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**Decision Maker:**      **Executive**

**Date:**                      **14<sup>th</sup> September 2016**

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

**Title:**                      **BETTS PARK CANAL BANK STABILISATION PROJECT**

**Contact Officer:**      John Bosley, Head of Neighbourhood Management  
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**Chief Officer:**              Nigel Davies, Executive Director of Environment & Community Services

**Ward:**                      Crystal Palace

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1.    Reason for report

This report seeks authority to undertake the Betts Park Canal Stabilisation project funded from capital receipts.

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2.    **RECOMMENDATION(S)**

**That the Executive:**

**Agree to stabilise the Betts Park Canal bank, at a cost of £136k, funded from capital receipts and add the scheme to the capital programme.**

### Corporate Policy

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

1. Cost of proposal: £136k
  2. Ongoing costs: Not Applicable:
  3. Budget head/performance centre: Capital Programme
  4. Total current budget for this head: £N/A
  5. Source of funding: Capital receipts
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### Staff

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

### Legal

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

1. Estimated number of users/beneficiaries (current and projected): Residents of Seymour Villas adjacent to Betts Park Canal bank and visitors to the Borough's Parks and Open spaces
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### Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments: Update will be given at the meeting.

### 3. COMMENTARY

- 3.1 Betts Park Canal is an ornamental canal which resides in the recreation ground that was gifted by Sarah Betts in 1928 to Penge Urban District Council. The park was opened in 1935 to the enjoyment of local residents, displaying horticultural features over 30 acres. The main entrance is in Anerley Road with other entrances in Seymour Villas, Croydon Road and Betts Way.

The ornamental canal was installed prior to 1965 by the Penge Urban District Council and is the only remaining part of open water on the site of the former London to Croydon canal. The remainder of the canal was infilled in order to accommodate the London, Brighton and South Coast Railway's London to Croydon line.

- 3.2 The bank (approx. 160 feet) in the north eastern section of the canal has moved significantly in the last 6 months. Following reports of the retaining wall at this location starting to fail in April 2015 (AECOM report 10 April 2015), the lower section of the retaining wall has now rotated into a locked position and the railings around this section of the canal are now parallel with the waterline of the canal.
- 3.3 Residents neighbouring the bank have recently experienced problems with movement in gardens and one property with movement within the property. From the initial report by AECOM produced in April 2015, the bank appeared to be stable at the time of this report but noted that this could change if further lateral movement of the failed retaining wall occurred. It has been noted by Officers monitoring the site that further and significant movement has occurred since March 2016. To date, there are currently four insurance claims which have allegedly occurred due to the movement of the bank.
- 3.4 Council officers have visited the site and have met with residents at their properties in Seymour Villas adjacent to the bank. Following these meetings a structural engineer was engaged to assess the current position and provide technical advice on solutions for restoring the bank. The proposed schedule of works will have the benefit of repairing the failed retaining wall and will reduce the risk to the Council of the bank moving further.
- 3.5 The indicative costs to stabilise the Betts Park Canal are detailed below: -

#### **Betts Park Canal Stabilisation indicative costs**

	<b>£'000</b>
Design fees and inspections including damming works	16
Clearance of Canal to concrete base	8
Vegetation clearance costs	4
Gabion wall construction works estimate -	85
Allowance for restricted access -	4
Remedial works to Property	6
Contingency at 10% of project cost	13
<b>Total estimate</b>	<b><u>136</u></b>

The indicative costings above are prior to required surveying of the canal's concrete base and geo-technical surveying of the bank – retaining wall section.

The project is to be procured and delivered using highway contract rates from the current provider for highway maintenance, FM Conway Ltd.

- 3.6 The specific outcome of the proposal is to install a gabion wall construction at the north eastern section of the canal (approximately 160 feet) in order to stabilise the bank and to prevent further movement in the future. This will limit the risk to the Council for claims by neighbouring properties of damage to their properties and will secure the failed wall at this section of the ornamental canal.

#### **4. POLICY IMPLICATIONS**

- 4.1 The objectives delivered by this project will ensure that ‘*a quality environment*’ is delivered to our residents and users of this particular park / greenspace.

#### **5. FINANCIAL IMPLICATIONS**

- 5.1 This report is requesting approval to stabilise the bank of the Betts Park Canal at an estimated cost of £136k, funded from capital receipts. If approved, the scheme will be added to the capital programme.
- 5.2 The works are required to limit the risk to the Council of further claims for damage to properties.

#### **6. LEGAL IMPLICATIONS**

- 6.1 This report seeks the approval of the Executive to procure a contract to carry out stabilising works at Betts Park Canal Bank at an estimated total value of £136,000.
- 6.2 The contract is for works and for the purposes of the Public Contracts Regulations 2015, under the relevant financial threshold. The Council is still obliged to treat economic operators equally and without discrimination and shall act in a transparent and proportionate manner.
- 6.3 The procurement of these works will be made through the existing Highway Maintenance Contract Major Works.

<b>Non-Applicable Sections:</b>	Personnel Implications
Background Documents: (Access via Contact Officer)	AECOM Engineering survey – Technical note (10 <sup>th</sup> April 2015)