



THE LONDON BOROUGH
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DATE: 5th March 2024

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

Councillor Adam Jude Grant (Chairman)
Councillor Felicity Bainbridge (Vice-Chairman)
Councillors Kathy Bance MBE, Josh Coldspring-White, Simon Fawthrop,
Colin Hitchins, Alisa Igoe, Chloe-Jane Ross, Alison Stammers and Harry Stranger

A meeting of the Environment and Community Services Policy Development and
Scrutiny Committee will be held at Bromley Civic Centre, Stockwell Close, Bromley,
BR1 3UH on **WEDNESDAY 13 MARCH 2024 AT 7.00 PM**

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 23RD JANUARY 2024 (Pages 5 - 48)**
- 4 ORAL QUESTIONS FROM MEMBERS OF 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. This would have been 5pm on 28th March 2024.

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 7th March 2024.

5 ORAL QUESTIONS FROM COUNCILLORS

6 WRITTEN QUESTIONS FROM THE PUBLIC AND COUNCILLORS

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. This would have been 5pm on 28th March 2024.

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 7th March 2024.

7 MATTERS OUTSTANDING AND WORK PROGRAMME (Pages 49 - 56)

HOLDING THE PORTFOLIO HOLDER TO ACCOUNT

8 UPDATE FROM THE ENVIRONMENT PORTFOLIO HOLDER

9 UPDATE FROM THE PORTFOLIO HOLDER FOR TRANSPORT, HIGHWAYS AND ROAD SAFETY

10 ECS PERFORMANCE OVERVIEW (Pages 57 - 66)

11 PRE-DECISION SCRUTINY OF REPORTS TO THE ENVIRONMENT AND COMMUNITY SERVICES PORTFOLIO HOLDER AND THE PORTFOLIO HOLDER FOR TRAFFIC, HIGHWAYS AND ROAD SAFETY

Portfolio Holder decisions for pre-decision scrutiny.

a BUDGET MONITORING REPORT (Pages 67 - 74)

b CAPITAL PROGRAMME MONITORING - QUARTER 3 2023/24 (Pages 75 - 80)

c ANERLEY HILL/ANERLEY ROAD BUS PRIORITY AND PEDESTRIAN SAFETY IMPROVEMENT SCHEME (Pages 81 - 86)

d PROPOSED PEDESTRIAN CROSSING FACILITIES NEAR CHISLEHURST WAR MEMORIAL (Pages 87 - 94)

e VEHICLE CROSSOVER POLICY (Pages 95 - 98)

f 2024/25 PLANNED HIGHWAY MAINTENANCE PROGRAMME (Pages 99 - 104)

12 POLICY DEVELOPMENT AND OTHER ITEMS

13 ECS CONTRACTS REGISTER (Pages 105 - 112)

14 ECS RISK REGISTER (Pages 113 - 120)

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ENVIRONMENT AND COMMUNITY SERVICES POLICY DEVELOPMENT AND SCRUTINY COMMITTEE

Minutes of the meeting held at 7.00 pm on 23 January 2024

Present:

Councillor Adam Jude Grant (Chairman)
Councillor Felicity Bainbridge (Vice-Chairman)
Councillors Kathy Bance MBE, Josh Coldspring-White,
Simon Fawthrop, Colin Hitchins, Alisa Igoe,
Alison Stammers, Harry Stranger and Graeme Casey

Also Present:

Councillor Nicholas Bennett J.P., Councillor Will
Rowlands, Councillor Thomas Turrell and Councillor
Sophie Dunbar

68 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

Apologies were received from Councillor Chloe Jane Ross and Councillor Graeme Casey attended as substitute.

Councillor Adam Jude Grant was appointed as the new Chairman and Councillor Felicity Bainbridge was appointed as Vice Chairman.

The Chairman welcomed Councillor Josh Coldspring White to the Committee.

69 DECLARATIONS OF INTEREST

Councillor Alison Stammers declared an interest as the Secretary of the Friends of Chislehurst Recreation Ground and as a regular donor to the Chislehurst Conservators.

70 MINUTES OF THE MEETING HELD ON 16th November 2023

It was pointed out that in the main body of the minutes, and in response to a question, it had been noted that litter picking in car parks took place on a weekly basis. A Member highlighted that with respect to car parks in Chislehurst, one of the car parks was inspected on a weekly basis and the other two car parks were only inspected on a three weekly basis. Notwithstanding this, the minutes were agreed as a correct record of proceedings and signed accordingly.

71 MATTERS ARISING AND WORK PROGRAMME

23 January 2024

CSD24009

A Member raised the matter of the Equalities Impact Assessment that was undertaken with respect to the removal of cash payments for parking in Bromley. The Member was of the view that a correct formal public consultation process had not taken place, which was a fundamental principle of an EIA. She asked why the correct consultation process was not followed and referred to the fact that there was a similar situation with respect to Brighton Council where a judicial review of process was being undertaken. The Director of Environment and Public Protection responded that it was the Council's view that no additional consultation other than that already undertaken was required. The Member requested that in the future, a full yearly financial analysis report with respect to RingGo be brought to the committee, highlighting savings and income streams. The Director responded that the most appropriate place to do this would be at the annual review of the APCOA contract. The Member responded and expressed the view that the matters were separate. The Director answered and said that contractually they were not, as the Council only had a contract with APCOA and not with RingGo, who was subcontracted by APCOA. The Member responded that there was a need to scrutinise the decision that had been made. The Portfolio Holder for Transport, Highways and Road Safety commented that it was not appropriate to keep revisiting the matter at every meeting and agreed with the Director that the time to revisit the matter was at the annual review of the APCOA contract. It was noted the depot infrastructure report had been moved to the June committee.

RESOLVED that the Matters Arising and Work Programme report be noted.

72 ORAL QUESTIONS TO THE PORTFOLIO HOLDERS FROM MEMBERS OF THE PUBLIC

Three oral questions were received from members of the public. The questions and responses are appended to the minutes.

73 ORAL QUESTIONS TO THE PORTFOLIO HOLDERS FROM COUNCILLORS

Four oral questions were received from Councillors. The questions and responses are appended to the minutes.

74 WRITTEN QUESTIONS

Six written questions were received from members of the public. The questions and responses are appended to the minutes.

75 UPDATE FROM THE PORTFOLIO HOLDER FOR THE ENVIRONMENT

The Committee received an oral update from the Portfolio Holder for Environment. A Member expressed thanks to the Portfolio Holder for his visit to the Plaistow ward. She raised the question of QR codes for trees and wondered when they were going to be fully operational. The Portfolio Holder responded that he was hopeful this would be achieved within the next two weeks.

RESOLVED that the update from the Portfolio Holder for Environment be noted.

**76 UPDATE FROM THE PORTFOLIO HOLDER FOR TRANSPORT,
HIGHWAYS AND ROAD SAFETY**

A Member expressed her thanks to all those who had met with TfL to resolve the issue of vandalised traffic lights throughout the borough. She commented that in many cases the traffic had flowed better when the lights were out. However, it was sometimes the case that the negative aspect of this was that pedestrians were put in danger. She wondered if the Council could look at traffic management at junctions in a different manner. The Portfolio Holder for Transport, Highways and Road Safety reminded the committee that it was TfL that installed the traffic lights and that at night time, drivers and pedestrians would be more vulnerable; consideration would also need to be applied to protecting school children. The Assistant Director for Traffic & Parking stated that new traffic signals would only be considered when there was a critical problem; the main concern was with safety, rather than traffic flow.

A Member stated that the first traffic light had gone down on the 10th of January and that she had written to the Portfolio Holder for Transport, Highways and Road Safety on the 15th of January, requesting that an appropriate press release be issued to the public. She commented that nothing had been released until the 19th, and asked why this had taken so long, and why the Portfolio Holder had not mentioned any injuries (sustained as a result of the lights not working) in his update. The Portfolio Holder responded and said that the Council was not responsible for the traffic signals around the borough and this indeed was the responsibility of TfL. The Council was not the traffic authority and it was the responsibility of TfL to deal with any issues that occurred with respect to traffic lights. He said that the Council paid £0.5m annually to TfL to sort out any issues regarding traffic signals. He said the issuing of a press release would not have modified driving.

The update stated that the Government had awarded Bromley an additional £455,000 to spend on potholes in each of 2023-24 and 2024-25". A Member asked if the funds could be used to repair College Road, (which had multiple bus routes, a nursery and a church), and was a main artery into Bromley. The Portfolio Holder replied that this would be considered at his meeting with officers.

A Member suggested that as the vandals had been targeting traffic lights, could the Council use new poles instead of putting cameras on the existing

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traffic lights. The Portfolio Holder for Transport, Highways and Road Safety replied that this was a matter for TfL and that sometimes TfL placed the cameras in places which the Council did not approve of. In essence, TfL could put the cameras wherever they wanted to. The committee was reminded that the vandalism of traffic lights and cameras was a criminal activity.

RESOLVED that the update from the Portfolio Holder for Transport, Highways and Road Safety be noted.

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

a ECS PERFORMANCE OVERVIEW REPORT

ES20348

A Member pointed out that the target with respect to Highways Maintenance had not been hit and indeed it was only 40% against a target of 90%. The Assistant Director for Highways responded that an improvement plan was in place and that matters were improving. Regular meetings had been taking place with Riney and they had been asked to improve their performance further. A Member enquired if Riney were currently paying low service damages. It was noted that these had been suspended last January, but would be re implemented in April this year.

It was noted that an improvement plan was also in place with respect to Glendale. A Member commented that there had been many references to an improvement plan at many meetings, without much evidence of improvement actually taking place. She expressed the view that Glendale were struggling and was concerned that they would never get better. The Assistant Director, Environment (Carbon Management and Greenspace) commented that performance was now starting to recover due to various reasons including additional recruitment, a review of processes and changes in management. The recent storms had added to the difficulties in dealing with the backlog. Additional contractors would be brought in as required. A Member expressed concern about additional spend on contractors. The Director for Environment and Public Protection provided assurance that this expense was contained within the existing budget. It was further noted the KSIs were high; this was because there had been a higher than expected number of KSI incidences in May and June.

The Assistant Director (Traffic and Parking) pointed out that the Council needed to look at long term trends and long term data. He said that the KSI figures were half of what they were in early 2000, and were in fact the best in London. A Member highlighted the fact that the 'Driven by Consequences' program had only been held once a year, and she expressed the view that more of these schemes in schools were required. The Assistant Director for Traffic and Parking responded and said that it was intention of the Council to

run more of these programs if possible, but that the Council had to build up relationships with schools in the borough.

It was asked if the additional work caused by the damage from recent storms would be within budget or would additional funding be required. The Director said that supplementary funding may be required as there were budgetary implications as a result of a succession of storms. It was asked that in view of the fact that storms were becoming more frequent, would it be helpful to bring services in house. The Director pointed out that to deal with fallen trees needed specialised equipment and trained staff, so it made sense to continue to use an organisation that had these resources readily available.

A Member referenced section 3.3 of the report which showed Riney's projection and targets with respect to 10 day highway maintenance times and 35 day highways maintenance times. The former was currently projected to hit 23% target, (out of 90%) and the latter had a 90% target with a projection of 40%. The Member referred to these as 'flashing' red targets and wondered when the implementation plan would be implemented and take effect. The Assistant Director (Highways) responded that the number of outstanding jobs was reducing rapidly, and the date to come back on target was set at 1st of April. The Director for Environment and Public Protection said that he and other officers had spent a whole day recently, discussing issues with Riney and it was now the case that they had a much more stable workforce and were introducing innovative technology that would speed up pothole repairs. The Portfolio Holder for Transport, Highways and Road Safety added that Riney had now employed a Planner to plan the repair of potholes more efficiently. He also pointed out that LIP funding had been cut by 50%.

The Assistant Director for Traffic and Parking pointed out that the Council's Road Safety Officer was undertaking road safety and educational work twice a week in schools, (every week) and education was also being carried out with respect to E scooters and mopeds.

RESOLVED that the Portfolio Holders endorse the outcomes, aims and performance measures set out in the 2023/24 ECS Portfolio Plan.

78 ECS PERFORMANCE OVERVIEW INFORMATION BRIEFING

No questions were received specifically regarding the information briefing.

a UPDATE ON ELECTRIC VEHICLE CHARGING STRATEGY

ES20343

The Chairman expressed concern over the time that it took to charge vehicles, and the cost involved. He hoped that there was scope to upgrade in the future and that the cost from the provider could be reduced. The LBB Transport Planner explained that this particular product was for residential

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charging which was done slowly and mainly overnight which was good for the vehicle and the batteries.

Members discussed the user agreement and maintenance going forward. It was hoped that the gully would be considered as an asset in the property. Members discussed the provision of the service for Motability users and the Transport Planner explained that issues around usage by Motability users had not yet been decided. It was asked if a gully could be shared and the general view was that this should be possible. At the time of the meeting, a start date for implementation had not yet been decided. It was noted that the power supply would be supplied in the usual way from the customer's normal household electricity supply. In terms of general maintenance of the gully itself, (cleaning, clearing etc) that would be down to the resident. The provider(s) would provide their own warranty period for the unit itself. The Council would still have a responsibility for the footway in general so would be expected to re-install the unit in the event of footway works. A Member asked if all the street electric charging points would be situated on pavements. The Transport Planner said that this was not the case, as different locations may mean build outs.

A question was raised as to why three of the Carbon Reduction Team members had left. It was explained that one member of the team had joined Odeon in a senior role, one was a graduate trainee who had moved on to another position and another was a junior member who had been promoted internally within the Council.

It was asked if the Council would possibly get left behind in terms of progressive technology. It was commented that the technology side of things had currently settled down. The Portfolio Holder for Transport, Highways and Road Safety recommended that the Council should proceed with caution. It would be interesting to observe how Connected Kerb responded to technology changes. The equipment would need to be future proof; the Council would not want issues arising from out of date street furniture. The committee supported the recommendations as outlined in the report.

RESOLVED that the Portfolio Holder for Transport, Highways and Road Safety be recommended to:

1) Approve the appointment of Connected Kerb as a supplier of the on street electric vehicle charge points, to be installed in the locations defined in the EV Residential Charging Strategy.

2) Authorise officers to begin the process of rolling out an electric vehicle gully charging project across the Borough as a paid for service, at no cost to the Council.

3) Delegate to the Assistant Director of Legal Services, authority to sign and execute all legal and ancillary documentation arising in connection thereto.

4) Delegate to the Director of Environment and Public Protection, authority to make minor changes to the schemes in response to operational requirements.

b ALBEMARLE ROAD / WESTGATE ROAD JUNCTION RECONFIGURATION

ES20353

This report was brought to the committee to seek approval for the recommended option for the reconfiguration of the junction of Albemarle Road and Westgate Rd. This was because the recommended option retained and improved the existing priority junction arrangement and introduced a contraflow cycling facility northbound on Westgate Road.

RESOLVED that the Portfolio Holder for Transport, Highways and Road Safety be recommended to approve the proposed priority junction improvement scheme as detailed in Appendix A of the report, for the implementation of the scheme, with any minor detailed design amendments addressed under delegated authority.

c CASHLESS PARKING UPDATE REPORT

ES20355

This report was presented by the Head of Shared Parking Services to update Members on the performance of the cashless parking application RingGo, since the final stage of the removal of the pay and display machines in April 2023.

A Member expressed the view that there were still some residents who had not come to grips with RingGo and were consequently disadvantaged. She said that as far as the Chislehurst Ward was concerned, parking numbers were down on this time last year in every single area, down between 6% to 12%. Continuing, she said that over the last nine months there were 17,000 fewer parking transactions and that there was a human and financial cost. She questioned if the Council were making savings, and suggested that measures be taken immediately to offset the drop in usage across the borough. She requested that a single car park machine be installed in Chislehurst which could take card payments.

A Member expressed the view that the system had been rushed in and that more consultation had been required, together with an earlier dissemination of signage. She stated that in her view, this was discrimination against the elderly, and reminded the committee of the judicial review in Brighton. The Director for Environment and Public Protection said that he was not aware of the grounds of the judicial review with respect to Brighton Council. He stated that many other local authorities in London had moved to cashless parking.

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He said that in the view of the Ombudsman, the Council had acted correctly and there was no reason for alternative arrangements.

The Portfolio Holder for Transport, Highways and Road Safety expressed the view that if a motorist could drive a 2 tonne vehicle on the road, then they should be able to use the App. He reminded the committee that the Council had to save £30m by 2027.

The Portfolio Holder stated that his concern had to be with the borough as a whole. In terms of parking usage across the borough, the usage for April to December 2022 was 2,687,032, whilst the usage for the same period in 2023 was 2,747,778. He said that this approximated to an increase of 60,000 and a 2% increase. The Portfolio Holder said that the increase had occurred despite the fact that the Hill Car Park had been closed and the West Wickham Car Park had also been closed to make way for housing development.

Councillor Alison Stammers stated that she had reservations about the report and requested that this be noted.

RESOLVED that the Cashless Parking Update Report be noted.

**d DIY WASTE AT THE REUSE AND RECYCLING CENTRES-
CHANGE IN LEGISLATION**

ES20346

The report was presented to the committee by the Head of Environmental Strategy, Technical Support and Commissioning. The report detailed changes in legislation to prevent households from being charged for the disposal of small scale DIY waste at household reuse and recycling centres.

A Member expressed concern that the proposal would not be able to be policed effectively. He said that he was concerned about long queues developing and would support the introduction of a booking system. Another Member expressed concern around the abuse of staff and whether or not this could get worse. She also expressed a preference for the introduction of a booking system. The Head of Environmental Strategy, Technical Support and Commissioning answered and said that in terms of abuse, the main offenders were individuals using large tipper type vans, and so to deal with this it was proposed to restrict the type and the height of vehicles entering the Household Re-use and Recycling Centres. A Member enquired as to how any changes would be publicised, and it was noted the leaflets would be produced and the council website would be updated.

A Member enquired about possible administrative costs. He was informed that the attendants at the reuse and recycling centres would be using a tablet and that there would be no cost to the council. Monitoring would be undertaken to see if the new proposals positively affected the levels of fly tipping. The implementation of the new proposals would be reviewed in July and the fly

tipping report would come back to the committee in September. A Member asked if the new proposals and details could be promoted in the council magazine.

RESOLVED that:

1) The Environment Portfolio Holder acknowledge the changes in legislation and the change in practice at the two Household Reuse and Recycling Centres in Bromley.

2) The Environment Portfolio Holder be recommended to agree to the changes proposed at the Household Reuse and Recycling Centres and to restrict site users in using certain vehicle types from the 1st of March 2024.

79 POLICY DEVELOPMENT AND OTHER ITEMS

80 DRAFT 2024/25 BUDGET

FSD24009

The report was presented to the committee by the Head of Finance for Environmental and Community Services. The aim of the report was to consider the Portfolio Holders' draft 2024/25 Budget, which incorporated future cost pressures, planned mitigation measures and savings from Transformation and other budget options, which were reported to the Executive on the 17th of January 2024.

The Chairman expressed concern at the Council's predicted deficit of £39m by 2027/28.

It had been noted in the meeting that the Department for Transport had allocated £455k to the Council for a fund to deal with pot-holes. A Member commented that he could not find this in the draft budget and asked where it had been detailed. The Director for Environment and Public Protection commented that in his view this was because details of this funding had been released after the draft budget had been drawn up. The Member commented that this funding should be added to the draft budget. He commented that a budget could not be approved if details were missing. He asked that this comment be forwarded to the Executive.

A Member referred to the fact that the draft budget had shown a loss of income from the closure of West Wickham Car Park. She informed Members that Chislehurst Library Car Park was likely to be closed for a period of six months for extensive renovations and that the loss of income from this closure should also be included in the Budget.

RESOLVED that the ECS PDS Committee note the Draft Budget Report.

Post Meeting Note:

Following the question regarding pot-hole funding—the following note was sent out to the committee the following day from the Head of Finance—ECS:

The question asked by Cllr Fawthrop at committee last night regarding the pothole funding for Highways and why that is not reflected in the ECS budget, the answer to which is because the funding announced is 100% capital, and therefore would not be included in the draft revenue budgets for 24/25.

Please see link to funding announcement below which confirms that all funding is capital in the last paragraph before table 1 for regional allocations.

<https://www.gov.uk/government/publications/highways-maintenance-funding-allocations/local-highways-maintenance-additional-funding-from-2023-to-2034>

81 Park Buildings Lease Process and Grant Payments

ES20320

The ward member for Chislehurst was grateful that the grant paid to the Chislehurst Conservators had been renewed for a further five years. She was disappointed however, that the amount of the grant had not been increased since 2010. She expressed concern regarding the poor condition of some of the buildings in question due to age and being in a poor state of repair. She wondered how organisations would be prepared to take on new buildings in this condition and said that this had not been addressed in the report. She also expressed concern at the short term nature of the lease which was for seven years.

There was a discussion concerning shipping containers that would be in used to store tools and equipment for Friends Groups. It was asked if the Friends Groups would incur a charge, and if planning permission would be required. The Assistant Director for Environment (Carbon Management and Green Space) answered and said it was possible to consider longer leases where there was significant capital investment. She said that the seven-year lease term was linked to delegated authority under the constitution. The Assistant Director said that rent free periods may be required; the council needed to try hard to find new tenants and there was a need to divest the Council of responsibility for these buildings. With respect to the shipping containers, it was stated that planning permission was not always needed and decisions would be made on a case by case basis. The Assistant Director said that with respect to the containers, there were currently costs raised by legal and estate colleagues, but these were heavily discounted, those costs may need negotiating.

The Chairman asked if cladding could be applied to the containers as most of the time they looked dirty.

The Assistant Director replied and said this would be dependent upon costs; efforts would be made to place them in a discreet location. A Member objected to a 'one size fits all policy' and said he did not understand the rationale behind the seven-year lease policy. He expressed the view that longer term leases would give stability to organisations for planning purposes. The Assistant Director said the standard terms and conditions would be a new starting point for negotiations and that the length of the lease would be negotiable. A Member asked that it be minuted that it had been agreed that a one size fits all policy would not be adopted.

RESOLVED that:

1) The Portfolio Holder for Environment be recommended to approve the revised approach to leasing park pavilions and buildings as set out in the report; specifically those processes set out for vacant pavilions and lease renewals.

2) The Portfolio Holder for Environment be recommended to approve the standardisation of the grant agreements provided for leisure activities in parks and open spaces as set out in the report.

3) The Portfolio Holder for Environment be recommended to delegate authority to the Director of Environment and Public Protection in consultation with the Portfolio Holder for Environment, to agree and enter into revised grant agreements as appropriate.

4) The Portfolio Holder for Environment be recommended to delegate authority to the Assistant Director for Legal Services, to execute all relevant legal documentation ancillary thereto.

5) The Portfolio Holder for Environment be recommended to agree to the renewal of the grant to the Chislehurst Conservators, for a term of five years as further set out in the report.

82 Open Space Strategy 2021- 2031: Year 2 Update

ES20355

This report was presented by the Assistant Director for Environment (Carbon Management and Greenspace) to provide an update on the delivery of the Open Space Strategy in the second year since its adoption in November 2021.

A Member raised the issue of concessions for ice cream vans. As many of these ice cream vans were emitters of diesel fumes, she wondered how this would fit in with the Council's air quality strategy. The Assistant Director responded and said that the tender process would favour those that were lower emitters. A Member referred to an appendix which noted various objectives and progress made against those objectives. Some of the

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objectives had been Rag Rated as 'Red' and the Member stated that some of them should not really be 'red' if there was mitigation in place, or if no further action was going to be taken. Reference had been made to governance arrangements for stakeholders and clarification was required concerning this. The Assistant Director responded and said that the plan was to increase the number of stakeholders and the range of stakeholders and also to make the best use of everybody's time. It was anticipated that the government arrangements would be finalised this year.

RESOLVED that the Open Space Strategy Year 2 Update Report be noted.

83 ECS CONTRACTS REGISTER REPORT

ES20347

Members reviewed the ECS Contracts Register Report.

It was requested that going forward, the data-base extract be published in the main report and not as an Information Briefing.

RESOLVED that the ECS Contracts Register Report be noted.

84 CONTRACTS REGISTER INFORMATION ITEM

Members noted the Contracts Register database extract that had been published as an Information Briefing.

85 ECS RISK REGISTER

ES20349

Members reviewed the ECS Risk Register.

RESOLVED that the ECS Risk Register be noted.

ECS PDS-January 2024--Oral Questions from the Public

ECS PDS: Oral Questions from Councillors

ECS. Written Questions from the public

ECS PDS-November 2023--Update from the Portfolio Holder for Transport, Highways and Road Safety.

ECS PDS-January 2024: Update from the Environment Portfolio Holder

ECS PDS January 2024, Update from the Portfolio Holder for Transport, Highways and Road Safety

The meeting ended at 9.32 pm

Chairman

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ECS PDS: January 23rd 2024

Oral Questions from the public with answers:

1) Question from Ann Garrett to the Portfolio Holder for Transport, Highways and Road Safety:

Nuclear waste trains which carry highly radioactive fuel rods, have been travelling through Bromley from Dungeness to Sellafield for many years. These trains which travel very close to people's homes, continuously emit low level radiation increasing the risk of cancer and strokes. There is also the danger of an accident, which would release highly radioactive material, were the flasks to break open.

Has Bromley Council done a recent risk assessment in relation to the impact on people's health, and how would local emergency services deal with an accident were it to occur?

Response to Question 1 from the Portfolio Holder for Transport, Highways and Road Safety:

The Council is not notified of trains, or the routes of trains or any other vehicles, which may carry nuclear waste through the borough. The method of transporting nuclear waste is subjected to rigorous regulation, control, and continued risk assessment.

Supplementary Question:

The transportation of nuclear waste through the borough is due to be de-commissioned soon. I feel it is important that councillors be informed about what has been happening. I would like to ask if councillors knew about the nuclear waste travelling through the borough before I asked the question?

Response to the Supplementary Question from the Chairman:

We will get back to you and write to you concerning this.

2) Question from Alex Hudson:

When will Bromley deliver on its commitment to Net Zero and Bromley Air Quality Action Plan targets, by providing residents without offroad parking or access to SEN transport, financially viable and convenient home EV charging options, generating revenue, utilising section 106 Carbon Offset Fund and avoiding additional street furniture?

Response to Question 2 from the Portfolio Holder for Transport, Highways and Road Safety:

I refer you to the report on tonight's agenda.

Supplementary Question:

What are the alternatives that the Council offers for residents to make the switch away from fossil fuel motoring to electric?

Response to Supplementary Question:

The report sets out what we're doing for the future in terms of the provision of gullies and electric charging. 65% of residents in the borough have off road parking, and the Council encourages those who have off road parking to charge their vehicles at home.

3) Question from David Boswell:

Following the wholesale removal and imposition of cashless payments for parking using the RingGo app, I have a question for the PDS Committee to be held on the 23 January 2024, it is:

“At the PDS Meeting of the 22 November 2022, Members were given a Report and also an Equality Impact Assessment, to be read in conjunction with the Report, regarding the removal of every pay and display machine in the Borough and the imposition of parking payments using the cashless payment app RingGo, with there being no alternative payment method. The Council imposed cashless payments in April 2023 without any prior and relevant public consultation. The Report and EIA referred to there having been two previous rounds of consultations to which there were no objections. Those two rounds of consultations were undertaken to establish public attitudes regarding the removal of some pay and display machines while still retaining 131 pay and display machines.

Why was there no public consultation before 22 November 2022 Committee Meeting debated the removal of every P&D machine and imposition of RingGo, which was a completely different and not comparable proposition to the partial removal of P&D machines while retaining opportunities for drivers to pay by cash for parking?

Response to Question 3 from the Portfolio Holder for Transport, Highways and Road Safety:

The reasons for the Council moving to a cashless system was clearly set out in the report to elected Members of this PDS Committee in November 2022 and after an exhaustive debate, the proposal to remove all machines was supported based on the best use of public money. With regard to public consultation, I refer Mr Boswell to Legal implications in Paragraph 11 of the report on November 22nd 2022. I took the decision following a report on the outcome of the public consultation.

Supplementary Question from Mr Boswell:

I am very deaf and finding it hard to hear anyone speak in this chamber. Please speak slowly and with good diction.

(At this point the answer is re-read again, slowly and clearly, by the Portfolio Holder—Cllr Dunbar also offered to provide the T Loop facility.)

The Government advice regarding the undertaking of public consultations has been published in a document issued by the Cabinet Office. The report of the 23rd refers to a traffic management order. Does the Council regard the publication of traffic management orders to be public consultation for the removal of every pay and display machine?

Response from the Portfolio Holder for Transport, Highways and Road Safety:

Yes.

Supplementary Question from Cllr Alisa Igoe:

Public consultation is a fundamental principle of the EIA. The inclusion of the views of the affected interested public helps to ensure that the decision making process is equitable and fair and leads to more informed choice and better environmental outcomes. Do you think that we have really had a proper formal public consultation?

Response from the Portfolio Holder for Transport, Highways and Road Safety:

Yes, and it was confirmed by the Director of Legal and Corporate Affairs in response to correspondence from members of the public and was also supported by the Local Government Ombudsman in four separate reports that they have issued in response to public applications to them.

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ECS PDS. 23rd January 2024

Oral Questions from Councillors

1) Question from Cllr Chloe Jane Ross:

(To be asked by Cllr Graeme Casey)

It has been recently reported that the borough of Bromley has the most abandoned cars of any London borough. We have experienced difficulty in getting long abandoned vehicles removed even when the road tax has run out. What can be done to strengthen Bromley's ability to get abandoned cars removed more quickly.

Ref: <https://www.newsshopper.co.uk/news/24027160.bromley-revealed-london-borough-abandoned-cars/>

1) Response to Question from Cllr Ross by the Environment Portfolio Holder

Legislation denotes that Bromley serves formal notice (up to 15 days) requesting removal of abandoned vehicles deemed to be abandoned, also that adequate and reasonable efforts to check for a keeper or interested party must be taken before removing, a process which unfortunately does take time. We welcome detail of any specific cases of concern, so that these can be reviewed to ensure that the process and timeframe for removal of vehicles (which have met the criteria) has been followed, whilst noting any which fall outside of the agreed process as a learning tool for future improvement to service delivery.

The Council also has an agreement with DVLA via APCOA that vehicles untaxed for a period of time can be removed. This is not aimed at dealing with abandoned vehicles but is more to target drivers avoiding paying road tax.

Supplementary Question:

I refer to an example of a vehicle with no MOT in Foxgrove Road. When do you check vehicle MOTS? Some vehicles could be insured but have no MOT, lack of an MOT invalidates the insurance; when do we undertake MOT checks?

Response from the Environment Portfolio Holder:

If you can send me the specific details of this case I can get it investigated. I can point to examples in the Mottingham and Shortlands wards currently where vehicles with no MOT are being investigated. By law we have to give 15 days grace. If someone then MOTs the vehicle within this grace period there is nothing that we can do. We do remove and impound illegal vehicles.

Comment from Cllr Alisa Igoe:

There is a vehicle in Plaistow ward that has been there before I was elected. You referred to a period of being untaxed, how long a period are we talking about?

Response from the Environment Portfolio Holder:

If a vehicle is untaxed by a day, then its illegal. The situation that we find ourselves in is that we do have to allow 15 days for the vehicle to be taxed, and the situation rectified. We can then intervene at that point. It is frustrating, but that is the law as it currently stands.

Comment from the Director of Environment and Community Services:

I will arrange for officers to send out a briefing note.

2) Question from Cllr Chloe Jane Ross

(To be asked by Cllr Graeme Casey)

It has been reported that the borough of Bromley has been given an additional £455,000 to spend on potholes in each of 2023-4 and 2024-25, and a pledge of a minimum of £14,240,000 to be spent in the borough up to 2033-34. How much has been spent on potholes in 2023-4 so far, how much is currently budgeted to be spent on potholes in 2023-4 and 2024-25 and can this be diverted to other road maintenance or safety needs if required?

Response from the Portfolio Holder for Transport, Highways and Road Safety:

The additional £455k allocation from DfT is to be used on new highway maintenance initiatives, rather than subsidising existing budgets. Once full details are available from DfT a decision will be taken on possible projects. Potholes are not defined in our maintenance policies or contracts, but minor repairs are undertaken. Spend on minor carriageway repairs up to 1 sq.m to date is £66,047. The overall annual budget for reactive works is £858,480, which would include repairs up to 1 sq.m.

Maintaining highway safety is statutory duty, and as such emergency and reactive repairs would need to be prioritised over other highway repairs.

Supplementary Question:

What will the £14,240,000 be spent on? Is it just for pot-holes and how much additional budget did we get in the borough for such costs in addition to what has already been stated?

Response from the Portfolio Holder for Transport, Highways and Road Safety:

I think that I have covered that in the answer to the question—but it has to be on new initiatives.

3) Question from Cllr Alisa Igoe:

A2212, Plaistow ward: we have no streetlights along three quarters of Burnt Ash shopping parade. With many street trees and some businesses shuttering their windows early, it can be dark in winter even in mid-afternoon. Could officers consider an assessment of light levels with a view to adding streetlights, for amenity/safety reasons?

Response from the Portfolio Holder for Transport, Highways and Road Safety:

A survey will be conducted to see if lighting reaches the required standard at this location.

4) Question from Cllr Alisa Igoe:

Reference:

Report No. ES20343 - UPDATE ON ELECTRIC VEHICLE CHARGING STRATEGY

3.20. "Tranche 1 of the LEVI funding (underway this financial year) came too soon for Bromley's purposes."

Question:

On 21 March 2022, Cllr Harmer, Chair of Environment PDS Committee, said it would be good to speed up the EV charging initiative in the borough. What were the reasons Bromley were not ready to take advantage of Tranche 1 monies of the LEVI funding for EV charging infrastructure, as other councils did?

4) Response from the Portfolio Holder for Transport, Highways and Road Safety

Bromley have elected to be part of Tranche 2 for the following reasons:

The willingness of other London boroughs to work collaboratively in 24/25.

The development of the on street EV charging trial which will enable the Council to ensure installations carried out with LEVI funding are in the right locations with the right technology.

To learn from the experiences of other Boroughs taking part in Tranche 1.

To cater for developments in both battery and charging technology between 2022 and 2025.

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ECS PDS: January 23rd 2024

Written Questions from the Public

1) Question from Brendan Donegan to the Portfolio Holder for Transport, Highways and Road Safety.

The [Cargo Revolution Borough Charter](#) is an opportunity for Local Authorities to be part of the transition to a greener economy and help make sure businesses and residents have the best possible chance of making the switch to cargo bikes. Will Bromley Council sign up and if not, then why?

1) Response to Question 1:

We will not be signing this charter. We do not want to encourage the use of these slow moving and wide cargo bikes on busy roads which will impede other road users.

2) Question from Richard Gibbons to the Portfolio Holder for Transport, Highways and Road Safety.

I wish to submit the following question for the Portfolio Holder for Transport, Highways & Road Safety at the Environment and Community Services Policy Development and Scrutiny Committee meeting on Tuesday 23 January 2024.

Does Portfolio Holder agree that, given changing demographics, it is incumbent on Bromley Council to:

- (a) ensure borough fit for post-ICE future;
- (b) enable active travel for all in transition to sustainable transport modes, e.g. walking, wheeling, shared mobility, public transport;
- (c) endorse behaviour change, e.g. Pageant of Sustainable Mobility?

Resources:

[Young people are falling out of love with cars.](https://www.economist.com/international/2023/02/16/throughout-the-rich-world-the-young-are-falling-out-of-love-with-cars)

<https://www.economist.com/international/2023/02/16/throughout-the-rich-world-the-young-are-falling-out-of-love-with-cars>

[Bromley, London borough with most reported abandoned cars.](https://www.scrapcarcomparison.co.uk/blog/scrap-car-report-statistics/)

<https://www.scrapcarcomparison.co.uk/blog/scrap-car-report-statistics/>

[Over 76,000 adult residents in LB Bromley eligible for free travel on public transport in London.](https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/populationandhouseholdestimatesenglandandwales/census2021unroundeddata)

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/populationandhouseholdestimatesenglandandwales/census2021unroundeddata>

2) Response to Question 2

Bromley has a comprehensive set of transport policies designed to ensure a fair balance between the needs of all road users.

3) Question from Ian Dunn to the Environment Portfolio Holder

On 31 March 2021, the Council established a Carbon Neutral Initiatives Fund, with £875,000. To date, none of that fund has been spent. Can the Portfolio Holder provide examples of the sort of projects this fund will be used for, and when he expects to bring papers describing them to this Committee for scrutiny?

Response to Question 3:

The Council allocated £7k of the Carbon Neutral Fund to measure and analyse its Scope 3 procurement emissions following a Council motion.

The Carbon Neutral Fund was set aside to support delivery against the Carbon Net Zero Action Plan and is managed by the Executive. To date, much of the funding used to deliver the initiatives in this plan have been from grants or invest to save monies.

However, the Carbon Programme Manager is working with the Council's Property Team to develop proposals that will make use of this fund through the delivery of the Operational Property Refurbishment Programme, with these being brought forward in due course.

4) Question from Sue Sulis to the Portfolio Holder for Transport, Highways and Road Safety:

Robbie Moore, the Minister for Flooding, stated (5/1/24) that :

'The Government is spending £5.2 billion over the next cycle to better protect homes'...

Will Bromley Council receive any funding, if so, how much; on which sites is it planned to be spent; and what works are to be carried out?

Response to Question 4:

To date no details have been circulated to local councils.

5) Question from James Rowe to the Portfolio Holder for Transport, Highways and Road Safety:

Our roads and pavements are often in need of repair to keep the surfaces safe for use.

Can you provide separate figures, for the latest available years data, showing how much was spent on repairing (1) pavements, and (2) roads?

Also, how do you decide how much to spend on each?

Response to Question 5

Reactive and emergency highway repairs are arranged following routine safety inspections or customer enquiries. The 2023/24 budget includes;

Reactive footway repairs - £691k

Reactive carriageway repairs - £788k

Planned road and footway resurfacing are based on priorities identified by annual condition surveys. The annual budget for planned maintenance is £2.5m, which is allocated to carriageways and footways depending on priorities.

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Transport, Highways and Road Safety update to Environment and Community Services PDS Committee November 16th 2023

Public Transport Forum

Another Transport Forum was held on October 10th and a wide range of representatives attended including; Network Rail, Southeastern, Thameslink, Stagecoach, GoAhead, TfL and Licensed Taxis. In follow up correspondence I raised with Southeastern better connectivity for the trains on the Bromley North branch line with trains at Grove Park. Southeastern have stated that:

“It is possible to change the schedule to provide more minutes before connections at Grove Park to Charing Cross, for example, but this would impact travellers coming in the other direction.

For example, if we have a train arriving 5 minutes earlier to provide an additional cushion for connection, we would then need this shuttle service to depart 5 minutes earlier to travel back to Bromley North, meaning some passengers heading via Grove Park to Bromley North would face a very tight connection or would miss it entirely and then have a very long wait.

In essence we can provide a service in one direction with plenty of cushioning for connection, or we can accommodate both directions with tighter connection times, which is what we do now

If there is substantive feedback which suggests that a good majority of local passengers would prefer us to prioritise the Grove Park direction in the morning (for example), then we would be happy to consider it, but it would come with a trade-off for those travelling into Bromley at that same time of day”.

As this largely affects constituents in the Bickley and Sundridge, Plastow and Bromley Town Wards I have circulated the reply to them for their observations.

TfL bus planning meeting

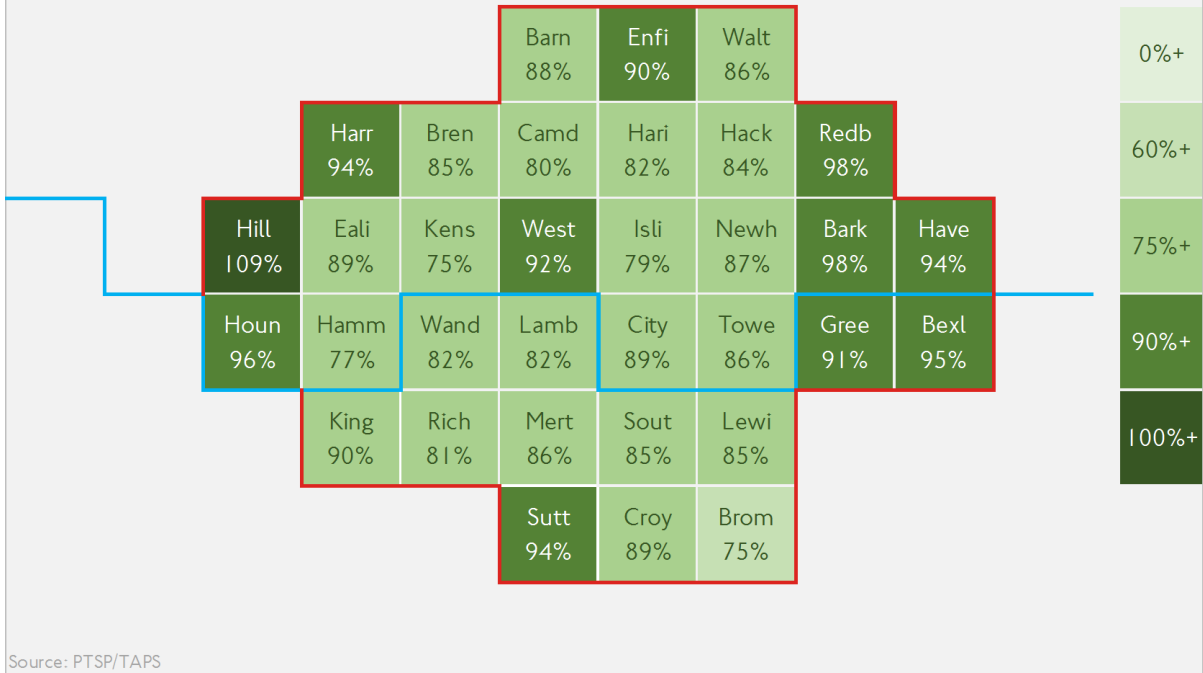
I, with the Assistant Director for Transport, Angus Culverwell and David Bond, Senior Principal Transport Projects Manager met TfL representatives on November 2nd

TfL have agreed to review our ideas for the Superloop network i.e. extending SL4 to Bromley North from Grove Park and routing SL5 via West Wickham. We also raised the reliability of route 320 with a focus on the curtailments at Biggin Hill airport. We have suggested that given the alternative link to Catford on the 208 from Bromley that the 320 could be cut back to Bromley North to improve reliability in Biggin Hill where it is the key route to Bromley.

We discussed bus ridership recovery after COVID and this is the latest available data.

Weekday (0-24h) bus boarders by local authority

[w/c 16/10/23 versus w/c 14/10/19]



Source: PTSP/TAPS

TfL raised with us the problem of operating a double deck SL5 along South Eden Park Road because of the overhanging trees, at the moment they are considering using single deck buses which would reduce capacity. Both the Council and TfL wish to use double deck buses and they have asked us to facilitate a meeting between TfL, the borough transport team and arboriculture staff to see if a solution can be found.

We raise a number of other matters

Faster and more reliable links from Biggin Hill to Bromley TC and Orpington TC.

- . Borough east- north west connectivity
- . West Wickham to Princess Royal Hospital links
- . Links to Greenwich and Blackheath
- . Cross GLA boundary services to Kent

Obviously, all proposals are subject to the available funding and there may be opportunities to consolidate some routes to allow for more high frequency services.

We also discussed the capacity at the Bromley North stand and have suggested that TfL discuss with Network Rail leasing the northern section of their car park which is little used.

Southeastern Trains stakeholders Forum

I attended the Forum on November 13th in Canterbury. Representatives of the management, operating and customer services together with Network Rail gave a series of presentations on building a more sustainable and economic railway.

Passenger levels have increased since Covid but are still below 2019 and consequently the taxpayer subsidy is still required.

Separately Network Rail have announced a ten-day closure of between Herne Hill, Brixton and London Victoria, with Southeastern services being diverted into either Blackfriars, Cannon Street or Charing Cross.



The line closure will take place for 10 days, from Saturday 23 December to Monday 1 January, as well as several weekends before and after.

This will also enable the installation of a new signalling system on the lines from Herne Hill and Nunhead into London Victoria. The new system will replace the existing 1980s signalling and will come into use over Christmas next year. This work follows recent upgrades between East Croydon and London Victoria which has seen delays slashed in half.

Drainage repairs, track maintenance and inspections will also be carried out during this time to maximise the amount of work that can be completed while the railway is closed.

Trailing new technology for pothole repairs

Following last winter's pothole problems in which we brought in a second contractor at addition cost to the budget I have looked at various ways in which we can increase productivity and repair potholes more quickly. There are a number of machines on the market which repair potholes in a matter of minutes. They are not a magic bullet and the process and the material used by some them, whilst possibly suitable for lightly used rural roads may not be appropriate on busy urban roads. I have asked officers to discuss with other boroughs their experience of using the machines and to procure for trials a number of alternative machines for comparison trials as part of the Council's Transformation policy.

**Cllr Nicholas Bennett JP,
Executive Member for Transport, Highways and Road Safety**

Portfolio Holder update 23rd January 2024

Happy New Year to one and all. This year was a first for me, as I decided to have a New Year's resolution. From 1st January, I was going to cut down on the quantity of cigarettes I smoke.

All of this was going tremendously well and then on the 2nd, Storm Henk decided to pay our illustrious borough an unwanted visit. Henk rocking up was then shortly followed by the British American Tobacco share price increasing as we braced ourselves for a very busy week, clearing up Henk's damage which made Bromley look like the morning after a concert by The Who.

Given that I provided daily updates in the aftermath of the storm, I won't go into too much detail relating to this particular item. I can however update you on the situation as it currently stands:

- Glendale are currently working through the backlog.
- Our systems (Confirm) has a log of 259 'tree emergency call outs' across both Highways and Parks service areas over the reporting period 26/12/23 – 19/1/24.
- At the time of reporting (19/1/24) there are 112 open emergency call outs. We are awaiting further data from Glendale as to the status of these cases however, it is anticipated that a significant proportion 'made safe & need reattendance' or are 'duplicates'.
- Work is underway to collate the associated costs and the breakdown between publicly owned and private trees. Once complete we will seek compensation from the tree owners for costs incurred by the Council during the clear up.

Tremendous

Many of you may have seen the video of me planting a Common Hawthorn in Mottingham back in November. Unlike my presenting skills in front of a camera, the Hawthorn, and all of the trees we have planted this year and previous years really are a thing of beauty! Please find below some facts relating to this year's progress:

- 1510 trees are being planted in total. Of which 1250 are tremendous trees, 25 are sponsored trees and 39 are replacement trees from those planted in 22/23 with the remainder accounting for replacement trees for those felled in 22/23.
- Trees planted to date are 920 with monthly targets for November and December met. January tree planting is firmly on track to exceed target.

| Month | Trees to plant per month | Actual number planted in the month |
|-------|--------------------------|------------------------------------|
| | | |

| | | |
|---------------|------------|------------|
| Nov-23 | 302 | 302 |
| Dec-23 | 302 | 312 |
| Jan-24 | 302 | |
| Week 1 | 75.5 | 101 |
| Week 2 | 75.5 | 103 |
| Week 3 | 75.5 | 102 |
| Week 4 | 75.5 | |
| Feb-24 | 302 | |
| Mar-24 | 302 | |

- Tree planting season runs from November to March.
- The monthly planting target is 302.
- Tree planting has been split into 9 batches.
- Batch five is nearing completion.
- Batch 6 trees have been delivered.
- Batch 7&8 trees will be delivered February.
- 568 tree planting requests received to date in 2023.
- A review of tremendous trees planted since winter 21/22 will be undertaken in early spring 2024. Upon completion a report will be produced detailing mortality rates and as necessary outlining the strategy to ensure the target number of 5000 new trees is met by 2025.
- QR code tags are operational on IOS with Android scheduled to go live later this winter.
- Bromley 'please water me' tags have been produced and will be installed on the first round of watering in 2024.

If you would like a tree to be planted, please report it on Fix my Street.

Jubilee Projects

Once again, I would like to express by heartfelt gratitude to all the Friends Groups and Residents Associations, amongst many others, who have submitted applications for funding across the borough. To date we have had 43 jubilee projects approved with a total awarded value of £600,680.00.

Of the 43 successful projects, 14 have been completed, 2 have had the first phase delivered, 5 have had orders raised and 5 are in progress at the moment. The remaining are either in design phase, continuing fundraising, in planning or require further scoping.

Since the last update:

- Playground improvements have been completed at Whitehall Recreation Ground.
- Playground improvements have been completed at Kings Meadow.
- Playground improvements have been completed at Ravensbourne Open Space.

The orchard projects at Richmal Crompton and Jubilee Country Park were due to be completed this week, however they have been postponed slightly due to the frozen ground conditions.

The damage that was caused by the ASB at Brook Park (St Paul's Wood Recreation Ground) is being rectified this month via the insurance claim and the extra area of surfacing being completed by the contractor by way of compensation is being completed this week.

DIY Waste reforms

The day I was appointed to my role of Portfolio Holder, HM Government decided to be very helpful and announce the new regulations regarding DIY waste.

As there is a report at the PDS setting out in detail what this means for Bromley, I won't repeat what you will have all already read in great careful detail. What I would like to add though, is where this new legislation impacts all Local Authorities, Bromley was already compliant with the new legislation before it was introduced (we would allow reasonable household DIY Waste to be disposed of for free unless you were trade). All the new legislation does is help recognise the government's attempts to move us to a standardised, nationwide policy for local authorities to receive DIY waste and address the scourge of fly-tipping. Bromley is doing the right thing in all aspects of making it easier for householders to dispose and recycle their waste whilst importantly tackling waste crime, and is therefore minimally impacted by these legislative changes. This, rather conveniently, brings me smoothly and effortlessly to the next chapter of this week's light reading.....

Fly Tipping

One of the areas I am very keen for us to specifically focus our efforts is on fly tipping and enviro crime. Following on from the successes of last year in prosecuting the rodents who feel it's acceptable practice to ruin our natural habitats and wider communities, I'm please to say we have continued the good form. In the past few months, they have:

- Seized 1 vehicle linked to fly tipping in Chislehurst (the total number of seized vehicles is now 11)
- Secured 6 successful prosecutions at court, 2 resulted in cautions and one case resulted in the first Criminal Behaviour Order (CBO) being secured by LBB, with the forfeiture of the offender's vehicle.
- 7 cases presented to court are currently awaiting hearing.
- 1 case with legal for review prior to summons being issued.
- 9 cases being compiled for consideration to report to court for summons.

Fixed penalty notices and CPW

I have also included some information regarding some FPN's and CPW's for leisurely reading. Once done, please dispose of the paper responsibly so you don't add yourself to a statistic below!

- Littering - 33 issued.
- Fly tip – 16 issued.
- DOC – 15 issued (Duty of Care breach of sec 34 EPA – commercial waste)
- CPW – 26 issued (Community Protection Warning notice)

The team have also arranged for CCTV surveillance at 4 hot spots which have assisted the team secure vital evidence (location confidential at this stage).

In the past month the team have highlighted a hotspot location in the Hayes & Coney Hall ward. These fly tips have occurred on unlit single lane country roads, causing great risk to the environment and highway users. Evidence was located within the waste and the team are hot on the trails of a waste operator who will be invited to attend council offices in the coming days to explain how waste they'd removed ended up in Bromley.

On 29th January 2024 the team welcome the addition of three Neighbourhood Enforcement Officers as part of the contract held with APCOA. This is an extension of the contract held by parking services, who already provide an excellent service enforcing parking concerns within the Borough. The three new officers will assist the enforcement team dealing with low level enviro crime concerns such as littering, dog fouling and also supplement enforcement of highway concerns such as unlicensed building materials on the highway and unlit skips.

In light of the excellent efforts undertaken by Dean and his team, I feel he deserves everyone's upmost gratitude and a jolly good round of applause! Well done Dean!

Visits

Since assuming stewardship of the portfolio, I have met with Veolia, attempted to drive both an RCV and road sweeper (sensibly, keys weren't provided for such an experience... but I was allowed to risk a by-election in Mottingham and hold a bird of prey!) and had meetings with Idverde. I have also visited the following wards:

- Plaistow
- St Pauls Cray
- St Mary Cray
- Chislehurst

I have also visited Walter Leonard and the friends group at Betts Park, Anerley, as well as having a visit in the diary for Clock House and Darwin wards. The invitation of a visit to a Ward or Friends Group is open to everyone so please contact me.

As I'm sure that many of you will be getting a tad bored of yours truly lecturing you on what a busy chap I've been, I've decided to add the partial photo album of my 'Grand Afternoon out at the Depot' for you to enjoy.







DISCLAIMER: No animals or camera lenses were harmed in the taking of this picture – although I think he was glad to see the back of me!

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Update to Environment and Community Safety PDS 23rd January 2024

Alternative Technologies:

I have asked officers to investigate the financial feasibility of two alternative technologies for generating electricity in our car parks – solar panels and wind power. It will depend on the cost period for return on investment.

New Tesla Chargers in Civic Centre Carpark.

The new facilities, which were facilitated on behalf of the Council, by APCOA, were funded by Tesla, with use not restricted to Tesla vehicles and available for charging all electric vehicle types.

Each Tesla charge point can produce up to 250kW of power with a 15-minute charge typically producing enough battery charge for 170 miles. A standard charge takes around 40 minutes, subject to vehicle type and battery size.

In addition to the Tesla chargers, a further five AC charging units are available in the same area of the car park for motorists to charge their vehicles over a longer period or overnight.

With the car park open 24/7 along with the number of charging units and the swift charging feature, there should always be a charger available when needed.

Motorists who are happy to charge their vehicles over a longer period can use the one of the five additional AC charging units and there are also two further charging units near the main entrance to the car park.”



Connected Kerb

Cllr Grant and I visited the newly installed Connected Kerb charging points at Knights Hill, Norwood yesterday. The Company is one of three suppliers identified through the procurement framework. Further details are in the report to tonight's meeting at 10c.



Potholes

The torrential rain has once again caused potholes to appear across the network. Our contractors, Riney, are busy repairing the holes. The Government has awarded Bromley an additional £455,000 to spend on potholes in each of 2023-4 and 2024-25, and a pledge of a minimum of £14,240,000 to be spent in the borough up to 2033-34. I very much welcome this money which is coming directly to the Council rather than TfL. We await further details about any conditions which need to be fulfilled. Members will recall that last winter I authorised a second contractor, O'Rourke's, to help with the backlog caused by the doubling of the number of reports, this was expensive and therefore officers are meeting our contractor this coming week to discuss further incentives to increase the number of teams in Bromley with recourse to a second emergency contractor.

In my last update I referred to trialling innovative technology for pothole repairs. I will be attending a demonstration by JCB on February 6th and a report will be prepared for a subsequent committee.



Criminal Damage to Traffic Lights

As members will be aware, a large number of traffic lights, in total, we believe thirty-three traffic signals at 13 junctions and pelican crossings in the borough required repairs following criminal attacks attempting to destroy ULEZ enforcement cameras. A number of colleagues asked the Council to provide warning signs. However, as the traffic lights are controlled and owned by Transport for London, this is their responsibility. I checked traffic signals in the Bickley and Chislehurst area and every affected location did have warning signs, although not in all directions. Our paramount concern was and is road safety and through the good offices of Peter Fortune, our London Assembly member, a meeting between TfL and Bromley was held to emphasise the need for urgent action to replace the signals giving priority to repairs at traffic signals on routes to schools.

We need TfL to remain focussed on this serious problem and we welcome the news that repair work has started. I condemn, without reservation, these criminal acts and hope the perpetrators are caught. Bromley has amongst the safest roads in London. This vandalism compromises road safety.

Blackwall Tunnel Closures

Transport for London (TfL) has advised us that the Blackwall Tunnel will be closed to southbound traffic for five weekends in January and February to help support works to the northbound carriageway on the northbound Blackwall Tunnel approach.

The works, which are required to implement the road configuration for the new Silvertown Tunnel which will open in 2025, will see new drainage as well as new over-height vehicle gantries installed, which are necessary to protect the tunnel. The Silvertown Tunnel will provide a public transport-focused river crossing with zero-emission bus links across the Thames. Once open in 2025, the crossing, which is within the Ultra-Low Emission Zone and will be subject to a user charge, will also reduce congestion and improve the reliability and resilience of the Blackwall Tunnel, which will improve overall air quality in the local area.

The closures will take place across the weekends of 13-15 January, 20-22 January, 27-29 January (a contingency weekend if either of the previous two weekends are not possible), 10-12 February and 24-26 February, starting at 00:01 on the Saturday morning and being reopened by 05:00 on the Monday morning at the latest.

Greater London Assembly Transport Committee Report on Transport in Outer London

In a previous update (ECS PDS 7th September), I reported on my evidence session to the GLA Transport Committee on September 5th 2023. The report has been published and I am pleased to say that my evidence on Local Implementation Plan funding has been highlighted in the Committee's letter to the Mayor. A copy of their letter is attached as Appendix A.

Hill Car Park

The Hill Car Park reopened on December 17th. Because of complaints of anti-social behaviour on the upper floor have authorised the closure of the third floor, this will not impact on motorists as there is sufficient space in the lower floors for all potential users.

Bromley North to Grove Park Rail Link

Following the discussion at the Transport Forum about the connection at Grove Park in the morning and evening rush hours I asked local ward members for their views.

The overwhelming consensus is that as far as possible, the morning and evening connections at Grove Park for London trains should favour the traffic flow to and from London rather than any commuters travelling against the London bound flow. I therefore wrote to Southeastern as follows:

“At present in the morning rush hour the train provides a service every twenty minutes and has a dwell time at each terminus of 5 minutes on what is a five-minute journey each way. We accept that without a second train, which would not be an economic or a reasonable request, the service is appropriate. We also consider that the non-peak frequency of 30 minutes is reasonable.

We would, however request that consideration be given to increasing the frequency in the evening peak from 30 to 20 minutes as in line with the morning peak. This would provide more connections with the outbound London trains and reduce the often long waiting times at Grove Park for the Bromley North train”.

Southeastern have replied as follows:

“The current timetable has a two train per hour (2TPH) or half-hourly service operate between Grove Park and Bromley North in the evening peak. This is mainly because if we move away from this pattern, the connections out of other services worsen and currently the Bromley North shuttle connects out of the Charing Cross via Lewisham service thereby accommodating most passengers.

I have spoken to our train planners, and they say, as the shuttle services are self-contained it is relatively straight-forward to amend the timetable as, aside from the impact on passenger connection times, there is no knock-on impact on other operators or lines. From June 2024 our intention is to operate the same level of service as the current timetable, however there is an option to improve the evening peak frequency to 3TPH or every 20 minutes, as you have suggested, but it would mean some connections are broken, while others become better, for example for services departing Cannon St.

I would be interested to hear what the preferences of local councillors would be on the following two options:

1. The June 2024 timetable as originally planned (PDF Copy attached)
2. The June 2024 timetable, but with an option to enhance to 3TPH in the PM peak. (The changes are highlighted in red on the word timetable).

I would highlight that if we decide we should enhance the Bromley North service from its current level, we would need to secure approval from the Department for Transport, but we believe that because the costs of doing this are very low and if there is stakeholder support then it would further enhance the likelihood of this being enacted”.

The service mainly used by residents of Bromley Town, Plaistow and Bickley and Sundridge Wards and I have, today, written to them for their views.

Cllr Nicholas Bennett JP

Executive Member for Transport, Highways and Road Safety

Agenda Item 7

Report No.
CSD24041

London Borough of Bromley

PART ONE - PUBLIC

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

Date: 13 March 2024

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 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:**

- (1) Updates on any matters outstanding (Appendix 1).**
- (2) Forward Work Programme for 2024/2025 (Appendix 2).**
- (3) Suggests any new items for the Work Programme going forward for the next cycle of meetings**

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. Building an even better Bromley Priority:
 - (4) For residents to live responsibly and prosper in a safe, clean, and green environment great for today and a sustainable future.
 - (5) To manage our resources well, providing value for money, and efficient and effective services for Bromley's residents
-

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: £366k
 5. Source of funding: Revenue Budget
-

Personnel

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

Legal

1. Legal Requirement: Non-Statutory - Government Guidance
 2. Call in is Not Applicable as this is a Non-Executive Report
-

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 2024/25 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 and notify the Committee Clerk of such.
- 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 the work programme is fluid.
- 3.4 Please note that the meeting dates from June 2024 onwards need to be ratified by GP&L on 6th February 2024

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 2.
- 5.2 The activities in this report reflect the Council's priorities and aims as set out in:
- Environment Portfolio Plan

| | |
|---|--|
| Non-Applicable Sections: | |
| Background Documents: (Access via Contact Officer) | Work Programme, Matters Arising and Minutes Environment Portfolio Plan. |

APPENDIX 1

**ENVIRONMENT PDS COMMITTEE
PROGRESS ON MATTERS ARISING/OUTSTANDING**

| Meeting Date | Committee Request/Matters Arising | Progress |
|---------------------|---|-----------------|
| 23/01/24 | There are no matters outstanding from the previous meeting. | N/A |

FORWARD WORK PROGRAMME

Appendix 2

| | | |
|--|-------------------|------------------|
| Meeting Date: March 13th 2024 | | |
| Matters Outstanding and Work Programme | Steve Wood | PDS Committee |
| Updates from the Portfolio Holders | Portfolio Holders | PDS Committee |
| Budget Monitoring | Murad Khan | Portfolio Holder |
| Capital Programme Monitoring | James Mullender | Portfolio Holder |
| Proposed Pedestrian Crossing Facilities near Chislehurst War Memorial, at Bromley Lane and Royal Parade. | Sobanjo Bukola | Portfolio Holder |
| Anerley Hill / Anerley Road Corridor Improvement Scheme | David Bond | Portfolio Holder |
| 2024/25 Planned Highway Maintenance Programme | Garry Warner | Portfolio Holder |
| Vehicle Crossover Policy | Garry Warner | Portfolio Holder |
| ECS Performance Overview | Lucy West | PDS Committee |
| Risk Register | Lucy West | PDS Committee |
| Contracts Register | Lucy West | PDS Committee |
| Meeting Date: June 12th 2024 | | |
| Matters Arising and Work Programme | Steve Wood | PDS Committee |
| Updates from the Portfolio Holders | Portfolio Holders | PDS Committee |
| Provisional Outturn | Murad Khan | Portfolio Holder |
| Depot Infrastructure Capital Works Project—Stage 4 Update Report | Peter McCready | Executive |
| Capital Programme Monitoring | James Mullender | Portfolio Holder |
| Options for Future Highway Maintenance Contracts | Garry Warner | Executive |
| Veolia Contract Extension - Waste Disposal, Waste Collection & Street Environment' | Peter McCready | Executive |
| Options for the future delivery of Parks Management and Grounds Maintenance Services. (Idverde) | Hannah Jackson | Executive |
| Pickhurst Lane / The Avenue Junction Improvement Scheme (TBC) | Sobanjo Bukola | Portfolio Holder |
| ECS Performance Overview | Lucy West | PDS Committee |
| ECS Portfolio Plan | Lucy West | PDS Committee |
| Risk Register | Lucy West | PDS Committee |

| | | |
|---|----------------------------------|------------------|
| Contracts Register | Lucy West | PDS Committee |
| Meeting Date: September 4th 2024 | | |
| Matters Arising and Work Programme | Steve Wood | PDS Committee |
| Updates from the Portfolio Holders | Portfolio Holders | PDS Committee |
| Budget Monitoring | Murad Khan | Portfolio Holder |
| Capital Programme Monitoring | James Mullender | Portfolio Holder |
| Annual Status Report for Year 2022 - Reporting on Bromley's Air Quality (TBC) | Sarah Newman | PDS Committee |
| Glendale Contract – Annual Performance Report 2023/24 | Hannah Jackson | Portfolio Holder |
| Treemendous Year 3 Update | Hugh Chapman | PDS Committee |
| Woodland Establishment Update and Next Steps | David Braybrook and Hugh Chapman | Portfolio Holder |
| Veolia Contract – Annual Performance Report | Peter McCready | PDS Committee |
| ECS Performance Overview | Lucy West | PDS Committee |
| Risk Register | Lucy West | PDS Committee |
| Contracts Register | Lucy West | PDS Committee |
| Meeting Date: November 20th 2024 | | |
| Matters Arising and Work Programme | Steve Wood | PDS Committee |
| Updates from the Portfolio Holders | Portfolio Holders | PDS Committee |
| Draft Budget | Murad Khan | PDS Committee |
| Fly Tipping Action Plan Update | Dean Laws | PDS Committee |
| Idverde Annual Contract Performance Report 2023/24 | Hannah Jackson | PDS Committee |
| Parking services - contract performance review - APCOA parking. | Chloe Wenbourne | PDS Committee |
| Capital Programme Monitoring | James Mullender | Portfolio Holder |
| LIP Funded Traffic and Road Safety Programme | Angus Culverwell | Portfolio Holder |
| Riney Contract Performance Report | Garry Warner | PDS Committee |
| Carbon Net Zero Action Plan | Karin Grey | Portfolio Holder |
| ECS Performance Overview | Lucy West | PDS Committee |
| Risk Register | Lucy West | PDS Committee |

| | | |
|---|-------------------|------------------|
| Contracts Register | Lucy West | PDS Committee |
| Meeting Date: January 30th 2025 | | |
| Matters Arising and Work Programme | Steve Wood | PDS Committee |
| Updates from the Portfolio Holders | Portfolio Holders | PDS Committee |
| Draft Budget for 25/26 | Murad Khan | Portfolio Holder |
| Open Space Strategy Year 3 Update | Hannah Jackson | PDS Committee |
| Capital Programme Monitoring | James Mullender | Portfolio Holder |
| Nature Friendly Verges and Sustainable Planting Trials Update | David Braybrook | PDS Committee |
| ECS Performance Overview | Lucy West | PDS Committee |
| Risk Register | Lucy West | PDS Committee |
| Contracts Register | Lucy West | PDS Committee |
| Meeting Date: March 13th 2025 | | |
| Matters Arising and Work Programme | Steve Wood | PDS Committee |
| Updates from the Portfolio Holders | Portfolio Holders | PDS Committee |
| Budget Monitoring | Murad Khan | Portfolio Holder |
| Capital Programme Monitoring | James Mullender | Portfolio Holder |
| Portfolio Plan | Lucy West | Portfolio Holder |
| ECS Performance Overview | Lucy West | PDS Committee |
| Risk Register | Lucy West | PDS Committee |
| Contracts Register | Lucy West | PDS Committee |

Report No.
ES20367

London Borough of Bromley

PART ONE - PUBLIC

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

Date: Wednesday 13th March 2024

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

Title: ECS PERFORMANCE OVERVIEW

Contact Officer: Lucy West, Head of Performance Management & Business Support
Tel: 020 8461 7726 E-mail: Lucy.West@bromley.gov.uk

Chief Officer: Director of Environment and Public Protection

Ward: (All Wards);

1. Reason for decision/report and options

This report presents the ECS Performance Overview indicators pertaining to the Environment and Community Services Portfolio Plan for 2023/24 for scrutiny by PDS Members and subsequent endorsement by the Portfolio Holder.

2. **RECOMMENDATION(S)**

2.1 **That PDS Committee reviews and comments on the key performance indicators pertaining to the Environment and Community Services Portfolio Plan.**

2.2 **That the Environment and Community Services Portfolio Holder:**

Endorse the outcomes, aims and performance measures set out in the 2023/24 Environment and Community Services Portfolio Plan, taking into account the budget and views of the Committee.

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.
-

Transformation Policy

1. Policy Status: Existing Policy
 2. Making Bromley Even Better Priority (*delete as appropriate*):
 - (1) For children and young people to grow up, thrive and have the best life chances in families who flourish and are happy to call Bromley home.
 - (2) For adults and older people to enjoy fulfilled and successful lives in Bromley, ageing well, retaining independence and making choices.
 - (3) For people to make their homes in Bromley and for business, enterprise and the third sector to prosper.
 - (4) For residents to live responsibly and prosper in a safe, clean and green environment great for today and a sustainable future.
 - (5) To manage our resources well, providing value for money, and efficient and effective services for Bromley's residents.
-

Financial

1. Cost of proposal: Not Applicable:
 2. Ongoing costs: Not Applicable:
 3. Budget head/performance centre: Environment Portfolio Revenue Budget
 4. Total current budget for this head: £ £47.3m
 5. Source of funding: Controllable revenue budget and capital programme funded by capital grants (including TfL), capital receipts and contributions from earmarked reserves
-

Personnel

1. Number of staff (*current and additional*): 145.6 FTE
 2. If from existing staff resources, number of staff hours: Not Applicable.
-

Legal

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

Procurement

1. Summary of Procurement Implications: Detail of the service contracts to which this portfolio plan relates are maintained on the Council's Contracts Database, summaries of which are reported to this Committee as part of the Contract Register on a bi-annual cycle. Contractor Performance is scrutinised on a regular basis and contracts are procured in line with all applicable legislation and the Council's Contract Procedure Rules.
-

Property

1. Summary of Property Implications: Not Applicable.
-

Carbon Reduction and Social Value

1. Summary of Carbon Reduction/Sustainability Implications: Not Applicable.
-

Impact on the Local Economy

1. Summary of Local Economy Implications: Not Applicable.
-

Impact on Health and Wellbeing

1. Summary of Health and Wellbeing Implications: Not Applicable.
-

Customer Impact

1. Estimated number of users or customers (*current and projected*): Whole Borough.
-

Ward Councillor Views

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

3. COMMENTARY

The performance overview presented below provides the following key indicators which have Red Performance and the management commentary on exception where indicators are performing below expectation. This report acts as a 'health check' on the ECS Portfolio Plan indicators.

3.1 Priority 1: Keep our streets clean

There are no Priority 1 ECS Portfolio Plan indicators performing at RED performance.

3.2 Priority 2: Minimise Waste and Maximise Recycling

There are no Priority 2 ECS Portfolio Plan indicators performing at RED performance.

3.3 Priority 3: Enhance Bromley's Parks and Green Spaces

The table below presented the Priority 3 ECS Portfolio Plan indicators performing at RED performance.

| Indicator | Projection | Target | RAG Status | Commentary |
|---|-------------------------------|--------|------------|---|
| Total monthly tasks completed on time by Arboricultural Services contractor (% of all jobs) | April to January Data: 53% | 75% | RED | The performance for the month of December improved to 76.88% and this was highlighted at the January 2024 PDS meeting. Performance for January has been significantly affected by Storm Henk and Storm Isha, and therefore the projection for this indicator is at 53% which is RED for this reporting period. An excusing cause is in place until the end of February 2024 to enable contractors to focus on storm recovery. Officers continue to work with Glendale to improve performance, this includes the implementing actions through the Corrective Action Plan process and continued delivery against the agreed Service Improvement Plan which includes a full review of their processes and recruitment of additional staff. A tender for additional contractors |

| | | | | |
|--|--|--|--|--|
| | | | | to build further resilience in the supply chain is underway. |
|--|--|--|--|--|

3.4 Priority 4: Maintain our Transport Infrastructure and Public Realm

The table below presented the Priority 4 ECS Portfolio Plan indicators performing at RED performance.

| Indicator | Projection | Target | RAG Status | Commentary |
|--|--------------------------------|--------|------------|---|
| 10 day highway maintenance tasks completed within required timescale (%) | April to January Data: 31% | 90% | RED | The times for completion and overall backlog have improved in recent months, and an improvement plan has been agreed with Riney |
| 35 day highway maintenance tasks completed within required timescale (%) | April to December Data: 46% | 90% | RED | The times for completion and overall backlog have improved in recent months, and an improvement plan has been agreed with Riney |

3.5 Priority 5: Improve Travel, Transport and Parking

The table below presented the Priority 5 ECS Portfolio Plan indicators performing at RED performance.

| Indicator | Projection | Target | RAG Status | Commentary |
|---|----------------------------|--------|------------|---|
| People Killed or Seriously Injured in Road Traffic Collisions (No.) | January to October: 124 | <79 | RED | Despite a long-term downward trend in Killed or Seriously Injured (KSI) collisions (see Report ES20295, June 2023), the first part of 2023 has not been good in terms of serious collisions. There are a range of variables that affect the number of road casualties, many of which are not under the influence of a local highway authority, which is why year on year data is not always the best to use to monitor progress. But over a period of years, progress can be tracked and comparisons with other LAs can be made. As reported in |

| | | | | |
|--|--|--|--|--|
| | | | | June, Bromley is doing well when compared to other highway authorities. However, Bromley will not be complacent and will continue to use the finite funds to maximise casualty reduction on our streets. |
|--|--|--|--|--|

3.6 Priority 6: Overarching Themes

Not applicable. Priority 6 does not have measurable key performance indicators in the ECS Portfolio Plan.

4. IMPACT ON VULNERABLE ADULTS AND CHILDREN

4.1 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. TRANSFORMATION/POLICY IMPLICATIONS

5.1 The activities in this report reflect the Council’s priorities and aims as set out in:

- [Environment and Community Services \(bromley.gov.uk\)](http://bromley.gov.uk)
- [Making Bromley Even Better \(Corporate Strategy\)](#)
- Plans and Policies as specifically referenced within each priority area of the Portfolio Plan.

| | |
|---|---|
| Non-Applicable Sections: | Financial, Personnel, Legal, Procurement |
| Background Documents: (Access via Contact Officer) | Environment and Community Services Portfolio Plan 2023/24 Net Zero Carbon Strategy - Report Number ES19094 |

6. FINANCIAL IMPLICATIONS

There are no direct financial implications.

7. PERSONNEL IMPLICATIONS

The are no direct personnel implications.

8. LEGAL IMPLICATIONS

There are no direct legal implications.

9. PROCUREMENT IMPLICATIONS

Most of the Portfolio Plan's priorities are underpinned by contracts and where these have a Total Contract Value (TCV) greater than £200k, they are reported in the Corporate Contract Register. The procurement status of contracts with a TCV >£50k is also reported to the PDS Committee for detailed scrutiny.

PDS Committee also scrutinises 'Procurement Strategy' and 'Award of Contract' reports and monitors individual contracts and scrutinises the contractors themselves as appropriate.

10. PROPERTY IMPLICATIONS

There are no property implications, but the plan does identify service areas where Property present challenges (e.g. the Depot Improvement Programme works).

11. CARBON REDUCTION/SOCIAL VALUE IMPLICATIONS

There are no direct carbon reduction/social value implications, but the plan does identify service areas where carbon reduction and social values are reviewed.

12. IMPACT ON THE LOCAL ECONOMY

There are no direct impacts to the local economy.

13. IMPACT ON HEALTH AND WELLBEING

There are no direct impacts to health and wellbeing.

14. CUSTOMER IMPACT

There are no direct customer impacts.

15. WARD COUNCILLOR VIEWS

There are no direct Ward Councillor Views.

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| Outcome | No. | DESCRIPTION | 2022-23 ACTUAL | GOOD PERF. | Apr-23 | May-23 | Jun-23 | Jul-23 | Aug-23 | Sep-23 | Oct-23 | Nov-23 | Dec-23 | Jan-24 | 2023-24 Projection | 2023-24 TARGET | 2023-24 RAG STATUS | RAG Threshold | COMMENTARY (BY EXCEPTION) | |
|--|-----|---|--|------------|---------------------------|---------------------------|----------------------------|----------------------------|------------------------------|----------------------------|----------------------------|----------------------------|----------------------------|---------------------------|--------------------|-----------------------|--------------------------|---|--|--|
| 1: Improving the Street Scene | 1A | Public Satisfaction with Cleanliness (% Streets / Neighbourhoods / Town Centres) | 81% 84% 86% | HIGH | Annual | Annual | Annual | Annual | Annual | Annual | 82% 86% 87% | Annual | Annual | Annual | 76% 82% 90% | >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% | | |
| | 1B | Streets Meeting Acceptable Cleanliness (%) | 97% | HIGH | 99% | 99% | 98% | 98% | 97% | 98% | 98% | 98% | 99% | 99% | 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) | 138,124 | LOW | 11,702 | 12,989 | 13,126 | 11,404 | 11,695 | 11,970 | 11,474 | 11,828 | 10,644 | 12,584 | 143,301 | 145,000 | GREEN | R: >152,000 A: 150,001 to 151,999 G: < 150,000 | | |
| | 2B | Residual Household Waste per Household (kg) | 395 | LOW | 35 | 35 | 37 | 33 | 33 | 35 | 34 | 31 | 35 | 40 | 418 | 425 | GREEN | R: >470 A: 460 to 469 G: < 460 | | |
| | 2C | Household Waste Recycled or Composted (%) | 52% | HIGH | 48% | 53% | 51% | 52% | 52% | 51% | 50% | 49% | 45% | 47% | 50% | 51% | GREEN | R: < 48% A: 48% to 50% G: >50% | | |
| | 2D | Local Authority Collected Waste Recycling Rate (%) | 45% | HIGH | 42% | 49% | 46% | 44% | 45% | 45% | 43% | 42% | 39% | 41% | 44% | 44% | GREEN | R: < 40% A: 40% to 44% G: >45% | | |
| | 2E | Local Authority Collected Waste Disposed of in Landfill (%) | 0% | LOW | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | GREEN | R: > 5% A: 2.5% - 5% G: <2.5% | | |
| | 2F | Waste & Recycling collections - homes missed (per 100,000) | 140 | LOW | 117 | 111 | 151 | 142 | 123 | 132 | 139 | 135 | 136 | 143 | 133 | 120 | AMBER | R: >141 A: 131 to 140 G: < 130 | The projection for Missed Bins per 100,000 is currently 133 and this is Amber performance. In January 2024 the number of missed bins increased to 143 for the month. January sees changes to collection days due to the Bank Holidays, with amended schedules from Christmas continuing until the 15th of January, and can invariably lead to an increase in reporting. The performance of this indicator is being closely monitored through the Performance Management Framework (PMF) for individual missed bins by service category. | |
| | 2G | Number of Green Garden Waste customers (No.) | 42,320 | HIGH | 42,320 | 43,008 | 43,992 | 44,463 | 44,560 | 45,215 | 45,368 | 45,228 | 45,274 | 45,292 | 45,292 | 46,000 (15% increase) | GREEN | Year-end target is >15% increase from previous year end total Monthly target >1.25% increase from previous month end total | | |
| 3: Enhancing Bromley's Parks and Green Space | 3A | Highways verges and amenity grass cutting/trimming, within contractual service standards and timescales (%) | 94% | HIGH | 78% | 75% | 74% | 97% | 96% | 99% | 100% | 100% | 100% | 100% | 92% | 75% | GREEN | R: < 64% A: 65% - 74% G: >75% | | |
| | 3B | Public Satisfaction with Parks and Grounds Maintenance (%) | 77% | HIGH | Annual | Annual | Annual | Annual | Annual | Annual | 64% | Annual | Annual | Annual | 64% (Actual) | 80% | RED | R: < 67% A: 68% to 72% G: >73% | This commentary was presented at the November 2023 PDS Committee. The analysis of the Parks User Satisfaction Survey is set out in report ES20318 (IDVERDE ANNUAL CONTRACT PERFORMANCE REPORT 2022/23). | |
| | 3C | Ensure no net loss of trees (Net positive no. of trees) | Felled:316 Planted:1590 (340 and 1250 Trees) Net gain:1274 | HIGH | Annual | Annual | Annual | Annual | Annual | Annual | Annual | Annual | Annual | Annual | Annual | Annual | Net gain in street trees | GREEN | R: < 0 A: 0 G: > 0 | |
| | 3D | Total monthly tasks completed on time by Arboricultural Services contractor (% of all jobs) | 50.79% | HIGH | 26.79% (60 out of 224) | 17.41% (74 out of 425) | 51.94% (214 out of 412) | 75.20% (461 out of 613) | 85.67% (1208 out of 1410) | 72.82% (517 out of 710) | 27.37% (208 out of 760) | 42.80% (205 out of 479) | 76.88% (250 out of 346) | 53.44% (62 out of 116) | 53% | 75% | RED | R: < 64% A: 65% to 69% G: > 70% | The performance for the month of December improved to 76.88% and this was highlighted at the January 2024 PDS meeting. Performance for January has been significantly affected by Storm Henk and Storm Isha, and therefore the projection for this indicator is at 53% which is RED for this reporting period. An excusing cause is in place until the end of February 2024 to enable contractors to focus on storm recovery. Officers continue to work with Glendale to improve performance, this includes the implementing actions through the Corrective Action Plan process and continued delivery against the agreed Service Improvement Plan which includes a full review of their processes and recruitment of additional staff. A tender for additional contractors to build further resilience in the supply chain is underway. | |
| 4: Managing our Transport | 4A | 10 day highway maintenance tasks completed within required timescale (%) | 60% | HIGH | 29% | 17% | 17% | 19% | 25% | 24.54% | 31.58% | 53.36% | 49.32% | 39.92% | 31% | 90% | RED | R: < 80% A: 80% to 90% G: > 90% | The times for completion and overall backlog have improved in recent months, and an improvement plan has been agreed with Riney | |
| | 4B | 35 day highway maintenance tasks completed within required timescale (%) | 62% | HIGH | 38% | 23% | 18% | 31% | 42.38% | 58.15% | 71.37% | 72.53% | 56.00% | Awaiting Data | 46% | 90% | RED | R: < 80% A: 80% to 90% G: > 90% | | |

| Outcome | No. | DESCRIPTION | 2022-23 ACTUAL | GOOD PERF. | Apr-23 | May-23 | Jun-23 | Jul-23 | Aug-23 | Sep-23 | Oct-23 | Nov-23 | Dec-23 | Jan-24 | 2023-24 Projection | 2023-24 TARGET | 2023-24 RAG STATUS | RAG Threshold | COMMENTARY (BY EXCEPTION) | |
|-------------------------------|-----|--|-----------------------|------------|---------------------|-----------|------------|---------------|---------------|---------------|---------------|----------------------|----------------------|----------------------|--------------------|--------------------------------|--------------------|---------------------------------------|--|--|
| Infrastructure & Public Realm | 4C | Routine street lighting maintenance tasks completed within four working days (%) | 94% | HIGH | 98% | 100% | 99% | 99% | 100% | 97% | 97% | 96% | 98% | 99% | 98% | 95% | GREEN | R: < 80% A: 80% to 95% G: > 95% | | |
| | 4D | Routine street lighting maintenance tasks completed within eight working days (monthly) (%) | 95% | HIGH | 98% | 100% | 100% | 99% | 100% | 97% | 99% | 98% | 98% | 99% | 99% | 100% | GREEN | R: < 80% A: 80% to 95% G: > 95% | | |
| | 5A | Maintain Bus Excess Wait Time (EWT) Annually at less than or equal to 1.0 minutes (time mins) | 0.9 | LOW | 1.0 | 1.0 | 1.0 | Awaiting Data | Awaiting Data | Awaiting Data | Awaiting Data | Awaiting Data | Awaiting Data | Awaiting Data | 1.0 | <1.0 | GREEN | Amber = 1.1; Red = 1.5 | | |
| | 5B | People Killed or Seriously Injured in Road Traffic Collisions (No.) | Jan - Dec 22 103 | LOW | Jan to April 36 | May 11 | June 15 | July 15 | August 5 | Sept 9 | Oct 12 | Nov Awaiting Data | Dec Awaiting Data | Jan Awaiting Data | 124 | <79 (2022 calendar year) | RED | Amber = 86; Red = 99 | Despite a long-term downward trend in Killed or Seriously Injured (KSI) collisions (see Report ES20295, June 2023), the first part of 2023 has not been good in terms of serious collisions. There are a range of variables that affect the number of road casualties, many of which are not under the influence of a local highway authority, which is why year on year data is not always the best to use to monitor progress. But over a period of years, progress can be tracked and comparisons with other LAs can be made. As reported in June, Bromley is doing well when compared to other highway authorities. However, Bromley will not be complacent and will continue to use the finite funds to maximise casualty reduction on our streets. | |
| | 5C | Total Road Accident Injuries and Deaths (No.) | Jan- Dec 22 745 | LOW | Jan to April 224 | May 49 | June 87 | July 61 | August 63 | Sept 44 | Oct 62 | Nov Awaiting Data | Dec Awaiting Data | Jan Awaiting Data | 708 | <842 | GREEN | Amber = 884; Red = 968 | | |
| | 5D | High level cycle training activities (No.) (Level 3 and Adult sessions, does not include child Level 1 or 2, or Family training) | 235 | HIGH | 28 | 14 | 10 | 16 | 21 | 9 | 22 | 16 | 0 | 0 | 163 | 120 | GREEN | Amber = 100-115; Red = <100 | | |
| | 5E | Schools engaged in anti-littering campaign (No.) | 34 | HIGH | 34 | 34 | 34 | 34 | 41 | 41 | 41 | 41 | 41 | 41 | 41 | 41 | >14 | GREEN | Amber = 13; Red = 10 | |
| | 5F | Parking usage in on and off street locations | New Indicator 2022/23 | HIGH | 273,442 | 289,293 | 299,756 | 308,477 | 282,004 | 298,536 | 281,833 | 291,544 | 290,580 | 289,257 | 3,485,666 | 2.1m parking sessions (Annual) | GREEN | Amber = 2m Red = 1.8m | | |

Report No.
FSD24019

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: **ENVIRONMENT AND COMMUNITY SERVICES PORTOFOLIO HOLDER AND PORTFOLIO HOLDER FOR TRANSPORT, HIGHWAYS AND ROAD SAFETY**

Date: **Wednesday 13th March 2024**

Decision Type: Non-Urgent Executive Non-Key

Title: **BUDGET MONITORING 2023/24**

Contact Officer: Murad Khan, Head of Finance (Environment and Community Services)
E-mail: murad.khan@bromley.gov.uk

Chief Officer: Director of Environment and Public Protection

Ward: (All Wards);

1. Reason for decision/report and options

This report provides the revenue budget monitoring position for 2023/24 for the Environment & Community Services Portfolio based on expenditure and activity levels for the third quarter of the financial year.

2. **RECOMMENDATION(S)**

The Portfolio Holders are requested to:

2.1 Endorse the 2023/24 revenue budget monitoring for the Environment & Community Services Portfolio.

Impact on Vulnerable Adults and Children

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

Transformation Policy

1. Policy Status: Existing Policy: Further Details
 2. Making Bromley Even Better Priority:
(5) To manage our resources well, providing value for money, and efficient and effective services for Bromley's residents.
-

Financial

1. Cost of proposal: Not Applicable
 2. Ongoing costs: Recurring Cost
 3. Budget head/performance centre: All Environment & Community Services Portfolio Budgets
 4. Total current budget for this head: £47.3m
 5. Source of funding: Controllable revenue budgets 2023/24
-

Personnel

1. Number of staff (current and additional): 145.6 FTE
 2. If from existing staff resources, number of staff hours: N/A
-

Legal

1. Legal Requirement: Statutory Requirement: The statutory duties relating to financial reporting are covered within the Local Government Act 1972; the Local Government Finance Act 1998; the Accounts and Audit Regulations 1996; the Local Government Act 2000 and the Local Government Act 2002
 2. Call-in: Applicable
-

Procurement

1. Summary of Procurement Implications: N/A
-

Property

1. Summary of Property Implications: N/A
-

Carbon Reduction and Social Value

1. Summary of Carbon Reduction/Sustainability Implications:
-

Customer Impact

1. Estimated number of users or customers (current and projected): The services covered in this report affect all Council Taxpayers, Business Ratepayers, those who owe general income to the Council, all staff, Members and Pensioners.
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Not Applicable
-

3. COMMENTARY

- 3.1 This report sets out the results of the quarterly revenue budget monitoring exercise for the 2023/24 financial year for the Environment and Community Services Portfolio.
- 3.2 The position for quarter three (end of December) for the Portfolio was a projected overall overspend of £621k based on financial information available at that time.
- 3.3 The projected outturn is detailed in Appendix 1A, which shows the forecast spend for each division within the Portfolio compared to the latest approved budget.
- 3.4 Appendix 1B provides further detail and commentary on each of the projected variations within each service.

4. TRANSFORMATION IMPLICATIONS

(5) To manage our resources well, providing value for money, and efficient and effective services for Bromley’s residents.

- 4.1 To meet the ambitions for residents, the Council must use available resources deploy its workforce wisely. This is reflected in the “Making Bromley Even Better” ambition of Service Efficiency - ‘To manage our resources well, providing value for money, and efficient and effective services for Bromley’s residents’.
- 4.2 The “2023/24 Council Tax” report highlighted the financial pressures facing the Council. It remains imperative that strict budgetary control continues to be exercised to minimise the risk of compounding financial pressures in future years.
- 4.3 Chief Officers and Heads of Finance are continuing to place emphasis on the need for strict compliance with the Council’s budgetary control and monitoring arrangements.

5. FINANCIAL IMPLICATIONS

- 5.1 A detailed breakdown of the projected outturn by service area is shown in Appendix 1A with explanatory notes in Appendix 1B.
- 5.2 Overall, an overspend of £621k is projected to the year-end based on the information available for the second quarter of the year.

| | |
|---|--|
| Non-Applicable Headings: | Social Care, Legal, Personnel, Property & Procurement Implications |
| Background Documents: (Access via Contact Officer) | 2023/24 budget monitoring files within E&CS Finance section |

Environment & Community Portfolio Budget Monitoring Summary

| 2022/23 Actuals £'000 | Service Areas | 2023/24 Original Budget £'000 | 2023/24 Latest Approved £'000 | 2023/24 Projected Outturn £'000 | Variation £'000 | Notes | Variation Last Reported £'000 | Full Year Effect £'000 |
|--------------------------|--|----------------------------------|----------------------------------|------------------------------------|--------------------|-------|----------------------------------|---------------------------|
| | ENVIRONMENT & COMMUNITY PORTFOLIO | | | | | | | |
| | Street Scene & Green Spaces | | | | | | | |
| 1,151 | Arboriculture Management | 814 | 822 | 922 | 100 | 1 | 100 | 0 |
| 92 | Business Support and Markets | 26 | 26 | 160 | 134 | 2 | 123 | 0 |
| 1,189 | Senior Management | 1,331 | 1,331 | 1,331 | 0 | | 0 | 0 |
| 211 | Performance Management and Business Support | 224 | 224 | 224 | 0 | | 0 | 0 |
| 6,439 | Parks and Green Spaces | 6,854 | 6,940 | 6,940 | 0 | | 0 | 0 |
| 79 | Carbon Management | 155 | 155 | 155 | 0 | | 0 | 0 |
| 18,503 | Waste Services | 20,722 | 20,722 | 19,825 | Cr 897 | 3 | 0 | 0 |
| 6,491 | Neighbourhood | 6,961 | 7,087 | 7,087 | 0 | | 0 | 0 |
| 34,155 | | 37,087 | 37,306 | 36,643 | Cr 663 | | 223 | 0 |
| | Transport Operations and Depot | | | | | | | |
| 552 | Transport Operations and Depot Management | 632 | 632 | 575 | Cr 57 | 4 | Cr 57 | 0 |
| 552 | | 632 | 632 | 575 | Cr 57 | | Cr 57 | 0 |
| | Traffic, Parking and Highways | | | | | | | |
| -140 | Traffic & Road Safety | 161 | 161 | 39 | Cr 122 | 5 | Cr 29 | 0 |
| Cr 8,209 | Parking | Cr 9,186 | Cr 9,186 | Cr 8,478 | 708 | 6 | 828 | 0 |
| 8,979 | Highways (including London Permit Scheme) | 9,339 | 9,584 | 10,270 | 686 | 7 | 400 | 0 |
| 630 | | 314 | 559 | 1,831 | 1,272 | | 1,199 | 0 |
| 35,337 | TOTAL CONTROLLABLE | 38,033 | 38,497 | 39,049 | 552 | | 1,365 | 0 |
| 1,673 | TOTAL NON-CONTROLLABLE | 6,743 | 6,743 | 6,743 | 0 | | 0 | 0 |
| 2,284 | TOTAL EXCLUDED RECHARGES | 2,343 | 2,343 | 2,343 | 0 | | 0 | 0 |
| 39,294 | PORTFOLIO TOTAL | 47,119 | 47,583 | 48,135 | 552 | | 1,365 | 0 |

Reconciliation of Latest Approved Budget

£'000

Original Budget 2023/24

47,119

Carry Forward Requests approved from 2022/23

Highways Income for Road Maintenance

245

Central Contingency Adjustments

Inflationary Uplifts

219

Other Budget Movements

Hill Car Park Repair - Infrastructure Investment Fund

250

Hill Car Park Repair - Infrastructure Investment Fund

Cr 250

Latest Approved Budget for 2023/24

47,583

REASONS FOR VARIATIONS

1. Arboriculture Dr £100k

Tree works are identified through a triennial inspection programme and carried out in compliance with the adopted Tree Management Strategy to manage risk. The projected overspend of £100k recognises that in previous years, the volume of essential works has exceeded the budget available. There are several unknown factors affecting budget which make overspend a risk.

2. Business Support & Markets Dr £134k

The service is expecting an underachievement of income across Advertising, Street Trading and Markets of £144k (further details on this is given below), which is partly offset by an underspend on staffing of £19k as a vacant post is being used to fund a fixed term post on a lower grade and a £16k underspent on ICT software. There is also an overspend on the security of premises for £25k.

Street Trading income remains affected by the continuation, under the Business and Planning Act 2020 (Pavement Licences) (Coronavirus) (Amendment) Regulations 2021, of pavement licences. This was a temporary measure, originally introduced during the Covid pandemic but now extended into 2023 and being made permanent, which allows businesses to apply for a pavement licence for a £100 administration fee with no ongoing charges; this administration process is managed through Licensing in Public Protection. This is a significant reduction compared to the previous licensing of tables and chairs on the highway under street trading licence scheme where the fees charges were significantly higher and were subject to periodic 6-month renewal. The estimated net impact on the Council this year is a loss of £85k.

Advertising income from promotional activity is underachieving by £9k, the Promotional Activity in Bromley High Street has fewer larger scale week-long promotions. The majority of the promotional activity comes from smaller companies and it is limited to a few days, generating less income.

The Market Income is underachieving by £50k, due to a tough retail environment and depressed footfall in the Town Centre, which has led to a higher number of booking cancellations from market traders than normal. Furthermore the relocation of the market from the southern to northern end of the high street several years ago affected layout, reducing the number of regular stalls from 42 to 35, impacting the income capacity.

3. Waste Services Cr £897k

The Waste Service is reporting a £897k underspend for Q3, this is in the main due to the provision of Covid 19 funding (£800k) in 2022-23, to cover the additional costs of the increase in disposal of residual waste and processing of recyclates which were higher than pre COVID levels following lifestyle changes during the global pandemic. Although the levels of municipal waste have now returned to relatively stable levels the funding is still in the budget for the current year. The funding will be cut by half in '24-'25 with the remainder taken in '25-'26

4. Transport Operations and Depot Management Cr £57k

The service is reporting a £57k underspend on staffing costs, where we have officers who have moved to part time, freeing up some budget.

5. Traffic & Road Safety Cr £122k

There has been an over achievement from advertising income and temporary traffic orders due to road closures. This is partly offset by the cost of removing old street signs in the Borough.

6. Parking, Dr £708k

| | Total |
|---|--------------|
| Summary of variations within Parking | £'000 |
| Off Street (incl. Multi Storey Car Parks) | 486 |
| On Street | -146 |
| Parking fees total: | 340 |
| Moving Traffic Contraventions (MTCs) | 463 |
| CCTV- Schools/ Bus Stops | -61 |
| CEO Enforcement (PCN's) | -385 |
| Bus Lanes | 570 |
| Parking Shared Services | -219 |
| Enforcement total: | 368 |
| Total variations | 708 |

6a. Car Parks (off street and multistorey car parks) Dr £486k

For a number of years, there has been an ongoing decrease in car park usage. Officers will continue to monitor and analyse the data trends to ensure the correct tariffs are in place to help with demand per location.

As well as the above, the Hill multistorey car park was closed due to health and safety concerns for 2 months (October to December 2023), this approximately accounts for about £150k of the variance in this area. West Wickham car park also closed at the start of this financial year and accounts for a further £58k of the pressure. Motorists were advised to use nearby car parks and on street parking facilities, however during that period of time there was no real increase in the surrounding car parks that would account for any displacement from these car parks.

Despite managing to maintain income levels this year, the longer term trend means that income is unlikely to return to budgeted levels and future budget setting should take account of this.

6b. On Street Car Parks Cr £146k

On street parking income is overachieving the budget with the demand for on street parking sessions remaining steady. Officers will continue to monitor and analyse the data trends to ensure the correct tariffs are in place to help with demand per location.

Due to the continued strong performance here, we will look to re-align this budget in the future to allow the additional income to mitigate pressures in other parts of the parking service.

6c. Moving Traffic Contraventions (MTCs), Dr £463k

The trend of two years of enforcement has shown that driver compliance with moving traffic regulations has improved since the cameras first went live. However, the average number of PCNs being issued in April to December 2022 was 2,619 p/m, compared to the average in April to December 2023 being 2,320. Maintenance costs for all MTC cameras has increased and for 23/24 currently stands at £61k which is £20k over budget

Although income levels could be maintained in the future, it is unlikely to ever achieve the budgeted target due to continued compliance by road users, therefore future budget setting should take account of this.

6d. CCTV - Schools/ Bus Stops, Cr 61k

Compliance around the schools has continued to improve, whereas one camera at a bus stop has seen a large number of PCNs being issued. April to December 2022 there were 172 PCNs p/m whereas in the same period in April to December 2023 there was an average of 94 PCNs p/m. Maintenance costs for all school and bus stop cameras was £8,694.

Where compliance has been achieved, Officers will consider new locations for cameras.

6e. CEO Enforcement (PCN's), Cr £385k

From May 2023 some additional CEOs have been deployed around the Borough to help to achieve an improved compliance around the Borough, CEOs have been employed on different working patterns to help achieve this. From April to December 2022, the average number of PCNs issued p/m was 5,696, whereas in the same time period in 2023 6,947 PCNs were issued. In due course, the additional enforcement may lead to more compliance and less income.

6f. Bus Lanes Dr £570k

As has been reported previously, compliance by drivers in bus lanes continues to improve with the average PCNs issued per month between April to December 2022 being 911, compared to 792 PCNs being issued in the same time period in 2023. Maintenance costs for bus lane cameras for 23/24 is £28,926.

6g. Shared Services Cr £219k

There is an underspend on the Shared Service budget due to vacant posts, however the budget needs to be flexible to allow for changes in workflow demands to allow the service to cover busy periods and meet statutory deadlines. An increasing backlog in appeals will result in the team recruiting more staff in the near future, increased number of staff will achieve a better customer services by appeals being processed quicker, resulting in PCNs being settled quicker.

7. Highways, including London Permit Scheme Dr £686k

There is an overspend of £630k in Highway Services, as the number of highway defects (carriageway and footway) has nearly doubled in the first 6 months of the year and these projects have statutory requirements. A second contractor had to be employed to clear the existing backlog from the main supplier, J B Riney. The London permit Scheme is underachieving the income by £56k.

Waiver of Financial Regulations:

The Council's Contract Procedure Rules state that where the value of a contract exceeds £50k and is to be exempt from the normal requirement to obtain competitive quotations the Chief Officer has to obtain the agreement of the Director of Corporate Services, the Director of Finance and the Director of Commissioning and (where over £100,000) approval of the Portfolio Holder and report use of this exemption to Audit Subcommittee bi-annually. Since the last report to the Executive, no waivers over £50k have been actioned.

Virements Approved to date under Director's Delegated Powers

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

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Report No.
FSD24025

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: ENVIRONMENT AND COMMUNITY SERVICES PORTFOLIO HOLDER

Date: For pre-decision scrutiny by the Environment and Community Services PDS Committee on 13th March 2024

Decision Type: Non-Urgent Executive Non-Key

Title: CAPITAL PROGRAMME MONITORING - QUARTER 3 2023/24

Contact Officer: James Mullender, Head of Corporate Finance & Accounting
Tel: 020 8313 4196 E-mail: james.mullender@bromley.gov.uk

Chief Officer: Director of Finance

Ward: All

1. Reason for report

At its meeting on 7th February 2024, the Executive considered a report summarising the current position on capital expenditure and receipts following the third quarter of 2023/24 and be asked to agree a revised capital programme for the period 2023/24 to 2027/28. This report highlights changes to be considered by the Executive in respect of the capital programme for the Environment and 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 changes agreed by the Executive on 7th February 2024.

Impact on Vulnerable Adults and Children:

1. Summary of Impact:
-

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 "Making Bromley Even Better". The capital review process requires Council Directors to ensure that bids for capital investment provide value for money and match Council plans and priorities.
 2. BBB Priority: Making Bromley Even Better Priority: To manage our resources well, providing value for money, and efficient and effective services for Bromley's residents.
-

Financial

1. Ongoing costs: Not Applicable
 2. Budget head/performance centre: capital programme
 1. Total current budget for this head: £21.7m for the Environment and Community Services Portfolio over the period 2023/24 to 2027/28
 3. 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 7th February 2024

3.1 A revised capital programme was considered by the Executive on 7th February 2024, following a detailed monitoring exercise carried out after the third quarter of 2023/24. The base position is the programme approved by the Executive on 18th January 2023, as amended by variations approved at subsequent Executive meetings. All changes to schemes in the Environment and Community Services Portfolio programme are itemised in the table below and further details are included in paragraphs 3.2 to 3.5. The revised programme for the Environment and Community Services Portfolio is attached as Appendix A, whilst Appendix B shows actual spend against budget up to the end of the third quarter of 2023/24, together with detailed comments on individual scheme progress.

| | Budget 2023/24 | Budget 2024/25 | Budget 2025/26 | Budget 2026/27 | Budget 2027/28 | Total |
|---|-------------------|-------------------|-------------------|-------------------|-------------------|---------------|
| | £'000 | £'000 | £'000 | £'000 | £'000 | £'000 |
| Programme approved by Executive 18/01/23 | 7,567 | 2,585 | 230 | 0 | 0 | 10,382 |
| Net underspend 22/23 rephased to 23/24 | 10,047 | 0 | 0 | 0 | 0 | 10,047 |
| Net changes agreed in Q1 monitoring | Cr 1,700 | Cr 225 | 0 | 0 | 0 | Cr1,925 |
| Net changes agreed in Q2 monitoring | 1,893 | 0 | 0 | 0 | 0 | 1,893 |
| Approved programme prior to Q3 monitoring | 17,807 | 2,360 | 230 | 0 | 0 | 20,397 |
| <i>Variations not requiring the approval of Executive</i> | | | | | | |
| Net rephasing from 22/23 to future years (para 3.2) | Cr 11,859 | 5,656 | 4,085 | 225 | 0 | 0 |
| Removal of complete schemes (para 3.3) | Cr 126 | Cr 10 | 0 | 0 | 0 | Cr 136 |
| Reduction in Central Depot Wall Scheme (para 3.4) | Cr 77 | 0 | 0 | 0 | 0 | Cr 77 |
| <i>Variations requiring the approval of Executive</i> | | | | | | |
| Kelsey Park Bridge (para 3.5) | 133 | 434 | 0 | 0 | 0 | 567 |
| Local Highways Maintenance (para 3.5) | 455 | 455 | 0 | 0 | 0 | 910 |
| Revised Environment Community Services programme | 6,333 | 10,788 | 4,315 | 225 | 0 | 21,661 |

3.2 Schemes re-phased between 2023/24 and future financial years

As part of the second quarter monitoring exercise, a total of £11,859k has been re-phased from 2023/24 into future financial years to reflect revised estimates of when expenditure is likely to be incurred. Comments on scheme progress are provided in Appendix B.

3.3 Removal of various complete schemes (reduction of £136k)

As part of the third quarter monitoring exercise, a review was undertaken of schemes that are now complete and/or no longer required as set out below:

| | 2023/24 £'000 | 2024/25 £'000 | Total £'000 |
|---|------------------|------------------|----------------|
| Feasibility Studies | 60 | 10 | 70 |
| Betts Park Canal Bank Stabilisation Project | 8 | | 8 |
| Orpington Public Realm Improvements | 34 | | 34 |
| Street Lighting Invest to Save Initiative | 24 | | 24 |
| | 126 | 10 | 136 |

3.4 Reduction in existing schemes (reduction of £77k)

The review referred to in paragraph 3.3 above also identified that the Central Depot Wall scheme could be reduced by £77k based on revised estimates of total scheme expenditure.

3.5 Additions to the programme requiring approval by Executive (addition of £1,477k)

A report previously considered by this Committee requested the addition of £567k to the capital programme for the replacement of a footbridge in Kelsey Park, to be funded from the Infrastructure Investment Fund (£412k) and the Healthy Bromley (£155k) earmarked reserves.

The addition of £910k to the capital programme was also requested for the Highways Service, with £455k for 2024/25 and 2025/26. This is being funded by new monies from the DFT for Pothole repairs. The funding has been announced for the coming 10 years to the year 2033/34 with a minimum £14.2m confirmed. Currently only 2024/25 and 2025/26 allocations have been confirmed; future reports will request additions for later years once the subsequent allocations are received.

3.6 Post-completion reports

Under approved capital programme procedures, capital schemes should be subject to a post-completion review within one year of completion. After major slippage of expenditure in prior years, Members confirmed the importance of these as part of the overall capital monitoring framework. These reviews should compare actual expenditure against budget and evaluate the achievement of the scheme's non-financial objectives. Post-completion reports are currently due for the following schemes in the Environment and Community Services portfolio.

- Betts Park Canal Bank Stabilisation Project
- Orpington Public Realm Improvements
- Street Lighting Invest to Save Initiative

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 7th February 2024. Changes considered by the Executive for the Environment and Community Services Portfolio capital programme are set out in the table in paragraph 3.1.

| | |
|---|--|
| Non-applicable sections: | Legal, Personnel and Procurement Implications, Impact on Vulnerable Adults and Children |
| Background documents: (Access via Contact Officer) | Capital programme monitoring Q1 23/24 (Executive 20/09/2023) Capital programme monitoring Q2 23/24 (Executive 29/11/2023) Capital programme monitoring Q3 22/23 (Executive 18/01/2023) |

| ENVIRONMENT AND COMMUNITY SERVICES PORTFOLIO - APPROVED CAPITAL PROGRAMME Q3 23/24 | | | | | | | | | |
|--|-------------------------|------------------------|------------------|------------------|------------------|------------------|------------------|---------------------|---|
| Scheme | Total approved estimate | Spend up till 31.03.23 | Estimate 2023/24 | Estimate 2024/25 | Estimate 2025/26 | Estimate 2026/27 | Estimate 2027/28 | Responsible officer | Remarks |
| | £'000 | £'000 | £'000 | £'000 | £'000 | £'000 | £'000 | | |
| Schemes fully funded by TFL | 6,875 | 0 | 5,175 | 1,700 | 0 | 0 | 0 | Culverwell, Angus | 100% Tfl funding, based on Borough Spending Plan submission to Tfl and will only proceed if 100% funding. An extensive exercise is currently underway to realign and rationalise budgets for all Tfl projects, and the coding structure attached to them, to maintain timely and meaningful reporting |
| Cycling on Greenways | 554 | 554 | 0 | 0 | 0 | 0 | 0 | Culverwell, Angus | |
| Borough Transport Priorities | 696 | 944 | -248 | 0 | 0 | 0 | 0 | Culverwell, Angus | |
| Biking Boroughs | 781 | 747 | 34 | 0 | 0 | 0 | 0 | Culverwell, Angus | |
| Sub-total - TFL schemes - existing funding streams | 8,906 | 2,245 | 4,961 | 1,700 | 0 | 0 | 0 | | |
| Principal Roads Maintenance | 10,309 | 9,666 | 643 | 0 | 0 | 0 | 0 | Warner, Garry | |
| Borough Cycling | 12 | 32 | -20 | 0 | 0 | 0 | 0 | Culverwell, Angus | |
| LIP Formula Funding | 21,574 | 24,088 | -2,515 | 0 | 0 | 0 | 0 | Culverwell, Angus | |
| Bus Stop Improvement Works | 181 | 215 | -35 | 0 | 0 | 0 | 0 | Culverwell, Angus | |
| Flexi Lane | 70 | 66 | 4 | 0 | 0 | 0 | 0 | Culverwell, Angus | |
| Shortlands Liveable Neighbourhood | 172 | 334 | -162 | 0 | 0 | 0 | 0 | Culverwell, Angus | |
| Cycleways | 0 | 521 | -521 | 0 | 0 | 0 | 0 | Culverwell, Angus | |
| Bus Priority Programme | 293 | 140 | 153 | 0 | 0 | 0 | 0 | Culverwell, Angus | 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. |
| Bikeability | 59 | 126 | -67 | 0 | 0 | 0 | 0 | Culverwell, Angus | |
| Cycle Parking | 345 | 157 | 189 | 0 | 0 | 0 | 0 | Culverwell, Angus | |
| Widmore Road - BNV | 366 | 261 | 105 | 0 | 0 | 0 | 0 | Warner, Garry | |
| Tfl Streetspace Plan Fund | 193 | 144 | 50 | 0 | 0 | 0 | 0 | Culverwell, Angus | |
| South End refuge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Dft Emergency Active Travel Fund (EATF) | 0 | 173 | -173 | 0 | 0 | 0 | 0 | Culverwell, Angus | |
| Sub-total - TFL schemes - other funding streams | 33,573 | 35,923 | -2,350 | 0 | 0 | 0 | 0 | | |
| Running total - all Tfl schemes | 42,479 | 38,168 | 2,611 | 1,700 | 0 | 0 | 0 | | |
| Winter maintenance - gritter replacement | 1,560 | 1,241 | 0 | 319 | 0 | 0 | 0 | Chilton, Paul | |
| Winter maintenance - equipment replacement | 460 | 0 | 0 | 230 | 230 | 0 | 0 | Chilton, Paul | |
| Orpington Public Realm Improvements | 2,166 | 2,166 | 0 | 0 | 0 | 0 | 0 | Warner, Garry | £1.2m Tfl funding |
| Beckenham Town Centre improvements | 4,441 | 4,310 | 131 | 0 | 0 | 0 | 0 | Jackson, Hannah | 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 | 0 | Culverwell, Angus | Funded from Tfl £80k and S106 £213k |
| Orpington Railway Station | 133 | 84 | 49 | 0 | 0 | 0 | 0 | Culverwell, Angus | Funded from Tfl £50k and S106 £83k |
| Central Depot Wall Scheme | 754 | 734 | 20 | 0 | 0 | 0 | 0 | Jarman, Mike | 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 Works | 11,000 | 661 | 279 | 5,750 | 4,085 | 225 | 0 | Goodburn, Simon | Exec approval 11 Jul 2018 - funded by capital receipts |
| Street Lighting Invest to Save Initiative | 8,483 | 8,483 | 0 | 0 | 0 | 0 | 0 | Warner, Garry | |
| Street Lighting Invest to Save Initiative (2021) | 3,164 | 710 | 2,454 | 0 | 0 | 0 | 0 | Warner, Garry | Funded by Invest to Save Fund (Executive 28/11/12) |
| SALIX Street Lighting LED upgrade | 1,124 | 1,176 | -52 | 0 | 0 | 0 | 0 | Gullick, Lee | Agreed by Council 14/10/19. Funded by £500k from the Carbon Management Fund & |
| Betts Park Canal Bank Stabilisation Project | 128 | 128 | 0 | 0 | 0 | 0 | 0 | McCready, Peter | Approved Executive 14/09/16 |
| Highway Investment | 11,800 | 12,333 | -533 | 0 | 0 | 0 | 0 | Warner, Garry | Approved Exec 18/10/16, Council 09/12/16 |
| Local Highways Maintenance (Potholes, Damaged Roads etc) | 1,117 | 1,116 | 1 | 0 | 0 | 0 | 0 | Warner, Garry | Approved Exec 28/11/18 (Funded by Dft) |
| Local Highways Maintenance | 910 | 0 | 455 | 455 | 0 | 0 | 0 | Warner, Garry | Approved by Executive 7th February 2024 |
| Emergency Travel Fund | 41 | 1 | 40 | 0 | 0 | 0 | 0 | Culverwell, Angus | Funded by a grant from Department of Transport |
| Scadbury Park Moated Manor | 143 | 51 | 92 | 0 | 0 | 0 | 0 | McCready, Peter | Approved Executive 07/02/18 |
| BMX track at Hoblingwell Wood | 369 | 42 | 327 | 0 | 0 | 0 | 0 | Jackson, Hannah | |
| Kelsey Park works | 2,000 | 0 | 100 | 1,900 | 0 | 0 | 0 | Jackson, Hannah | |
| Kelsey Park Bridge | 567 | 0 | 133 | 434 | 0 | 0 | 0 | Jackson, Hannah | Approved by Executive 7th February 2024 |
| Croydon Road Recreation Ground Bandstand Restoration | 236 | 9 | 227 | 0 | 0 | 0 | 0 | McCready, Peter | |
| Sub-total - other ECS schemes | 50,889 | 33,540 | 3,721 | 9,088 | 4,315 | 225 | 0 | | |
| Total - Environment and Community Services portfolio | 93,368 | 71,708 | 6,333 | 10,788 | 4,315 | 225 | 0 | | |

| ENVIRONMENT & COMMUNITY PORTFOLIO - APPROVED CAPITAL PROGRAMME 2023/24 | | | | |
|--|---------------------------------|-----------------|--------------------------------|---|
| Scheme | Q3 2023/24 | | | Commentary |
| | Estimate 2023/24 as at Jan 2023 | Actual Q3 23/24 | Estimate 23/24 at end Q3 23/24 | |
| | £'000 | £'000 | £'000 | |
| Schemes fully funded by TfL | 2,200 | 0 | 5,175 | An extensive exercise is currently underway to realign and rationalise budgets for all TfL projects, and the coding structure attached to them, to maintain timely and meaningful reporting. |
| Cycling on Greenways | 0 | 0 | 0 | |
| Borough Transport Priorities | 0 | 0 | Cr 248 | |
| Biking Boroughs | 0 | 0 | 34 | |
| Sub-total - TFL schemes - existing funding streams | 2,200 | 0 | 4,961 | |
| Principal Roads Maintenance | 0 | 0 | 643 | |
| Borough Cycling | 0 | 0 | Cr 20 | |
| LIP Formula Funding/LIP prescribed funding | 0 | 438 | Cr 2,515 | |
| Bus Stop Improvement Works | 0 | 0 | Cr 35 | |
| Flexi Lane | 0 | 0 | 4 | |
| Shortlands Liveable Neighbourhood | 0 | 40 | Cr 162 | |
| Cycleways | 0 | 0 | Cr 521 | |
| Bus Priority Programme | 0 | 17 | 153 | |
| Bikeability | 0 | 0 | Cr 67 | |
| Cycle Parking | 0 | 0 | 189 | |
| Widmore Road - BNV | 0 | 0 | 105 | |
| TfL Streetspace Plan Fund | 0 | 5 | 50 | |
| South End refuge | 0 | 24 | 0 | |
| DfT Emergency Active Travel Fund (EATF) | 0 | 66 | Cr 173 | |
| Sub-total - TFL schemes - other funding streams | 0 | 590 | Cr 2,350 | |
| Running total - all TfL schemes | 2,200 | 590 | 2,611 | |
| Winter maintenance - gritter replacement | 160 | 0 | 0 | There are ongoing discussions within the department concerning the options for contract-hire and possibly other methods of gritter provision. Officers have agreed to run with the current fleet as it stands for the 2023/24 winter season whilst the situation remains under review. There is now no intention to replace any gritters or associated equipment before April 2024. |
| Winter maintenance - equipment replacement | 115 | 0 | 0 | There are ongoing discussions within the department concerning the options for contract-hire and possibly other methods of gritter provision. Officers have agreed to run with the current fleet as it stands for the 2023/24 winter season whilst the situation remains under review. There is now no intention to replace any gritters or associated equipment before April 2024. |
| Beckenham Town Centre improvements | 0 | 11 | 131 | This scheme is funded by TfL, and most aspects of the capital works are now complete. Following completion of capital works, a post completion report and safety audit must be undertaken. |
| 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 to link in with the Crofton Road cycle route. |
| Central Depot Wall Scheme | 0 | 0 | 20 | Approved by Executive in March 2018. Scheme reduced by £77k as almost complete |
| Depot Improvement Works | 3,082 | 227 | 279 | Approved by Exec on 11th July 2018. Consultancy services for the scheme have been appointed and new PM to be recruited. Only consultancy costs anticipated this FY - budget has been rephased 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 (2021) | 0 | 632 | 2,454 | |
| SALIX Street Lighting LED upgrade | 0 | 0 | Cr 52 | Completed in 2021, and the supply/fit costs paid using a 0% interest loan that is paid back over time (using energy costs savings). |
| Highway Investment | 0 | 0 | Cr 533 | |
| Local Highways Maintenance (Potholes, Damaged Roads etc) | 0 | 0 | 1 | Scheme completed. Remaining budget to be utilised. |
| Local Highways Maintenance | | | 455 | Approved by Executive 7th February 2024 |
| Emergency Travel Fund | 0 | 0 | 40 | |
| Scadbury Park Moated Manor | 0 | 1 | 92 | Approved by Exec Feb 2018 - £60k revenue and £95k Historic England. Full budget to be utilised this financial year. |
| Feasibility Studies | 10 | 0 | 0 | Removed from programme |
| BMX track at Hoblingwell Wood | 0 | 10 | 327 | |
| Kelsey Park works | 2,000 | 15 | 100 | £1,900k rephased into 2024/25 |
| Kelsey Park Bridge | 0 | 31 | 133 | Approved by Executive 7th February 2024 |
| Croydon Road Recreation Ground Bandstand Restoration | 0 | 95 | 227 | |
| Sub-total - other ECS schemes | 5,367 | 1,022 | 3,721 | |
| Total - Environment and Community Services portfolio | 7,567 | 1,612 | 6,333 | |

Report No.
ES20358

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Portfolio Holder for Transport, Highways & Road Safety
For Pre-Decision Scrutiny by the Environment and Community Services Policy Development and Scrutiny Committee on

Date: Wednesday 13 March 2024

Decision Type: Non-urgent Executive Non-key

Title: **Anerley Hill/Anerley Road bus priority and pedestrian safety improvement scheme**

Contact Officer: David Bond, Principal Transport Projects Manager
Tel: 020 313 4555. E-mail: david.bond@bromley.gov.uk

Chief Officer: Director of Environment & Public Protection

Ward: Crystal Palace and Anerley

1. Reason for report

- 1.1 To inform Members of the scheme proposals which includes new sections of bus lane, junction improvements to benefit pedestrian safety and a new controlled crossing to also improve safety.
 - 1.2 To seek authority from the Portfolio Holder to proceed with the development of the design through to implementation of the scheme.
-

2. RECOMMENDATION(S)

2.1 That Members note.

- the consultation that has taken place and the level of member and public support
- the next stages of the development of the scheme

2.2 That the Portfolio Holder

- gives approval to progress to detailed design and implementation and for the cost of the scheme to be met from the 2024/25 TfL budget for bus priority measures.
- delegates to the Director of Environment and Public Protection authority to make minor changes to the schemes in response to operational requirements.

Impact on Vulnerable Adults and Children

1. Summary of Impact: Beneficial due to bus lanes improving bus reliability and pedestrian improvements, particularly a new controlled crossing which will improve pedestrian safety, especially important for vulnerable road users.
-

Transformation Policy

1. The proposals outlined below in section 3 are in line with the Borough's Local Implementation Plan (LIP 3) to help deliver more transport choices for residents as contained in Outcome 5; the public transport network will meet the needs of a growing London and Outcome 7; journeys by public transport will be pleasant, fast and reliable.
 2. Making Bromley Even Better Priority
 - (1) For children and young people to grow up, thrive and have the best life chances in families who flourish and are happy to call Bromley home.
 - (2) For adults and older people to enjoy fulfilled and successful lives in Bromley, aging well, retaining independence, and making choices.
 - (3) For residents to live responsibly and prosper in a safe, clean, and green environment great for today and a sustainable future. (LIP 3, Outcome 4; London's streets will be clean and green).
 3. This proposal supports priority 5 of the 2021-2022 Environment Portfolio Plan, Improving Travel, Transport & Parking. We will "Continue to manage our extensive road network effectively and efficiently, keeping our roads safe and implementing strategies to improve parking in the borough, including the addition of electric charging spaces. Encourage more sustainable forms of travel, including hybrid and electric vehicles, cycling, walking and delivering the longest electric bus route in London."
-

Financial

1. Cost of proposal: £250-300k
 2. Ongoing costs: not applicable
 3. Budget head/performance centre: Bus Priority Programme, which sits outside of core LIP funding and is an additional TfL grant funding stream to boroughs.
 4. Total current budget for this head: £300k in 2024/25
 5. Source of funding: TfL
-

Personnel

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: 200
-

Legal

1. Legal Requirement: Non-statutory – Mayor's Transport Strategy Guidance
 2. Call-in: Applicable
-

Procurement

1. Summary of Procurement Implications: None
-

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): all residents within the Ward and on the line of route of all bus services using Anerley Hill/Anerley Road
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors' comments: Ward Councillors McGregor and Thomson are both supportive of the scheme and have been closely involved throughout the development of the designs and the consultation process.

3. COMMENTARY

- 3.1 Transport for London's (TfL's) Bus Action Plan sets out the long-term aspiration for a modern network capable of attracting more customers and helping Greater London to become net zero by 2030. In order to help achieve that, the Action Plan has an objective of delivering 25km of new bus lanes by 2025 to prioritise bus journeys and improve journey times. TfL's Bus Priority Programme provides targeted investment within Greater London to address pinch points and known reliability issues that affect the performance of the bus network. Through delivery of individual or corridor-based schemes, the programme aims to improve bus reliability, reduce journey times and, ultimately, improve customer experience and patronage.
- 3.2 It is not always possible to install bus lanes without the disbenefits to other road users outweighing the benefits to bus users. However, in the case of Anerley Hill/Anerley Road, a scheme has been devised that will deliver an overall benefit to all road users.
- 3.3 Anerley Hill/Anerley Road had been identified as a key corridor that requires attention as part of TfL's Bus Action Plan and a feasibility study was carried out in 2019/2020 for the introduction of bus lanes between the junctions of A212 Crystal Palace Parade and Seymour Terrace, a distance of approximately 1.4km. This assessment included a review of iBus data, parking data and boarding and alighting information for bus stops within this area.
- 3.4 In accordance with Bromley's latest Transport Improvement Plan we also wish to see the bus network run efficiently and reliably for the many residents and visitors who use and depend on it and see measures such as this as a very important means of helping achieve that.
- 3.5 For many years Anerley Hill and Anerley Road has been a route identified by Bromley as one with a high rate of injury collisions. These collisions were not at any one location that might be treated in isolation but were spread along the route. This scheme also gives us the opportunity to address this with pedestrian safety measures by way of continuous pavement crossings of side road junctions and a new crossing north of the Versailles Road/Thickett Road junction.
- 3.6 In regard to current bus times, the scheduled peak journey time between Seymour Villas and the top of Anerley Hill is 8 minutes northbound and 7 minutes southbound although the actual journey time can be 11 minutes northbound and 10 minutes southbound. The project is predicted to save approximately 4 minutes in both directions, per journey, a saving of 36% northbound and 40% southbound.
- 3.7 Following a pause due to the impact of the Pandemic and the consequent reduced funding from TfL, work resumed on development of the scheme in 2022 and the outline design was produced in November 2023, the scheme design was subject to a Stage 1 Road Safety Audit with very few issues identified, and these have been addressed where appropriate.

Consultation.

- 3.8 A public exhibition took place on 23rd January 2024 at Anerley Town Hall where the proposals were very well received by local residents and businesses. 3,500 letters were circulated to a wide area around Anerley Road and Anerley Hill and residents also had the opportunity to view the drawings and make any comments online. The online consultation closed on 1st February and the results are as follows;
- in favour of the bus lanes 56%, opposed 32% and undecided, 12%
 - in favour of continuous pavement crossings of junctions, 73%, opposed 21% and undecided, 6%

- at the public exhibition, of the 35 attendees, 92% were in favour of the proposals and 8% were opposed.

3.9 A number of comments were made at the public exhibition about the scheme and other traffic, transport and safety issues and, where possible, these have been addressed by way of some slight design modifications. A full consultation report will be available online very shortly.

Recommendation

3.10 The scheme is now ready to be progressed to the detailed design stage followed by the Stage 2 Road Safety Audit with implementation planned by the end of 2024. Drawings of the scheme are too big to be included in the printed version of this report but can be viewed online [here](#).

3.11 In light of the above, it is recommended that the scheme is taken forward to detailed design and is implemented in due course.

4. IMPACT ON VULNERABLE ADULTS AND CHILDREN

Beneficial due to bus lanes improving bus reliability and pedestrian improvements, particularly a new controlled crossing which will improve pedestrian safety, especially important for vulnerable road users.

5. POLICY IMPLICATIONS

5.1 The proposals outlined below in section 3 are in line with the Borough’s Local Implementation Plan (LIP 3) to help deliver more transport choices for residents as contained in Outcome 5; the public transport network will meet the needs of a growing London, and Outcome 7; journeys by public transport will be pleasant, fast and reliable.

6. FINANCIAL IMPLICATIONS

6.1 This scheme will be funded from 2024-25 LIP funding for the Bus Priority Programme, which has already been confirmed by TfL.

| | |
|---|---|
| Non-Applicable Sections: | Personnel and Legal Implications |
| Background Documents: (Access via Contact Officer) | <p>Consultation letter to residents and businesses, map of the consultation area, results of the consultation report</p> <p>Link to online drawings of the proposals: Sheet Layout (smartsurvey.io)</p> |

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Report No.
ES20371

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: **Portfolio Holder for Transport, Highways & Road Safety**
For Pre-Decision Scrutiny by the Environment and Community Services Policy Development and Scrutiny Committee

Date: **Wednesday 13 March 2024**

Decision Type: Non-Urgent Executive Non-Key

Title: **PROPOSED PEDESTRIAN CROSSING FACILITIES NEAR CHISLEHURST WAR MEMORIAL, AT BROMLEY LANE AND ROYAL PARADE**

Contact Officer: Bukola Sobanjo, Traffic Engineering Manager
Tel: 020 8461 7951 E-mail: Bukola.Sobanjo@bromley.gov.uk

Chief Officer: Director of Environment and Public Protection

Ward: Chislehurst

1. Reason for decision/report and options

The purpose of this report is to seek approval for the proposals to introduce pedestrian crossing facilities near Chislehurst War Memorial (CWM). The proposals, which are outlined in Section 3 of this report, aim to improve pedestrian facilities by providing signalised crossings on Bromley Lane and Royal Parade.

Officers have worked closely with Transport for London (TfL) to achieve an optimum solution for the design in order to ensure capacity at the junction is not adversely affected; a number of options were considered as outlined further in Section 3 of this report to reach the final proposed layout recommended.

2. **RECOMMENDATION(S)**

2.1 **That the Portfolio holder approves the following:**

- **Signalised pedestrian crossings at Bromley Lane and Royal Parade.**
- **Any minor changes to the design to be delegated to the Director of Environment and Public Protection, in consultation with the Portfolio Holder.**

Impact on Vulnerable Adults and Children

1. Summary of Impact:

This proposal would provide safer and dedicated crossing facilities for all pedestrians including vulnerable road users and children attending nearby schools.

Transformation Policy

1. Policy Status: Existing Policy - The proposals outlined below in section 3 are in line with the Borough's Local Implementation Plan (LIP 3) objectives to help deliver more choices for shorter trips.
2. Making Bromley Even Better Priority
- (1) For children and young people to grow up, thrive and have the best life chances in families who flourish and are happy to call Bromley home.
- (2) For adults and older people to enjoy fulfilled and successful lives in Bromley, ageing well, retaining independence and making choices.
- (4) For residents to live responsibly and prosper in a safe, clean and green environment great for today and a sustainable future.
-

Financial

1. Cost of proposal: £207k
2. Ongoing costs: None
3. Budget head/performance centre: LIP Capital Programme Budget for Safer Corridors and Neighbourhoods 2023/24
4. Total current budget for this head: £1.285M
5. Source of funding: TfL
-

Personnel

1. Number of staff (*current and additional*): 3
2. If from existing staff resources, number of staff hours: 200 hours
-

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 highways term contractor.
-

Property

1. Summary of Property Implications: None
-

Carbon Reduction and Social Value

1. Summary of Carbon Reduction/Sustainability Implications: Facilitating more use of sustainable transport, walking and cycling, will help reduce carbon emissions in the Borough
-

Impact on the Local Economy

1. Summary of Local Economy Implications: None
-

Impact on Health and Wellbeing

1. Summary of Health and Wellbeing Implications: This proposal aims to contribute towards making walking an easier choice
-

Customer Impact

1. Estimated number of users or customers (*current and projected*): A large number of pedestrians already cross at this location and the introduction of improved crossing facilities will likely lead to an increase in numbers.
-

Ward Councillor Views

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

Chislehurst Ward Councillors “are very pleased to support this proposal which will facilitate the safety of pedestrians crossing at this busy junction and we hope will promote more walking.”

3. COMMENTARY

- 3.1 Footfall in the area around the War Memorial on Chislehurst Common is generally high, with schools and local businesses situated immediately on the south side of the junction and pedestrians and bus passengers arriving from the town centre to the north. There are a number of bus routes serving this location and there is difficulty for passengers wishing to complete their journeys on foot. This is especially difficult for school pupils travelling to and from the nearby Coopers School and St Nicholas Church of England Primary School.
- 3.2 For many years the Council has wished to improve pedestrian crossing facilities at the junction of Bromley Road / Bromley Lane / Centre Common Road / Royal Parade – the Chislehurst War Memorial (CWM) junction.
- 3.3 The most obvious solution appeared to be the addition of a green man pedestrian phase to the traffic signals at the CWM junction. In 2012, a [study](#) by SKM Colin Buchanan was commissioned by the Council to look at the impact and safety implications of doing this. The comprehensive review concluded that adding a pedestrian phase was not recommended, due to the severe congestion that would then occur in the area. The study showed that the CWM junction was already at capacity, if not slightly over capacity, with long queues of traffic already forming at peak hours.
- 3.4 The implications of adding a pedestrian phase to the signals would be that more traffic would be forced to use the minor streets nearby to circumnavigate the CWM junction – streets such as Bull Lane which has no footways and Watts Lane by Coopers School. Overall, it was considered that road safety would be negatively impacted by the addition of a green man phase at the signals. In addition to this, the level of congestion predicted would have led to bus services being curtailed before they reached this part of Chislehurst – a location on several bus routes.
- 3.5 Proposals to improve pedestrian crossing facilities at the junction were therefore reviewed once more by Officers to see if there was perhaps an alternative solution. Following this piece of work, a [report](#) was brought to Members in 2014. Traffic congestion in the wider area had always been a problem, so a wider area plan was conceived to help improve traffic flow sufficiently to allow the introduction of pedestrian crossings over the A222 at the CWM junction. This proposal involved the acquisition of an area of the common that would be needed to widen the CWM junction, to allow a totally new design of signalised junction, whereby a pedestrian phase could be added to the signals with minimal impact on traffic. The proposed quid-pro-quo to avoid an overall loss of commons land included major changes in other areas of the common. However, this concept, apart from being very expensive, was also dependent on the Trustees of the Common agreeing to give up commons land to become highway. Despite a healthy negotiation, Trustee approval was not forthcoming and [this proposal](#) was abandoned.

Options Considered Recently – 2021 - 2024

- 3.6 In 2021, the then Ward Councillor, Cllr Terry, put forward a suggestion for crossings on the A222 Bromley Lane just east of Kemnal Road and for one on Royal Parade near Church Row. These ideas were considered by Officers as a second-best / fall back option if no solution could be found that would enable a crossing to be installed on the primary pedestrian desire-line, i.e. at the CWM junction itself, but agreed with the suggestion that this plan would be better than no crossings. However, at that time there was no funding available for this scheme, so that had to be obtained. In 2022/23 funding was made available for a new study. The current Ward Members were also very supportive of a crossing being installed if a safe solution could be found.

- 3.7 Following engagement with the Ward Members and the Portfolio Holder in 2023, a staggered crossing was proposed on the western arm of the junction, with fresh survey data being analysed. This arm of the junction was chosen after the pedestrian / vehicle survey (PV²) showed that this was the busiest arm of the junction. The result of the PV² survey can be seen in Appendix B. Any figure above 0.6x10⁸ suggests that a formal crossing can be considered at the location. However, although this arm of the junction gave a high figure it was discounted due to the utility service diversion costs on the footway which was not feasible to relocate, plus the congestion that was anticipated when considering the new count data.
- 3.8 There is slightly more road width on the eastern arm of the junction, so a staggered crossing was considered there, as it was considered that this might be a way of lessening the likely congestion. However, this design posed safety concerns as well as still having a negative impact on traffic movement. This resulted in this option being discounted.
- 3.9 A zebra crossing was further considered on Centre Common Road and Royal Parade but was discounted because of the impact it could have on traffic flow. Given the proximity of the CWM junction, zebra crossings would not be suitable, as traffic blocking back through the junction would be quite likely, causing the congestion that was trying to be avoided.
- 3.10 Signalised crossings were further considered on three arms of the junction but this proposal was also discounted due to the congestion it would cause.
- 3.11 Each of the options above were discussed with TfL who have a major stake in the junction, as they are responsible for the safe and efficient operation of all traffic signals across London, even if they are on a borough road, as these are. TfL are also responsible for the operation of buses, and any design that would lead to increased congestion would be likely to lead to the termination of bus services before they reached the Royal Parade area. TfL have therefore been supplied with the latest traffic survey data alongside the various concept design options and have offered feedback on each. None of the above-mentioned designs to offer a pedestrian crossing facility at the CWM junction were supported.
- 3.12 This has led Bromley Officers and the signals team at TfL to conclude that the only way to offer a crossing over the A222 in this vicinity is to locate it near to the junction of Kemnal Road, as was originally suggested by former Cllr Terry. Also, that the crossings would have to be signal controlled so that they can be linked to the CWM junction signals, to avoid blocking of the junction and severe congestion. Linking to the signals at the CWM junction cannot be done with zebra crossings.

Current Proposals

- 3.13 The proposal that would be acceptable in terms of safety and traffic flow is shown in Appendix A. Although this is not the optimal location to assist pedestrians where they often choose to cross unaided, it is considered to be better than having no controlled crossing at all over the busy A222 in an area with lots of pedestrian movements.
- 3.14 Below is a summary of the changes being proposed:
- **Signalised pedestrian crossing on Bromley Lane to the east of Kemnal Road.** This would require the existing grass verge on the southern footway to be converted to a new footway area to accommodate the crossing.
 - Double yellow lines on Bromley Lane to ensure the carriageway remains unobstructed around the proposed crossings.
 - **Signalised pedestrian crossing on Royal Parade southeast of the junction with Church Row.** This would result in the loss of some parking spaces on Royal Parade due to safety

concerns for vehicles pulling out of the parking bays into the crossing. This space might be further converted into a seating area, subject to approvals.

- Yellow box marking at the junction of Bromley Lane, Royal Parade, Centre Common and Bromley Road. This aspect is to prevent the junction from being blocked as a result of any queues backing up from the proposed pedestrian crossings.

3.15 Overall, these new crossing facilities would ensure students, parents and visitors to the area have dedicated provision to cross the road and access the school, bus stops, and local businesses more easily and safely.

3.16 These proposals are brought to Members for their consideration. As mentioned, the proposals are not for a controlled crossing facility at the CWM junction but nearby. Although this is not exactly what stakeholders had asked the Council to try to achieve, this option does provide a significant benefit to those wishing to cross the A222. It is the only acceptable way to add a controlled crossing over the A222 in this vicinity and is considered by Officers to be better than no crossing at all. The crossing over Bromley Lane near Kemnal Road will offer a pedestrian link to and from the bus stop there as well as offering a way to safely cross this busy road. The addition of the proposed controlled crossing over Royal Parade by Church Row completes the walking route and allows pedestrians to cross both the A222 and A208 with assistance.

3.17 The choice is to provide the crossings as set out or to leave the location as it is at present, with no controlled crossings. Funding to install the crossings is currently available but may not be in the future.

4. IMPACT ON VULNERABLE ADULTS AND CHILDREN

The proposals consist of the introduction of new signalised crossings. This would provide a better and safer crossing experience on the route to/from schools and local shops.

5. TRANSFORMATION/POLICY IMPLICATIONS

1. The proposals outlined in section 3 are in line with the Borough's Local Implementation Plan (LIP 3) objectives to help deliver more choices for shorter trips.
2. Making Bromley Even Better Priority:
For residents to live responsibly and prosper in a safe, clean, and green environment great for today and a sustainable future.

6. FINANCIAL IMPLICATIONS

- 6.1 Implementation cost is estimated at £207,000
- 6.2 There is sufficient budget within the LIP funding for capital schemes to meet the cost of this improvement, as well as some contingency.

7. PROCUREMENT IMPLICATIONS

The scheme would be implemented by the Council's highways term contractor.

8. CARBON REDUCTION/SOCIAL VALUE IMPLICATIONS

Facilitating more use of walking and buses will help reduce carbon emissions in the Borough. The scheme avoids creating additional traffic congestion or bus delays.

9. IMPACT ON HEALTH AND WELLBEING

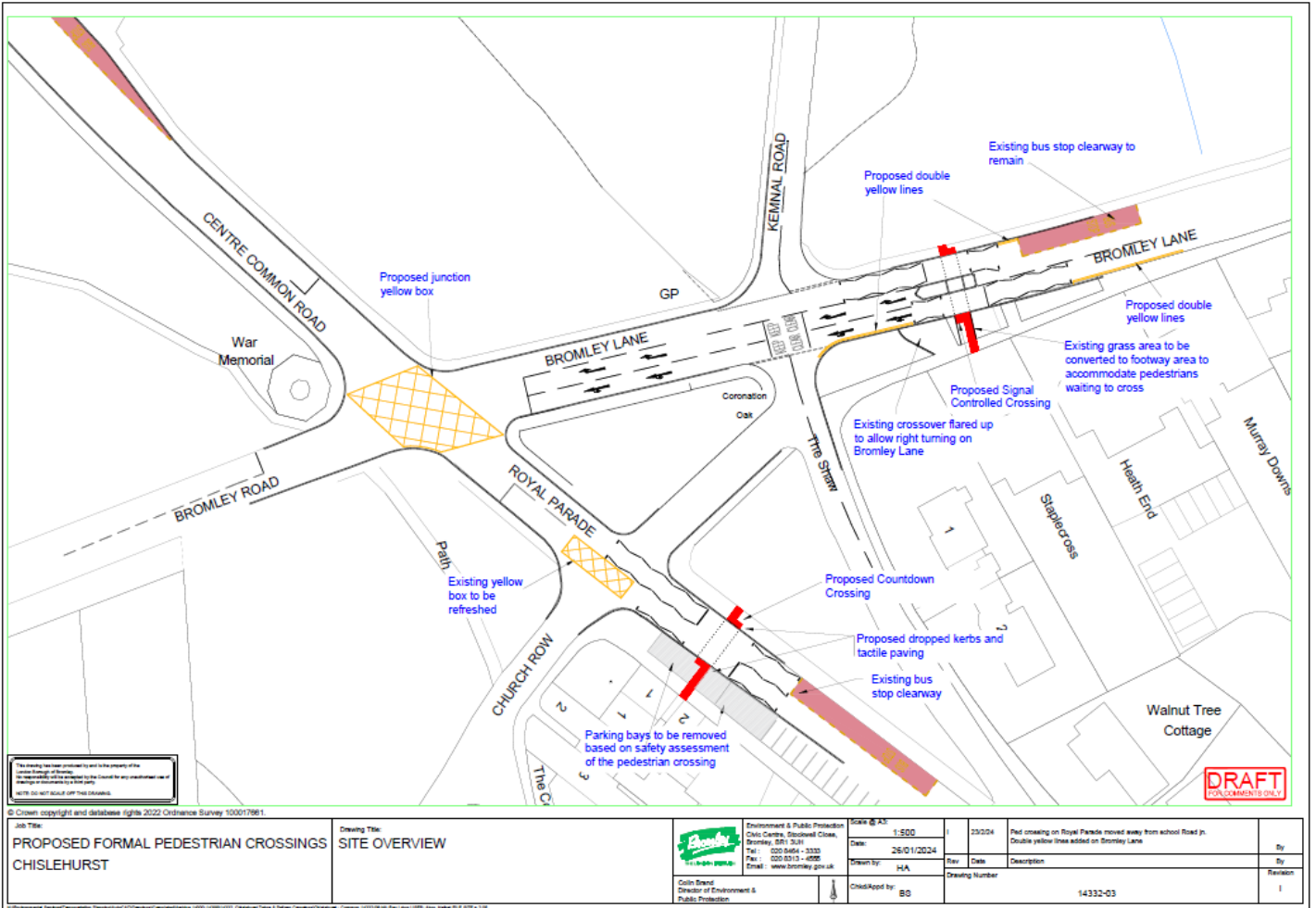
Summary of Health and Wellbeing Implications: This proposal aims to improve walking infrastructure which will give road users more options to choose healthier forms of travel.

10. WARD COUNCILLOR VIEWS

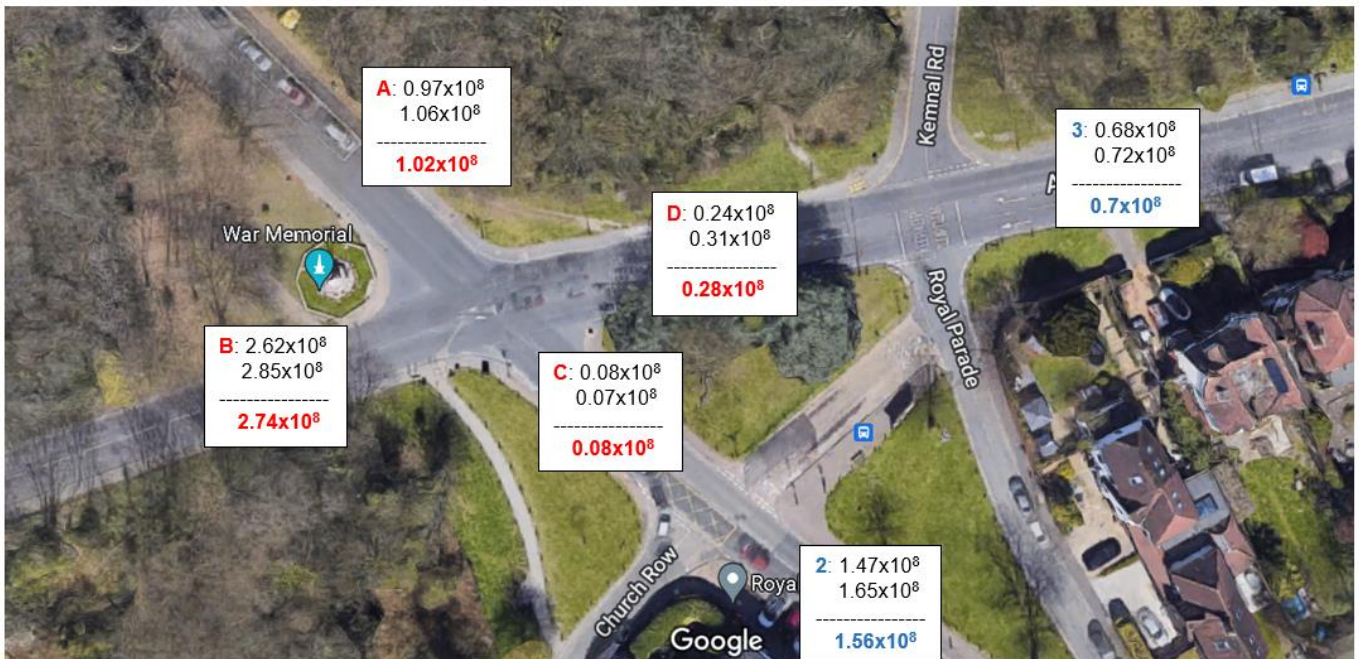
Ward Councillors are very pleased to support this proposal which will facilitate the safety of pedestrians crossing at this busy junction and they hope will promote more walking. They have a concern about the loss of 8 parking bays on the Royal Parade shops which Officers will investigate at the detailed design stage to determine if there is scope to reduce this number at all whilst maintaining safety and visibility for those crossing.

| | |
|---|--|
| <p>Non-Applicable Headings:</p> | <p>Personnel Implication Property Implications Legal Implication Impact on Local Economy</p> |
| <p>Background Documents: (Access via Contact Officer)</p> | <p>LIP3: Bromley's transport for the future - local-implementation-plan-lip3- (bromley.gov.uk)</p> <p>Council commissioned study from 2012 by SKM Colin Buchanan Supplementary information 1.pdf (bromley.gov.uk)</p> <p>PDS Report 2014 - A222 CHISLEHURST COMMON IMPROVEMENTS - Report No (bromley.gov.uk)</p> <p>Related briefing notes from 2015 and 2016 - Supplementary information 2.pdf (bromley.gov.uk)</p> |

Appendix A



Appendix B



Report No.
ES20370

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Portfolio Holder for Transport, Highways and Road Safety.

For pre-decision scrutiny by Environment PDS

Date: 13th March 2024

Decision Type: Non-Urgent Executive Non-Key

Title: VEHICLE CROSSOVER POLICY

Contact Officer: Garry Warner, Assistant Director (Highways)
Tel: 020 8313 4929 E-mail: garry.warner@bromley.gov.uk

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

Ward: (All Wards);

1. Reason for report

This report reviews current policies relating to the construction of new vehicle crossovers and proposes a method of reviewing policies.

2. **RECOMMENDATION(S)**

That the Portfolio Holder for Transport, Highways and Road Safety endorses the proposal to establish a working group to consider future policy changes and agree membership.

Impact on Vulnerable Adults and Children

1. Summary of Impact: None
-

Corporate Policy

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

Financial

1. Cost of proposal: Estimated Cost : None
 2. Ongoing costs: Recurring Cost : None
 3. Budget head/performance centre: Highways planned maintenance
 4. Total current budget for this head: n/a
 5. Source of funding: n/a
-

Personnel

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

Legal

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

Procurement

1. Summary of Procurement Implications: None
-

Customer Impact

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

Ward Councillor Views

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

3. COMMENTARY

Background

- 3.1 When residents seek to provide off-road parking on their front gardens, they can request to have the kerb outside their property lowered and the footway reinforced to take the load of normal car or light vehicle, which is known as a vehicle crossover. If their application is successful the works are undertaken by the Council's highways contactor, with the full costs being met by the resident, along with agreed fees for the application and management of the works.
- 3.2 As a Highway Authority and using powers in Section 184 (11) of the Highways Act 1980, the Council is responsible for granting permission for such vehicle crossovers and in accordance with the Act, to have regard to:
- (a) The need to ensure, so far as practicable, safe access to and egress from premises.
 - (b) The need to facilitate, so far as reasonably practicable, the passage of vehicular traffic in highways.
- 3.3 In order to ensure that applications are dealt with consistently and fairly they are considered in accordance with policy and guidelines, as determined by the Council from time to time. The policy for vehicle crossovers was last considered in January 2012 (Report ES 11110), when the criteria for approval of vehicle crossovers was approved.
- 3.4 A minor policy change was agreed in March 2018 (Report ES18028) to facilitate the construction of narrow crossovers across wide highway grass verges.

Future Provision of Vehicle Crossovers

- 3.5 It is proposed that a small Member / Officer Working Group is established, chaired by the Portfolio Holder for Environment, to review the current policies and consider any changes that could improve the provision of this service.

4 POLICY IMPLICATIONS

- 4.1 There are no proposed changes to the crossover policy at this time.

LEGAL IMPLICATIONS

- 6.1 Under section 184 of the Highways Act (1980), the Highway Authority has powers to regulate the way access is taken over the footway, not to prohibit it. Permission for a vehicle crossover conveys no property rights and is limited to the granting of a licence to cross over the highway and highway verge only.
- 6.2 Landowners of land adjoining a highway have a right of access from their land onto the highway subject to certain statutory controls in order to balance the rights of the landowner and to guarantee the safety of the public. Planning permission for vehicle crossovers may not always be necessary but crossover applications can still be rejected for non-compliance with highway legislation: different legislation applies to the Planning and Highway functions of the authority.
- 6.3 The Council has a duty, as a Highway Authority, "to assert and protect the rights of the public to the use and enjoyment of any highway" (section 130 Highway Act 1980). Under these powers the Council can also deal with infringements such as obstructions and nuisances on the highway, in order to avoid dangers to road users arising from traffic turning on and off the road.

| | |
|---|---|
| Non-Applicable Sections: | Financial Impact on vulnerable adults and children Personnel implications Procurement implications |
| Background Documents: (Access via Contact Officer) | |

Report No
ES20372

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: PORTFOLIO HOLDER FOR TRANSPORT, HIGHWAYS AND ROAD SAFETY

Date: 13th March 2024

Decision Type: Non-Urgent Executive Non-Key

Title: PLANNED HIGHWAY MAINTENANCE PROGRAMME

Contact Officer: Garry Warner, Assistant Director (Highways)
Tel: 020 8313 4929 E-mail: garry.warner@bromley.gov.uk

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

Ward: (All Wards);

1. Reason for report

This report recommends a programme of planned carriageway and footway maintenance projects to be funded from existing revenue budgets and DfT grant funding.

2. **RECOMMENDATION(S)**

That the Portfolio Holder for Transport, Highways and Road Safety :

- i) **Agrees that the schemes listed in Appendix 'A' is included in a programme of planned highway maintenance for 2024/25, to be undertaken by the Council's existing highway term maintenance contractor;**
- ii) **Agrees that the decision to include additional schemes in the programme be delegated to the Director of Environment & Public Protection, based on the results of further condition assessments.**
- iii) **Agrees that the additional grant funding received from the Department for Transport is utilised to improve the condition of the borough's principal road network;**

Impact on Vulnerable Adults and Children

1. Summary of Impact: None
-

Corporate Policy

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

Financial

1. Cost of proposal: Estimated Cost : £2.6m revenue and £0.455 capital (DfT grant)
 2. Ongoing costs: Recurring Cost : None
 3. Budget head/performance centre: Highways planned maintenance
 4. Total current budget for this head: £2.6m
 5. Source of funding: Revenue budget 2024/25 and Capital (DfT grant)
-

Personnel

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

Legal

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

Procurement

1. Summary of Procurement Implications: None
-

Customer Impact

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

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments: a verbal update will be provided at the meeting

3. COMMENTARY

Background

- 3.1 Bromley's highway assets include 547 miles (880Km) of carriageways and 885 miles (1,425 Km) of footways. It is a highly visible asset used by most residents and businesses daily. A well-maintained highway facilitates safe and reliable travel for pedestrians, cyclists, and motorists, and contributes to the vitality of the borough and the local economy. The highway network has a gross replacement cost of approximately £1.5 bn. according to the most recent submission to HM Treasury.
- 3.2 Maintaining the highway asset through timely intervention reduces the need for more expensive maintenance treatments at a later date, along with the demand for reactive maintenance, such as repairing potholes and broken paving. This improves value for money and customer satisfaction, reduces unplanned network disruption, and contributes to reducing third party claims for damages. There is a strong case for continued investment in planned maintenance of the highway asset.
- 3.3 While the Council is responsible for safety repairs of roads forming part of the Principal Road Network (PRN) within the borough; classified 'A' roads, planned maintenance, such as resurfacing, and reconstruction works have traditionally been funded by Transport for London (TfL). A report was considered by the PDS in June 2023 (ES20294), which noted the reduced budget allocations for such works since 2017/18.
- 3.4 In October 2023, the government announced £8.3 billion of additional highways maintenance funding over the next 10 years for local road resurfacing and wider maintenance activity on the local highway network. As part of this London was allocated £7.531m p.a., with LB Bromley, as Londons longest road network, receiving £0.455m for 2023/24 and 2024/25, and further allocations due in the coming years.

Condition Monitoring

- 3.5 The condition of the borough's highway network is carefully monitored through regular safety inspections to identify safety defects, along with carriageways and footways that would benefit from planned maintenance; resurfacing or reconstruction.
- 3.6 While traditionally carriageway condition surveys of the boroughs non-principal and unclassified roads have been undertaken though visual inspection of the road surfaces by experienced inspectors, advances in technology have recently allowed surveys to be automated through the analysis of video surveys using artificial intelligence (AI). An initial boroughwide AI survey was completed last winter using vehicle mounted cameras along with GPS location technology, and a further survey undertaken during the summer. This data has been processed using the Visalia RoadAI web-based software with initial results providing good correlation between the video evidence, identified defects and calculated condition indices.
- 3.7 As carriageways deteriorate through weathering and the acts of traffic, the requirement for protective or more structural maintenance can be predicted with some accuracy. Most of the footways in the borough are surfaced with paving slabs, and the main causes of their deteriorate is root damage from street trees, utility company excavations and over-running vehicles, all of which have been effectively managed through reactive and minor works. This was verified in the results of surveys which confirmed that, as an asset, Bromley's footways are in a better structural condition that the carriageways.

Proposed Planned Works Programme

- 3.8 The Council's revenue budget includes £2.6m has for planned highway maintenance during 2023/24, to include carriageway and footway resurfacing / reconstruction.
- 3.9 Results of recent treatment surveys confirm that future investment should be focussed on maintaining those carriageways with the highest priority to obtain long-term benefits, with footway maintenance continuing to rely on reactive and minor works to deal with the short-term damaging factors, such as vehicle damage and utility works..
- 3.10 With the limited revenue budgets available it is not possible to resurface all roads identified as being in need of maintenance. Priorities for carriageway planned works have therefore been identified using the RoadAI survey results, along with factors such as use and location on the network. Those roads with the highest overall priority have been put forward for planned works programmes in accordance with annual budget provision, as detailed in Appendix 'A'.
- 3.11 Existing budgets will allow for additional schemes to be completed during 2023/24, and it is proposed that the decision to include schemes in the programme be delegated to the Director of Environment & Public Protection, in consultation with the Portfolio Holder, based on the results of further condition assessments.
- 3.12 It is proposed that the additional highways maintenance funding of £0.445m provided by the DfT is utilised to improve the condition of the principal road network, through a mixture of localised patching and small resurfacing schemes. In addition to schemes included in Appendix 'A', other works will be identified during the year from condition surveys and customer enquires.

4 POLICY IMPLICATIONS

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

5 FINANCIAL IMPLICATIONS

- 5.1 This report proposes to utilise the capital grant for Local Highways Maintenance, which represents additional funding received from the Department for Transport. The funding will be used over a 10-year period, starting in 2023-2024. The funding is for local road resurfacing and the wider maintenance of the local highway network.

LEGAL IMPLICATIONS

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

| | |
|---|--|
| Non-Applicable Sections: | Impact on vulnerable adults and children Personnel implications Procurement implications |
| Background Documents: (Access via Contact Officer) | |

Proposed Carriageway Maintenance Programme 2024/25

| | | | Extent | Ward |
|--|------------------------|---------------|---|---------------------------------|
| 2024/5 Principal Road schemes | | | | |
| 1 | Bickley Road | Bickley | Chislehurst Road to Page Heath Lane | Bickley & Sundridge |
| 2 | Croydon Road | Beckenham | Langley Road to Upper Elmers End Road | Clock House/ Kelsey & Eden Park |
| 3 | Crystal Palace Parade | Penge | Outside Bus Station | Crystal Palace & Anerley |
| 4 | High Street | Chislehurst | Greenway to Centre Common Road | Chislehurst |
| 5 | Orpington War memorial | Orpington | Approaches to roundabout and roundabout | Orpington |
| Reserve 2024/5 Principal Road schemes | | | | |
| 6 | Anerley Hill | Penge | Crystal Palace Parade to Thicket Road | Crystal Palace & Anerley |
| 7 | Court Road | Orpington | Avalon Road to Ramsden Road | Orpington Ward |
| 8 | Orpington Road | Orpington | Leesons Hill to Chislehurst Road Bridge | Chislehurst |
| 9 | Station Road | Orpington | Complete length | Orpington |
| 10 | Widmore Road | Bromley | Tweedy Road to Freelands Road | Bromley Town |
| 2024/5 Non-principal Road schemes | | | | |
| 11 | Chelsfield Lane | Chelsfield | Part | St Mary Cray |
| 12 | Chorleywood Crescent | St Pauls Cray | Part | St Pauls Cray |
| 13 | Crofton Lane | Orpington | Part | Farnborough & Crofton |
| 14 | Farnborough Hill | Farnborough | Part | Farnborough & Crofton |
| 15 | Hawes Lane | West Wickham | Part | West Wickham |
| 16 | Kent House Road | Penge | Part | Penge & Cator |
| 17 | Lennard Road | Penge | Part | Penge & Cator |
| 18 | Lovibonds Avenue | Farnborough | Part | Farnborough & Crofton |
| 19 | Midfield Way | St Pauls Cray | Part | St Pauls Cray |
| 20 | Park Road | Bromley | Part | Bromley Town |
| 21 | Polesteeple Hill | Biggin Hill | Part | Biggin Hill |
| 22 | Southlands Grove | Bickley | Part | Bickley & Sundridge |
| 23 | Springfield Gardens | Bickley | Part | Bickley & Sundridge |
| 24 | Starts Hill Road | Farnborough | Part | Farnborough & Crofton |
| 25 | Station Square | Petts Wood | Part | Petts Wood & Knoll |
| 26 | The Avenue | Bickley | Part | Bickley & Sundridge |
| 27 | Westbury Road | Penge | Part | Penge & Cator |
| 28 | Wood Lodge Lane | West Wickham | Part | West Wickham |

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Report No.
ES20359

London Borough of Bromley

PART ONE - PUBLIC

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

Date: 13th March 2024

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

Title: ECS Contract Register

Contact Officer: Lucy West, Head of Performance Management & Business Support
Tel: 020 8461 7726 E-mail: Lucy.West@bromley.gov.uk

Chief Officer: Director of Environment and Public Protection

Ward: All Wards

1. Reason for report

- 1.1 This report presents an extract from February 2024's Contracts Register of contracts with a whole life value of £50k or higher, for detailed scrutiny by PDS Committee – all PDS committees will receive a similar report each contract reporting cycle, based on data as at 15th January 2024 and presented to ER&C PDS on 5th February 2024.
- 1.2 A simple Part 1 report is provided every quarter as an Information item, accompanied by a Part 2 report to provide additional commentary only where a contract has been RAG rated as Red by the Corporate Procurement Team. A full report is provided twice a year (May and November) including a detailed Part 2 report which includes a commentary and RAG rating on each relevant contract to inform Members of any issues or developments. The next full report will be May 2024.
-

2. **RECOMMENDATIONS**

That the Environment and Community Services PDS Committee:

- 2.1 Reviews and comments on the Contracts Register as at 15th January 2024.

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. MBEB 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: £47.3m
 5. Source of funding: Existing controllable revenue budget 2023/24
-

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 is fully utilised by all Contract Managers across the Council as part of their Contract Management responsibilities, which includes the updating the information recorded on the database. The Register is generated from the Contracts Database which is administered by Corporate Procurement 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 Registers 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 and the Corporate Leadership Team.
- 3.3 The Contracts Register is produced four times a year ((with a full report every other quarter) for members and is a 'snapshot' at the time of each report – though the CDB itself is always 'live'. The quarterly reporting cycle is based on the Executive, Resources and Contracts PDS timetable with reports for each Portfolio prepared and distributed at the same time. There may be a timelag between the quarterly reporting cycle and the next available date of the relevant Policy, Development and Scrutiny Committee for each Portfolio. Report authors for each Portfolio have the opportunity to provide updates on any contracts through the accompanying Part 2 report.
- 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 238 active contracts across all Portfolios as of 15th January 2024 for the February 2024 reporting cycle as set out in Appendix 1.
- 3.6 The summary for the Environment and Community Services Portfolio is as follows:

| Item | Category | September 2023 | November 2023 | February 2024 |
|-----------------------|------------------------------------|----------------|---------------|---------------|
| Contracts (>£50k TCV) | All Portfolios | 235 | 246 | 238 |
| Flagged as a concern | All Portfolios | 2 | 0 | 1 |
| Portfolio | Executive, Resources and Contracts | 76 | 77 | 73 |
| | Adult Care and Health | 48 | 51 | 51 |
| | Environment and Community Services | 23 | 23 | 20 |
| | Children, Education and Families | 39 | 40 | 43 |
| | Renewal and Recreation and Housing | 40 | 46 | 42 |
| | Public Protection and Enforcement | 9 | 9 | 9 |
| Risk Index | Higher Risk | 84 | 74 | 69 |
| | Lower Risk | 151 | 172 | 169 |

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 [Making Bromley Even Better 2021 - 2031](#) and the Contracts Database (and Contract Registers) help in delivering the aims (especially in delivering Ambition Five – Resources & Efficiencies). For Ambition Five, this activity specifically helps by supporting 'robust and active contract management'.

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 ER&C PDS meeting).

| | |
|---|---|
| Non-Applicable Sections: | None |
| Background Documents: (Access via Contact Officer) | <ul style="list-style-type: none">• Appendix 1 – Key Data (All Portfolios) in Section 3.6• Appendix 2 - Contracts Database Background information• Appendix 3 – Contracts Database Extract PART 1 |

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) reflecting the contract's intrinsic risk – reported as either Higher Risk or Lower 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.) |
| Procurement Status (twice a year) | For all contracts automatically ranked by the Database as approaching their end date, a manual RAG rating is assigned by the Assistant Director Governance & Contracts to reflect the status of the contract. The RAG ratings are as follows: Red – there are potential issues with the contract or the timescales are tight and it requires close monitoring. Amber – appropriate procurement action is either in progress or should be commencing shortly. Green – appropriate procurement action has been successfully taken or there is still sufficient time to commence and complete a procurement action. |
| 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 |
| Commentary | Contract Owners provide a comment –where contracts approach their end date. Corporate Procurement 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 |

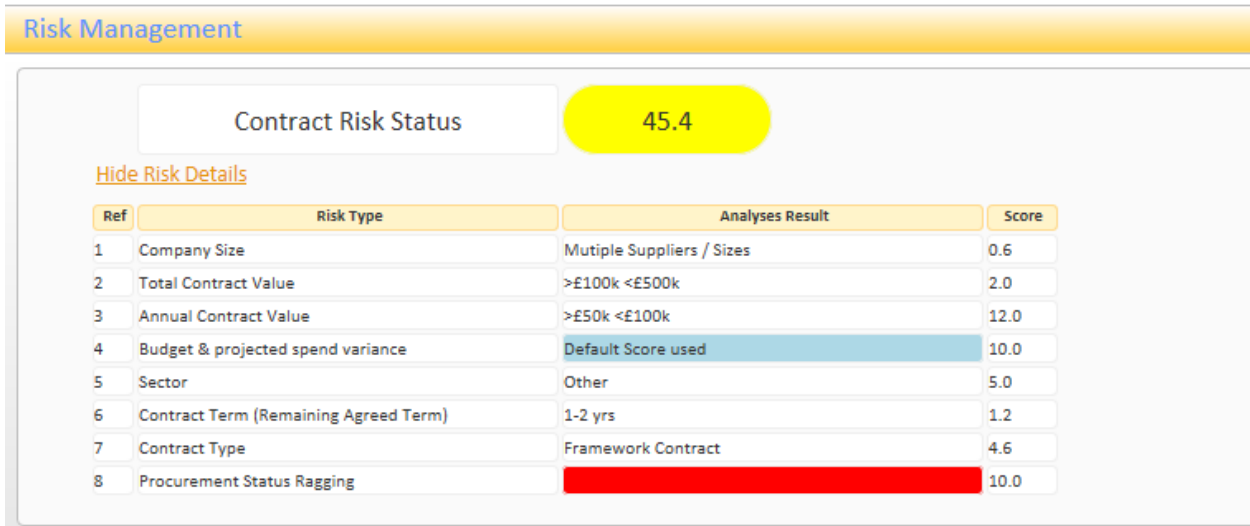
Contract Register Order

1.2 The Contracts Register is ordered by Contract Value. Capital contracts appear at the foot of the Register and 'contracts of concern' (to Corporate Procurement) 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). The Risk Index is reported as either 'Higher Risk' or 'Lower Risk'.



Procurement Status

- 1.4 The Database will highlight contracts approaching their end date through a combination of the Total Contract Value and number of months to expiry . For all contracts highlighted by the Database as potentially requiring action soon, a commentary is provided on the status of the contract and a manual RAG rating is assigned.

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

February 2024

| Risk Index | Main Contract Data | | | | | | Finance Data | | Contract Terms | | | Attention | Capital |
|-------------|--------------------|-----------------|-------------|---|---|------------------------------------|--------------|-----------------------|----------------|------------|-----------------|-----------|---------|
| | Contract ID | Owner | Approver | Contract Title | Supplier Name | Portfolio | Total Value | Original Annual Value | Start Date | End Date | Months Duration | | |
| Higher Risk | 4868 | Peter McCready | Colin Brand | 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 | 102,030,546 | 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 | Peter McCready | Colin Brand | Environment Services Lot 1: Disposal of Residual Waste | Veolia Environmental Services (UK) PLC | Environment and Community Services | 74,902,763 | 9,595,359 | 01/04/2019 | 31/03/2027 | 96 | | |
| Higher Risk | 4869 | Jim Cowan | Colin Brand | 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 | Hannah Jackson | Colin Brand | Environment Services Lot 4: Parks Management and Grounds Maintenance | id verde | Environment and Community Services | 40,223,832 | 4,698,854 | 01/04/2019 | 31/03/2027 | 192 | | |
| Higher Risk | 1371 | Chloe Wenbourne | Colin Brand | Parking Enforcement and Associated Services | APCOA Parking (UK) Ltd | Environment and Community Services | 19,958,776 | 1,922,217 | 03/04/2017 | 02/09/2027 | 125 | | |
| Lower Risk | 4866 | Hannah Jackson | Colin Brand | 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 | 7412 | Paul Chilton | Colin Brand | Lease Car Provision | Crown Commercial Suppliers (CCS): Vehicle Lease Framework | Environment and Community Services | 2,960,000 | 808,000 | 16/05/2023 | 14/01/2027 | 44 | | |
| Lower Risk | 5203 | Hugh Chapman | Colin Brand | Tree Planting & Establishment 2023 | Gristwood and Toms Ltd | Environment and Community Services | 1,175,250 | 293,813 | 17/02/2023 | 31/03/2027 | 49 | | |
| Lower Risk | 5184 | Peter McCready | Colin Brand | Bromley Market Stall Assembly | MarketForce Services Limited | Environment and Community Services | 436,000 | 109,000 | 01/01/2022 | 31/12/2025 | 48 | | |
| Lower Risk | 6254 | Peter McCready | Colin Brand | FixMyStreet Pro & WasteWorks | SocietyWorks Ltd | Environment and Community Services | 432,000 | 54,000 | 01/04/2023 | 31/03/2031 | 96 | | |
| Higher Risk | 7425 | Garry Warner | Colin Brand | Accommodation Move Programme – Paper Based Document Scanning | Hugh Symons Information Management Services Limited | Environment and Community Services | 422,700 | 422,700 | 01/08/2023 | 31/07/2024 | 12 | | |
| Lower Risk | 4891 | Chloe Wenbourne | Colin Brand | Videalert Ltd | Videalert Ltd | Environment and Community Services | 394,496 | 125,396 | 01/06/2019 | 31/05/2026 | 84 | | |
| Lower Risk | 6248 | Garry Warner | Colin Brand | CONFIRM | Brightly Software | Environment and Community Services | 162,800 | 81,400 | 01/07/2022 | 30/07/2024 | 25 | | |
| Lower Risk | 7413 | Paul Chilton | Colin Brand | Lease Vehicle Provision (LBB Fleet) | Crown Commercial Suppliers (CCS): Vehicle Lease Framework | Environment and Community Services | 143,000 | 39,000 | 16/05/2023 | 14/01/2027 | 44 | | |
| Lower Risk | 5090 | Peter McCready | Colin Brand | GM Canopies | GM Canopies | Environment and Community Services | 50,000 | 12,000 | 01/07/2021 | 01/07/2025 | 48 | | |
| Higher Risk | 10443 | Simon Goodburn | Colin Brand | Accommodation Move Programme - Neilcott Construction Limited | Neilcott Construction Ltd | Environment and Community Services | 9,000,000 | 83,915 | 01/10/2023 | 30/09/2025 | 24 | | Capital |
| Higher Risk | 4980 | Peter McCready | Colin Brand | Multi disciplinary consultancy services for Depots Improvement Scheme | Pick Everard | Environment and Community Services | 758,105 | | 13/03/2020 | 31/03/2025 | 60 | | Capital |
| Lower Risk | 7386 | Emma Pearce | Colin Brand | Accommodation Move Programme – Design Consultants Contract | Pellings LLP | Environment and Community Services | 225,197 | 225,197 | 30/03/2023 | 31/05/2025 | 26 | | Capital |
| Higher Risk | 7393 | Hannah Jackson | Colin Brand | Croydon Road Recreation Ground Bandstand Restoration | A.F. Starr Limited | Environment and Community Services | 199,926 | 204,563 | 10/07/2023 | 31/01/2024 | 6 | | Capital |

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Report No.
ES20366

London Borough of Bromley

PART ONE - PUBLIC

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

Date: Wednesday 13th March 2024

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

Title: ECS RISK REGISTER

Contact Officer: Lucy West, Head of Performance Management & Business Support
Tel: 020 8461 7726 E-mail: Lucy.West@bromley.gov.uk

Chief Officer: Director of Environment and Public Protection

Ward: (All Wards);

1. Reason for decision/report and options

- 1.1 This report presents the revised Environment and Community Services Risk Register for detailed scrutiny by the PDS Committee.
 - 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 the Net Risk position, by way of a Heat Map, by the Audit and Risk Committee.
-

2. **RECOMMENDATION(S)**

That the Environment and Community Services PDS Committee reviews and comments on the appended 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.
-

Transformation Policy

1. Policy Status: Not Applicable
 2. Making Bromley Even Better Priority (*delete as appropriate*):
 - (1) For children and young people to grow up, thrive and have the best life chances in families who flourish and are happy to call Bromley home.
 - (2) For adults and older people to enjoy fulfilled and successful lives in Bromley, ageing well, retaining independence and making choices.
 - (3) For people to make their homes in Bromley and for business, enterprise and the third sector to prosper.
 - (4) For residents to live responsibly and prosper in a safe, clean and green environment great for today and a sustainable future.
 - (5) To manage our resources well, providing value for money, and efficient and effective services for Bromley's residents.
-

Financial

1. Cost of proposal: Not Applicable:
 2. Ongoing cost Not Applicable:
 3. Budget head/performance centre: Environment and Community Service Portfolio
 4. Total current budget for this head: £47.3m
 5. Source of funding: Existing controllable revenue budget 2023/24
-

Personnel

1. Number of staff (*current and additional*): 145.6 FTE
 2. If from existing staff resources, number of staff hours: Not Applicable
-

Legal

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

Procurement

1. Summary of Procurement Implications: Risk management contributes to contract management and good governance.
-

Property

1. Summary of Property Implications: Not Applicable
-

Carbon Reduction and Social Value

1. Summary of Carbon Reduction/Sustainability Implications: Not Applicable
-

Impact on the Local Economy

1. Summary of Local Economy Implications: Not Applicable
-

Impact on Health and Wellbeing

1. Summary of Health and Wellbeing Implications: Not Applicable
-

Customer Impact

1. Estimated number of users or customers (*current and projected*): Not Applicable
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? No Not Applicable
2. Summary of Ward Councillors comments: Not Applicable

3. COMMENTARY

- 3.1 The Council's aims are set out in [Making Bromley Even Better Corporate Strategy](#) 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 (now Audit and Risk Management Committee) twice a year (minimum) to allow activity to be scrutinised in a regular and systematic manner. At the request of the Audit and Risk Committee, the November 2022 meeting will receive the Departmental Net Risk position by way of Heat Maps. 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 22nd January 2024.
- 3.8 At the time of writing, the Council has 126 individual risks (111 departmental plus 15, high-level, Corporate Risks (covering key risks which apply to the Council as a whole).
- 3.9 E&PP Department currently has 24 risks (~19% of the Council's total). The ECS Portfolio currently has 16 risks.
- 3.10 The ECS Risk Matrix is summarised in the Appendix. 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.

- 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.
- 3.13 The ECS Risk Register was last presented at the January 2024 Committee. Key changes to the register since then are as follows:
- **Score Changes:** There have been no score changes to the register.
 - **Current Red Risk Ratings:**
 - Risk 5 (Highways Maintenance) has a Current Risk Rating of 16, which is red. The team are continuing to monitor conditions of the Highways network through surveys and repairs volumes. Further mitigation has been added to the register following the June 2023 committee. The further action includes seeking additional funding for planned works to reduce the demand on reactive maintenance budgets.
 - Risk 14 (Supplier Failure) has a Current Risk Rating of 15, which is red. Contingency plans to be developed in case of supplier failure. Along with, additional suppliers to be commissioned as required.
 - **Addition of New Risks:** There have been no new risks added to the register.
 - **Removal of Risks:** There have been no risks removed from the register.

4. IMPACT ON VULNERABLE ADULTS AND CHILDREN

The appended Risk Register covers environmental services, which tend to be universal in nature, rather than being specifically directed towards vulnerable adults and children.

5. TRANSFORMATION/POLICY IMPLICATIONS

- 5.1 The Council’s renewed policy ambition for the borough is set out in [Making Bromley Even Better Corporate Strategy](#) 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. FINANCIAL IMPLICATIONS

There are no direct financial implications arising from this report, however the Risk Register does identify areas that could have financial risks.

7. PERSONNEL IMPLICATIONS

There are no direct personnel implications, but the Risk Register does identify service areas where recruitment and capacity present challenges (e.g. Staff Resourcing and Capability).

8. LEGAL IMPLICATIONS

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.

9. PROCUREMENT IMPLICATIONS

Contract and hence procurement risk is mainly captured in the Contracts Database and Contracts Register Report rather than this Risk Register Report.

10. PROPERTY IMPLICATIONS

There are no direct property implications, but the Risk Register does identify service areas where Property present challenges (e.g. Disruption to waste services during the Depot Improvement Programme works).

11. CARBON REDUCTION/SOCIAL VALUE IMPLICATIONS

There are no direct carbon reduction/social value implications, but the Risk Register does identify service areas where carbon reduction and social values are reviewed (e.g. Climate Change).

12. IMPACT ON THE LOCAL ECONOMY

There are no direct impacts to the local economy.

13. IMPACT ON HEALTH AND WELLBEING

There are no direct impacts on health and wellbeing.

14. CUSTOMER IMPACT

There are no direct customer impacts.

15. WARD COUNCILLOR VIEWS

There are no direct Ward Councillor Views.

| | |
|---|--|
| Non-Applicable Headings: | [List any of headings 4 to 15 that do not apply.] |
| Background Documents: (Access via Contact Officer) | [List any documents used in preparation of this report - Title of document and date] |

Appendix 1: Risk Matrix and Heat Map

Risk Matrix

| Risk No. | Risk Ref | Risk Description | Gross Risk Rating | Current Risk Rating |
|----------|----------|---|-------------------|---------------------|
| 1 | 1 | Emergency Response | 12 | 9 |
| 2 | 2 | Central Depot Access | 12 | 9 |
| 3 | 4 | Business Continuity Arrangements | 12 | 9 |
| 4 | 8 | Health & Safety (ECS) | 12 | 8 |
| 5 | 12 | Highways Management | 16 | 16 |
| 6 | 13 | Arboricultural Management | 12 | 6 |
| 7 | 14 | Income Variation (Highways, Traffic and Parking) | 9 | 6 |
| 8 | 15 | Waste Budget | 12 | 8 |
| 9 | 18 | Town Centre Markets | 12 | 6 |
| 10 | 20 | Staff Resourcing and Capability | 12 | 9 |
| 11 | 22 | Climate Change | 12 | 8 |
| 12 | 26 | Income Reconciliation (Waste Management) | 6 | 2 |
| 13 | 40 | Disruption to waste services during the Depot Improvement Programme works | 20 | 12 |
| 14 | 42 | Supplier Failure (Environmental Service Providers) | 15 | 15 |
| 15 | 43 | Horizontal Swing Barriers | 12 | 8 |
| 16 | 44 | Arboricultural Management: Service Provider Performance Issues | 12 | 12 |

Environment & Community Services (ECS) Risk Register

