	Renewal and Recreation and Housing	31	41	39
	Public Protection and Enforcement	5	5	5
Risk Index	Higher Risk	85	61	69
	Lower Risk	129	131	138
Procurement Status for Contracts approaching end date	Red	2	2	0
	Amber	46	12	23
	Green	51	62	58
	Neutral	112	116	126

Appendix 2 - Contracts Register Key and Background Information

Contract Register Key

1.1 A key to understanding the Corporate Contracts Register is set out in the table below.

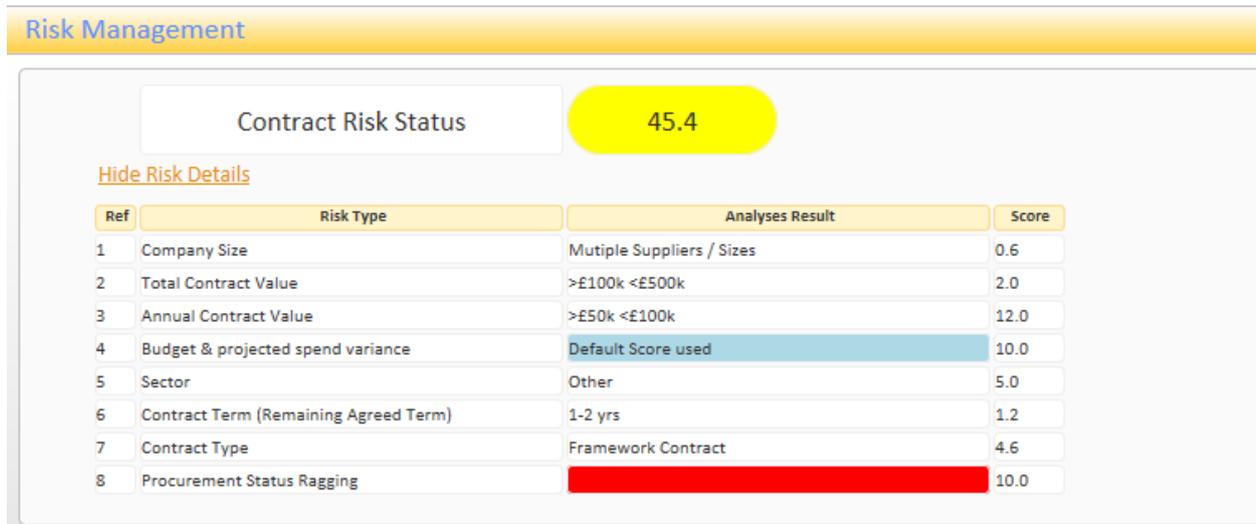
Register Category	Explanation
Risk Index	Colour-ranking system reflecting eight automatically scored and weighted criteria providing a score (out of 100) / colour reflecting the contract's intrinsic risk
Contract ID	Unique reference used in contract authorisations
Owner	Manager/commissioner with day-to-day budgetary / service provision responsibility
Approver	Contract Owner's manager, responsible for approving data quality
Contract Title	Commonly used or formal title of service / contract
Supplier	Main contractor or supplier responsible for service provision
Portfolio	Relevant Portfolio for receiving procurement strategy, contract award, contract monitoring and budget monitoring reports
Total Contract Value	The contract's value from commencement to expiry of formally approved period (excludes any extensions yet to be formally approved)
Original Annual Value	Value of the contract its first year (which may be difference from the annual value in subsequent years, due to start-up costs etc.)
Budget	Approved budget for the current financial year. May be blank due to: finances being reported against another contract; costs being grant-funded, complexity in the finance records e.g. capital (also applies to Projection)
Projection	Expected contract spend by the end of the current financial year
Procurement Status	Automatic ranking system based on contract value and proximity to expiry. This is designed to alert Contract Owners to take procurement action in a timely manner. Red ragging simply means the contract is nearing expiry and is not an implied criticism (indeed, all contracts will ultimately be ragged 'red').
Start & End Dates	Approved contract start date and end date (excluding any extension which has yet to be authorised)
Months duration	Contract term in months
Attention 	Red flag indicates that there are potential issues, or that the timescales are tight and it requires close monitoring. (also see C&P Commentary in Part 2)
Commentary	Contract Owners provide a comment – especially where the Risk Index or Procurement Status is ragged red or amber. Commissioning & Procurement Directorate may add an additional comment for Members' consideration <i>The Commentary only appears in the 'Part 2' Contracts Register</i>
Capital	Most of the Council's contracts are revenue-funded. Capital-funded contracts are separately identified (and listed at the foot of the Contracts Register) because different reporting / accounting rules apply

Contract Register Order

1.2 The Contracts Register is output in Risk Index order. It is then ordered by Procurement Status, Portfolio, and finally Contract Value. Capital contracts appear at the foot of the Register and 'contracts of concern' (to Commissioning & Procurement Directorate) are flagged at the top.

Risk Index

- 1.3 The Risk Index is designed to focus attention on contracts presenting the most significant risks to the Council. Risk needs to be controlled to an acceptable level (our risk appetite) rather than entirely eliminated and so the issue is how best to assess and mitigate contract risk. Contract risk is assessed (in the CDB) according to eight separate factors and scored and weighted to produce a Risk Index figure (out of 100). These scores are ragged to provide a visual reference.



Procurement Status

- 1.4 A contract's Procurement Status is a combination of the Total Contract Value (X axis) and number of months to expiry (Y axis). The table below is used to assign a ragging colour. Contracts ragged red, amber or yellow require action – which should be set out in the Commentary. Red ragging simply means the contract is nearing expiry and it is not an implied criticism (indeed, all contracts will ultimately be ragged 'red').

		Procurement / Commissioning Status					
Period	3 months						<div style="display: flex; align-items: center; gap: 10px;"> <div style="width: 20px; height: 20px; background-color: red; margin-right: 5px;"></div> Requires an agreed plan <div style="width: 20px; height: 20px; background-color: yellow; margin-right: 5px;"></div> Develop / test options <div style="width: 20px; height: 20px; background-color: orange; margin-right: 5px;"></div> Consider options <div style="width: 20px; height: 20px; background-color: green; margin-right: 5px;"></div> No action required </div>
	6 months						
	9 months						
	12 months						
	18 months						
		£5k - £50k	£50k - £100k	£100k - £173k	£173k - £500k	>£500k	
		Total Contract Value					

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Report No.
ES20058

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment and Community Services PDS Committee and Public Protection and Enforcement PDS Committee

Date: 14th January 2021 and 19th January 2021

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

Title: Risk Register

Contact Officer: Sarah Foster, Assistant Director of Performance Management and Business Support, Tel: 020 8313 4023 Email: Sarah.Foster@Bromley.gov.uk
Lucy West, Senior Performance Officer
Tel: 020 8461 7726 Email: Lucy.West @Bromley.gov.uk

Chief Officer: Colin Brand, Director of Environment & Public Protection

Ward: All Wards

1. Reason for report

- 1.1 This report presents the revised Environment & Public Protection Risk Register for detailed scrutiny by both PDS Committees.
- 1.2 This appended Risk Register also forms part of the Annual Governance Statement evidence-base and has been reviewed by: E&PP DMT, Corporate Risk Management Group; and Audit Sub-Committee.

2. **RECOMMENDATIONS**

That the Environment and Community Services PDS Committee and Public Protection and Enforcement PDS Committee reviews and comments on the appended E&PP Risk Register. It should be noted that each risk has been highlighted as being relevant to one committee only (and therefore should be discussed at the relevant meeting).

Impact on Vulnerable Adults and Children

1. Summary of Impact: The appended Risk Register covers services provided by the E&PP Department and some borough-wide risks. Addressing the impact of service provision on vulnerable adults and children is a matter for the relevant procurement strategies, contracts and service delivery rather than this high-level Risk Register report.
-

Corporate Policy

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

Financial

1. Cost of proposal: N/A
 2. Ongoing costs: N/A
 3. Budget head/performance centre: E&CS and PP&E Portfolios
 4. Total current budget for this head: £31.34m and £2.46m
 5. Source of funding: Existing controllable revenue budget 2020/21
-

Personnel

1. Number of staff (current and additional): - 144.66 FTEs and 46.3 FTEs
 2. If from existing staff resources, number of staff hours: - N/A
-

Legal

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

Procurement

1. Summary of Procurement Implications: Risk management contributes to contract management and good governance.
-

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

Risk Register Background

- 3.1 The Council's aims are set out in [Building a Better Bromley](#) and the Portfolio Plans, and a risk can be defined as anything which could negatively affect the associated outcomes. Some level of risk will be associated with any service provision: the question is how best to manage that risk down to an acceptable level? (this is known as our 'risk appetite')
- 3.2 It follows that the Council should be able to clearly and regularly detail the main departmental risks and related mitigation measures to ensure a) that desired outcomes are achieved and b) to allow for Member scrutiny – the purpose of this report.
- 3.3 Although the appended E&PP Risk Register is comprehensive, departmental risk management activity is certainly not exclusive to this report. For instance:
- major programmes and services (e.g. Tree Management Strategy) will have associated Risk Registers (such registers are reviewed by the relevant Programme / Service Boards);
 - financial risk is addressed in each Portfolio's Budget Monitoring Reports and, more generally, in the Council's Annual Financial Strategy Report;
 - audit risk is captured through the Audit Programme's planned and investigative activity and associated reports and management action requirements;
 - contract risk forms part of the Contracts Database (all contracts are now quantified and ranked according to the risk presented to the Council). The new Environmental Services Contract, therefore, appears both in this Risk Register and the Corporate Contracts Register, due to its size and complexity.
- 3.4 In 2016/17 Zurich Municipal (the Council's insurer) undertook a 'check and challenge' review (involving all management teams) of the Council's general approach and the individual risks. This resulted a new-style of register and a greater consistency of approach across the Council. Zurich attended during 2018/19 to repeat this exercise with all E&PP risk owners.
- 3.5 It was agreed that Risk Registers should be presented to each Departmental Management Team, the relevant PDS committee, and Audit Sub-Committee twice a year (minimum) to allow activity to be scrutinised in a regular and systematic manner. Individual risks should naturally be reviewed (by Risk Owners) at a frequency proportionate to the risk presented (see appendix).
- 3.6 In addition to its use for management and reporting purposes, the Risk Register also forms part of E&PP's evidence-base for contributing to the Council's Annual Governance Statement (which, itself, forms part of the Council's end-of-year management procedures).
- 3.7 Risks from all three departments are considered at the (officer) Corporate Risk Management Group (CRMG), which reviewed all the Risk Registers when it last met on 25th September 2020 and at Audit Sub-Committee, which last met on 3rd November 2020. The next CRMG meeting will take place on 25th January 2021.
- 3.8 At the time of writing, the Council has 116 individual risks (105 departmental plus 11, high-level, Corporate Risks (covering key risks which apply to the Council as a whole).
- 3.9 E&PP Department currently has 26 risks (~22% of the Council's total).
- 3.10 The appended E&PP Risk Register is summarised below. Each risk is scored using a combination of the 'likelihood' (definite to remote) and 'impact' (insignificant to catastrophic) to produce a 'gross rating' (prior to controls) and 'net rating' (post management controls) – see

Appendix. No E&PP risks are currently ragged 'red' following implementation of management control measures.

Ref	Risk & Description	Gross Risk Rating	Net Risk Rating
1	Emergency Response: Failure to respond effectively to a major emergency / incident internally or externally	8	6
2	Central Depot Access: Major incident resulting in loss of / reduced Depot access affecting service provision (LBB's main vehicle depot)	12	9
3	Fuel Availability: Fuel shortage impacting on transport fleet / service delivery	5	4
4	Business Continuity Arrangements: Lack of up-to-date, tried and tested, BCP for all Council services	8	8
5	Industrial Action: Contractors' staff work-to-rule / take strike action impacting on service delivery	12	8
6	Health & Safety (E&PP): Ineffective management, processes and systems within E&PP departmentally	12	8
7	Highways Management: Deterioration of the Highway Network due to under-investment	8	6
8	Arboricultural Management: Failure to inspect and maintain Bromley's tree stock leading to insurance claims etc	12	6
9	Income Variation (Highways and Parking) (Non-Covid): Loss of income at a time when the Council is looking to grow income to off-set reduced funding	9	6
10	Waste Budget: Increasing waste tonnages resulting in increased waste management costs	20	12
11	Town Centre Businesses and Markets: Loss of town centre businesses to competition	15	6
12	Staff Resourcing and Capability: Loss of corporate memory and ability to deliver as key staff leave (good new staff are at a premium)	12	9
13	Climate Change: Failure to adapt the borough and Council services to our changing climate	12	8
14	Income Reconciliation (Public Protection Licensing): Uncertainty around income reconciliation when the Council is looking to grow income to offset reduced funding	6	6
15	Income Reconciliation (Waste Management): Uncertainty around income reconciliation linked to the mobilisation of new waste contracts	6	2
16	Dogs and Pests Contract: Failure to deliver the contract to the required service levels	6	4
17	Out of Hours Noise Service: Failure to deliver statutory services	12	12
18	Integrated Offender Management: Failure to contribute to IOM in Bromley	12	12
19	Anti-Social Behaviour Co-Ordinator post: Failure to deliver ASB problem solving and partnership activity	12	12
20	Gangs and Serious Youth Violence Officer: Inability to deliver strategic coordinated gang disruption work with partners across the borough	12	4
21	The provision of 24/7 CCTV Monitoring: Inability to provide 24-7 CCTV monitoring	12	6
22	Loss of Income from Licensing: Lost income from alcohol and gambling licenses	12	9
23	Risk to Health: Officers exposed to COVID-19 through enforcement visits	12	9
24	Staff Resourcing - Public Protection Enforcement: Inability to deliver to existing statutory responsibilities	9	6
25	Increased Costs for Coroners Service: Additional estimated costs due to high risk post mortems	12	9
26	COVID-19 related loss of income (Parking): Greatly reduced income from parking charges and from enforcement activity. Failure to deliver transport improvements.	20	12

- 3.11 The risks (including causes and effects) are described in more detail in the appended Risk Register. Each risk is assigned a category (Compliance & Regulation, Finance, Service Delivery, Reputation and Health & Safety) and scored – using a combination of the ‘likelihood’ and ‘impact’ both being assessed on a scale of 1-5 – to produce a gross risk score.
- 3.12 Current controls designed to mitigate the risk are also listed and these, in turn, generally result in a (lower) net risk score. Finally, additional actions are listed for the Risk Owner to consider to further reduce the level of risk (commensurate with their risk appetite). Risk Ownership will be regularly reviewed and adjusted in light of any changes to the LBB Corporate Leadership Team structure.

4. IMPACT ON VULNERABLE ADULTS & CHILDREN

- 4.1 The appended Risk Register covers environmental services, which tend to be universal in nature, rather than being specifically directed towards vulnerable adults and children. It also covers Public Protection activities which do impact on vulnerable people – for example the Trading Standards team are responsible for safeguarding vulnerable adults who may be targeted by rogue traders and the Anti-Social behaviour and Gangs and Serious Youth Violence teams are actively targeting and supporting those young people that are at risk of crime.

5. POLICY IMPLICATIONS

- 5.1 The Council’s renewed policy ambition for the borough is set out in [Building a Better Bromley](#) and the various Portfolio Plans. Risk Registers help to deliver these policy aims by identifying issues which could impact on ‘ensuring good contract management to ensure value-for-money and quality services’ and putting in place mitigation measures to reduce risk and help deliver the policy aims and objectives.

6. PROCUREMENT IMPLICATIONS

- 6.1 Contract and hence procurement risk is mainly captured in the Contracts Database and Contracts Register Report rather than this Risk Register Report. That said, progress with mobilising the new Environmental Services Contract is captured in the appended register due to the contract’s strategic importance.

7. FINANCIAL IMPLICATIONS

- 7.1 There are no direct financial implications arising from this report, however the Risk Register does identify areas that could have financial risks.

8. PERSONNEL IMPLICATIONS

- 8.1 There are no direct personnel implications but the Risk Register does identify service areas where recruitment and capacity present challenges (e.g. 12: Staff Resourcing and Capability).

9. LEGAL IMPLICATIONS

- 9.1 There are no direct legal implications but the Risk Register does identify some regulatory and legal issues: e.g. compliance with Health & Safety law and Industrial Action.

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

RISK REGISTER REPORT (ES18037): RISK ASSESSMENT GUIDANCE SUMMARY

LIKELIHOOD	Almost Certain (5)	5	10	15	20	25	15+	High Risk: review controls/actions every month	
	Highly Likely (4)	4	8	12	16	20	10 - 12	Significant Risk: review controls/actions every 3 mths	
	Likely (3)	3	6	9	12	15	5 - 9	Medium Risk: review controls/actions every 6 months	
	Unlikely (2)	2	4	6	8	10	1 - 4	Low Risk: review controls/actions at least annually	
	Remote (1)	1	2	3	4	5			
	Insignificant (1)	Minor (2)	Moderate (3)	Major (4)	Catastrophic (5)				
	IMPACT								

LIKELIHOOD KEY					
Expected frequency	Remote (1)	Unlikely (2)	Possible (3)	Likely (4)	Definite (5)
Expected frequency	10-yearly	3-yearly	Annually	Quarterly	Monthly

IMPACT KEY					
Risk Impact	Insignificant (1)	Minor (2)	Moderate (3)	Major (4)	Catastrophic (5)
Compliance & Regulation	<ul style="list-style-type: none"> Minor breach of internal regulations (not reportable) 	<ul style="list-style-type: none"> Minor breach of external regulation (not reportable) 	<ul style="list-style-type: none"> Breach of internal regulations leading to disciplinary action Breach of external regulations, reportable 	<ul style="list-style-type: none"> Significant breach of external regulations leading to intervention or sanctions 	<ul style="list-style-type: none"> Major breach leading to suspension or discontinuation of business and services
Financial	<ul style="list-style-type: none"> <£50,000 	<ul style="list-style-type: none"> > £50,000 <£100,000 	<ul style="list-style-type: none"> >£100,000 <£1,000,000 	<ul style="list-style-type: none"> >£1,000,000 <£5,000,000 	<ul style="list-style-type: none"> >£5,000,000
Service Delivery	<ul style="list-style-type: none"> Disruption to one service for a period <1 week 	<ul style="list-style-type: none"> Disruption to one service for a period of 2 weeks 	<ul style="list-style-type: none"> Loss of one service for between 2-4 weeks 	<ul style="list-style-type: none"> Loss of one or more services for a period of 1 month or more 	<ul style="list-style-type: none"> Permanent cessation of service(s)
Reputation	<ul style="list-style-type: none"> Complaints from individuals / small groups of residents Low local coverage 	<ul style="list-style-type: none"> Complaints from local stakeholders Adverse local media coverage 	<ul style="list-style-type: none"> Broader based general dissatisfaction with the running of the Council Adverse national media coverage 	<ul style="list-style-type: none"> Significant adverse national media coverage Resignation of Director(s) 	<ul style="list-style-type: none"> Persistent adverse national media coverage Resignation / removal of CEX / elected Member
Health & Safety	<ul style="list-style-type: none"> Minor incident resulting in little harm 	<ul style="list-style-type: none"> Minor injury to Council employee or someone in the Council's care 	<ul style="list-style-type: none"> Serious injury to Council employee or someone in the Council's care 	<ul style="list-style-type: none"> Fatality to Council employee or someone in the Council's care 	<ul style="list-style-type: none"> Multiple fatalities to Council employees or individuals in the Council's care

Environment & Public Protection (E&PP) Risk Register

No.	E&PP RISK REF	DIVISION	RISK TITLE & DESCRIPTION	RISK CAUSE & EFFECT	RISK CATEGORY	GROSS RISK			EXISTING CONTROLS IN PLACE TO MITIGATE THE RISK	CURRENT RISK			DATE LAST REVIEWED:	04.01.21
						LIKELIHOOD	IMPACT	RISK RATING		LIKELIHOOD	IMPACT	RISK RATING	FURTHER ACTION REQUIRED	RISK OWNER
1	1	All E&PP	Emergency Response Failure to respond effectively to a major emergency / incident internally or externally	Cause(s): -Emergency may be triggered by storms, floods, snow, extreme heat or other emergency. Ineffective response could be caused by capacity and/or organisational issues Effect(s): - Failure to fulfil statutory duties in timely manner - Disruption to infrastructure and service provision in general	Service Delivery	2	4	8	1. Corporate Major Emergency Response Plan 2. Adoption of Standardisation Process in terms of Emergency Response 3. Business Continuity Policy & Strategy and associated Service Business Continuity Plans 4. Out-of-Hours Emergency Service 5. Winter Service Policy and Plan (reviewed annually) 6. Ongoing training, Testing and Exercising programme 7. Multi-agency assessment of emergency risks 8. Training Programme delivered for volunteers in respect of Standardisation Process 9. Implementation of 'on-call rota' for Emergency Response Manager and at Director level 10. Multi-agency forum for emergency preparedness, response and recovery planning within the Borough	2	3	6	1. Delivery of the Business Continuity Management process by CLT 2. Development of risk-specific arrangements based upon London Resilience frameworks, informed by the Borough Community Risk Assessment 3. Recruit and train more Emergency Response Volunteers 4. Implementation of the Resilience Standards For London	David Tait
2	2	All E&PP	Central Depot Access Major incident resulting in loss of / reduced Depot access affecting service provision (LBB's main vehicle depot)	Cause(s): -Fire, explosion, train derailment, strike etc. Effect (s): -Significant service disruption (Waste, Street Cleaning, Gritting, Fleet Management, Neighbourhood Management etc.)	Service Delivery	4	3	12	1. Contingency plans for: - Alternative vehicle parking - Temporary relocation of staff - Storage of bulky materials 2. Implement Business Continuity Plans 3. Close liaison with other Depot users (e.g. Waste Contract, Street Cleansing) and Highways Winter Service Team 4. 'Central Depot Users Group' (Health & Safety/co-operative forum for all site users) 5. Work Place Risk Assessments in place 6. Depot Insurance reviewed September 2020 to ensure full reinstatement cover is in place 8. Waste Service Change has incorporated separate battery collection which will reduce likelihood of fires from batteries in residual waste	3	3	9	1. Site re-development plans to include recommendations from fire safety audit. To include consideration of fire suppression systems	Paul Chilton
3	3	All E&PP	Fuel Availability Fuel shortage impacting on both LBB and service provider transport fleet	Cause(s): -National or local fuel shortage caused by picketing or other external factors Effect (s): -Failure to provide services impacting on residents and other customers	Service Delivery	1	5	5	1. Identified alternative fuel supplies at contractors and neighbouring boroughs (corporate Fuel Disruption Plans based on National Plan are held by the Emergency Planning Team) 2. Designated Filling Station identified under National Emergency Plan by London Resilience Team as designated fuel supply for LBB logoed vehicles 3. Fuel store at Central Depot 4. Ongoing liaison with other London Boroughs concerning collaboration and assistance	1	4	4	1. Continue to monitor service provider arrangements for ensuring adequate fuel supply	Peter McCready
4	4	All E&PP	Business Continuity Arrangements Lack of up-to-date, tried and tested, BCP for all Council services	Cause(s): -Failure to implement and keep up-to-date effective service and corporate Business Continuity Plans Effect(s): -Non-provision of critical services following an incident (internal or external)	Service Delivery	2	4	8	1. Corporate Risk Management Group now encompasses Business Continuity 2. Full suite of BC plans in place across all Directorates, including E&PP 3. Overarching corporate BC plan developed identifying prioritisation of all services 4. All E&PP BC plans now transposed on to new corporate BCP template 5. Corporate BC management policy & strategy document signed off by leader and chief exec 6. Ensure all service providers have up to date Business Continuity Plans	2	4	8	1. CLT adoption of BCM which will monitor delivery on behalf of COE going forwards. Current COVID-19 disruption to ways of working has tested BCPs during the largest disruption encountered in decades. ICT system failure has been identified as the largest risk and is outside the control of E&PP	David Tait
5	6	All E&PP	Industrial Action Contractors' staff work-to-rule / take strike action impacting on service delivery	Cause(s): -Union dissatisfaction over pay and conditions (particularly in Waste, Libraries) Effect (s): -Temporary disruption to service / reduced customer satisfaction	Service Delivery	3	4	12	1. Ongoing monitoring / meetings regarding workforce issues 2. Joint development of Business Contingency Plans with Service Providers 3. Staff training and engagement built into the Environmental Services contracts	2	4	8	1. Review public communications to be used in the event of a strike 2. Staff training and engagement incorporated into communications with Library staff	Colin Brand
6	8	All E&PP	Health & Safety (E&PP) Ineffective management, processes and systems within E&CS departmentally	Cause(s): -Failure to take departmental action to reduce likelihood of accidents, incidents and other H&S issues Effect (s): -HSE investigation / prosecution leading to fines, increased insurance claims, and reputational damage	Health & Safety	3	4	12	1. Workplace Risk Assessments (including lone and home working) 2. Accident & Incident Reporting system (AR3 & Riddor) 3. Contractor Inspection electronic Reporting system 4. Interface with Corporate Risk Management Group 5. Annual audits and annual paths surveys (Parks) 6. Cyclical 5-year survey of park trees and highway trees 7. Regular Footway inspections 8. Fire responsible persons list in place for all sites under the control of E&PP 9. EPP Health and Safety Committee meets regularly to review departmental Health and Safety arrangements 10. All corporate policies followed for COVID-19 risk assessments. Staff home working unless unable to do so.	2	4	8	1. Ensure Workplace Risk Assessments (inc. Homeworking) updated annually and biennial reviews conducted 2. Encourage reporting of all significant accidents and incidents using AR3 form (and reporting of RIDDOR incidents) 3. and ensure the necessary communication and training is provided. 4. Ensure resource exists to discharge statutory functions 5. Ensure any staff wishing to return to the office during COVID-19 have done so in accordance with all corporate processes and procedures.	Sarah Foster (Paul Chilton leading during COVID-19 whilst SF is seconded to Shielding, Volunteering and Assistance programme)
7	12	Highways	Highways Management Deterioration of the Highway Network due to under-investment	Cause(s): -Failure to manage Highways in respect of traffic volumes, winter weather, financial resources leading to deteriorating condition Effect (s): -Leading to increased maintenance costs, insurance claims (trips, falls and RTAs) and reputational damage	Financial	2	4	8	1. Strategy to mitigate insurance claims 2. Inspection regime and defined intervention levels for maintenance repairs and monitoring 10% of works for compliance 3. Winter Maintenance procedures (gritting / salting) 4. Increased salt storage capacity 5. Improved customer expectation management 6. Asset management technique (e.g. Highway Asset Management Plan) 7. New capital programme to reduce reactive works 8. Performance Management measures incorporated into Highways contract 9. Modernisation of contractor's programming and completion of maintenance repairs involving remote working ICT technology	3	2	6	2. Additional inspections carried out and repairs undertaken as necessary	Garry Warner

Environment & Public Protection (E&PP) Risk Register

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						LIKELIHOOD	IMPACT	RISK RATING		LIKELIHOOD	IMPACT	RISK RATING	FURTHER ACTION REQUIRED	RISK OWNER
8	13	SSGS	Arboricultural Management Failure to inspect and maintain Bromley's tree stock leading to insurance claims etc.	Cause(s): -Failure to ensure that trees are managed as safely as reasonably practicable Effect (s): -Leading to blocked highways, reputational damage and financial liabilities	Financial	4	3	12	1. Tree care and safety contract in place (new contract commenced April 2019) 2. Full asset Survey of ~30% of street and park trees (and 50% of school trees) 3. Risk trees identified and registered increased inspection frequency using asset management database (Confirm) 4. Implement remedial works to address risk associated defects 5. Review Tree Risk Management Strategy (annually) 6. Review the 'Storm Strategy' annually to be able to respond quickly and call in additional staff, equipment and contractors 7. Provide a cyclical safety survey and remedial works schedule commensurate to budget availability and potential prioritisation 8. Work with FixMyStreet Officer (Secondment) to ensure enquiries are responded to as quickly as possible	2	3	6	1. Continue to monitor completion of annual tree surveys by Arboriculture Team ensuring programme requirements are met. 2. 2021/26 Tree Management Strategy to be approved by Env. PDS March 2021	Peter McCready
9	14	All E&PP	Income Variation (Highways and Parking*) Loss of income when the Council is looking to grow income to offset reduced funding *Note new COVID-19 specific parking risk addition at the end of this register	Cause(s): - Improved Street Works performance by utility companies (reduced fines) - Under-achievement of expected car parking income and parking enforcement, due to resistance to price increases and reduced incidents - Loss of income from Penalty Charge Notices for Bus Lane Enforcement activity - Reduction in Street Enforcement activity (Fixed Penalty Notices) - Failure of APCOA (new Parking contractor) to provide contracted services (e.g. strikes) Effect (s): -Loss of income with potential to reduce service delivery funds	Financial	3	3	9	1. Regular income monitoring and review of parking tariff structures, including benchmarking Parking charges against other authorities and local private sector competitors 2. Monitoring contractor performance (e.g. only issue good quality PCNs) 3. Good debt recovery systems 4. Monitoring parking use and avoid excessive charge increases 5. Provide attractive, safe clean car parks 6. Regular contractor meetings 7. Monitoring of parking enforcement activity through Performance Indicators reported to PDS Committees (E&CS, PP&E) 8. Scrutiny of APCOA at PDS meetings	3	2	6	1. Refine procedure for resolving disputes with utilities 2. Review of parking tariff structures 3. Continue to monitor success in achieving enforcement objectives 4. Intelligence-led targeting of hotspot sites for enforcement 5. Review of further income opportunities as part of Council's Transformation agenda	Colin Brand
10	15	SSGS	Waste Budget Increasing waste tonnages resulting in increased waste management costs	Cause(s): - COVID-19 pandemic has and will continue to impact the amount of waste generated by Bromley Households and Businesses. Increased home working and a move towards single use could increase waste tonnages and associated costs. - Failure to anticipate/manage waste management financial / cost pressures due to increasing landfill tax, increasing property numbers, declining recycling income (lower paper tonnages or rejected wet paper loads) and limited alternate treatment capacity. - Waste tonnage growing faster than budgeted or operational factors (i.e. adverse weather conditions, additional home working during COVID-19 etc.) Effect (s): - Budgets being exceeded and potential knock-on impact on other Council services	Financial	5	4	20	1. Cost pressures recognised in Council's Financial Strategy 2. Send virtually zero to landfill from April 2020, minimising any tax increase 3. Continued focus on promoting waste minimisation and recycling (e.g. in Environment Matters and through targeted campaigns and initiatives e.g. the flats above shops pilot launched in September 2020) - Monthly monitoring of recycled tonnages and projection to yearly figures - Regular and sustained recycling awareness campaign - Consolidation of Compositing for All campaign - Continuing investigation of waste minimisation and recycling initiatives - Monthly monitoring of all waste tonnages and projection to yearly figures - Monthly monitoring of all collection costs and figures - Ongoing analysis of collection and disposal methodology 4. Reviewing and benchmarking operational costs to identify options 5. Monitoring procedure in place (from December 2019) for the testing of paper loads to determine moisture content.	3	4	12	1. Continue to work with Veolia to ensure that recycling services are offered to residents throughout the COVID-19 pandemic.	Peter McCready
11	18	All E&PP	Town Centre Businesses and Markets Loss of town centre businesses to competition and as a result of the COVID-19 pandemic	Cause(s): -COVID-19 Pandemic causing businesses and market traders to cease trading (temporarily or permanently) - Town centre social distancing measures resulting in a reduced amount of market stalls Effect(s): -Reduction in high street business and market stall occupancy -Loss of income (Business rates and market stalls) -Poor public perception and negative publicity	Financial	5	3	15	1. BID Teams organise town centres events 2. Investment in Orpington High Street and Bromley North (done) 3. Regular advertising / promotion of markets and availability of stalls 4. Review of Market operational costs to reduce costs where possible (a new Market Strategy is under development and will be delivered from 2020/21) 5. Regular maintenance and renewal of market infrastructure - recent market relocation project has been completed and feedback from traders is positive 6. Markets Manager attends regular strategy meetings with BIDs and has provided guidance for a new town centre (BID) framework agreement	2	3	6	1. Ongoing review of market provision linked to outsourcing service provision 2. Detailed annual action plan to be drawn up for each town centre	Colin Brand
12	39	All E&PP	Staff Resourcing and Capability Loss of corporate memory and ability to deliver as key staff leave (good new staff are at a premium)	Cause(s): -Availability of suitably qualified / experienced staff to replace retirees and leavers. Particular problem within Planning, Environmental Health and Traffic professionals (TIL offers better remuneration and career progression). Lack of incentive for good staff to remain at LBB. Effect (s): -Loss of organisational memory, greater reliance on contracted staff, delays in delivering services / plans (e.g. Transport Local Implementation Plan). Inability to effectively manage contracts as Contract Managers may have started out in a different role (i.e. as Service Managers) and do not have the necessary expertise to do so (i.e. auditing).	Service Delivery	3	4	12	1. Ongoing programme to find and retain quality staff through internal schemes such as career grades and ongoing CPD	3	3	9	1. Consider potential for contractors to supply necessary skills 2. Review options with HR for incentivisation schemes to ensure staff recruitment and retention is high 3. Existing controls are not currently sufficient to maintain the staff quota within the Arboriculture team. Explore apprenticeship scheme as a possibility to ensure this team can maintain deliverables of the service in terms of client inspections and reporting. Enlist contractor to assist with tree survey backlog.	Colin Brand

Environment & Public Protection (E&PP) Risk Register

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						LIKELIHOOD	IMPACT	RISK RATING		LIKELIHOOD	IMPACT	RISK RATING	FURTHER ACTION REQUIRED	RISK OWNER
13	41	All E&PP	Climate Change Failure to adapt the borough and Council services to our changing climate	Cause(s): -Severe weather events including extreme heat, storms, floods etc. Effect (s): -Resulting in threats to service provision, environmental quality and residents' health in addition to reputational damage caused by perceived lack of action to tackle climate change	Service Delivery	3	4	12	1. Adopt best adaptation practice as identified through London Climate Change Partnership, UK Climate Impacts Programme, and the Local Adaptation Advisory Panel 2. Implementation of LBB's Carbon Management Programme 3. LBB Surface Water Management Plan and Draft Local Flood Risk Strategy 4. Establish net zero (direct) carbon emissions target for 2029 as part of 10 year climate plan	2	4	8	1. Emergency Planning to liaise with Public Health on cross-cutting issues e.g. excess summer deaths and vector-borne disease etc. 2. Detailed climate action plan to be developed as part of ongoing Carbon Management Programme, in order to achieve net zero carbon emissions by 2029	Sarah Foster (Colin Brand leading during COVID-19 whilst SF is seconded to Shielding, Volunteering and Assistance programme)
14	25	Public Protection	Income Reconciliation (Public Protection Licensing) Uncertainty around income reconciliation when the Council is looking to grow income to offset reduced funding	Cause(s): - Lack of processes to reconcile actual licence fee income against expected income held on service specific IT systems. Effect (s): - Loss of income with potential to reduce service delivery funds - Reputational damage	Financial	3	2	6	1. Regular income monitoring 2. Good debt recovery systems 3. Monitoring of activity through Performance Indicators 4. Continual Benchmarking of licensing charges against other authorities	3	2	6	1. Refine procedure for reconciliation of expected income against actual and provide suitable training for staff to deliver this	Joanne Stowell
15	26	SSGS	Income Reconciliation (Waste Management) Uncertainty around income reconciliation linked to the mobilisation of new waste contracts	Cause(s): -Lack of integration between client and service provider IT systems so that data is not linked - Loss of income due to the closure of some businesses during the COVID-19 pandemic Effect (s): - Loss of income from Commercial Waste and Green Garden Waste services with potential to reduce service delivery funds - Costs incurred as a result of additional last minute resources required to deliver services - Reputational damage	Financial	3	2	6	1. Regular income monitoring 2. Good debt recovery systems 3. Monitoring of activity through Performance Indicators 4. Suspend commercial accounts allowing the businesses to return once open following the COVID-19 pandemic.	1	2	2	1. Refine procedure for reconciliation of expected income against actual and provide suitable training for staff to deliver this. 2. Project in 2020/21 to review the platform under which the garden waste and commercial waste service are hosted on. 3. Work with Veolia to review the commercial waste service offer to businesses with a view to provide a recycling offer and grow the commercial waste customer base.	Peter McCready
16	28	Public Protection	Dogs and Pests Contract Failure to deliver the contract to the required service levels	Cause(s): -Lack of robustness within contract specification in terms of contract deliverables and Key Performance measures Effect (s): -Inability to deliver statutory functions -Reputational damage	Service Delivery	3	2	6	1. Identification of named Contract Manager 2. Regular contract management meetings with service provider 3. Review of contract specification to identify change control requirements (a contract change notice regarding a change to invoicing was signed in August 19).	2	2	4	This contract is now running well, the contract is due to be extended for 1 year and no action is required at this time.	Joanne Stowell
17	29	Public Protection	Out of Hours Noise Service Failure to deliver statutory services	Cause(s): The out of hours noise service is dependant on grant funding from the Mayors Office for Policing & Crime (MOPAC) by way of the Local Crime Prevention Fund. This grant is released on a 2 year cycle, current cycle ends March 2021. The grant was reduced in 2017 and there is no guarantee it will be sustained post April 2021. The service is staffed on a voluntary basis. Effect: Inability to deliver Out of Hours Noise Service.	Service Delivery	3	4	12	1. Annual review with MOPAC on service outcomes	3	4	12	1. Meetings with MOPAC to ensure early warnings of any change to funding levels. MOPAC funding is outside of the control of LBB. 2. Review the Service offer	Tony Baldock
18	30	Public Protection	Integrated Offender Management Failure to contribute to IOM in Bromley	Causes: -IOM functions are reliant on grant funding from MOPAC via the LCPF, equates to one day per week. Reduction or cessation of grant after April 2020. Effect: -Inability to contribute to IOM in Bromley.	Service Delivery	3	4	12	1. Annual review with MOPAC on service outcomes	3	4	12	1. Meetings with MOPAC to ensure early warnings of any change to funding levels. MOPAC funding is outside of the control of LBB.	Tony Baldock
19	31	Public Protection	Anti-Social Behaviour Co-Ordinator post: Failure to deliver ASB problem solving and partnership activity	Cause(s): -Grant from MOPAC via the LCPF is used to fund the ASB Co-ordinator post which is responsible for delivering targeted ASB project work across the borough with partner agencies. Reduction or cessation of grant after April 2021. Effect: -Inability to fund this post would result in the cessation of targeted ASB work with partners across the borough. Funding for this post was reduced in 2018 and the shortfall was met by LBB. LBB continue to meet the slight shortfall in 2019.	Service Delivery	3	4	12	1. Review of project outcomes to determine whether they can be delivered on a reduced budget with LBB contributions in kind	3	4	12	1. Review of Community Safety functions to allow for MOPAC project delivery on reduced days per week. MOPAC funding is outside of the control of LBB.	Tony Baldock

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