

Decision Maker: **ENVIRONMENT AND COMMUNITY SERVICES PORTFOLIO HOLDER**
For Pre-Decision Scrutiny by the Environment & Community Services PDS Committee on:

Date: 18 June 2019

Decision Type: Non-Urgent Executive Non-Key

Title: **KENT HOUSE STATION CYCLE PARKING**

Contact Officer: Alexander Baldwin-Smith, Senior Transport Planner
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Chief Officer: Executive Director of Environment & Community Services

Ward: Penge and Cator

1. Reason for report

To seek approvals to deliver an upgrade to cycle parking at Kent House Station, Penge.

2. **RECOMMENDATION(S)**

For the Portfolio Holder to:

Approve the proposed new cycle parking at Kent House Station Approach;

Approve award of contract to Southeastern Railways, via an exemption to competitive tender, for funding of £33k to complete the project.

Impact on Vulnerable Adults and Children

1. Summary of Impact: The proposal is not thought to have any negative impact on Vulnerable Adults and Children
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Corporate Policy

1. Policy Status: Existing Policy: Supports the delivery of improved cycle parking at stations to encourage an increase in cycle to rail which is set out as a Borough aspiration in Outcome 5 of the Borough's LIP3.
 2. BBB Priority: Quality Environment
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Financial

1. Cost of proposal: Estimated Cost: £33k
 2. Ongoing costs: Not Applicable:
 3. Budget head/performance centre: 2019/20 LIP Public Transport Interchange and Access budget
 4. Total current budget for this head: £195k
 5. Source of funding: TfL LIP Corridors & Neighbourhoods
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Personnel

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: 10
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Legal

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

1. Summary of Procurement Implications: The contract is for a project is to install additional cycle parking at Kent House station. The proposed cycle parking will be located on railway land, leased by Southeastern Railways from Network Rail, therefore procurement is via a direct award to Southeastern Railways as an exemption to competitive tender for a value of £33k. Southeastern Railways will undertake the Project Management function of the project, in agreement with the Council, managing any sub-contracting arrangements for the delivery of the project.
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Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Kent House station is used by approximately 1,500 passengers per day (i.e. Total entries and Exits/ 365/ 2)
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments: To be reported verbally at the meeting

3. COMMENTARY

3.1 Kent House station in Penge currently has cycle parking outside both of its entrances, i.e. Plawfield Road and Kent House Station Approach sides. The cycle parking at Kent House station is already well used, therefore as a complimentary project to the Greenwich to Kent House cycleway that will terminate at the station and should increase the number of people cycling in the area, it is proposed to increase the quantity and quality of cycle parking on the Kent House Station Approach side of the station.

3.2 The proposal would see the existing cycle stands removed and replaced with two sets of 24 covered two tier racks either side of the station entrance, providing a total of 48 cycle parking spaces at the Kent House Station approach entrance to the station. These would be monitored by high quality CCTV controlled by Southeastern and have enhanced lighting to improve safety and security.

3.3 The project would be delivered alongside the construction of the Greenwich to Kent House Cycleway (formerly Quietway), with the intention of completing it by late summer 2019.

3.4 Southeastern Railways have undertaken a procurement process as part of their management of the project. Three suppliers were invited to submit bids to Southeastern, who have recommended a supplier called Lockit Safe, who were the cheapest of the suppliers on a price per space basis. Officers agree with the recommendation of Southeastern to award the project to Lockit Safe. The money paid to Southeastern includes the price charged by Lock it Safe with an amount to Southeastern for project management fees and small improvements to lighting, CCTV and signage to the new facility, there is also a small contingency included in this project.

3.5 The procurement and delivery of the cycle parking will be managed by Southeastern with regular updates provided to LBB.

4. IMPACT ON VULNERABLE ADULTS AND CHILDREN

4.1 The proposal is not expected to negatively impact vulnerable adults and children.

5. POLICY IMPLICATIONS

5.1 This proposal supports the station access proposals to encourage walking and cycling to stations, set out in Outcome 5 of Bromley's LIP3 which states that-

The Council will seek to maximise the investment in the strategic cycle network by working with the rail industry on supporting measures at stations on the strategic and local cycle network

This includes prioritising investment at Kent House to support the Greenwich to Kent House Quietway.

6. FINANCIAL IMPLICATIONS

6.1 The project is expected to cost £33k and will be from the TfL Public Transport Interchange & Access programme budget, which has an unallocated balance of £150k.

7. PROCUREMENT IMPLICATIONS

7.1 3.1 of the Contract Procedure Rules allows for exemptions to competitive tendering subject to approval as per 13.1. The value of the exemption in this case is within the delegated authority of the Chief Officer, subject to approval from the Portfolio Holder for the project.

7.2 Exemption to competitive tendering is sought to award a contract for £33k directly to Southeastern Railways. The station forecourt, where the cycle parking is to be located is the responsibility of Southeastern Railways, leased from Network Rail as part of their franchise to operate the South Eastern rail network. Therefore whilst this project is a Council investment in the transport infrastructure of the Borough, the works need to be managed by the leaseholder, Southeastern Railways, who have their own procurement requirements to meet as well as a number of regulations set by the rail authority. Southeastern has therefore managed the procurement process for the delivery of the project.

Non-Applicable Sections:	Personnel and Legal Implications
Background Documents: (Access via Contact Officer)	