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DATE: 7 July 2011

To: Members of the
ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY COMMITTEE

Councillor William Huntington-Thresher (Chairman)
Councillor Ellie Harmer (Vice-Chairman)
Councillors Reg Adams, Kathy Bance, Julian Grainger, David Hastings,
Samaris Huntington-Thresher, Nick Milner, Ian F. Payne, George Taylor and
Stephen Wells

A meeting of the Environment Policy Development and Scrutiny Committee will be held at Bromley Civic Centre on **TUESDAY 19 JULY 2011 AT 7.30 PM**

MARK BOWEN
Director of Resources

Copies of the documents referred to below can be obtained from
www.bromley.gov.uk/meetings

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 ALTERNATE MEMBERS

2 DECLARATIONS OF INTEREST

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

To hear questions to the Committee received in writing by the Democratic Services Team by 5pm on Wednesday 13th July 2011 and to respond.

**4 MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON 16TH
JUNE 2011 (Pages 5 - 20)**

HOLDING THE PORTFOLIO HOLDER TO ACCOUNT

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

To hear questions to the Environment Portfolio Holder received in writing by the Democratic Services Team by 5pm on Wednesday 13th July 2011 and to respond.

6 ENVIRONMENT PORTFOLIO - PREVIOUS DECISIONS (Pages 21 - 26)

To note decisions of the Portfolio Holder made since the previous meeting of the Committee.

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

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

a BUDGET MONITORING 2011-12 (Pages 27 - 34)

b LOCAL IMPLEMENTATION PLAN (LIP) - FINAL LIP FOR SUBMISSION TO TFL (Pages 35 - 158)

c NUGENT AREA PARKING REVIEW (Pages 159 - 170)

d PARKING ICT SOFTWARE AND MANAGED SERVICE CONTRACT; GATEWAY REPORT (Pages 171 - 178)

e PARKING: CARERS; BLUE BADGE CHARGES; ENFORCEMENT (Pages 179 - 190)

8 MINOR TRAFFIC/PARKING SCHEME REPORTS TO THE ENVIRONMENT PORTFOLIO HOLDER

a PROPOSED STOPPING UP OF HIGHWAY AT BAPCHILD PLACE, HARBLEDOWN PLACE AND LAND ADJACENT TO 97 HIGH STREET, ST MARY CRAY - S 247 TOWN AND COUNTRY PLANNING ACT 1990 (Pages 191 - 198)

9 PRE-DECISION SCRUTINY OF REPORT TO THE EXECUTIVE

a NORMAN PARK MULTI HUB SITE (Pages 199 - 218)

POLICY DEVELOPMENT AND OTHER ITEMS

10 METROPOLITAN POLICE ROAD TRAFFIC PRESENTATION

11 FORWARD WORK PROGRAMME, MATTERS ARISING FROM PREVIOUS MEETINGS AND CONTRACTS REGISTER (Pages 219 - 226)

PART 2 AGENDA

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

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

Items of Business

Schedule 12A Description

13 EXEMPT MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON 16TH JUNE 2011 (Pages 227 - 228)

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

14 PRE-DECISION SCRUTINY OF REPORT TO THE EXECUTIVE

a EXTENSION OF WASTE MANAGEMENT CONTRACT (Pages 229 - 238)

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

DATES OF FUTURE ENVIRONMENT PDS COMMITTEE MEETINGS

- 4th October 2011
- 15th November 2011
- 10th January 2012
- 28th February 2012
- 17th April 2012

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Agenda Item 4

ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY COMMITTEE

Minutes of the meeting held at 7.30 pm on 16 June 2011

Present:

Councillor William Huntington-Thresher (Chairman)
Councillor Ellie Harmer (Vice-Chairman)
Councillors Reg Adams, Simon Fawthrop, Julian Grainger,
David Hastings, Samaris Huntington-Thresher,
Nick Milner, George Taylor and Stephen Wells

Also Present:

Councillor Peter Fortune and Councillor Colin Smith

1 APOLOGIES FOR ABSENCE AND NOTIFICATION OF ALTERNATE MEMBERS

Apologies were received from Councillors Kathy Bance and Ian Payne.
Councillor Simon Fawthrop attended as alternate for Councillor Ian Payne.

2 DECLARATIONS OF INTEREST

The Chairman declared a Personal Interest at item 7c of the agenda as a nomination to membership of the Countryside Consultative Panel. The Vice-Chairman also declared a Personal Interest at item 7c as a nomination to the Leisure Gardens and Allotments Panel.

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

There were no questions to the Committee.

4 MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON 5TH APRIL 2011

The minutes were agreed.

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

Three questions had been received from Mr Colin Willetts for written reply and one question had been received from Mr Andy Wilson for written reply. The questions and replies are at **Appendix A**.

6 ENVIRONMENT PORTFOLIO - PREVIOUS DECISIONS

Members were provided with Decisions of the Portfolio Holder taken since the Committee's previous meeting on 5th April 2011.

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

A) PROVISIONAL OUTTURN 2010/11

Report ES11056

The 2010/11 provisional outturn for the Environment Portfolio recorded an overspend of £7,006k. This included variations for capital charges and inter-committee recharges of £6,126k so leaving a variance of Dr £880k against the controllable budget of £34,120k representing a 2.58% variation. This was after allowing for transfers to and from central contingency for the waste underspend of Cr £701k and the recession monies to cover the £185k net shortfall of parking income. This compared with a projected Dr £777k variation previously reported to the Committee in April, the main reason for the overspend being the adverse weather conditions during the winter months.

Details were also provided on how the 2009/10 earmarked reserve of £1m for Residents Priorities had been spent. Similarly the latest position was also provided on how the 2010/11 earmarked reserve for Members Priorities was being spent. This indicated that £823k was spent before 31st March 2011 with the balance of £177k related to orders for works that had been raised but not yet completed.

A number of comments were made by Members. In connection with information on the latest position for expenditure against the 2010/11 earmarked reserve for Members Priorities, Councillor George Taylor suggested that schemes agreed by the Portfolio Holder be shown by ward as well as by road. Noting expenditure of £121k for carriageway pothole repairs, drainage and road marking renewals, Councillor Taylor also enquired of the predicted extent of pothole repairs. The Director explained that this was difficult to answer in detail. Survey work was currently being undertaken so it was possible to provide an indication. Spend on reactive work would comprise £400 to £500k and the Department for Transport had provided additional funding.

Councillor Grainger explained that he and Councillor Peter Fortune (Portfolio Executive Assistant) had started to look at the problem of pot holes. The Chairman explained that a Highways Assets Working Group would be proposed and suggested that the work of Councillors Grainger and Fortune could feed into the Group.

Concerning the fraudulent use of Blue Badges, Councillor Wells referred to an audit inquiry into the problem and enquired whether the Committee could take a report on the matter from the Council's auditors. Councillor Peter Fortune indicated that that he had been looking into the problem with Councillor Diane Smith - including enforcement of the scheme - and would be happy to report to the Committee. The Portfolio Holder encouraged more liaison with the Committee on the matter along with an assertive role against fraud. He felt that a campaign should be launched by the Council against the problem. Councillor Simon Fawthrop suggested that it might be helpful for the work of Councillors Fortune and Diane Smith to be considered at Audit Sub Committee first where both the ACS and Environment PDS perspectives could be considered. Councillor Fawthrop offered to speak further with Councillor Wells on the matter following the meeting. Councillor Fortune commented that there was no finish date scheduled for their work.

Councillor Samaris Huntington-Thresher highlighted additional works at £35k being carried out to the borough's trees following damage caused by the weight of snow last winter suggesting that such expenditure should be taken into account in future years. The Head of Parks and Greenspace indicated that the backlog on tree work had caught up separately from the snow damage although the current position was not a major problem.

On snow clearance the Chairman enquired whether a conclusion had been reached on whether one or two gritters should be held. The Assistant Director (Street Scene and Green Space) explained that nine gritters were held with one spare. A Unimog vehicle was also used for deep snow clearance and there were a further six vehicles on which gritting attachments could be placed.

The Vice-Chairman asked how figures were used to predict what measures are taken for next winter. The Director explained that the views of Members would be sought in the coming autumn. Current salt stocks were also at full capacity and the Director referred to the work of Street Friends. A lot had also been learned over the past three years.

In concluding the item the Chairman expressed his unease at additional costs of £20k incurred for business rates at the incineration site used by the Council which was outside of the borough.

RESOLVED that the Portfolio Holder be recommended to endorse the 2010/11 provisional outturn position for the Environment Portfolio.

**B) CHISLEHURST AND ST.PAUL'S CRAY COMMONS
CONSERVATORS - NOMINATIONS FOR ELECTION**

Report ES11063

Approval was sought for the appointment of two nominees to serve on the Board of the Chislehurst and St Paul's Cray Commons Conservators to 30th

June 2014 as the term of office for two Conservators had expired. There was no requirement in this case for the nominees to be frontagers.

There was also a vacancy on the Board resulting from a mid-term resignation. There were no additional nominations and it was proposed that the Board of Conservators be given authority to appoint a suitable new member in due course, should a volunteer with the necessary skills and attributes present themselves. Any appointment would need to be ratified following the next annual nominations report to the Portfolio Holder in 2012.

RESOLVED that the Portfolio Holder be recommended to:

- 1) appoint Mr Ian Leonard and Mr Peter Woodward to serve on the Board of Conservators for the next three years until 30th June 2014 and**
- 2) record the vacancy that exists and authorise the Chislehurst and St Pauls Cray Commons Conservators to appoint as and when a suitable candidate volunteers, reporting such details at the next nomination report to the Portfolio Holder in 2012.**

C) APPOINTMENTS TO THE COUNTRYSIDE CONSULTATIVE PANEL AND THE LEISURE GARDENS AND ALLOTMENTS PANEL 2011/12

Report RES11029

Nominations for the Countryside Consultative Panel comprised Councillors Julian Benington, William Huntington-Thresher, Gordon Norrie and Richard Scoates and nominations for the Leisure Gardens and Allotments Panel comprised Councillors Ellie Harmer, Sarah Phillips, Harry Stranger and Michael Turner. *(Note: since the meeting and before decision taking it was proposed that Councillor Kathy Bance also be included on the Membership of the Leisure Gardens and Allotments Panel).*

RESOLVED that the Portfolio Holder be recommended to confirm the 2011/12 Membership of the Countryside Consultative Panel and the Leisure Gardens and Allotments Panel based on the nominations recorded in Report RES11029.

D) ENVIRONMENT PORTFOLIO PLAN 2011/14

Report ES11065

Members considered a final draft of the Environment Portfolio Plan for 2011/14 including information on 2010/11 performance.

Concerning the number of illegal fly-tipping incidents for 2010/11 recorded at page 5 of the draft plan, advice had been provided to the Chairman indicating that the figure quoted of 2886 probably exaggerated the scale of the problem due to a trialled change in definition of fly-tipping in the first half of the year

which was discontinued; the data from the second half of the year indicated that the long-term trend of a decline in fly tipping had therefore continued.

With reference to the 2010/11 performance for *Condition of Footway Surface* at 18% (page 8) it was indicated that this figure was a sample-based estimate; a report on footway conditions would be provided in the autumn. The Assistant Director (Customer and Support Services) explained that definitions of principal and non-principal roads for the performance indicators at page 8 would be circulated.

Referring to the commentary on transport improvements at pages 3 and 4 of the draft plan Councillor Grainger preferred to see (reduced) "*journey times*" rather than "*congestion*" which he felt could lead to anti-car measures. Councillor Grainger also referred to improving the flow of traffic through pinch points.

Referring to page 10 of the draft plan Councillor Grainger asked that the term "*lower carbon emissions*" be replaced with "*less energy*" and referring to page 11 Councillor Grainger asked whether the provision of cycle storage facilities could be included as he understood cycle theft to be a particular concern for cyclists. For school travel plans Councillor Grainger also asked how the effectiveness of such plans were measured.

Responding, the Assistant Director (Customer and Support Services) suggested that reference to "*journey times*" rather than "*congestion*" be included in the draft plan for next year. Reference to improving traffic flow through pinch points could also be made then. Use of the term "*carbon emissions*" was used in reports to the Executive covering this area, for example on carbon tax. To include reference on cycle storage it would first be necessary to ensure resources for the provision - the reference could then be looked at for next year. Concerning school travel plans Members were advised that many aspects were examined not solely how children went to school.

The Portfolio Holder endorsed comments from Councillor Grainger about use of the term "*carbon*". He indicated that he would be looking to consider textual changes at approval stage of the Plan. The Portfolio Holder added that his personal view was not to have a Portfolio Plan but instead focus on outcomes. The Assistant Director (Customer and Support Services) indicated that provision of a Portfolio Plan adhered to Council corporate policy. Some National Indicators had been removed and some had survived upon which the Council was still required to publish its performance. However targets were no longer set by Government. Performance expectations were now exclusively local matters to be set by Bromley Members.

Referring to page 4 of the draft plan Councillor Wells was glad that the London Permit Scheme had been successfully introduced to Bromley. He highlighted that street works were taking place in Beckenham high street from June to November which would be for the third time in three years and Councillor Wells expressed his wish to see enforcement action taken.

Councillor Samaris Huntington-Thresher referred to the performance indicator for the percentage of children travelling to school by car noting that a target had been set at 31% for 2011/12 to 2013/14. In commenting on the target Councillor Huntington-Thresher felt there should be an aim to reduce the number of car journeys. The Assistant Director (Customer and Support Services) explained that the 2010/11 target was set as part of the Local Area Agreement and explained the background to it. The actual outturn had been at 31% and without additional investment a more demanding target could not be confidently set - it was a matter of holding the current position.

Councillor Huntington-Thresher also highlighted the targets for people killed/seriously injured in road accidents (NI 47). The Assistant Director advised that road safety targets should not be based on a single year's experience. The Assistant Director recommended the Portfolio Plan targets for consistency, which would be the most demanding in London. He highlighted an amendment to paragraph 3.7.3 of Report ES11065 explaining that the final sentence should read: "*The long-term objective proposed is to achieve, by 2020, a 35% reduction in injuries compared to the mean casualty rate over the period 2006/10*".

The Portfolio Holder suggested that there were a number of factors in the case of road safety that could contribute to lower road casualty figures; he felt that if targets were required then it was necessary to have trends.

Referring to a street scene matter, Councillor Taylor highlighted a concern that had been passed to him by a resident involving the non-removal of wheelie bins from the edge of property curtilages. The resident had asked whether there could be a requirement for the bins to be removed within 24 hours of waste/recycling collection and Councillor Taylor referred to an inclusion of action in the Portfolio Plan for the removal of wheelie bins to maintain the street scene. Members were advised that waste operatives had commented that the matter was not a big problem and if such reports were received waste advisers would visit the residents concerned. There had not been many complaints on the issue but it could be looked at with Member agreement if it was seen to be a problem. The Chairman suggested that the Federation of Residents Associations be approached for their response in the first instance and this was agreed.

Concerning street and environmental cleanliness, Councillor Fawthrop commented that his level of graffiti reporting had diminished and he felt that if there was now less graffiti there would be opportunity for more pro-active cleaning. The Chairman commented that pro-active cleaning had increased and it was possible to obtain figures. Responding, Councillor Fawthrop confirmed that he would be interested to see figures.

RESOLVED that the Portfolio Holder be recommended to take account of comments expressed by Committee Members in:

- (1) agreeing the scope, aims and outcomes proposed in the Portfolio Plan, taking into consideration the budget for 2011/14 which had already been agreed; and
- (2) agreeing the specific milestones and local performance expectations set out in the Plan, taking account of performance during 2009/10 and 2010/11.

8 MINOR TRAFFIC/PARKING SCHEME REPORTS TO THE ENVIRONMENT PORTFOLIO HOLDER

A) ST. PHILOMENA'S SCHOOL - PEDESTRIAN CROSSING

Report ES11059

St Philomena's RC Primary School had requested the installation of a crossing facility in Chelsfield Road, St Mary Cray outside of the school.

Detailed design issues, such as the extent of anti-skid surface for the approaches and precise locations of the Belisha beacons would be for the Director to decide at detailed design which was subject to an investigation of the statutory utilities under the footway.

In discussion Councillor Taylor commented that he expected to see more information on matters such as footfall level for the proposed zebra crossing, a cost benefit analysis and accident data. Councillor Grainger also conveyed an expectation to see more evidence and Councillor Adams felt that there ought to be an evidence based report in support of the scheme.

The Chairman referred to the report at item 10 of the agenda on "*Selection, Design and Consultation Policy*" and advised that a total of six consultation responses had now been received all of which favoured the scheme. Councillor Fortune commented that St Philomena's school was in favour of the scheme.

Councillor Taylor was concerned about the scheme setting a precedent. The Portfolio Holder indicated that if a school was content and provided support for such a scheme in place of a School Crossing Patrol it made good sense. Councillor Fawthrop expressed support for the recommendation.

RESOLVED that Portfolio Holder be recommended to agree the plan to install a zebra crossing on Chelsfield Road near the entrance to St Philomena's School, as illustrated in drawing labelled ESD10805-1 and explained in section 3.9 of Report ES11059.

9 REVIEW OF RANGERS, COUNTRYSIDE SERVICES AND STRUCTURAL CHANGES TO THE PARKS AND GREENSPACE SECTION

Report ES11066

Based on the outcome of the Council's budgetary exercise for 2011/12 and the inclusion of the Countryside Service formerly within the Renewal and Recreation Department a significant restructuring within the Parks and Greenspace section of the Streetscene and Greenspace Division was proposed. Additionally the current external security contract was being considered to see how it could support such proposals. Report ES11066 identified the impact of the recommendations and the financial implications of the proposed changes including savings and redundancy costs.

The review looked at Parks Services based at Churchouse Gardens, Bromley, Crystal Palace Park Rangers based at Crystal Palace Park and the Countryside Service and Educational facility at BEECHE, High Elms. The review also identified other areas within the current Parks and Greenspace section where there might be an overlap or logical co-joining of services or responsibilities and the review sought to amend the general structure, management and reporting lines.

There had also been a review of permanent work places to best meet the needs of the service going forward although the report highlighted that this would still need considerable development following the review in the context of accommodation and the way services best served customers. There was no current presumption that any or all of the existing three locations would be decommissioned.

The new service within Parks and Greenspace would be comprised of the following service areas: Contracts, Community and Development and Ranger Services. At no additional cost to the Authority, Ward Security would be based at and patrol Crystal Palace Park and would undertake locking duties at night. Report ES11066 also anticipated the key areas likely to be affected as a result of staff and overall revenue reduction.

In discussion Members sought clarification on aspects of the proposals. Concerning the provision of a reduced on site Ranger support for volunteer groups Members were advised that there would be less time for Rangers to spend with volunteers particularly in a mentoring type capacity. For Crystal Palace Park there would not be a permanent Ranger presence at the Park and Rangers would operate from the middle of Bromley going out to the parks. Buildings for the Rangers would be maintained at Crystal Palace Park, Churchouse Gardens and High Elms. Ward Security would also patrol at Crystal Palace Park.

Concerning staff numbers associated with the old and new staffing structures it was explained that the total FTE staff complement would be reduced from 46 to 39 and an oral breakdown was given on FTE staff numbers against each designation highlighted in the existing generic staff structure at Appendix A to Report ES11066 and to the existing staff structure for the Countryside Service (including BEECHE educational facility) at Appendix B to the report.

Responding to an enquiry on whether there were special reasons for a static Ranger service at Crystal Palace Park and in consideration of the use of the Park for purposes such as educational visits, Members were advised that there were 156 park and open space sites in Bromley with Crystal Palace Park being the only site having a static complement of (six) Rangers. There were a number of events and skills required at Crystal Palace Park and Rangers would travel from other park sites in the borough to Crystal Palace Park. It was also confirmed that there was no intention of losing prestige events at the park with support for such events continuing to be undertaken by Rangers who would be brought in. There would be fewer Rangers but they would work more flexibly.

Referring to a current designation of “*Health and Wellbeing*” within the existing generic staff structure, an enquiry was made on whether the responsibility was covered elsewhere in the new staff structure or whether the position would be lost. The Head of Parks and Greenspace indicated that the Health and Wellbeing role was important; he indicated that the role would be taken forward in future under the Development and Community Manager with the post not being lost. The Member also enquired how many Rangers there would be in the new structure and whether reduced on-site Ranger support to volunteer groups might cost the Council more long term. In response it was confirmed that there would be a loss of seven staff. The new Ranger structure would comprise two Ranger teams based on skills and geography headed by a Rangers Services Manager; each team would have two senior Rangers and there would be five Rangers in each team. Concerning support to volunteer groups Members were advised that Friends activities would be controlled by the Development and Community Manager. There would be a reduced amount of time spent in the field with volunteer groups and the skills of Rangers would be used elsewhere.

Concerning the financial position, the Chairman urged the Portfolio Holder to continue with efforts to see Crystal Palace Park become a regional park. It was located on the corner of the borough and should be supported by other boroughs not just Bromley reflecting a community facility the burden of which should be spread across residents from a number of boroughs. The Chairman also asked that the Head of Parks and Greenspace respond to written comments provided for the meeting by Councillor Kathy Bance. Councillor Grainger also asked for the Portfolio Holder to consider the impact on the Friends Groups when discussing further with the Head of Parks and Greenspace.

Commenting on the report and comments made, the Portfolio Holder expressed his genuine sorrow for the individual staff being made redundant and commended officers for minimising the impact of a painful decision. He supported the Chairman’s comments concerning a sharing of the burden for funding Crystal Palace Park highlighting too that it was on the corner of the borough and funded solely by Bromley Council. As a minimum, the Portfolio Holder commented that an approach on the matter would be made at GLA level.

On support for Friends groups the Portfolio Holder commented that contact had been received from an individual who was keen to step in and the Portfolio Holder envisaged more people becoming involved.

RESOLVED that the Director of Environmental Service's proposals for restructuring within the Parks and Greenspace Section be noted together with the implications for a reduction in service area delivery and a reduction of seven full time staff equivalents.

10 SELECTION, DESIGN AND CONSULTATION POLICY FOR TRAFFIC SCHEMES

Report ES10185

In relation to traffic schemes in the Borough Members considered a report on matters concerned with scheme selection, design and consultation procedures. In accordance with paragraph 3.33 of Report ES10185 examples of public consultation were also made available for Members.

Responding to comments from Councillor Adams on a need for data collection that was based on a common sense approach and related to accidents for which reduction measures could be developed, the Head of Traffic and Road Safety briefly summarised the approach to identifying problems for potential safety/accident reduction schemes. This included reference to a cost-benefit approach for difficult and costly remedies. The Traffic Engineering Manager indicated that accidents had to be treatable in an engineering sense to be considered for schemes.

Councillor Grainger welcomed the report as a forward looking document and supported the approach to carry out much of the design work for schemes in-house. Referring to a more pragmatic approach now in place for identifying accident and congestion problems as well as Member and resident identified priorities, Councillor Grainger referred to a list of requests being made available to inform priorities and for data on non accident injuries also being provided. Additionally Councillor Grainger referred to treatments correlating to accident records. He also advocated a development in the use of white H bars.

In order to ensure that Member priority schemes remained prominent Councillor Samaris Huntington-Thresher suggested that when reviewing LIP funded schemes for priority it was important to have sight of the Member list of priorities at the same time and by ward.

The Head of Traffic and Road Safety welcomed more Member input early on. It was hard to achieve with the time lines but greater flexibility in spending TfL funding (to identify schemes that were a priority for Bromley) meant that it was possible to accommodate Member priorities more. He suggested that an extra step in the process was necessary and Councillor Huntington-Thresher felt

that this could comprise a better description (of priorities) at the start and the provision of more detail.

On consultation responses for parking schemes and in the context of what the responses related to, Councillor Huntington-Thresher advocated the reporting of both response percentages and actual numbers. Noting that some consultations referred to the disclosure of the name and address of those responding, Councillor Huntington-Thresher suggested that this provided a disincentive to respond and where residents had no view on a scheme the Councillor felt that residents should be asked to respond with this information. Councillor Huntington-Thresher also felt that some consultation documents for large schemes could be daunting and suggested that such letters might be made more succinct.

Councillor Adams enquired whether it was possible for residents to be able to respond electronically and Councillor Fawthrop highlighted an electoral registration communication as a possible example for such an approach and using a code to indicate a response. Also, a yes/no tick box could sometimes be used to secure a response but comments in a comments box provided more helpful information.

In cases where there was a 50/50 split from residents in a road Councillor Fawthrop felt that it was better to seek further clarification from residents rather than implement a scheme in full – in such circumstances he felt that it was better to leave the *status quo* rather than proceed with a scheme.

The Chairman suggested that it would be for Members to indicate the proportion of favourable responses necessary to proceed with a scheme where it was finely balanced. Councillor Grainger suggested that room for comment be made on each element of question. Councillor Fawthrop suggested that for a long road it was necessary to split the road into sections.

Responding to points made, the Head of Traffic and Road Safety felt that it was necessary to look at more use of email and internet for consultation responses. Yes/no tick box responses provided a quantitative outcome to consultation but comments were also helpful; these could be amalgamated. The Head of Traffic and Road Safety also suggested that rather than have a specific proportion of favourable responses necessary to proceed with a scheme e.g. 60/40 it would be preferable to include all responses and present them to the Committee. The Chairman indicated that he would work with the Head of Traffic and Road Safety to produce a summary paper for circulation to Committee Members.

Concerning vehicles displaced by parking schemes Councillor Grainger indicated that it was not possible to be sure where displaced vehicles might go but it would be helpful to have an estimate of the number of vehicles that would be displaced. The Chairman felt that this should be part of the customer impact section of reports.

RESOLVED that the selection, design and consultation methods, set out in this report be noted and the Chairman works with the Head of Traffic and Road Safety to produce a summary paper on consultation matters for circulation to Committee Members.

11 FORWARD WORK PROGRAMME, MATTERS ARISING FROM PREVIOUS MEETINGS AND CONTRACTS REGISTER

Report ES11058

Members considered a work programme for 2011/12 along with progress on requests from previous meetings and a summary of contracts related to the Environment Portfolio.

For the work programme the Chairman advised that a report on the Cleansing Contract (Tender Award Recommendations) earmarked for the 13th September meeting would not be ready. As such it was agreed to cancel the 13th September meeting and arrange a new date for Tuesday 4th October 2011. For the Committee's work programme in the autumn the Chairman also asked for an item reviewing winter maintenance to be included.

In place of the Committee's meeting on 13th September Members were advised of proposals to hold a presentation by the Environment Agency on Flood risk and mitigation in the borough.

The Committee also considered its Working Groups for 2011-12 agreeing to continue the Waste Minimisation and Transport Statement Working Groups and to commission a new working group on Highway Assets. The Chairman explained that budgets for appropriate Performance Centres would be considered amongst matters to be looked at by each Working Group.

For the Transport Statement Working Group the Chairman advised that a draft of the final Local Implementation Plan (LIP) would be considered by the Group before consideration at the Committee's meeting on 19th July. Development of a Transport Policy Statement would then follow.

The Chairman also advised that the Highways Assets Working Group would include consideration of matters concerned with Street and Snow Friends and footway and carriageways as well as matters concerned with street lighting, street signage and energy efficiency.

RESOLVED that:

- (1) the work programme be noted and an item reviewing winter maintenance be added for the autumn;**
- (2) the Committee's meeting on 13th September 2011 be cancelled and a new date arranged for Tuesday 4th October 2011.**

(3) the Waste Minimisation Working Group continue into 2011/12 with a membership comprising Councillors William Huntington-Thresher, Samaris Huntington-Thresher and Reg Adams with Councillor Lydia Buttiger approached to confirm any continuing membership for 2011/12;

(4) the Transport Statement Working Group continue into 2011/12 with a membership comprising Councillors William Huntington Thresher, Nicholas Milner and Julian Grainger;

(5) a new Working Group be commissioned to consider matters related to highway assets with a membership comprising Councillors William Huntington-Thresher, Samaris Huntington-Thresher, Julian Grainger and David Hastings;

(6) progress related to previous Committee requests be noted; and

(7) a summary of contracts related to the Environment Portfolio be noted.

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

13 EXEMPT MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON 5TH APRIL 2011

The exempt minutes were agreed.

14 ENVIRONMENT PORTFOLIO - PREVIOUS DECISION

Members were provided with a Part 2 Decision of the Portfolio Holder taken since the Committee's previous meeting.

15 PRE-DECISION SCRUTINY OF REPORT TO THE EXECUTIVE

A) CHISLEHURST ROAD BRIDGE REPLACEMENT - CONTRACT AWARD

Report ES11068

Members considered the results of a recent tender exercise to procure a replacement for the Chislehurst Road Bridge which was weak and weight restricted to 7.5 tonnes.

APPENDIX A

QUESTIONS TO THE ENVIRONMENT PORTFOLIO HOLDER FOR WRITTEN REPLY

Questions from Mr Colin Willetts

1. Would the Portfolio Holder spray heavy weed growth back edge of footway directly outside Nos 31-43 Longbury Drive? and ii) at the lower end of Pops Alley (from entrance- 70 feet in) adjacent Nos 244 Chipperfield Road? and iii) along back edge of public car park in Longbury Close?

Reply

Longbury Drive, Longbury Close and Pops Alley were sprayed in April and all were inspected again on 25th May with die back evident. They will be routinely sprayed again as the growing season progresses.

2. The Little Chislewick Residents Association have been informed of the imminent closure of the public toilets in Cotmandene Crescent; could the Portfolio Holder tell us if there has been an alternative nearby location earmarked for public use i) if so, where? & ii) presuming there is a nearby location, is this facility up to scratch for public use?

Reply

i) At Cotmandene Community Resource Centre, 64 Cotmandene Crescent and Ozzie's Diner, 80 Cotmandene Crescent.

ii) Both are.

3. Could the Portfolio Holder on behalf of The Little Chislewick Residents Association take the necessary action i) for the cutback of prominent overhanging branch vegetation above the bus stop adjacent 1 Grays Farm Cottages ? & ii) for the cutback of prominent overhanging branch vegetation obstructing road signage adjacent the pelican crossing on the southbound side along Sevenoaks Way (apparently earmarked for removal by end of May 2011)?

Reply

The cut back was completed in mid June 2011 as planned.

Question from Mr Andy Wilson

4. Bearing in mind the 18 month bridge closure on the A208 Orpington Road starting in October 2011, could the Portfolio Holder 'suspend' any decision to end the employment of our school crossing guards at Leasons Hill/ Chipperfield Road & at Grays Farm in Sevenoaks Way until the completion of the project as an added road safety precaution due to the considerable increase in traffic movements along these roads brought about by this diversion ?

Reply

I can confirm that the needs of schools affected by the diversionary route for Chislehurst Bridge will be closely assessed over coming months.

The Meeting ended at 10.18 pm

Chairman

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STATEMENT OF EXECUTIVE DECISION

The Portfolio Holder for the Environment, Councillor Colin Smith, has made the following executive decision:

PROVISIONAL OUTTURN 2010/11

Reference Report (ES11056):

ENV PDS 160611 item 7a Provisional Outturn 2010-11

ENV PDS 160611 item 7a Provisional Outturn 2010-11 Appendix 1a

ENV PDS 160611 item 7a Provisional Outturn 2010-11 Appendix 1

Decision:

The 2010/11 provisional outturn position for the Environment Portfolio be endorsed.

Reasons:

The Environment Portfolio had an overspend of Dr £880k against the controllable budget of £34,120k. This represents a 2.58% variation mainly attributable to the adverse weather conditions during the winter months.

The proposed decision was scrutinised by the Environment PDS Committee on 16th June 2011 and the Committee supported the proposal.

.....
Councillor Colin Smith
Environment Portfolio Holder

Mark Bowen
Director of Resources
Bromley Civic Centre
Stockwell Close
Bromley BR1 3UH

Date of Decision: 22 Jun 2011
Implementation Date (subject to call-in): 29 Jun 2011
Decision Reference: ENV11001

LONDON BOROUGH OF BROMLEY

STATEMENT OF EXECUTIVE DECISION

The Portfolio Holder for the Environment, Councillor Colin Smith, has made the following executive decision:

CHISLEHURST AND ST PAULS CRAY COMMONS CONSERVATORS - NOMINATIONS FOR ELECTION

Reference Report (ES11063):

ENV PDS 160611 item 7b Chislehurst and St Paul's Cray Commons Conservators - Nominations for Election

Decision:

(1) Mr Ian Leonard and Mr Peter Woodward be appointed to serve on the Board of Conservators for the next three years until 30th June 2014.

(2) The existing vacancy be recorded and the Chislehurst and St Pauls Cray Commons Conservators be authorised to appoint a suitable new member as and when a suitable candidate volunteers with such details included in the next report on nominations in 2012.

Reasons:

The term of office for two Conservators on the Board of the Chislehurst and St Paul's Cray Commons Conservators has expired and it is necessary to appoint two nominations to serve on the Board until 30th June 2014. There is no requirement in this case for the nominees to be frontagers.

There is also a vacancy on the Board resulting from a mid-term resignation and as there are no additional nominations authority is given for the Board of Conservators to appoint a suitable new member in due course should a volunteer with the necessary skills and attributes present themselves. Any appointment made would need to be ratified following the next annual nominations report in 2012.

The proposed decision was scrutinised by the Environment PDS Committee on 16th June 2011 and the Committee supported the proposal.

.....
Councillor Colin Smith
Environment Portfolio Holder

Mark Bowen
Director of Resources
Bromley Civic Centre
Stockwell Close
Bromley BR1 3UH

Date of Decision: 22 Jun 2011
Implementation Date (subject to call-in): 29 Jun 2011
Decision Reference: ENV11002

LONDON BOROUGH OF BROMLEY

STATEMENT OF EXECUTIVE DECISION

The Portfolio Holder for the Environment, Councillor Colin Smith, has made the following executive decision:

APPOINTMENTS TO THE COUNTRYSIDE CONSULTATIVE PANEL AND THE LEISURE GARDENS AND ALLOTMENTS PANEL 2011/12

Reference Report (RES11029):

ENV PDS 160611 item 7c Appointments to the Countryside Consultative Panel and Leisure Gardens and Allotments Panel

Decision:

(1) Membership of the Countryside Consultative Panel for 2011/12 be confirmed as: Councillors Julian Benington, William Huntington-Thresher, Gordon Norrie and Richard Scoates.

(2) Membership of the Leisure Gardens and Allotments Panel for 2011/12 be confirmed as: Councillors Kathy Bance, Ellie Harmer, Sarah Phillips, Harry Stranger and Michael Turner.

Reasons:

There are four Consultative Panels two of which - the Countryside Consultative Panel and the Leisure Gardens and Allotments Panel - are within the remit of the Environment Portfolio and it is necessary to confirm the appointment of Members to these Panels for 2011/12.

The proposed decision was scrutinised by the Environment PDS Committee on 16th June 2011 and the Committee supported the proposal. Since then it has been proposed that Councillor Kathy Bance be included on the Membership of the Leisure Gardens and Allotments Panel for 2011/12 and this is endorsed by the Decision above.

.....
Councillor Colin Smith
Environment Portfolio Holder

Mark Bowen
Director of Resources
Bromley Civic Centre
Stockwell Close
Bromley BR1 3UH

Date of Decision: 22 Jun 2011
Implementation Date (subject to call-in): 29 Jun 2011
Decision Reference: ENV11003

LONDON BOROUGH OF BROMLEY

STATEMENT OF EXECUTIVE DECISION

The Portfolio Holder for the Environment, Councillor Colin Smith, has made the following executive decision:

ENVIRONMENT PORTFOLIO PLAN 2011/14

Reference Report (ES11065):

ENV PDS 160611 item 7d Environment Portfolio Plan 2011-14

ENV PDS 160611 item 7d Environment Portfolio Plan 2011-14 Appendix

Decision:

(1) The scope, aims and outcomes in the Portfolio Plan be agreed taking into consideration the budget for 2011/14.

(2) The specific milestones and local performance expectations set out in the Plan be agreed taking account of performance during 2009/10 and 2010/11.

Reasons:

The Portfolio Plan 2011/14 provides a clear statement of Portfolio priorities and provides a yardstick to measure achievement against objectives. It reflects the Council's "Building a Better Bromley" priorities, takes account of legislative requirements and includes performance information from 2010/11 and 2009/10. The Plan is presented to facilitate:

- Accountability for the achievement of 2010/11 targets
- Understanding of the Portfolio's objectives for the coming year
- Setting milestones and local performance expectations for 2011/14

For the moment targets related to resident satisfaction have not been set in the Plan - the Council's corporate approach to the future measurement of resident satisfaction with services is under review and for the Environment Portfolio the potential for a new approach is being actively investigated.

The proposed decision was scrutinised by the Environment PDS Committee on 16th June 2011.

.....
Councillor Colin Smith
Environment Portfolio Holder

Mark Bowen
Director of Resources
Bromley Civic Centre
Stockwell Close
Bromley BR1 3UH

Date of Decision: 22 Jun 2011
Implementation Date (subject to call-in): 29 Jun 2011
Decision Reference: ENV11004

LONDON BOROUGH OF BROMLEY

STATEMENT OF EXECUTIVE DECISION

The Portfolio Holder for the Environment, Councillor Colin Smith, has made the following executive decision:

ST. PHILOMENA'S SCHOOL - PEDESTRIAN CROSSING

Reference Report (ES11059):

ENV PDS 160611 item 8a St Philomena's School - Pedestrian Crossing

Decision:

The plan to install a zebra crossing on Chelsfield Road near the entrance to St Philomena's School, as illustrated in drawing labelled ESD10805-1 and explained in section 3.9 of Report ES11059 be agreed.

Reasons:

St Philomena's RC Primary School have requested the installation of a crossing facility in Chelsfield Road, St Mary Cray outside of the school and a zebra crossing is recommended for installation as illustrated in drawing ESD10805-1.

Paragraph 3.9 of Report ES11059 explains that detailed design issues such as the extent of anti-skid surface for the approaches and precise locations of the Belisha beacons should be decided by the Director of Environmental Services at the detailed design stage (detailed design is subject to an investigation of the statutory utilities under the footway).

The proposed decision was scrutinised by the Environment PDS Committee on 16th June 2011 and the Committee supported the proposal.

.....
Councillor Colin Smith
Environment Portfolio Holder

Mark Bowen
Director of Resources
Bromley Civic Centre
Stockwell Close
Bromley BR1 3UH

Date of Decision: 22 Jun 2011
Implementation Date (subject to call-in): 29 Jun 2011
Decision Reference: ENV 11005

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Report No.
ES11089

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: Environment Portfolio Holder

**For Pre-decision scrutiny by the Environment PDS
Committee on 19th July 2011**

Date: 19 July 2011

Decision Type: Non-Urgent Executive Non-Key

Title: BUDGET MONITORING 2011/12

Contact Officer: Claire Martin, Head of Finance
Tel: 020 8313 4286 E-mail: claire.martin@bromley.gov.uk

Chief Officer: Nigel Davies, Director of Environmental Services

Ward: Boroughwide

1. Reason for report

This report provides an update of the latest budget monitoring position for 2011/12 for the Environment Portfolio based on expenditure and activity levels up to 31st May 2011. This shows a balanced budget.

2. **RECOMMENDATION**

2.1 The Portfolio Holder is requested to endorse the latest 2011/12 budget projection for the Environment Portfolio.

Corporate Policy

1. Policy Status: Existing policy. Sound financial management
 2. BBB Priority: Excellent Council.
-

Financial

1. Cost of proposal: N/A
 2. Ongoing costs: Recurring cost.
 3. Budget head/performance centre: All Environment Portfolio Budgets
 4. Total current budget for this head: £43.5m
 5. Source of funding: Existing revenue budgets 2011/12
-

Staff

1. Number of staff (current and additional): 221ftes
 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: Call-in is applicable
-

Customer Impact

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

Ward Councillor Views

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

3. COMMENTARY

- 3.1 The 2011/12 projected outturn is detailed in Appendix 1, with a forecast of projected spend for each division compared to the latest approved budget and identifies in full the reason for any variances.
- 3.2 Costs attributable to individual services have been classified as “controllable” and “non-controllable” in Appendix 1. Budget holders have full responsibility for those budgets classified as “controllable” as any variations relate to those factors over which the budget holder has, in general, direct control. “Non-controllable” budgets are those which are managed outside of individual budget holder’s service and, as such, cannot be directly influenced by the budget holder in the shorter term. These include, for example, building maintenance costs and property rents which are managed by the Property Division but are allocated within individual departmental/portfolio budgets to reflect the full cost of the service. As such, any variations arising are shown as “non-controllable” within services but “controllable” within the Resources Portfolio. Other examples include cross departmental recharges and capital financing costs. This approach, which is reflected in financial monitoring reports to budget holders, should ensure clearer accountability by identifying variations within the service that controls financial performance. Members should specifically refer to the “controllable” budget variations relating to portfolios in considering financial performance. These variations will include the costs related to the recession.

4. POLICY IMPLICATIONS

- 4.1 The Resources Portfolio Plan includes the aim of effective monitoring and control of expenditure within budget and includes the target that each service department will spend within its own budget.
- 4.2 Bromley’s Best Value Performance Plan “Making a Difference” refers to the Council’s intention to remain amongst the lowest Council Tax levels in outer London and the importance of greater focus on priorities.
- 4.3 The four year financial forecast report highlights the financial pressures facing the Council. It remains imperative that strict budgetary control continues to be exercised in 2011/12 to minimise the risk of compounding financial pressures in future years.
- 4.4 Chief Officers and Departmental Heads of Finance are continuing to place emphasis on the need for strict compliance with the Council’s budgetary control and monitoring arrangements.

5. FINANCIAL IMPLICATIONS

- 5.1 The controllable budget for the Environment Portfolio is projected to be balanced by the year end, although there are some major variations within some areas.
- 5.2 Parking services is projected to generate a net shortfall of income of £100k and is being offset by savings of £50k as a result of management action and £50k provision no longer required.
- 5.3 As a result of increasing trade waste collection prices by over 10% for the last two years there has been a reduction in customers of just below 10%. This has meant that income projections are £90k below budget. There has been a corresponding reduction in contract costs and waste disposal costs of Cr £70k to partly offset the shortfall. The balance of Dr £20k is being met by a small reduction in other disposal tonnage costs Cr £20k.
- 5.4 A more detailed explanation of the variances is attached in Appendix 1.

Non-Applicable Sections:	Legal, Personnel
Background Documents: (Access via Contact Officer)	2011/12 budget monitoring files within ES finance section

Environmental Services Portfolio Budget Monitoring Summary

2010/11 Actuals £'000	Division Service Areas	2011/12 Original Budget £'000	2011/12 Latest Approved £'000	2011/12 Projection £'000	Variation £'000	Notes	Full Year Effect £'000
(5,515)	Customer & Support Services						
	Parking	(5,366)	(5,316)	(5,316)	0	1	0
1,605	Support Services	1,554	1,540	1,540	0		0
(3,910)		(3,812)	(3,776)	(3,776)	0		0
	Public Protection - ES						
112	Emergency Planning	114	114	114	0		0
112		114	114	114	0		0
	Street Scene & Green Space						
5,803	Area Management/Street Cleansing	5,975	5,975	5,975	0		0
(65)	Markets	(47)	(47)	(47)	0		0
5,809	Parks and Green Space	6,153	6,153	6,153	0		0
567	Street Regulation	519	519	519	0		0
16,091	Waste Services	16,893	16,843	16,843	0	2	0
28,205		29,493	29,443	29,443	0		0
	Transport & Highways						
10,025	Highways	9,523	9,523	9,523	0		0
147	Highways Planning	144	144	144	0		0
(583)	London Permit Scheme	(287)	(287)	(287)	0		0
843	Traffic & Road Safety	790	790	790	0		0
216	Transport Strategy	235	235	235	0		0
11,231		10,405	10,405	10,405	0		0
35,638	TOTAL CONTROLLABLE	36,200	36,186	36,186	0		0
(1,469)	TOTAL NON CONTROLLABLE	(693)	4,977	4,977	0		0
2,997	TOTAL EXCLUDED RECHARGES	2,348	2,301	2,301	0		0
37,166	PORTFOLIO TOTAL	37,855	43,464	43,464	0		0

Reconciliation of latest approved budget £'000

Original budget 2011/12 37,855

Supplementary estimate for capital accounting adjustment relating to Government Grants Deferred 5,670

Transfer of design studio to Corporate Services (Resources Portfolio) (61)

Latest Approved Budget for 2011/12 43,464

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Environmental Services - Variations – 31 May 2011**1. Off Street Car Parking £0k**

Off-street car parking income is projected to be £100k below budget expectation. This is mainly due to reduced demand, and the fact that parking fees have not been increased to address the inflation added to the budget as a result of the normal estimate process, nor the loss of income as a direct result of the increase in VAT.

This projected shortfall is from the four multi-storey car parks where income was £32k below budget for April and May, with the majority (£23k) occurring in April, probably due to the high number of bank holidays.

This projected shortfall in income is offset by £50k savings as a result of management action, and a balance from a provision of £50k no longer required for contract payments following successful negotiations with the parking contractor.

2. Waste Management £0k

Prices for trade waste collections were increased by 15% in April 2011 and 13% in April 2010. For 2010/11 the fall-out of customers equated to 3.8%, however in 2011/12 this percentage has more than doubled, currently 9.75%. When setting the new fees and budgets an assumption was made that there would be reduction of a further 5% of customers and therefore the additional reduction of 4.75% has meant that income is currently projected to be £90k below budget.

It should be noted that this is partly offset by a corresponding reduction in contract collection costs of £20k and £50k for disposal costs due to a projected reduction of 700 tonnes from the decrease in customers. This leaves a balance of Dr £20k which is offset by a small reduction in other disposal tonnage of Cr £20k.

This is summarised in the table below :-

Summary of variations	£'000
Shortfall of trade waste collected income due to reduction in customers	90
Corresponding reduction in trade waste collection contract costs	(20)
Reduction in disposal tonnage from trade waste collection customers	(50)
Minor reduction in other disposal tonnages	(20)
Total variation for waste management	0

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Report No.
ES 11036

London Borough of Bromley

Agenda
Item No.

PART 1 - PUBLIC

Decision Maker: Environment Portfolio Holder

**For Pre-decision scrutiny by the Environment PDS
Committee on**

Date: 19th July 2011

Decision Type: Non-Urgent Executive Key

Title: LOCAL IMPLEMENTATION PLAN (LIP) -
FINAL LIP FOR SUBMISSION TO TFL

Contact Officer: Iain Forbes, Head of Transport Strategy
Tel: 020 8461 7595 E-mail: iain.forbes@bromley.gov.uk

Chief Officer: Nigel Davies, Director of Environmental Services

Ward: All

1. Reason for report

- 1.1 Preparation of a Local Implementation Plan or LIP is a statutory requirement on all boroughs under the Greater London Authority Act 1999. The LIP is intended to demonstrate how the Council will deliver the Mayor of London's Transport Strategy (MTS) at a local level, and it requires the formal assent of the Mayor. The current process was triggered by the publication of a new MTS in May 2010. A draft LIP was submitted to TfL on 20th December 2010.
 - 1.2 This report seeks Member approval for a Final LIP which reflects comments from TfL and from a number of consultees, and which also contains a number of factual updates.
-

2. RECOMMENDATIONS

- 2.1 That the Final Local Implementation Plan attached as Appendix 1 to this report be approved.
- 2.2 That any further changes to the Final LIP necessary to ensure approval by the Mayor of London be delegated to the Director of Environmental Services in consultation with the Environment Portfolio Holder.

Corporate Policy

1. Policy Status: New policy.
 2. BBB Priority: Quality Environment.
-

Financial

1. Cost of proposal: Estimated cost The current programme of TfL funded investment amounts to approximately £8.170m in 2011/12, £7.351m in 2012/13 and £6.598m in 2013/14.
 2. Ongoing costs: Non-recurring cost. None at present
 3. Budget head/performance centre: TfL funded capital
 4. Total current budget for this head: £8.17M for 2011/12
 5. Source of funding: TfL funding
-

Staff

1. Number of staff (current and additional): 26fte
 2. If from existing staff resources, number of staff hours:
-

Legal

1. Legal Requirement: Statutory requirement.
 2. Call-in: Call-in is applicable
-

Customer Impact

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

Ward Councillor Views

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

3. COMMENTARY

- 3.1 The Local Implementation Plan or LIP is a statutory document and a requirement on all boroughs under the Greater London Authority Act 1999. The purpose of a LIP is to demonstrate how the Council will deliver the Mayor of London's Transport Strategy (MTS) at a local level. The Final LIP requires the formal assent of the Mayor, and the Mayor has wide powers of intervention should a borough fail to prepare a LIP, or fail to submit a LIP which the Mayor can approve. Once a LIP is approved by the Mayor, s151 of the Greater London Authority Act 1999 says that a Council "shall implement" the proposals contained in it.
- 3.2 The LIP which is the subject of this report is the second LIP which the Council has prepared. Bromley's first LIP was approved by the previous Mayor during 2007, after a very lengthy preparation period.
- 3.3 The Mayor published a new Transport Strategy in May 2010. The Strategy covers the period up to 2031. At the same time as publishing the Strategy, the GLA issued formal Guidance on developing the second LIP. This included a requirement on boroughs to submit a Draft LIP to TfL by 20th December 2010. The Environment PDS Committee considered a Draft LIP at its meeting on 29th November 2010 (Report ES10173), and a slightly modified version was submitted to TfL on the required date.
- 3.4 The draft LIP was subject to a public consultation exercise (including stakeholders and statutory consultees) between 20th December 2010 and 11th February 2011. The outcome of the consultation is dealt with later in this report.
- 3.5 In structure and content, the proposed Final LIP remains very similar to the Draft LIP. The main changes relate to:
- a general update of facts and figures where available;
 - changes to funding programmes to reflect the latest position in relation to the level of TfL financial support;
 - changes to some of the monitoring targets in response to comments received; and
 - other changes arising from consultation, which are generally minor.

Changes to TfL funding

- 3.6 The draft LIP made reference to the fact that, following the Comprehensive Spending Review, the indicative funding settlement notified by TfL to boroughs for the three years 2011/12 to 2013/14 had been reduced. However, there had not been sufficient time to amend the Draft LIP to reflect the revised figures, and TfL accepted this position in the light of the required submission deadline of 20th December.
- 3.7 Subsequently, officers brought forward a report (ES11014) to the 1st March 2011 meeting of the PDS Committee, recommending a revised three-year programme of TfL-funded expenditure. Officers reported at the Committee meeting that this revised programme was in itself likely to be superseded, because it had become clear that the the Mayor of London had announced at the plenary meeting of the London Assembly on 10 February 2011 that he intended to keep Londonwide LIP funding at £147.8m for the three years 2011/12 to 2013/14.
- 3.8 In discussions with senior TfL officials, it is understood that the Mayor made clear that he was unwilling to restore the additional money to formula funding, but rather wanted it to be targeted on specific priority outputs. Following a consultation with boroughs, it was subsequently announced that the additional funding would be allocated as follows:

For **2011/12**, £146m was the previously announced Londonwide post-CSR figure. However, the £1.8m funding difference has been allocated to project -specific carry-over for Redbridge,

Havering, Kensington & Chelsea and Westminster. Other boroughs, including Bromley, will not benefit at all from the additional funding.

For 2012/13, £142m was previously announced, meaning there is an additional £5.8m to be allocated across London. Of this, £4.8M will be allocated to Principal Road Maintenance and £1.0M to Major Schemes (which is the programme that funded the TfL portion of Orpington High Street and will fund Bromley North Village). The impact of this on Bromley is that the allocation for Principal Road maintenance will increase by 36% from £645k to £880k.

For 2013/14, no decision will be taken until 2012 about how to allocate the additional sum of £15.8M. Officers have expressed the view to TfL officials that this is unsatisfactory and contrary to the spirit of the LIP process. The recommended Final LIP contains a paragraph in the introductory section of the Delivery Plan, as follows:

This lack of clarity on future LIP funding is a significant source of uncertainty for the Council. Indeed, it undermines the credibility of the LIP process for boroughs to be unable to set out how they will take forward the Mayor's strategy because the allocation of a substantial element of Year 3 funding remains unknown. To enable proper service planning, it is highly desirable that consultation and decision-making about the allocation of additional funds in 2013/14 take place by autumn 2011 rather than in 2012. This would also send the signal to boroughs that they are trusted to identify and deliver appropriate local solutions to local problems.

Timetable

- 3.9 The published LIP timetable suggested that the Mayor / TfL would respond to draft LIPs in February / March 2011. While there was no fixed deadline for Final LIPs, Guidance suggested that submission should take place between April and June 2011. The formal TfL response to Bromley's Draft LIP was received within timetable in February. However, the need to respond to the shifting levels of funding support has placed an additional burden on boroughs. Discussions with TfL officials have indicated that this is recognised, and the revised submission timetable implied by the timing of this present report will not cause any difficulties..

Scope and structure of the LIP

- 3.10 Much of the structure and content of the LIP is prescribed by Guidance. The required structure includes:

- an evidence-based and objective-led identification of **Borough Transport Objectives** covering the period 2011 to 2014 and beyond. The Environment PDS Committee approved a report on Borough Transport Objectives at its meeting on 28th September 2010, and these objectives remain unchanged in the Final LIP.
- a costed and funded **Delivery Plan** of interventions, including a programme of investment covering the period 2011/12 to 2013/14. This has had to change in response to the changes in TfL funding; and
- a **Performance Monitoring Plan**, identifying a set of locally specific targets which can be used to assess whether the LIP is delivering its objectives. Some of these have changed from the Draft LIP following consultation and the further development of the Environment Portfolio Plan.

- 3.11 The LIP is also required to address the five goals of the Mayor's strategy, together with their associated challenges and outcomes, and the Mayor's six "High Profile Outputs". The five MTS goals are:

- Supporting economic development and population growth
- Enhancing the quality of life for all Londoners

- Improving the safety and security of all Londoners
- Improving transport opportunities for all Londoners
- Reducing transport's contribution to climate change, and improving its resilience.

The six High Profile Outputs are:

- Cycle Superhighways
- Cycle parking
- Electric vehicle charging points
- Better Streets
- Cleaner local authority fleets
- Street trees.

3.12 The LIP is also required to reflect the contents of the South London Sub-Regional Transport Plan. This had not been published at the time of preparing the Draft LIP. However, the four "Challenges and Opportunities" for south London, listed below, have not changed from earlier drafts:

- Reduce public transport crowding
- Improve access and movement to, from and within key locations
- Improve connectivity to, from and within sub-region
- Manage highway congestion and make efficient use of the road network.

Response to consultation – TfL

3.13 The formal TfL response to the Draft LIP was received in February. The summary section of the response said:

It's clear a lot of work has gone into the production of the document and overall it's a very sound submission, with only minor revisions required.....

The response sought a small amount of additional factual information on timescales and prioritisation. This information has been included in the Final LIP. A summary of TfL's comments and the Council's response is attached as Appendix 2.

3.14 There was also some comment on the content and presentation of targets. The targets in the Final LIP have been reviewed in the light of TfL's comments and further discussions with TfL officials, and also in the light of the current Environment Portfolio Plan. They are discussed in more detail later in this report.

Response to consultation – statutory consultees, stakeholders and the public

3.15 The GLA Act 1999 places a duty on boroughs, when preparing a LIP, to consult:

- The relevant Commissioner or Commissioners of Police for the City of London and the Metropolis (in practice this means the borough Commander);
- TfL;
- Where appropriate, organisations representing disabled people;
- Other London boroughs whose area is, in the opinion of the council preparing the LIP, likely to be affected by the plan (this was the London Boroughs of Croydon, Bexley, Greenwich, Southwark and Lewisham, Kent and Surrey County Councils, and the councils for Tandridge, Sevenoaks and Dartford)
- Any other person required to be consulted by the direction of the Mayor (there has been no direction)

3.16 In parallel with TfL’s consideration of the Draft LIP, a consultation exercise took place between 20th December 2010 and 11th February 2011. The consultation appeared on the Council’s website, and was available for any member of the public to respond. In addition, a total of 207 bodies were directly consulted. There were 13 responses in addition to TfL’s response, as set out below:

	Consulted	Responded
Statutory	16	6
Non-statutory	191	8

3.17 A summary of the consultation comments and the Council’s response to the points made is attached as Appendix 3.

Targets

3.18 LIP Guidance requires the Council to set local targets and trajectories for meeting these targets for the period up to 2013. In addition, “Boroughs are encouraged to identify additional indicators and targets in their LIP wherever this is likely to help protect and secure additional local funding for transport.....Boroughs are required to provide evidence that the target is both ambitious and realistic, given indicative funding levels”.

3.19 The seven mandatory targets cover:

- mode share of walking and cycling trips (2 targets);
- bus service reliability (measured by TfL);
- asset condition of Principal Roads;
- road traffic casualties (2 targets); and
- CO2 omissions.

3.20 Additionally, the LIP contains four non-mandatory local targets, each of which is an existing Council target. These are:

- Reduce the proportion of car trips in Bromley Town Centre by 10% over 10 years (Area Action Plan target);
- Reduce traffic congestion caused by school traffic and roadworks (2 targets) (Environment Portfolio Plan targets); and
- Maintain public satisfaction with road and pavement maintenance (corporate excellence indicator, formerly measured through the Place survey).

3.21 The LIP also contains local targets and indicators for monitoring delivery of LIP outcomes. These indicators reflect those in the Environment Portfolio Plan, and are monitored on a regular basis. The indicators are:

- People killed or seriously injured in road accidents; (NI 47)
- Children killed or seriously injured in road accidents; (NI 48)
- Condition of Principal Roads (NI 168);
- Condition of non-Principal roads (NI 169);
- Condition of footway surface (local indicator)
- CO₂ reduction from Council operations (NI 185);
- CO₂ reduction per capita (NI 186); and
- Proportion of school children travelling by car (former NI 198).

3.22 The proposed targets and trajectories are set out in the Performance Monitoring Plan and Appendix of the LIP.

3.23 The main changes from the targets contained in the Draft LIP relate to:

- TfL requiring additional information, particularly in regard to the local targets;
- changes in central government’s approach to national indicators;
- a reduction in the target for cycling mode share: the original target was set in the belief that a Londonwide MTS target of a 5% cycling mode share by 2026 was also mandatory for individual boroughs;
- a realignment of road safety targets to a new baseline and target year, retaining Bromley’s approach in setting challenging local targets; and
- a minor realignment of targets for the condition of principal roads to reflect consistent data collection across London.

Investment programme

- 3.24 The GLA Act 1999 (s151) says that a borough council “*shall* implement all the proposals” contained in its LIP. The Mayor’s Transport Strategy correctly points out that it is up to individual boroughs to seek the financial resources to fund its LIP proposals to implement the MTS. There is no legal requirement on the Mayor or TfL to provide transport funding to boroughs, only an empowerment.
- 3.25 In these circumstances, it would be unrealistic for the Council to be compelled to find funding to implement the LIP programme, irrespective of the future level of funding provided through TfL. The Council sought an assurance to this effect through its responses to earlier consultations on the MTS, but no assurance has been given. The Delivery Plan section of the Draft LIP contains a statement to this effect.

What happens next

- 3.26 The Final LIP will be amended to take account of any comments made by the PDS Committee and submitted for endorsement by the Portfolio Holder. Once approved, it will be submitted to TfL.
- 3.27 It may be that TfL officials will seek further clarification or request amendments to enable them to recommend the LIP to the Mayor for approval. Any such comments are expected to be relatively minor, and the recommendations of this report provide a mechanism for any changes to be agreed by the Director of Environmental Services in consultation with the Portfolio Holder.

4. POLICY IMPLICATIONS

- 4.1 Once approved by the Portfolio Holder, statements of policy contained in the LIP will become formal Council policy. However, officers have sought to ensure that the LIP does not include any new policies or commitments beyond those explicitly required by the formal LIP Guidance issued by TfL

5. FINANCIAL IMPLICATIONS

- 5.1 This section should be read in conjunction with the sections above headed “changes to TfL funding” and “investment programme”.
- 5.2 The LIP is the means by which TfL and the Mayor validate the Council’s entitlement to receive annual funding support, which is provided to enable the Council to implement measures which support the Mayor’s Transport Strategy. As noted at the start of this report, if the Mayor does not approve a LIP, he has wide-ranging powers of direction to ensure that a compliant LIP is prepared and implemented at the Council’s expense. Not to have an approved LIP might put at risk the flow of TfL funds to implement the transport programmes already agreed by the Council.

- 5.3 A summary of the TfL funding available over the next three years is set out below. It should be noted that the figures for 2012/13 and 2013/14 are indicative, and that there is likely to be additional funding available in 2013/14, as explained in the section on “changes in TfL funding” above.

Funding stream	2011/12 £k	2012/13 £k	2013/14 £k
Corridors, Neighbourhoods and Supporting Measures (Formula Funding)	2,949	2,829	2,425
Borough Transport Priorities	100	100	100
Biking Boroughs	98	74	98
Bridge Strengthening	3,857	1,968	1,425
Principal Road Renewal	866	880	900
Major Schemes	300	1,500	1,650
All TfL Borough Funding	8,170	7,351	6,598

* Estimated

- 5.4 The LIP Delivery Plan also refers to potential funding of the implementation of the Bromley Town Centre Area Action Plan amounting to £51.75M over 15 years.
- 5.5 It should be noted that £885k of the £2.9m of TfL formula funding now available for 2011/12 will be used to fund 26 FTEs and £938k of the £2.8m expected for 2012/13 will be used to fund 28.2FTEs. These FTEs are used to deliver ongoing TfL-funded services, including design, consultation and monitoring of physical projects and the delivery of staff-intensive services such as cycle training and road safety education.
- 5.6 Due to the reduction in scale of typical schemes delivered using formula funding, we have been able to carry out more of the design in house, reducing costs and reliance on consultants. The level of officer time recharged to schemes is under review to ensure all reasonable costs are recovered.

Non-Applicable Sections:	Legal Implications, Personnel Implications
Background Documents: (Access via Contact Officer)	Guidance on Developing the Second Local Implementation Plans, TfL, May 2010 LB Bromley Draft LIP, December 2010

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1. Introduction

Background

This Local Implementation Plan (LIP) is a statutory document, prepared under Section 145 of the Greater London Authority Act 1999, which sets out how the Council proposes to implement the Mayor's Transport Strategy in its area, as well as contributing to other locally and sub-regionally important goals. It has been developed in accordance with Guidance on Developing Second London Local Implementation Plans (TfL May 2010).

Bromley's first LIP covered the period 2005/06 to 2010/11. This document is Bromley's second LIP. It covers the same period as the new Mayor's Transport Strategy (published in May 2010), and includes delivery proposals for the period 2011/12 - 2013/14. It also takes account of South London Sub-Regional Transport Plan (SRTP), the transport elements of the Replacement London Plan, and other relevant policies. It sets out long terms goals and transport objectives for Bromley for the next 20 years, a more detailed three-year programme of investment starting in 2011/12, and the targets and outcomes we are seeking to achieve.

This LIP identifies how we will work towards achieving the MTS goals of:

- Supporting economic development and population growth.
- Enhancing the quality of life for all Londoners,
- Improving the safety and security of all Londoners,
- Improving transport opportunities for all Londoners and
- Reducing transport contribution to climate change and improving its resilience.

How this Final LIP has been prepared

In May 2010, the Mayor of London issued formal Guidance to boroughs which prescribes the general form and content of borough LIPs. This LIP aims to follow the format prescribed by the Guidance.

Elected Members (Councillors) provided guidance to the Council's officers during the development of the Draft LIP, via a Transport Statement Working Group which met on 13th July 2010, and a report on the Council's transport objectives, which was considered by the Council's Environment Policy Development and Scrutiny (PDS) Committee on 28th September 2010.

A Draft LIP was prepared by Council officers and was agreed by the Council's Executive Portfolio Holder for the Environment, Councillor Colin Smith, on 8th December 2010, following consideration by the Environment PDS Committee on 29th November 2010. As required by Guidance, the Draft LIP was submitted to TfL on 20th December 2010. At the same time, the Council started a period of consultation on the Draft LIP, which ended on Friday 11th February 2011.

The Government announced its Comprehensive Spending Review on 20th October 2010, and on 4th November TfL issued a note which revised the sums to be allocated to boroughs under the formula funding arrangements for Corridors, Neighbourhoods and Smarter Travel (later renamed Supporting Measures) in the financial years 2011/12, 2012/13 and 2013/14. This necessitated a further report to the Environment PDS Committee on 1st March 2011, recommending a revised three-year programme of expenditure.

While the Portfolio Holder subsequently approved the overall balance of the revised programme, by then it had emerged that the Mayor had announced to the London Assembly on 10th February 2011 that he intended to protect transport funding for boroughs at a higher level than previously announced, namely £147.8M a year over three years.

This Final LIP was considered by the Environment PDS Committee on 19th July 2011 and subsequently approved by the Portfolio Holder on **XXXXX**.

Consultation

The GLA Act 1999 places a duty on boroughs, when preparing a LIP, to consult with the following organisations:

- The relevant Commissioner or Commissioners of Police for the City of London and the Metropolis;
- TfL;
- Where appropriate, organisations that represent disabled people;
- Each other London borough council whose area is, in the opinion of the council preparing the LIP, likely to be affected by the plan; and
- Any other person required by the Mayor to be consulted.

The Mayor did not require any further persons or organisations to be consulted.

The Council undertook a public consultation exercise between 20th December 2010 and 11th February 2011. The consultation appeared on the Council’s website, and was available for any member of the public to respond.

In addition, a total of 207 bodies were directly consulted, including the statutory consultees mentioned above. All direct consultees were written to, drawing attention to the consultation, where it could be found on the Council’s website, and the closing date. The letter offered the alternative of a printed or CD-ROM version of the LIP, although no requests were received to provide the LIP in these formats.

The direct consultees fell into a number of broad categories as follows:

Statutory	Number Consulted
TfL	1
Police	1
Disablement groups	5
Local authorities	9

Non-statutory

National agencies	5
Transport & environment groups and operators	23
Business groups	4
Community groups	9
Residents' groups and associations	150

There were 14 responses including TfL's response. Bodies and individuals responding to the consultation were:

- Transport for London
- Kent County Council
- Tandridge District Council
- London Borough of Bexley
- London Borough of Southwark
- Natural England
- English Heritage
- Bromley Mobility Forum
- The Association of British Drivers
- South London Freight Quality Partnership
- London TravelWatch
- Green Street Green Village Society
- Bromley Cyclists (2 responses)

A more detailed summary of the responses received and the Council's response to individual points raised can be found on the Council's website at http://www.bromley.gov.uk/transportandstreets/guide_to_local_implementation_plan.htm.

Strategic Environmental Assessment and Equality Impact Assessment

The Council has a statutory duty to conduct a Strategic Environmental Assessment and an Equality Impact Assessment on its LIP. The Mayor's formal Guidance requires the LIP to say how these assessments have influenced the LIP.

Strategic Environmental Assessment (SEA)

Under European Directive 2001/42/EC, authorities must carry out a Strategic Environmental Assessment (SEA) of the effects of a wide range of plans and programmes affecting the environment, which includes Local Implementation Plans. The SEA process is designed to proceed in parallel with the development of the LIP.

The LIP Objectives and programmes have undergone an assessment to establish any significant effects that these may have on a listed environmental factor. The next stage in the SEA process, the Environmental Report, including a non-technical summary, was available on the Council's website during the consultation period. It remains on the website together with the final stage of the SEA process, the SEA Statement, which has been published in parallel with the Final LIP:

http://www.bromley.gov.uk/transportandstreets/guide_to_local_implementation_plan.htm.

Equality Impact Assessment (EQIA)

In preparing our Draft LIP Delivery Plan, an EQIA was undertaken to ensure that the proposals presented do not discriminate against equality groups and that equality is promoted wherever possible.

The LIP Objectives and programmes set out in the Draft LIP were the subject of an initial screening assessment, which did not highlight any equality target groups who would be negatively affected by our proposals. The EQIA was made available on the

Council's website as part of the consultation process on the Draft LIP. No comments on the EQIA were received.

The EQIA has been reviewed during the preparation of this Final LIP, and it remains available on the Council's website as a core LIP document:

[http://www.bromley.gov.uk/transportandstreets/guide to local implementation plan.htm](http://www.bromley.gov.uk/transportandstreets/guide%20to%20local%20implementation%20plan.htm).

Structure of Bromley's LIP

The rest of the document is laid out as follows:

- Section 2: Borough Transport Objectives
- Section 3: Delivery Plan
- Section 4: Performance Monitoring Plan
- Appendices: Programme of Investment, LIP Local Targets and Glossary.

2. Borough Transport Objectives

The London Borough of Bromley

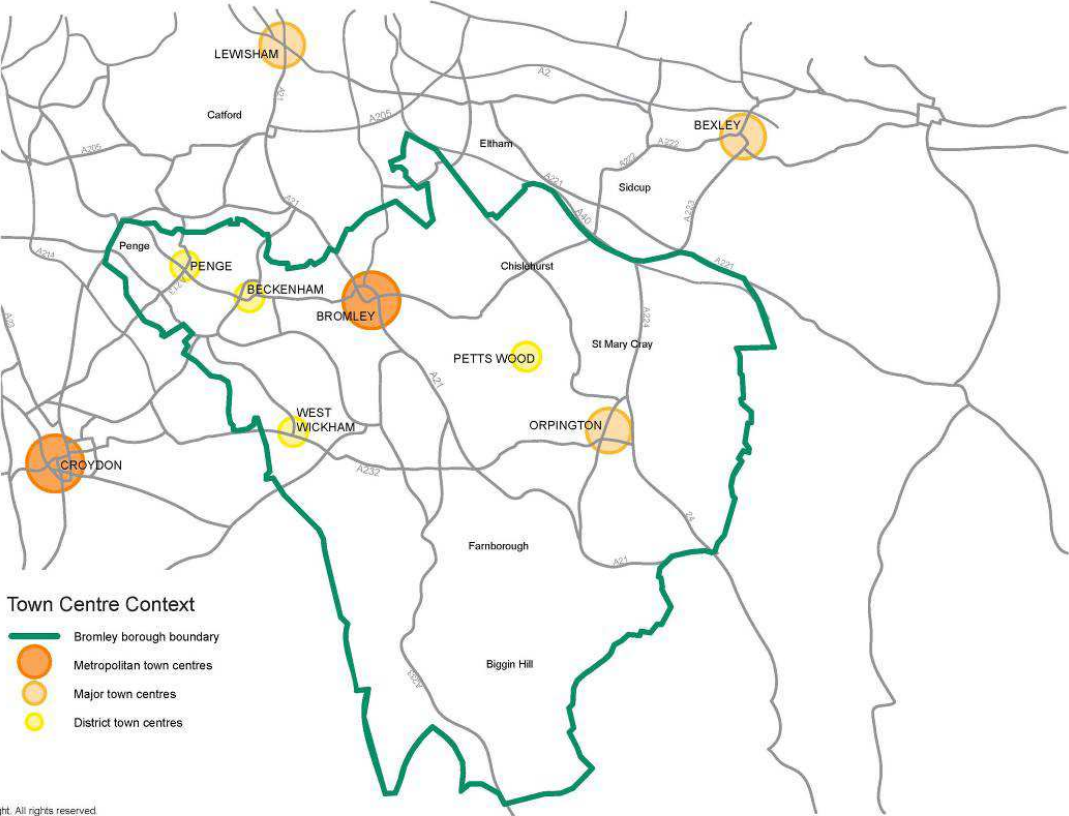
At 58.5 square miles / 148 square kilometres in area, Bromley is the largest London borough, located in the south east of the capital.

Bromley shares boundaries with the London Boroughs of Bexley, Greenwich, Lambeth, Lewisham, Southwark and Croydon and the Counties of Kent and Surrey. The Borough contains more than 35 square miles of protected countryside, woodland and parks, but is only 12 miles from central London. The mixture of rural space and suburban development defines much of the Borough’s unique character. Whilst the Borough has a history closely related to rail travel, the M25 motorway has facilitated much of the more recent development.

The borough’s main commercial centres are:

Bromley	Metropolitan Centre
Orpington	Major Town Centre
Beckenham	District Centre
Penge	District Centre
Petts Wood	District Centre
West Wickham	District Centre

Each of these centres has a rail connection and is well served by buses. Beckenham is also on the Tramlink network. These centres are shown on the diagram below, in the context of other important nearby centres.



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In addition to the above, the Council has designated five centres as Local Centres, namely Biggin Hill, Chislehurst, Hayes, Locksbottom and Mottingham. Of these, Chislehurst and Hayes have a rail connection. Other commercial areas are located at Elmers End (Rail and Tramlink), Anerley (rail), Green Street Green, Cotmandene Crescent (St Paul's Cray), Coney Hall and the Nugent Estate (St. Mary Cray).

In 2006 the Borough had a population of 299,100.

The key demographic features of Bromley are;

- Low percentages of 20-35 year olds (Bromley: 10.8% London Average: 16.9%)
- High percentages of 50-80 year olds (Bromley: 16.3% London Average: 12.4%)
- Reducing proportions of people aged 16-30 years
- The age structure indicates an ageing population with the number of people over 60 exceeding those under 16 years of age.

By 2020 Bromley's population is currently forecast to have increased to around 307,000. The biggest population increases are expected to be in the Bromley Town and Cray Valley East areas. The number of households is also forecast to increase to 136,000. By 2020 the number of people aged over 75 years is forecast to rise to over 7% of Bromley's population.

Bromley has been classified as a Metropolitan Centre and its economy is the second largest within South-east London after Croydon. Bromley has a substantial share of local employment in high value-added sectors, such as financial and business services, although retail and public sector service jobs account for 37% of jobs.

Bromley's Transport Geography

The transport networks within Bromley reflect the borough's geography, with more densely developed areas having increased levels of access to public transport compared with the more tranquil rural areas.

Public transport within the borough includes, bus, trains, tram and the new East London Line (London Overground) at Crystal Palace, Penge West and Anerley Stations. The Underground does not serve the borough. Bromley is linked to the M25 via the A21 which, along with the orbital A232, is mostly a Red Route and part of the Transport for London Road Network (TLRN) for which TfL are the highway authority.

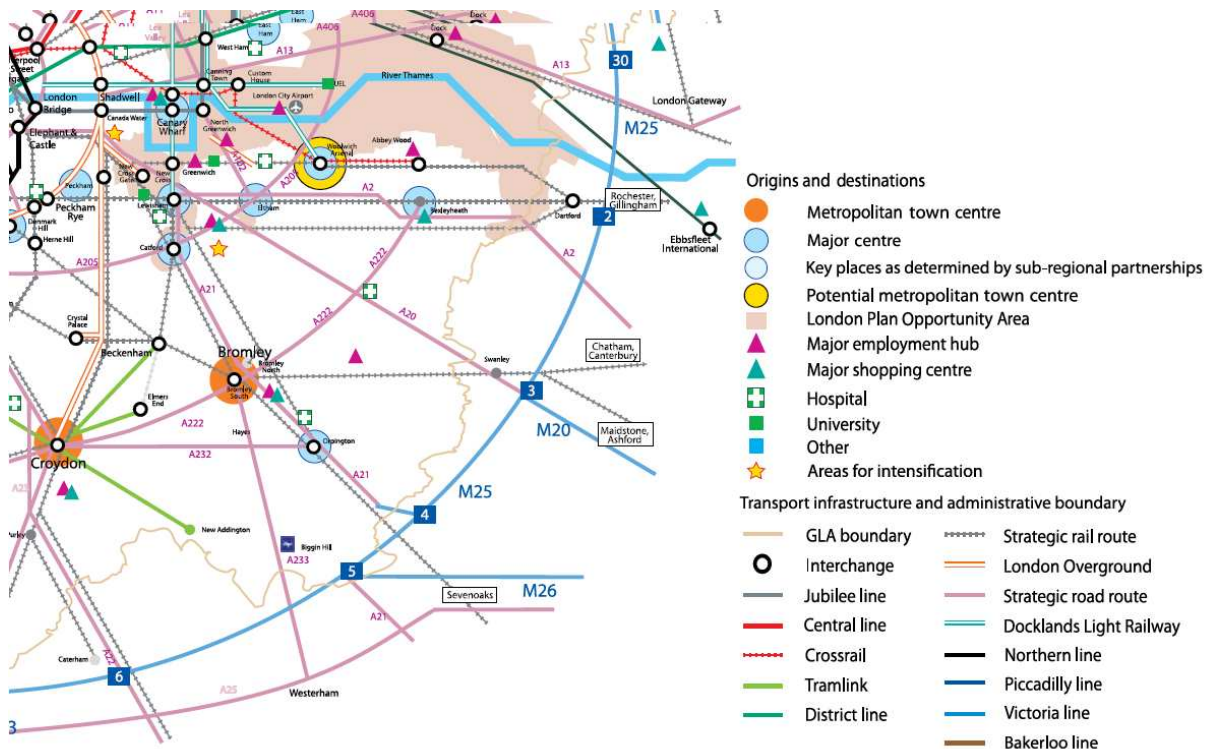
Bromley's varied geography is reflected in the travel patterns of our residents. The London Travel Demand Survey (LTDS) for the period 2005-2008 shows that on average residents in Bromley make 882,000 trips per day, the second highest in London after Barnet, and they travel a total of 3,615,000 miles / 5,818,000 km per day, the highest in London. Bromley residents make an average of 3.1 trips per person per day, the fifth highest in London, but the average journey length, at 12.8 miles / 20.6km, is the longest in London.

The table below shows key features of Bromley's existing Transport Geography.

Bromley's Transport Geography			
Level	Key Origin/Destinations	Multi-Modal Transport Corridors	Interchanges between Networks
London-wide	<p>Opportunity Areas: None</p> <p>Areas for Intensification: None</p>	<p>Rail: South Eastern, Southern</p> <p>Road: A21</p> <p>Rail Termini: London Bridge, Cannon Street, Charing Cross, Victoria.</p>	-
<p>Sub-Region</p> <p>South (adjacent to East and Central Sub regions)</p>	<p>Metropolitan Town Centre: Bromley Town Centre</p> <p>Major Shopping centres: The Glades (Bromley) , The Walnuts (Orpington) and The Nugent Centre (Orpington)</p> <p>Key sub-regional services: Princess Royal University Hospital (Locksbottom), Bromley College and Orpington College.</p>	<p>Sub-regional strategic transport services</p> <p>TLRN: A21, A232, A20</p> <p>Major Borough Roads: A222, A224, A232, A234, A2015.</p> <p>Bus Corridors: A21, A222</p> <p>Cycling Corridors: 5 LCN+ Routes and 14 established borough cycling routes.</p> <p>Major Walking Routes: London Loop, Green Chain and the Capital Ring, along with 9 borough-defined healthy walks.</p>	<p>Railway Stations: 26 in total</p> <p>Bus Interchange: Bromley North, Orpington Station. Elmers End.</p> <p>Train/Tram Interchange: Beckenham Junction</p> <p>Freight Distribution Centres: None</p>
Local	<p>District Centres: West Wickham, Beckenham, Chislehurst, Penge, Petts Wood.</p> <p>Local Centres: Hayes, Mottingham, Biggin Hill, St Mary Cray, St Pauls Cray</p>	<p>Local transport corridors and services</p> <p>Roads and streets: 43 miles / 70km of principal roads, 458 miles / 737 km of local roads and 12 miles / 20km of Transport for London roads.</p>	<p>Bus Stops Total: 1040 within the borough</p> <p>Accessible Bus Stops: 412 accessible bus stops within the borough.</p>

<p>Local (continued)</p>	<p>Major Employers: Royal Bank of Scotland, Bank of America, Bromley Council, Bromley NHS Trust and Capita.</p> <p>Local Services: 74 Primary Schools 17 Secondary Schools 13 Independent Schools 4 Special Education Needs (SEN) Schools 1 Pupil Referral Unit</p> <p>Industrial Business Park's (IBP's)</p> <ul style="list-style-type: none"> • Footh Cray Business Area • St Mary Cray 	<p>Bus Routes: 61 routes service the borough</p> <p>Cycling: 93 miles / 150 km of cycle ways across the borough</p> <p>Walking: 870 miles / 1,400km of footway</p>	<p>Bus Stops with Proposed Countdown Signs from 2012: 74</p> <p>No. of Rail/Tram Stations with Cycle Parking 25</p> <p>No. of Rail/Tram Stations with full or partial mobility impaired access Full: 8 Partial: 9 None: 11</p>
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The diagram below is an extract from MTS 2 which shows key links within Bromley as identified by MTS 2.



(It should be noted that the location of the Princess Royal University Hospital is incorrect on the original MTS diagram, and has been corrected here.)

The diagram below shows the new sub regions as in place from April 2011.



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Car ownership

Bromley has the third highest car ownership level in London. Only the boroughs of Harrow and Hillingdon have fewer households without access to a car. The 2001 Census indicated that car ownership in Bromley is 0.496 cars per person, compared with a figure for Greater London of 0.365 cars per person. 31% of Bromley households have two or more cars and on average there are 16% more vehicles than households. Bromley currently awaits updated figures on car ownership from the Census 2011.

The Travel in London Survey indicates that between 2006/07 and 2008/09, 52% of trips per day in Bromley were made by car, compared to an overall average for Greater London of 39%. Trips by mode include the second highest rail use at 5%, yet the lowest bus share at 9%. Walking represents 28% of trips which is roughly average, with cycling at only 1%. (London Travel Demand Survey 2010)

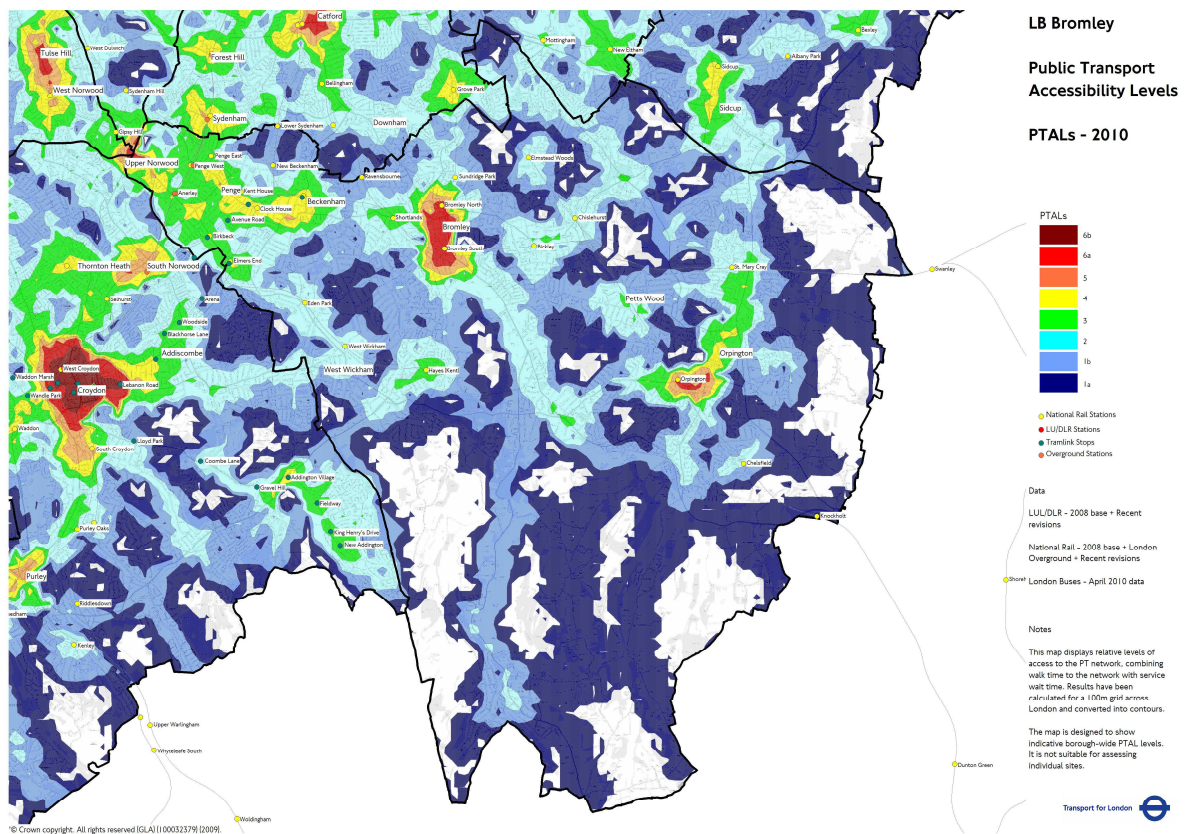
This high level of car ownership and usage is reflected in the transport pressures within Bromley which include congestion at peak times, low public transport accessibility in rural areas of the borough. The borough's outer rural terrain has also been highlighted as a barrier against cycling.

Public transport

There are 26 surface rail stations in the borough and five Tramlink stops, three of which interchange with rail. Most work-related rail journeys relate to employment outside Bromley, in inner and central London.

Buses are a significant contributor to public transport in the Borough. There are 61 bus routes in Bromley, serving journeys within the borough and providing links to neighbouring boroughs. Buses provide for most of the orbital public transport journeys in Bromley. Some 90% of Bromley's population lives within 400 metres of a bus stop. The Borough's town centres and principal railway stations are relatively well served by buses, although services on Sundays leave something to be desired.

Accessibility to public transport across London is measured by Public Transport Accessibility Levels or PTALs. PTAL levels range from 1a (low) to 6b (high). A map showing PTAL levels in Bromley is shown below.



The road network

The Council's maintenance responsibilities as Highway Authority extend to a total of 43 miles / 70km of principal roads, approximately 458 miles / 737km of local roads, 870 miles / 1,400km of footways and 93 miles / 150km of cycleways. In addition to these, TfL is the Highway Authority for the A21 between Hewitts Roundabout and the Borough Boundary in London Road, and for the A232 westwards from the A21 at Locksbottom.

Roads in Bromley are classified by function in the Council's Unitary Development Plan (UDP). The categories of roads are defined as follows:

Strategic routes:

- The Transport for London Road Network (TLRN)
- Roads designated as Strategic Roads under the Traffic Management Act 2004

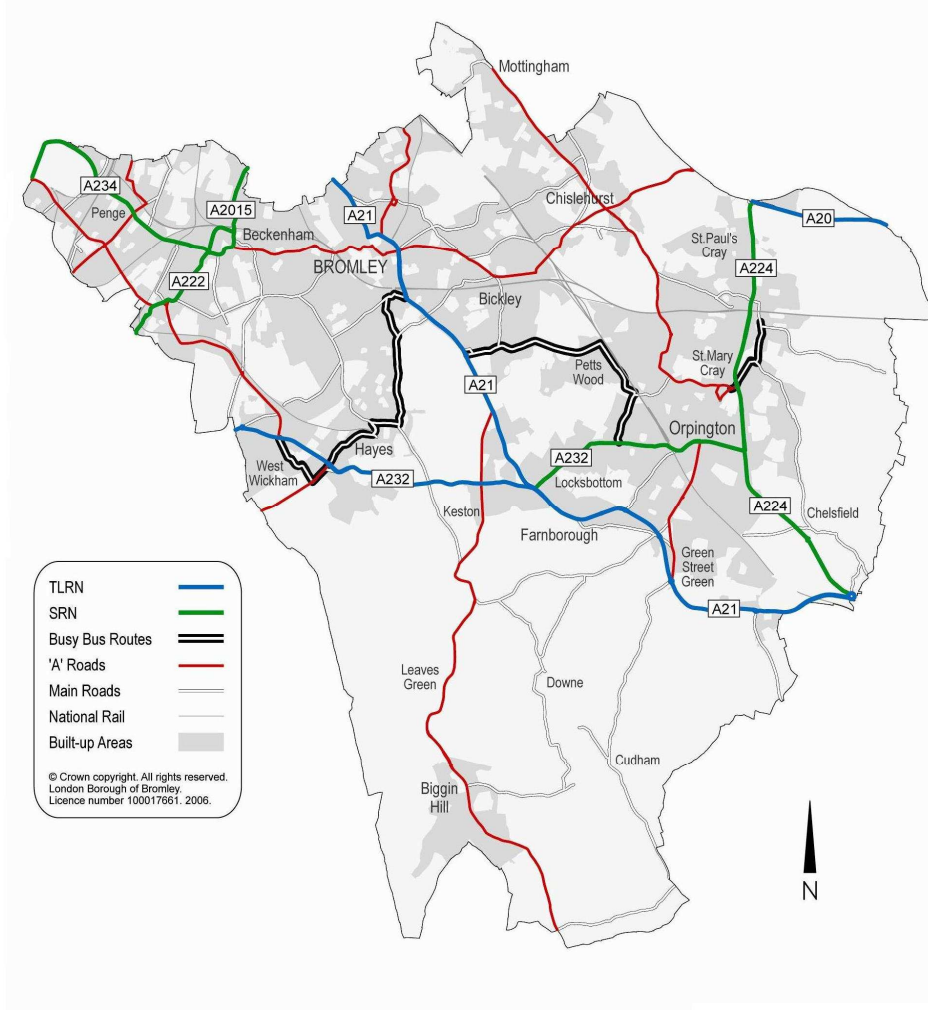
London distributor routes:

- Other A Roads and Principal Roads

Local distributor and access roads:

- Borough local distributor roads typically classified B or C roads
- Local access roads, typically unclassified roads: to serve frontage properties; to contribute to local amenity.

Key elements of the borough's road network are shown in the diagram below.



As at September 2010, 5.7% of the principal road network in the borough required consideration for structural repairs.

Air links

Bromley is also home to Biggin Hill airport, a small commercial airport which boasts an historical association with the Battle of Britain. Civilian flights began in the 1960's and it plays an important role in business aviation flights. The Airport serves

businesses in Bromley, Bexley, Croydon, Greenwich, Lewisham and other areas of Kent and Surrey, offering air link connections to major airports within the UK and Europe. No commercial services are permitted under the terms of the airport's lease.

Transport pressures

The main transport pressures in the borough are:

- Peak time traffic congestion associated with work and education trips;
- High car dependency and high mobility amongst much of the population;
- Relatively low public transport accessibility (particularly for orbital journeys);
- Social exclusion amongst those without car access or unable to use public transport;
- Low levels of walking and cycling; and
- External impacts on the local economy (centralisation of shopping and services).

Road network congestion

Despite the figures given above on car ownership and travel to work, and the severity of peak time congestion, Bromley as a whole has the lowest level of vehicle delay per mile/km of main road of any London Borough (Travel in London – Key Trends and Developments, Report No1, TfL 2009).

Local Problems, Challenges, and Opportunities

This section sets out Bromley's problems, challenges and opportunities in the context of the Mayor's transport goals and challenges for London over the course of the next 10-15 years. It identifies the main issues which need to be addressed within the borough in order to deliver the MTS goals:

- Supporting economic development and population growth
- Enhancing the quality of life of all Londoners
- Improving the safety and security of all Londoners
- Improving transport opportunities for all Londoners
- Reducing transport's contribution to climate change and improving resilience.

Bromley and the South London sub-region

The draft London Plan identifies five sub-regions within Greater London. Bromley is located in the South sub-region, which consists of the boroughs of Bromley, Croydon, Merton, Sutton, Kingston upon Thames, Richmond upon Thames and Wandsworth.

Many (but not all) of Bromley's strongest transport links are with the former South-east London sub-region, and these links were reflected in our role as lead authority for the former Seltrans partnership. For example, most of Bromley's rail stations are served by the Southeastern franchise. We have also identified a need to strengthen transport links with employment opportunities at Canary Wharf and in the City generally.

The re-casting of sub-regions across London has not changed Bromley's transport geography, and there will be a continuing need to engage in dialogue with, particularly, our former Seltrans partners Bexley, Greenwich and Lewisham, all of which are located in the new East sub-region. We will therefore use the intentionally "fuzzy" subregional boundaries to maintain an active engagement with the East sub-region.

South Sub-regional Transport Plan

In February 2010, TfL published a report identifying specific sub-regional transport "challenges and opportunities" in the South London sub-region, and the full South Sub-regional Transport Plan was published on 30th November 2010. Four specific South London sub-regional challenges have been identified. These are in addition to the Mayor's Londonwide goals, and have been developed through interpretation of the MTS, consultation with the boroughs and other key stakeholders, and through TfL analysis. The four challenges are as follows:

- Reduce public transport crowding
- Improve access and movement to, from and within key locations
- Improve connectivity to, from and within the sub-region
- Manage highway congestion and make efficient use of the road network.

The table below highlights aspects of the challenges identified by the "challenges and opportunities" report which specifically affect Bromley:

Issues identified in the South London sub-regional transport strategy “Challenges and Opportunities” report			
Challenge		Priority corridor	Crowding issues
Reducing Public Transport Crowding (C&O, Table 26)	Radial	Bromley-Victoria	Outer Services particularly crowded from Bromley South to Victoria
	To Metropolitan Centres	Bromley-Brixton	Inner Services crowded from Sydenham Hill
		Beckenham Junction - Croydon	Tramlink crowding particularly Blackhorse Lane to Sandilands and east Croydon
Challenge		Priority location	The Place
Improving access to, from and within key locations (C&O, Table 27)	Initial priority locations	Bromley Town Centre	Met Centre
	Additional borough locations – identified by boroughs’ workshop	Beckenham Town Centre	District Centre
Challenge		Priority corridor	Reason for further investigation of poor connections
Improve connectivity to, from and within the south sub-region (C&O, Table 28)	Met / Major centres to central London	Bromley-Canary Wharf	Met centre to Major town centre, Central Business District
		Bromley-Croydon	Two Met centres with both employment and population growth forecast
	Additional connections – identified by boroughs’ workshop	Bromley-Ebbsfleet	Met centre
		Croydon-Orpington	Major centre to Met centre
Challenge		Priority locations / corridor	Key road junction
Manage highway congestion and make efficient use of the road network (C&O, Table 29)	Additional locations – identified by boroughs’ workshop	Masons Hill	A21

Bromley’s Sustainable Community Strategy

Building a Better Bromley- 2020 Vision (March 2009), is the Borough’s Sustainable Community Strategy setting out Bromley’s long-term comprehensive strategy to preserve and enhance an environment in which people can improve their well-being. The ‘2020 Vision’ centres on eight key themes:

- A safe place in which to live
- A quality environment
- Helping Bromley’s children and young people achieve their potential

- Promoting independence and health
- Future housing
- A prosperous and thriving borough
- Involving communities and citizens; and
- Quality public services.

“Building a Better Bromley”

Feedback from residents, such as MORI satisfaction surveys and public research, has been encapsulated in a statement of our public-facing “Building a Better Bromley” priorities:

- Safer communities
- A quality environment
- Vibrant, thriving town centres
- Supporting independence
- All children and young people having opportunities to achieve their potential.

To this is added a sixth priority:

- An excellent Council

These priorities are clear and consistent messages as to what the public wants us to address. They form the drivers for our improvement plans for forthcoming years.

Although there is no longer a formal Local Area Agreement the Council will continue to pursue its commitment in the former LAA to focus on traffic congestion and highway condition, with specific reference to:

- An increase in numbers walking to school, greater bus use and increased mobility for all.
- Residents and businesses are concerned about the effects of traffic congestion despite Bromley having relatively low levels of congestion when compared with other boroughs. Congestion can be detrimental to the local economy, as it makes deliveries unreliable and can deter visitors. Low levels of traffic congestion are seen as being important in making an area a pleasant place to live.

The Unitary Development Plan and Local Development Framework

The Council’s second statutory Unitary Development Plan (UDP) was adopted in July 2006. It is currently in the process of being replaced by a Local Development Framework or LDF. The UDP/LDF is the main vehicle for ensuring that the requirements of national planning policy and of the London Plan are consistently applied in Bromley.

The UDP contains a series of objectives on Transport, which are:

- To reduce the growth in the length and number of motorised journeys, especially by car, by integrating land use and transport planning decisions;
- To maximize the environmental and economic benefits of serving the Borough’s travel needs by public transport in preference to the private car;
- To reduce reliance on the private car, and create conditions to encourage greater use of public and alternative means of transport by:

- Promoting development in areas well-served or capable of being served by a choice of transport modes in support of the adopted transport hierarchy; and
- Seeking improvements to public transport interchange; and
- Seeking improvements to public transport service provision in the Borough; and
- Seeking safe, convenient conditions and improvements for cyclists, pedestrians and other vulnerable road users; and
- Adopting maximum parking standards[†] and allowing for reduced parking provision in areas of good transport accessibility;
- To improve access to transport for all, including people with disabilities;
- To improve the environment and reduce air and noise pollution by restricting nonessential traffic, particularly in residential areas;
- To improve access to town centres by means of transport other than the car, while providing parking for shopping and leisure visits at levels that would enhance the attractiveness of the centre and reduce congestion; and
- To seek road safety measures where opportunities arise through the land use planning process.

[†] The Council made representations on the Replacement London Plan seeking removal of the requirement to operate maximum parking standards. A subsequent re-issue of Planning Policy Guidance (PPG) 13 in January 2011 deleted the requirement to express maximum parking standards for new residential development. A final decision on the London Plan is awaited at time of publication.

The Bromley Town Centre Area Action Plan

The Bromley Town Centre Area Action Plan (AAP) is a key priority for the Council over the next fifteen years. The Plan was approved by an Inspector in August 2010, and was formally adopted by the Council on 25th October 2010.

Two of the AAP's eight objectives have direct relevance to this LIP. These are:

OBJECTIVE 7: Promoting sustainable development by minimising the impacts of town centre development on the environment and ensuring Bromley is an attractive place to live, work, visit and invest.

and

OBJECTIVE 8: Improving accessibility and travel choice, encouraging use of more sustainable forms of transport and making effective use of existing transport assets.

In addition, there are eleven specific AAP policies which directly relate to transport. These are listed here by heading only. Further details may be obtained from the Council's website:

<http://www.bromley.gov.uk/environment/planning/town+centre+action+plan/>

- BTC 16 Noise
- BTC 18 Public Realm
- BTC 21 Transport Schemes
- BTC 22 Public Transport
- BTC 23 Land for Safeguarded Transport Schemes
- BTC 24 Walking and Cycling
- BTC 25 Parking
- BTC 26 Phasing of Transport improvements
- BTC 27 Traffic Management

BTC 28 Car Clubs
BTC 29 Freight

Integrating the LIP with Londonwide and local priorities

The Objectives of this LIP will be assessed against the Mayor's five goals, the four sub-regional challenges, and the following four local priorities:

- Safer communities
- A quality environment
- Vibrant, thriving town centres
- Supporting independence

Addressing the Goals and Challenges of the Mayor's Transport Strategy

MTS Goal: Supporting economic development and population growth

MTS Challenge: Support sustainable population and employment growth

It is an underlying theme of the Borough's UDP to focus major new development in the town centres of Bromley and Orpington, which are the Borough's main public transport hubs. This is consistent with both the Consolidated London Plan and the draft replacement London Plan both of which focus development on town centres and other nodes of public transport.

On 25th October 2010, the Council adopted the Bromley Town Centre Area Action Plan to cover the next fifteen years. The Plan promotes a more intensive level of development in the town centre. Over the lifetime of the Plan this could amount to an additional 42,000 m² of retail floorspace, 7,000 m² of offices, 5,000 m² of leisure space, 2,000 new homes and over 2,000 new jobs.

Similarly, the Orpington Masterplan, which was the subject of public consultation in 2007, focuses additional retail development and housing in the town centre and seeks to relocate important public services such as a library into the centre where there are high Public Transport Accessibility Levels (PTALs). This reduces the need to travel and makes best use of available public transport capacity. This theme will be carried through into the borough's LDF core strategy.

There is scope for growth of economic activity and skilled employment at Biggin Hill Airport, although the Council is firmly opposed to any growth in capacity of the Airport itself. Public transport access to Biggin Hill is by bus only, and local roads are relatively narrow. While any employment growth will potentially increase opportunities in the adjoining Tandridge District (in the county of Surrey), there could also be additional peak hour traffic on the narrow local roads. It will be important to ensure that arrangements for access to new employment uses are carefully considered.

The Council's standards for car parking and cycle parking, the use of transport assessments for new developments, and the use of workplace travel plans for both new and existing developments will ensure, in general terms, that new developments minimise the impact of travel on the environment. However, the Council has said in its response to the Draft London Plan that the parking standards set out in the Draft Plan are insufficiently flexible to support the economic vitality of outer London town centres. This is partly because the standards are related to PTALs, and the Council's view is that the PTAL system does not adequately address accessibility issues in relation to outer London town centres.

The Council promotes travel planning to local businesses through distribution of promotional literature at events, through welcome packs sent to new or relocated businesses, and through links on the Business section of the Council's website. This work was formerly carried out largely through the Seltrans partnership, which ceased to exist on 31st March 2011. The Council has retained a commitment to offer a travel planning service for 2011/12. However, it is currently uncertain how travel planning services will be delivered after March 2012.

The TfL Business Plan and Investment Programme, and the MTS Implementation Plan identify a number of planned infrastructure and other improvements which will specifically affect Bromley. These are described in more detail later in this section.

MTS Challenge: Improve transport connectivity

In general terms, Bromley and Orpington town centres and the more developed parts of the borough are well served by bus and rail, with some access by tram to Elmers End, Birkbeck and Beckenham in the north-west of the borough. However, public transport networks become less dense in the more rural southern areas, and this contributes to Bromley's relatively high levels of car ownership and use. Car travel is likely to remain the dominant mode for many journeys.

An example of poor connectivity in Bromley is the Princess Royal University Hospital (PRUH) at Locksbottom, where on-site parking is inadequate and is supplemented by the use of a neighbouring supermarket car park and by parking in nearby quiet residential streets. There remains a need for additional parking to be provided either on, or adjacent to, the hospital site, for example by providing an additional deck above existing surface level car parks. There is also a need for improved bus links, and requests for improved bus services to the hospital are the most common bus-related requests received by the Council.

We suggested in our responses to consultation on the MTS that there was a need for a fundamental review of bus routes across London, which we believe will be necessary to provide optimum service levels at a manageable cost. While we will continue to work with TfL and the bus operators to achieve genuine service improvements, we believe that the current piecemeal approach does not necessarily serve Londoners well. For example, in August 2010, the 320 service to Biggin Hill had its route extended from Bromley North station to Catford. Despite an increase in service frequency, delays on the extended route meant that service reliability in Biggin Hill, which has no rail links, deteriorated significantly. As a result, connectivity was reduced rather than improved.

Opportunities for effective orbital movement, by both public and private transport, around outer London and beyond remain a cause for concern to the Council. The MTS recognises this, and identifies Bromley town centre as requiring enhanced links for improved orbital connectivity.

Like other outer London town centres, Bromley town centre, and to a lesser extent Orpington, Beckenham and Penge have high PTAL ratings because they are hubs for bus (and tram) services and also have direct radial rail connections to central London. However, the choice of destinations, the opportunity for interchange, and the connectivity with other centres (except, to a degree, central London) is much less than is typically the case in inner and central London.

The PTAL system measures the density of public transport provision close to a site, rather than the utility of the services or connectivity to destinations of interest. The Council believes that the PTAL system, as currently configured, tends to overstate connectivity (and hence does not adequately address accessibility issues) in relation to outer London town centres.

Current PTALs for Bromley are shown on a diagram in the “Bromley’s Transport Geography” section above.

In terms of access to local jobs and supporting the needs of local business to grow, the Council aims where possible to encourage the retention and development of town centre and business area employment sites (which are inherently more accessible), and resist loss of employment land to other uses in those areas. The Town Centre Management service engages directly with businesses to understand their barriers to growth, including specific transport issues (such as loading or parking restrictions) and, where possible, seeks to resolve these issues in collaboration with the transportation service.

The MTS designates Bromley South station as a Priority Strategic Interchange, and MTS Proposal 11 assigns a high priority to delivering capacity enhancements at the most severely congested stations, including Bromley South. However, even after the implementation of committed rail enhancements in the south-east sector, the MTS forecasts that the Bromley rail corridor will be “moderately stressed” in 2017 and “highly stressed” in 2031 unless significant investment takes place.

In Bromley, as in much of outer London, rail plays a role in catering for relatively short local journeys within the borough, as well as for longer-distance travel. There is some potential for conflict between local needs and potential service changes aimed at improving commuter services or other longer-distance journeys.

Among the major medium-term improvements identified as being important to Bromley are the need to widen A21 south of Bromley town centre, and the development of Tramlink & DLR extensions to serve the borough.

While the Council will continue to use its own programmes, such as congestion relief, to improve connectivity, this is largely a challenge which manifests itself on a sub-regional and Londonwide basis, and where the levels of required investment will require intervention by the strategic transport authorities.

The MTS identifies a number of planned and possible infrastructure improvements on a Londonwide and subregional level which will partly address the need for further public transport capacity.

MTS Challenge: Deliver an efficient and effective transport system for people and goods

Bromley as a whole has the lowest level of vehicle delay per mile/kilometre of main road of any London Borough (Travel in London – Key Trends and Developments, Report No1, TfL 2009). To a degree this reflects the semi-rural nature of parts of Bromley, and there are a number of locations where road congestion can be severe. Nevertheless, previous opinion surveys have identified congestion as a major concern of local residents.

The Council maintains a list of congestion “pinch points” on the road network as a means of identifying potential action to reduce congestion. We currently also have a programme of schemes specifically aimed at reducing the number and impact of pinch points through a targeted and prioritised programme.

We are developing a series of recommended routes for freight movements which will help ensure that movement of goods vehicles is focused on the most suitable roads, in terms of our road network hierarchy, avoidance of height or width restrictions and minimising intrusion in residential areas. Satnav providers will be asked to incorporate these routes in their databases. Our projects to revitalise our town centres and to review area-wide parking controls will take account of delivery and servicing needs.

Average excess wait time on high frequency (non-timetabled) bus routes in Bromley is 0.9 minutes, compared with the average for London of 1.1 minutes. This is a 45% improvement on reliability since 1999/2000 levels. Some 80% of low frequency (timetabled) bus services were 'on time' during 2009/10.

Congestion on our network will impact on the ability of the economy to operate efficiently and the potential for people to work and live in the borough. For example, shoppers may choose other less congested destinations, and late deliveries or arrival at work may impact on the profitability of local businesses.

MTS Challenge: Deliver an efficient and effective transport system for people and goods - maintenance

As at May 2011, 6% of the principal road network in the borough required consideration for structural repairs. However, surveys undertaken by the Council indicate that for unclassified roads in the Borough, the figure is much higher at 20%. In addition, two bridges over the railway, at Chislehurst Road and Southborough Road, suffer from structural weakness and have had weight restrictions imposed, limiting the function of these roads as part of the network.

The Council will continue to maintain the borough's Principal Road Network, local roads and footways in a serviceable condition, with action prioritised on the basis of need, objectively identified by survey. We will work with TfL and Network Rail to restore the structural integrity of the bridges over the railway at Chislehurst and Bickley. We will also examine the possibility of road/rail incursion on our road network (where a vehicle leaves the road and intrudes upon or obstructs the operational railway) and identify any preventive or remedial actions which may be necessary.

MTS Goal: Enhancing the quality of life of all Londoners

MTS Challenge: Improve journey experience

It remains true that many journeys are made from necessity rather than choice, and individual travellers often have little real choice about how or when they travel. At peak times large parts of the road and public transport networks are congested, leading to delay, crowding and personal stress. These problems can be seriously exacerbated when the normal capacity of the networks is reduced through planned or unplanned events, such as maintenance, accidents or technical failure.

The Council is committed to working with other agencies, such as TfL and the public transport operators, to improve the “whole journey experience” for all transport users. Reliability, safety, comfort and consistent real-time information are among the many factors that contribute to the journey experience, and which may affect individual decisions about which mode to use for a journey.

Among the many issues which the Council and the other agencies are actively addressing, both jointly and separately, are:

- Reducing road congestion
- Maintaining and improving road and pavement surfaces
- Minimising disruption caused by planned and unplanned highway openings
- Lighting and light against crime
- Station internal improvements including full level access
- Station access (external improvements)
- Real time information – railway stations and bus Countdown
- Bus shelters and hardstanding
- Cycle stands – covered, secure and in the right place
- Ease of ticketing
- Facilities for the less able traveller
- Effective signage
- CCTV and help points

MTS Challenge: Enhance the built and natural environment

A major scheme for improvement of the public realm in Orpington High Street was opened by the Mayor of London in July 2010. The scheme has removed clutter from the High Street and significantly improved the pedestrian environment whilst retaining bus routes and parking in the centre of the town.

The Bromley Town Centre AAP contains proposals for the improvement of the public realm in the northern part of the town, referred to as Bromley North Village or BNV. This was one of the successful schemes in the Mayor’s Great Spaces initiative which provided funds to carry out initial consultation and bring forward designs for improving the public realm in the area. A Major Schemes bid for BNV was submitted to TfL in September 2010, and subsequently received “Step 2” funding for detailed design and consultation during 2011/12. It is expected that this will lead to implementation of a transformational project during 2013/14 and 2013/14.

During 2013/14, the Council also expects to undertake preliminary design work for public realm improvements in Beckenham town centre.

Policies in the UDP have a continuing theme of protecting and enhancing the built and historic environment, including improving the pedestrian environment in town centres and smaller centres throughout the Borough. These will be carried through into the Core Strategy.

Many streets in our town centres and smaller shopping parades suffer from unplanned clutter of street furniture and signs as a result of previous well-intentioned but piecemeal interventions to deal with local issues. We will use our decluttering programme to make these streets more user-friendly where this cannot be achieved as part of other planned works.

This theme has a close link with the Mayor's High Profile Outputs for "Better Streets" and "Street Trees", which are dealt with elsewhere in this LIP.

Among the Council programmes which contribute to addressing this challenge are:

- Highway maintenance (Principal and local roads)
- Street lighting improvement and maintenance
- Light against crime
- Decluttering
- Pedestrian crossing and minor walking schemes
- Walking through green spaces and recreational walking
- Cycle parking
- Transportation input to the development control process
- Routine enforcement action against highway obstructions and graffiti.

MTS Challenge: Improve air quality

In 2007 Bromley declared an Air Quality Management Area (AQMA) covering the North and North West of the borough. Subsequently it has been identified through source apportionment (i.e. the determination of the contribution of various pollution sources to a given location) that the majority of pollutants are due to road traffic. This has formed the basis of the Council's air quality action plan (AQAP) which was published in mid 2010.

To complement the AQAP and monitor progress there is an automatic air pollution monitoring station located at Harwood Avenue, although the scope of reporting has now been reduced. The data collected from Harwood Avenue is supplemented with additional NO_x diffusion data from an additional 10 locations targeted at major road junctions within the AQMA.

Given that road transport, and diesel engined heavy vehicles in particular, represent the most significant source of pollutants within the AQMA, the success of numerous initiatives within this LIP will have a direct impact on the success of the AQAP.

More generally, the measures proposed elsewhere in this LIP to reduce congestion and eliminate highway pinch points, to restrict non-essential traffic in residential areas and to encourage sustainable delivery practices, will contribute to reductions in kerbside pollution levels.

MTS Challenge: Improve noise impacts

In general, transport noise is not a major issue in Bromley and there are few complaints. However, improvements to vehicle design and effective maintenance of the road surface will tend to reduce noise disturbance near busier roads so long as the volume and composition of traffic remains largely unchanged.

In new commercial developments, the Council will use the development control process to seek to minimise the impact of noise from deliveries and servicing through good design and the use of Delivery and Servicing Plans (DSPs), rather than simply relying on timed restrictions on deliveries (although these may remain necessary in some cases). In Bromley town centre, we will consider the use of a formal Construction and Logistics Plan to limit the impact of construction traffic while the proposed major developments are being built.

The Bromley Town Centre Area Action Plan contains a number of policies on noise of which the following are directly relevant to transport:

- supporting new technologies and improved practices to reduce noise at source, especially in road, rail and air transport; and
- reducing the impact of traffic noise through highway management and transport policies.

MTS Challenge: Improve health impacts

Bromley has relatively low walking and cycling rates when compared with other boroughs (*London Travel Demand Survey - Report number 2*), an outcome which undoubtedly reflects the Borough's geography.

Residents in Bromley undertook an average of 246,468 walking trips and 8,037 cycling trips per day between 2007 and 2009. This represents 27.6% and 0.9% of overall trips respectively.

Based on school travel plan data collected in 2010, 43.7% of children travel to school by foot whilst 3.7% travelled by cycle. From the inception of the school travel planning programme in 2004/05, walking has increased by 5.22% of all pupils and cycling by 1.23%.

The Council devotes considerable resources to encouraging walking and cycling, and in promoting these modes to young people who are more likely to be receptive to long-term influences on their lifestyle. Among our delivery actions will be:

- continuing to work with schools to maintain and update their School Travel Plans to keep them up-to-date and relevant;
- continuing an active programme of cycle training aimed at children and adults;
- continue to promote walking and cycling as a real choice for both "transport" and leisure activities; and
- continuing the promotion of rural walking including its promotion to young people.

Bromley was granted "Biking Borough" status by the Mayor of London in early 2010. TfL provided funds to undertake a stakeholder engagement process and enable development of the borough's local Biking Borough strategy in summer 2010.

In February 2011, TfL announced a £4M Biking Boroughs fund to support cycling initiatives in outer London over the following three years, and invited the 13 boroughs with Biking Borough status to bid. Following the award of £271,000 funding to Bromley on 4th May 2011, the following project deliverables will be taken forward.

Deliver a cycling hub:

- Infrastructure improvements to improve town centre permeability
- Increased cycle parking at Bromley North station
- Workplace Travel Awareness Events

Develop cycling communities:

- Residential cycle parking at Housing Association locations
- Re-cycling programme for stolen and unwanted bikes
- Adult cycle training
- Community Travel Awareness Events

Raise the profile of cycling:

- Cycling information pack
- Promoting London Cycle Challenge
- Local media marketing campaign

Biking Borough funding is in addition to the core LIP formula funding, and Biking Borough projects are additional to the other work already programmed to support cycling. The additional funding profile is as follows:

Project area	2011/12	2012/13	2013/14
Cycle Hub	£54,000	£24,000	£49,000
Cycling Communities	£32,500	£42,500	£42,500
Raising the Profile	£12,500	£7,000	£7,000
Total per year	£99,000	£73,500	£98,500

MTS Goal: Improving the safety and security of all Londoners

MTS Challenge: Reduce crime, fear of crime and anti-social behaviour

As part of the Safer Bromley Partnership, the Council's CCTV Control Room actively supports police initiatives across the Borough's six town centres monitored by CCTV, to reduce crime and anti social behaviour at bus stops and bus termini within those areas. An example of this is the monitoring of large groups of school children waiting at identified bus stops, alerting the police to outbreaks of anti social behaviour or fights between factions from different schools. This enables the police to provide a targeted response and use resources more effectively.

The Council also supports the local Police Safer Transport Teams and TfL Revenue Inspectors when they carry out operations to deal with fare evasion by monitoring the operation and providing the police control centre with live CCTV links of what is taking place. Cameras covering railway stations are also used to give local police and British Transport Police an early warning against crime and anti social behaviour by being able to provide live images of those areas.

As part of the Council's CCTV improvement plan, cameras have recently been upgraded to give better image quality and improved storage capability, allowing all on street footage to be in "real time" so providing police with superior evidential quality footage which allows better identification of suspects.

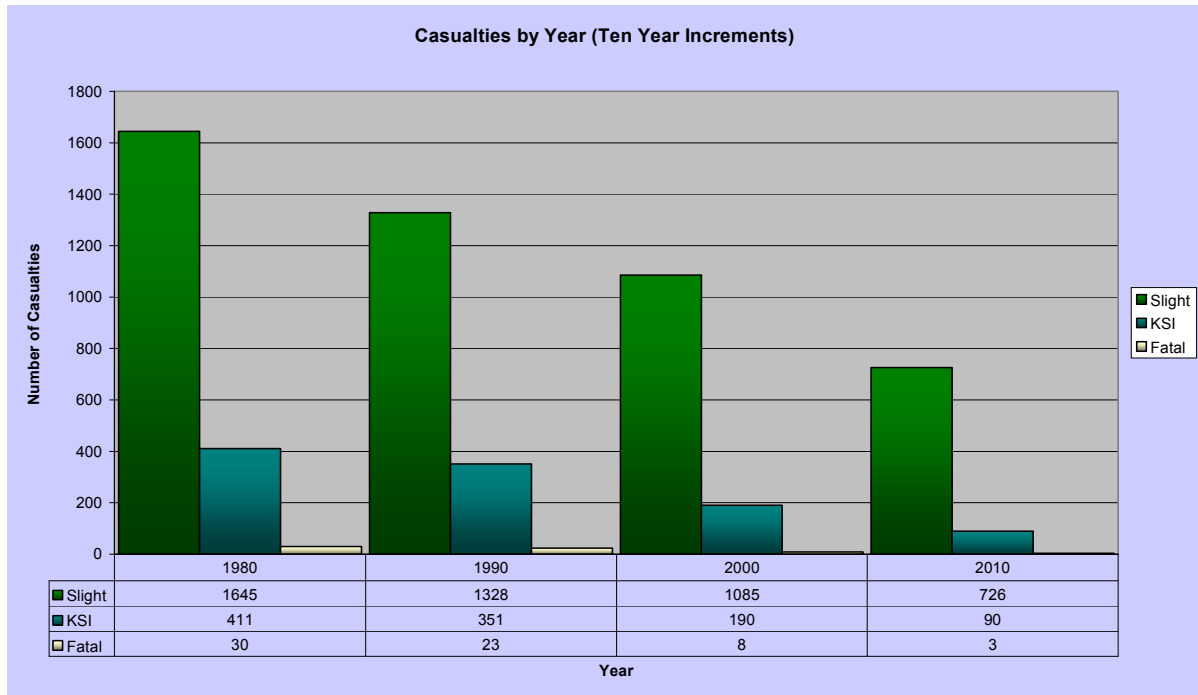
The Anti Social Behaviour Team also works in partnership with the police safer transport team on the Earn Your Travel Back Scheme (EYTB) where young people have their free travel cards removed because of bad behaviour.

Starting in 2010/11, the Council initiated a "light against crime" programme which aims to target small scale interventions in places where improved street lighting can help reduce the risk of crime. The effectiveness and value for money of this programme will remain under review.

MTS Challenge: Improve road safety

Bromley has achieved significant and consistent reductions in the number of road casualties recorded since a national baseline average for 1994-98 was set some years ago. Compared with this baseline, the overall numbers killed and seriously injured (KSI) have reduced by 63% overall. Within this overall figure, pedestrian KSIs have reduced by 71%, cyclist KSIs by 44% and motorcyclists 49%. These figures meet previous targets set by the Mayor of London.

The diagram below shows the trends in numbers killed and seriously injured in Bromley, in ten year increments:



The reduction in slight casualties was 41%, significantly exceeding the target for London.

The original baseline average is now significantly out of date, and the Performance Monitoring Plan in this LIP sets a new baseline based on the five years 2006-2010. In the absence of a central Government or Mayoral target, the Council has set its own ambitious target of reducing all KSIs to a total of no more than 86 by 2020, against a baseline of 133.

The Council continues to investigate road accidents, and maintains a rolling programme to identify, prioritise and implement casualty reduction schemes at locations with higher than expected casualty numbers for the traffic flow. This process also identifies places where possible casualty reduction can be achieved in combination with other objectives such as congestion relief, or by bringing forward works from the highway maintenance programme. The Council has also been implementing a mass action programme to provide anti-skid surfacing at sites where skidding is a factor in accidents.

Among other actions to deliver this MTS goal in Bromley, we will:

- Continue with our Police Stops programme, which involves Bromley Road Safety officers joining Local Safer Neighbourhood Teams on the borough's roads and providing road safety education to drivers who have been pulled over for traffic offences such as speeding, not wearing seatbelts, using mobile phones etc.
- Promote our range of driving courses including our Complete Driving Course, our Powered Two Wheeler course in schools and our Advanced Motorcycle Training course.
- Continue offering our traffic education programme to local schools in the borough and providing cycle training to children and adults.

MTS Goal: Improving transport opportunities for all Londoners

MTS Challenge: Improve accessibility (including physical accessibility and access to jobs and services)

The 2001 Census indicated that about 15% of Bromley's residents suffer from a limiting long-term illness. This is defined as any long-term illness, health problem or disability which limits someone's daily activities or the work they can do, although this does not necessarily mean that the people affected are unable to access transport facilities without some kind of assistance.

There are 412 accessible bus stops out of a total of 1040 within the borough (40%). Eight rail stations and tram stops out of a total of 28 have full access for people with impaired mobility, and nine have partial access. A project is in active development by Network Rail which would provide lift access to the platforms and an improved ticket hall at Bromley South station in time for the Olympics and Paralympics in 2012.

Via the former Seltrans partnership, a station access audit has been undertaken for all rail stations in Bromley. This information has already been used as input to major station access projects at St Mary Cray and Ravensbourne, and to a number of smaller improvements. This has resulted, for example, in improvements to footway surfaces, provision of dropped kerbs, new disabled parking bays and better direction signs. The audit will continue to inform our works programme in the future.

When developing physical projects, we consult with organisations representing people with physical and sensory impairment. A good recent example of this is the public realm improvement scheme in Orpington High Street. During the public exhibition, members of the public from all user groups were able to walk on the proposed surfaces and provide feedback, which resulted in a balance between the needs of wheelchair users and the visually impaired. A similar approach will be adopted during the development of the Bromley North Village project, which is currently in development.

The Council continues to provide disabled parking bays on the basis of need in car parks, in local shopping streets and, subject to criteria, at people's homes.

Bromley's geography and southern rural areas make access to employment by public transport difficult. Bromley is ranked 30th across London for access to employment and is therefore in the bottom quartile. Improving access to jobs and services has been largely dealt with in the section above on improving transport connectivity.

Access to other services by non-private modes of transport is summarised in the following table, which also illustrates Bromley's ranking compared to other boroughs.

Service type	Rank in London (1 = largest mode share)
Primary Schools	31
Secondary Schools	30
FE Colleges	30
GPs	32
Food Shopping	25
Open Spaces	23

Of particular concern is access to GPs and schools. These figures highlight the need for inward investment to public transport services in the Borough.

MTS Challenge: Support regeneration and tackle deprivation

The draft London Plan, published in October 2009, diagrammatically identifies six regeneration areas in Bromley. These are Anerley, Mottingham, Bromley Common, St Pauls Cray, St Mary Cray and Ramsden. These areas are to be targeted for neighbourhood-based action and investment that bring together regeneration, development and transport proposals. The policy has been welcomed by Bromley Council, and the areas will be identified in the Council's Core Strategy.

In general terms, access to local employment will be served by maintaining the health of Bromley's town centres and the jobs that they offer. Outside the town centres, there is only limited scope to expand employment uses, with Kangley Bridge Road and its neighbouring industrial estates, the Cray Avenue corridor and Biggin Hill being the main areas where there is some scope for growth of economic activity.

Access to opportunities further afield will depend on improved connectivity, as explained elsewhere in this LIP.

MTS Goal: Reducing transport’s contribution to climate change and improving resilience

Bromley recognises that climate change has the capacity to affect the borough both now and in the future and is taking appropriate measures to mitigate its carbon emissions and improve the resilience of its services, and the borough as a whole, to our changing climate.

Bromley has relatively high road transport-related CO₂ emissions. In 2008 transport emissions were 22% of the borough’s total emissions (comprising transport, domestic and commercial emissions). The borough’s large size and relatively low population density leads to a reliance on road transport, which is a barrier to reducing carbon emissions.

Transport Issue / Barrier	Effect on Carbon Emissions
Bromley has one of the least dense populations of any London Boroughs (1,992 people per km ² in 2006).	Low population density means the distance to public transport is generally greater than average, leading to greater car dependency.
Bromley is London’s largest borough and has a 513 mile / 825km road network (the largest in London).	Significant distances are travelled, especially by car, leading to high emissions.
Bromley has among the highest car ownership levels in London.	Families with two or three cars contribute disproportionately to CO ₂ emissions.
Increasing centralisation of facilities and the growth of out-of-town retailing (e.g. Bluewater).	Leads to greater car dependency, in absence of alternative travel modes.
Bromley lacks a secondary public transport network such as a tram, underground or DLR service enjoyed by many other London Boroughs.	Means that residents have necessarily become more reliant on car use for longer journeys.

MTS Challenge: Reduce CO₂ emissions

Bromley is assessed on its performance in reducing borough-wide carbon emissions including from transport through former NI 186: this information has been collected by AEA since 2005.

In 2008, out of 33 London Councils, Bromley had the twelfth highest transport-related emissions at 337,000 tonnes CO₂.

Updated data was released from AEA in September 2010 for years 2005-2008. Annual transport emissions have fallen since 2005 as follows:

- 2005: 369,000 tonnes CO₂ (1.2 tonnes CO₂ per capita)
- 2006: decrease to 362,000 tonnes CO₂ (1.2 tonnes CO₂ per capita)
- 2007: decrease to 354,000 tonnes CO₂ (1.2 tonnes CO₂ per capita)
- 2008: further decrease to 337,000 tonnes CO₂ (1.1 tonnes CO₂ per capita)

There is currently a 20 month lag between the end of the reporting year and receipt of the emissions data (e.g. NI 186 data for 2008 – the latest year for which we have data – was received in autumn 2010).

Recent Bromley policy and practice to reduce transport-related emissions includes:

- The Carbon Management Programme (with the Carbon Trust) which seeks to reduce carbon emissions associated with council operations by 25% by the end of 2012/13 (grey fleet, green fleet and commuting emissions are included as well as property and street lighting).
- LBB aimed to reduce borough-wide carbon emissions (NI 186) by 8.5% by the end of 2010 (transport emissions are one of three components); however we will not have this data until autumn 2012. Our 2008 data shows the Council is on track to achieve this target.
- The Bromley Environment Partnership was formed in June 2010 and includes representatives from the larger public and private sector organisations in Bromley (e.g. the Glades, the PRUH, RBS Insurance, Bromley College, Affinity Sutton, the Fire Brigade and Police). The group aims to take joint action to reduce environmental impacts in Bromley including from transport.
- Carbon reduction is also referenced in key council policies including 'Building a Better Bromley' and the Unitary Development Plan Transport Chapter, which is being replaced by the Local Development Framework.
- Bus priority and bus stop accessibility measures.
- Provision of cycle routes and cycle parking across the borough.
- Station access schemes and information on walking and cycling to railway stations.
- A requirement that significant new developments submit a Transport Assessment. (Developers are expected to prepare travel plans as part of this process - 36 were in place by June 2011).
- 31 voluntary workplace travel plans.
- All Bromley maintained schools have travel plans.

Other sections of this LIP describe the actions the Council is taking to reduce congestion, and to enable people to choose to travel on foot, by cycle or on public transport. The Performance Monitoring Plan sets a number of targets in relation to mode share, bus service reliability, the proportion of car trips in Bromley town centre, school travel and CO₂ emissions.

To help deliver MTS goal of reducing transport's contribution to climate change and improving resilience, in Bromley we will need to:

- continue to deliver on the NI 186 Strategy & Implementation Plan, with a view to driving down transport emissions
- continue to take action on the Council's Carbon Management Programme, to reduce transport related carbon emissions from the Council's green and grey fleet
- continue to work with partner organisations from across the borough to reduce carbon emissions through the Bromley Environment Partnership
- develop conditions that allow travellers to make real choices about how they get around the borough including school and workplace travel planning, promotion of cycle routes and parking, station access schemes, and bus stop accessibility measures

MTS Challenge: Adapting for climate change

Because some degree of climate change is highly probable, the Council is taking steps to assess the resilience of its services and the borough as a whole (including our partners and contractors). This work will address issues such as highways drainage and maintenance, and includes an assessment of the risks associated with failing to adapt our transport infrastructure to a changing climate and implement control measures, as appropriate, to reduce such risks.

The TfL Business Plan and Investment Programme

The TfL Business Plan identifies a number of planned improvements within the London Borough of Bromley, These include:

- the introduction of Crossrail which although not directly located within Bromley will bring associated economic benefits;
- the update of the real time Bus information “Countdown” system; and
- the rephrasing of traffic signals and the removal of unnecessary signals to smooth the flow of traffic in the borough.

The first two of these are also specifically named in the MTS Implementation Plan.

The MTS Implementation Plan includes a large number of other schemes which have a Londonwide impact and will also affect Bromley. In addition, it includes a number of schemes which are likely to have a more direct impact on Bromley, and these are listed below.

Scheme	Description	Scheme cost	Anticipated completion			MTS Proposal
			2010 - 2012	2013 - 2020	Post 2020	
Rail						
London Overground	Programme of expansion and enhancement of services, including new orbital services through Inner London and new, longer trains by 2012	M				14
London Overground	Further train lengthening	L				8 & 14
South central London	Ten-car capability on inner suburban (HLOS CP4)	M				7
South central London	Twelve-car capability and additional fast services (HLOS CP4)	L				7
South central London	Further capacity increases	M				8
Southeast London	Train lengthening on services to Cannon Street / Charing Cross (HLOS CP4)	M				7
Southeast London	Further capacity increases	M				8
Tube						
Bakerloo line	Potential Bakerloo line southern extension	H				22
DLR						
Further DLR network enhancements	Potential extensions and/or capacity increases	M				15
Tramlink						
Tramlink further enhancements	Potential extensions and/or capacity increases	L/M				16

We have taken these initiatives into account in preparing our LIP.

The 2009/10 – 2017/18 TfL business plan published in November 2008 stated that passengers would see tangible benefits over the coming years including “a trial of orbital express buses in Outer London.” This is also referred to in the LIP guidance

published in May 2010. Bromley therefore finds it disappointing that there is no mention of such trials in the Mayor's latest update of the business plan, and that documentation published on the TfL web site indicates that no such trials will now take place. This is particularly regrettable, as it is often quicker to complete relatively short "orbital" journeys on public transport, by travelling via central London.

Works on the TLRN

TfL annually publishes a programme giving details of significant planned works, to be undertaken by them on the TLRN. These interventions are taken into account when planning our own work, in order to minimise the disruption to road users.

Bromley's LIP Objectives

Following consideration of the MTS and the other policy influences described above, the Council has adopted the following LIP Objectives.

- B1. To reduce congestion on the road and public transport networks.
- B2. To maintain and enhance the economic and social vitality of Bromley's town centres, and in particular to support the implementation of the Bromley Town Centre Area Action Plan over the next fifteen years.
- B3. To enable a genuine choice of travel mode for all journeys, appropriate to the purpose and length of the journey being made.
- B4. To promote the safe use of cycling, walking and public transport to improve access to services, facilities and employment, reduce peak time congestion, improve journey times, and limit emissions.
- B5. To improve in-borough and orbital connectivity, and to secure extensions of the Docklands Light Railway and Tramlink into the borough.
- B6. To enable multimodal journeys by improving integration and interchange.
- B7. To ensure that Bromley's streets and other public places are liveable, accessible, safe, clean, uncluttered and comfortable spaces for people.
- B8. To improve accessibility to all forms of transport for people whose mobility is impaired for any reason.
- B9. To reduce the number and severity of road casualties, with particular focus on collisions that lead to death or serious injury.
- B10. To improve the environment and reduce air and noise pollution, particularly by restricting nonessential traffic, in residential areas.
- B11. To maintain the borough's transport assets in a safe and serviceable condition.

It is intended that all these objectives will be delivered during the lifetime of the Mayor's Transport Strategy i.e. by 2031.

The relationship between these objectives, the MTS Goals and the Sub-regional Challenges is set out in the table below.

Bromley's LIP Objectives		MTS Goals					Sub-regional Challenges				Bromley (Building a Better Bromley)			
		Economic Devt. & Pop. Growth	Quality of Life	Safety & Security	Opportunities for All	Climate Change & Resilience	Reduce PT crowding	Improve access to key locations	Sub-regional connectivity	Manage congestion	A Quality Environment	Vibrant, Thriving Town Centres	Safer Communities	Supporting Independence
B1	To reduce congestion on the road and public transport networks.	✓	✓			✓	✓	✓	✓	✓	✓	✓		
B2	To maintain and enhance the economic and social vitality of Bromley's town centres, and in particular to support the implementation of the Bromley Town Centre Area Action Plan over the next fifteen years.	✓	✓					✓	✓	✓	✓	✓	✓	
B3	To enable a genuine choice of travel mode for all journeys, appropriate to the purpose and length of the journey being made.		✓			✓		✓	✓	✓	✓	✓		
B4	To promote the safe use of cycling, walking and public transport to improve access to services, facilities and employment, reduce peak time congestion, improve journey times, and limit emissions.	✓	✓		✓	✓		✓		✓	✓			
B5	To improve in-borough and orbital connectivity, and to secure extensions of the DLR and Tramlink into the borough.	✓			✓		✓	✓	✓		✓			
B6	To enable multimodal journeys by improving integration and interchange.	✓			✓			✓	✓		✓			
B7	To ensure that Bromley's streets and other public places are liveable, accessible, safe, clean, uncluttered and comfortable spaces for people.		✓	✓				✓		✓	✓	✓		
B8	To improve accessibility to all forms of transport for people whose mobility is impaired for any reason.		✓		✓			✓					✓	
B9	To reduce the number and severity of road casualties, with particular focus on collisions that lead to death or serious injury.			✓								✓		
B10	To improve the environment and reduce air and noise pollution, particularly by restricting nonessential traffic, in residential areas.		✓			✓				✓		✓	✓	
B11	To maintain the borough's transport assets in a safe and serviceable condition.	✓							✓	✓	✓	✓		

3. Delivery Plan

This section sets out our Delivery Plan for achieving the objectives of this LIP. It includes:

- A list of potential funding sources for the period 2011/12 to 2013/14;
- Delivery actions for this time period and beyond, showing how these actions will deliver our LIP objectives;
- A high level programme of investment for the period 2011/12 to 2013/14;
- A section on potential future investment for the rest of the 20-year time horizon of the MTS; and
- A section on risk management.

Potential funding sources

The table below identifies potential funding sources for implementation of our LIP, including LIP funding allocation from TfL, contributions from the Council's own funds, and funding from other sources.

A key source of funding is our LIP allocation from TfL. Figures provide by TfL indicate that the Council will receive £2.949M in 2011/12 reducing to £2.425M in 2013/14, in formula funding for Corridors, Neighbourhoods and Supporting Measures (formerly Smarter Travel). These figures take account of the effects of the Comprehensive Spending Review in autumn 2010. The Council also receives a variable sum each year to support major schemes costing over £1M, and the maintenance of Principal Roads, bridges and structures.

In addition to the above, the Council will receive £271,000 from TfL between 2011/12 and 2013/14 in response to a successful "biking boroughs" bid, and has had an indication from TfL that it will receive £645,000 in 2011/12 and £880,000 in 2012/13 for Principal Road maintenance.

On 10th February 2011, the Mayor announced to the London Assembly that he intended to protect Londonwide transport funding for boroughs at a higher level than that announced in November 2010, namely £147.8M for each of the three years 2011/12 to 2013/14. The table below takes account of this for 2011/12 (when Bromley will not benefit) and for 2012/13 (when the sum available for Principal Road maintenance has been increased to £880,000). However, a decision on the allocation of the additional funding in 2013/14 has been withheld until 2012, and accordingly it has not been possible to include this in the table.

The Council also uses its own resources and resources from developers to pursue our objectives and ensure that our road network remains in a safe and serviceable condition. The potential funding for LIP delivery over the period 2011/12 to 2013/14 is shown in the table below.

It should be noted that, in most years, the sums available from developers via section 106 agreements are relatively low. The table intentionally does not show sums which might become available should any of the major developments envisaged by the Bromley Town Centre Area Action Plan come to fruition within this period. A separate table showing indicative funding for the range of interventions envisaged by

the AAP can be found later in this section, as can an outline of potential longer-term interventions after 2014.

Potential funding for LIP delivery

	2011/12	2012/13	2013/04	Total
Funding Source	£000	£000	£000	£000
Integrated Transport				
LIP Allocation (needs-based formula)	2,949	2,819	2,425	8,193
LIP Allocation (Local Transport Funding)	100	100	100	300
Biking Boroughs funding	98	74	98	270
Council Funding – Traffic & Road Safety	51	51	51	153
Developer funding – walk & cycle access	120	30	30	180
Total	3,318	3,074	2,704	9,096
Maintenance				
LIP Allocation – Principal Roads	866	880	900 *	2,425
LIP Allocation – Bridges and Structures	3,857	1,968	1,425	7,250
Council Funding – Local Roads	5,000	5,000	5,000	15,000
Total	9,723	7,848	7,325	24,675
Street Lighting				
Council Funding – SL Improvements	606	606	606	1,818
Council Funding – SL Maintenance	1,183	1,183	1,183	3,549
Total	1,789	1,789	1,789	5,367
Major Schemes				
Bromley North Village				
LIP Major Scheme funding	300	1,500	1,500	3,300
Other external funding	0	80	0	80
Council Funding	0	1,490	0	1,490
Total	300	3,070	1,500	4,870
Beckenham Town Centre				
LIP Major Scheme funding	0	0	150	150
LIP Allocation (needs-based formula)	0	10	0	10
Council Funding	0	10	0	10
Total	0	20	150	170

* Expected level of support

How realistic are the programmes in this LIP?

The GLA Act 1999 (s151) says that a borough council “shall implement all the proposals” contained in its LIP. The Mayor’s Transport Strategy correctly points out that it is up to individual boroughs to seek the financial resources to fund its LIP proposals to implement the MTS (para 711). There is no legal requirement on the Mayor or TfL to provide transport funding to boroughs, only an empowerment.

If the funding available from all parties continues at or near the current level, the programmes in this LIP, which take account of the outcome of the Government's Comprehensive Spending Review (CSR) in autumn 2010, are realistic and deliverable. A separate section deals with detailed risks which have been identified as potentially affecting the programmes and projects contained in this Draft LIP.

The Mayor's announcement in early 2011 that he intended to restore borough LIP funding to £147.8M across London in each of the three years 2011/12 to 2013/14 is welcome. However, in 2011/12 only four boroughs (Bromley is *not* one) will benefit from this funding and in 2012/13 the bulk of the additional funding (£4.8M out of £5.8M) will be allocated to Principal Road maintenance. The additional sum available in 2013/14 is £15.8M, or roughly half a million pounds per borough, but boroughs have been told that a decision on the allocation of these funds will not be made until an unspecified date in 2012.

This lack of clarity on future LIP funding is a significant source of uncertainty for the Council. Indeed, it undermines the credibility of the LIP process for boroughs to be unable to set out how they will take forward the Mayor's strategy because the allocation of a substantial element of Year 3 funding remains unknown. To enable proper service planning, it is highly desirable that consultation and decision-making about the allocation of additional funds in 2013/14 take place by autumn 2011 rather than in 2012. This would also send the signal to boroughs that they are trusted to identify and deliver appropriate local solutions to local problems.

Assuming that the programme in this Final LIP is approved by the Mayor, that programme will only be realistic and deliverable in the context of the levels of funding received from TfL remaining unchanged. Should TfL funding be further reduced, we believe it would be unrealistic for the Council then to be compelled to find funding to implement the LIP programme, irrespective of the level of funding provided through TfL.

Delivery Actions

This section identifies the type of interventions which we are proposing to use to deliver our LIP objectives.

It should be noted that some of the Council's proposed projects and programmes will function as delivery actions for more than one LIP objective, and hence may appear more than once in the sections below.

Timescales for delivery

The Council envisages that most of the delivery actions described below will continue in one form or another throughout the period of the LIP and that all these actions will be delivered during the lifetime of the Mayor's Transport Strategy i.e. by 2031. The relative priority of these actions, and the resources devoted to each, will be the subject of evidence-based reviews from time to time.

Where actions have a clear delivery target or timescale, this is indicated separately.

Refreshing the Delivery Plan

The Council will refresh the Delivery Plan at intervals of no more than three years.

Objective B1

To reduce congestion on the road and public transport networks.

On the **road network**, the Council aims to make best use of existing infrastructure through effective management measures. These include:

- A programme aimed at reducing the number of congestion-generating “pinch points” on the borough’s road network.
- Active management of highway openings via the London Permit Scheme (LoPS) and use of legal action where necessary.
- Effective control of parking on yellow lines, and ensuring that necessary loading does not cause an obstruction.
- Potentially taking on the power to enforce moving traffic offences, which, among other benefits, will enable enforcement of box junctions.
- Supporting in principle the removal of traffic signals, and experimental introduction of “left turn on red” throughout the day at safe locations and “flashing amber” where signals do not operate fully during night hours.

For **public transport**, we will continue to assist effective bus operation on the road network, while supporting moves by other agencies to increase public transport capacity. Measures will include:

- Keeping the operation of bus lanes under review, and continuing camera-based enforcement of infringements.
- Improving access to bus stops in conjunction with other ongoing programmes of work.
- Working with TfL and the rail operators in support of their projects to increase passenger carrying capacity and to reduce potentially hazardous platform crowding at stations, for example Bromley South, where works to provide lift access and improved circulation space are currently at an advanced stage of planning.

Objective B2

To maintain and enhance the economic and social vitality of Bromley’s town centres, and in particular to support the implementation of the Bromley Town Centre Area Action Plan over the next fifteen years.

The Bromley Town Centre Area Action Plan (AAP) is a key priority for the Council over the next fifteen years. Following an Examination in public, the Plan was formally adopted by the Council on 25th October 2010. The Plan envisages a 15-year implementation period, divided into three roughly equal phases. The main transport interventions in each phase of the AAP are described below.

Phase 1 – up to Year 5 (approximately 2010 – 2015)

Full interchange improvements at Bromley North Station

The AAP envisages improved signs and accessibility, together with an upgrade of the station forecourt to improve access and enhance the setting of the listed station building. In practice this is likely to be taken forward in two ways, as part of the

Bromley North Village project identified as a major scheme elsewhere in this LIP, and in conjunction with proposed developments at the station (Site A of the AAP).

First stage interchange improvements to Bromley South Station

This is intended to ensure DDA compliance, improved wayfinding, and further improvements to the public realm of the forecourt area. Co-operation will be required with Network Rail, who are actively developing a project to deliver lift access to platforms and an improved concourse area in time for the Olympic Games in 2012.

Bromley North Village street scene improvements

Aside from some short-term decluttering activity, this intervention is encompassed in the Bromley North Village project.

Possible variable message signing (VMS) when Westmoreland Road car park is demolished

As owner of the Westmoreland Road car park site (Site K in the AAP), the Council entered into a development agreement in autumn 2010 to secure the development of this site with an envisaged start date in 2012. The development will require the closure of the existing car park which holds nearly 600 vehicles. To make best use of the remaining parking spaces in the town, the Council is investigating the installation of a VMS system to guide drivers to the remaining car parks.

Park & Ride “Lite”

The Council previously operated a Christmas park and ride service from Norman Park, south of Bromley town centre, to provide additional parking capacity at Christmas. This project envisages using a similar service – possibly at weekends all year and daily throughout the Christmas period - to assist with meeting the shortfall of parking capacity generated by the temporary closure of Westmoreland car park. The Council will also look to make best use of other car parking capacity to mitigate the effect of the closure, such as public use of staff car parking at weekends.

Phase 2 – up to Year 10 (approximately 2015 – 2020)

Traffic Management including a UTMC/VMS scheme and junction improvements

This envisages the possible extension of VMS to incorporate additional public parking provided in conjunction with developments, and a number of “free text” signs at the approaches to the town centre to provide traffic information. It is also intended to introduce real-time bus and train information at a number of locations in the town, including within shopping centres.

There is significant congestion at the junctions of Westmoreland Road with Masons Hill/High Street and Masons Hill with Kentish Way (A21). The AAP safeguards land in the vicinity of these junctions to allow capacity improvements to be implemented as development proceeds.

Full interchange improvements required at Bromley South Station

In addition to the improvements proposed for Phase 1, more work will be needed to improve wayfinding for people arriving by train, enhance the pedestrian environment around the station, increase cycle parking and provide more convenient and better

quality bus interchange. Land (at Site J) is being safeguarded in the AAP to assist with improving Bromley South's gateway role.

Possible extension to Park & Ride "Lite"

This envisages the possible extension of park and ride to weekdays if required.

Town Centre-wide Car Club and cycle hire roll out

It is intended that the expansion of residential provision in the town centre should provide the springboard for an operationally sustainable level of car club provision. The Council has experienced some difficulty with development-led car clubs because of the reluctance of operators to provide spaces without a network of other vehicles in the local area, but studies are being undertaken during 2011/12 which may lead to the creation of on-street car club spaces in the north-west of the borough. The rolling-out of cycle hire will depend to a degree on the success of the central London hire scheme, a separate feasibility study and the availability of funding.

Full implementation of the town centre wide Travel Plan

Discussions with town centre businesses have commenced, and development of the travel plan will initially be taken forward using TfL formula funding, with new developments also contributing as they come on stream.

Phase 3 – up to Year 15 (approximately 2020 – 2025)

Comprehensive town centre Car Club and cycle hire

This would be a further expansion of the projects discussed above, following a review of effectiveness and an assessment of future need.

If feasible, full Park & Ride in place

The third phase of the AAP envisages a permanent park and ride site south of the town centre and accessible from the A21, which would provide substantially more parking capacity than is available at the Norman Park site.

A21 Widening

A safeguarding line already exists for widening the A21 from Hayes Lane to the southern end of Kentish Way. Capacity will also be increased in Masons Hill between the High Street and Kentish Way. It is expected that these schemes will be required prior to opening of retail development at Site G in Phase Three of the AAP. The balance which these schemes provide between enhanced public transport priority and additional traffic capacity will be a matter for further technical work and is also likely to depend *inter alia* on the extent to which the "Ten in Ten" AAP target to reduce the proportion of car trips to the town centre by 10% in ten years is achieved.

Timescales for the Area Action Plan

Each phase of the AAP is scheduled to last approximately five years, and indicative dates have been given above in relation to each phase. However, delivery of many of the major improvements in the town centre will hinge on developers and others being willing to invest. The Council only has limited influence over when development proposals may come forward, and it will be necessary to take a flexible approach to delivery of the AAP.

Other town centres

During 2010, the Council completed a major public realm improvement project in **Orpington** High Street, funded jointly by the Council and TfL. Orpington railway station is some distance from the High Street, and it is hoped to work with Network Rail and the Train Operating Company (currently Southeastern) to improve facilities on railway land including parking, bus interchange and pedestrian linkages to the town centre.

Following the implementation of the Bromley North Village project, the Council envisages that **Beckenham** town centre would potentially be the subject of a future Major Schemes bid, and this is envisaged by the inclusion of sums for scheme development in the “Potential funding for LIP delivery” table earlier in this section.

West Wickham High Street is a TfL road (A232) and was the subject of a TfL-funded improvement study some years ago. However, no funds were ever allocated for implementation. The Council believes that TfL should actively programme a project to bring the public realm West Wickham High Street up to the same standard that the Council is seeking to promote in Orpington, Bromley North Village and Beckenham. We believe TfL should aim to programme these improvements to start around 2014.

The Council will continue to use its other programmes to improve conditions in the District Centres of **Petts Wood** and **Penge**, and in its other lesser town centres and small shopping parades. The intention of this approach is to maintain the availability, viability and convenience of local shops and other facilities, and also to ensure that those who wish to make local journeys to these centres on foot or cycle are not deterred from that choice by inadequate facilities.

Objective B3

To enable a genuine choice of travel mode for all journeys, appropriate to the purpose and length of the journey being made.

The Council believes in providing the widest possible choice for journeys made in, to or from Bromley. Enabling choice in this way has spin-off benefits in reducing road traffic congestion, and in the case of walking and cycling, promoting healthy outcomes. Among the measures which the Council is taking are:

- Working with TfL, the railway industry and private sector partners to deliver real time travel information at interchanges, bus stops, stations and potentially in shopping centres and through “free text” variable message signs. It is hoped that this will be substantially in place by the end of phase 2 of the Bromley town centre AAP in 2020.
- Working with the police and public transport operators to improve safety and security for public transport users.
- Actively promoting travel planning at schools and workplaces, including a requirement for travel plans (where justified) as part of the Development Control process, and the application of travel planning principles on a town-wide basis in Bromley town centre.
- Promoting congestion relief measures on the road network, to the benefit of all road users.
- Promoting the safe use of cycling, walking and public transport as set out under Objective B4.

Objective B4

To promote the safe use of cycling, walking and public transport to improve access to services, facilities and employment, reduce peak time congestion, improve journey times, and limit emissions.

Among the measures used by the Council to promote this objective are:

- Acquiring “biking borough” status and receiving additional funding to promote cycling in the three years 2011/12 – 2013/14.
- An ongoing programme of providing cycle parking based on need. As well as provision in town centres and other local shopping parades, we work actively with the rail industry to deliver new and improved cycle parking at stations, whether in the highway, on other Council land or with the curtilage of the station. The travel planning process (see B3 above) identifies potential cycle parking at schools and workplaces, while cycle parking in new developments is secured through the use of cycle parking standards based on the London Plan.
- An active programme of cycle training for both children and adults.
- A needs-based footway maintenance programme.
- Through the decluttering programme, and as part of other projects, we will look to replace time-expired, misleading and unnecessary pedestrian direction signing with consistent and accurate signs. We will review the applicability of Legible London type signs to local needs.
- An ongoing review of bus stop accessibility in any schemes where stops are affected. This will consider both the ability of buses to approach the kerb and any obstructions which might affect the ability of passengers with limited mobility to reach the stop.
- A bus route maintenance programme to contribute to the comfort of bus journeys.
- Working with the rail industry to improve access to stations by all modes
- Actively promoting travel planning as set out under Objective B3.

Objective B5

To improve in-borough and orbital connectivity, and to secure extensions of the Docklands Light Railway and Tramlink into the borough.

The Council will continue to press the case for external investment to improve orbital links, both by road and by public transport.

In the absence of a fundamental review of bus routes across London, (which we believe will be necessary to provide optimum service levels at a manageable cost), the Council will continue to work with TfL and the bus operators to achieve genuine service improvements.

Previous studies of Tramlink options demonstrated that there was a good preliminary business case for an extension from Beckenham Junction to Bromley town centre. This work needs to be developed to demonstrate engineering feasibility, and to examine options for the routing of a tram service within the town centre.

The rail link between Bromley North station and Grove Park is an underused resource with the potential to provide improved connectivity to London Bridge and the City, particularly in light of the proposed expansion of Bromley Town Centre. The

Council's preferred option is to see the Docklands Light Railway extended to Bromley North, and we would wish to see TfL conduct a feasibility study into this option. We are aware that preliminary studies for the southward extension of the Bakerloo Line have identified Bromley North as a potential terminus in addition to a TfL-preferred option to use the Hayes Line as the southernmost section of the extension.

While the Council will consider alternative, non-DLR options for improving service levels to Bromley North, we believe such consideration would be best undertaken in a way which compared all options on a "level playing field", rather than through individual operators each conducting separate and unco-ordinated studies.

We have identified the need for improved linkages to the Eurostar station at Ebbsfleet, and this is reflected in the South London sub-regional transport plan.

Objective B6

To enable multimodal journeys by improving integration and interchange.

The Council has sought wherever possible to improve interchange at railway stations, partly through the use of TfL funding available through the former station access programme. Key examples of this have been the projects at St Mary Cray and Ravensbourne stations. We will continue to work with the rail industry to identify and implement small-scale improvements in walking and cycling facilities in and around stations, and to identify opportunities for further ad-hoc joint working. Comprehensive station access audit information collected by the former Seltrans partnership will help with this process.

The Council's proposals to improve interchange at Bromley South, Bromley North and Orpington railway stations are described under Objective B2 above.

The draft work programme for 2012/13 includes a proposal to extend the heavily-used Lennard Road car park adjacent to New Beckenham station. We will keep under review the levels of car parking near other local stations, and the opportunities to extend off-street parking, while remaining mindful of the need to discourage railheading for those journeys which could easily transfer from car to train further out from central London.

Objective B7

To ensure that Bromley's streets and other public places are liveable, accessible, safe, clean, uncluttered and comfortable spaces for people.

While transport interventions will play an important role in achieving this Council objective, they sit alongside the planning system, the street cleansing service and the interventions of the police in fully addressing this issue.

Objective B2 covers the Council's proposals for significant public realm improvements in our main town centres.

During 2010/11 the Council established a Decluttering programme aimed at rationalising street furniture and signs in our town centres and local shopping parades. It is envisaged that this programme will run for approximately five years (i.e.

until 2015), although it may be necessary to revive the programme from time to time thereafter.

We will continue our ongoing programmes of carriageway, footway and street lighting maintenance, and enforcement activities to deal with unauthorised signs, highway obstructions and graffiti.

In terms of personal security, we established a Light against Crime programme starting in 2010/11. The life of this programme will depend on the success of this initiative and the number of individual projects identified. It is likely that this programme will eventually be re-integrated with the Council's street lighting programme.

Objective B8

To improve accessibility to all forms of transport for people whose mobility is impaired for any reason.

The Council has a duty to promote equality for people with a disability. In terms of transport, the Council will continue to engage with organisations representing disabled people when preparing schemes. We will also:

- Continue to improve access to bus services by ensuring that buses can approach the kerb closely enough to use their access ramps.
- Work to improve or adapt conditions in the footway to ensure unobstructed level access to bus stops.
- Work with the rail industry to co-ordinate improved access in the highway with improved access within the railway estate, for example when lifts or ramps are provided at stations. As identified elsewhere in this LIP, Bromley South station is designated as a Priority Strategic Interchange where increased capacity is required, and where a scheme to provide full accessibility by 2012 is currently in preparation.
- Continue to identify and act on the need for on-street disabled parking spaces.

Objective B9

To reduce the number and severity of road casualties, with particular focus on collisions that lead to death or serious injury.

Physical transport projects are the subject of a safety audit to ensure that potential new risks are eliminated and existing risks reduced. In addition, the Council has a number of ongoing programmes which are specifically aimed at identifying the location and causes of road traffic accidents and implementing measures to reduce their frequency and severity. Currently these programmes are identified as:

- Casualty reduction – individual locations
- Casualty reduction – mass action
- Joint casualty reduction / congestion relief schemes
- Education, training and publicity

It is envisaged that the activities covered by these programmes will continue for the life of this LIP. However, as the number of casualties is successfully reduced, it is increasingly difficult to identify common causal factors which are susceptible to

relatively simple engineering remedies. The Council will continue to review the effectiveness of these programmes and the way in which physical casualty reduction measures interact with other programmes, such as road safety education and cycle training, which seek to promote awareness and safer behaviour.

Our road safety education programme currently includes:

- Curriculum-based activities delivered in schools
- A smarter driving programme and advanced motorcycle training
- Cycle training for both children and adults
- A programme which works with retailers to ensure that child car seats are properly fitted.

We will continue to target educational activities at user groups – such as young male drivers – who are identified as being at particular risk.

Objective B10

To improve the environment and reduce air and noise pollution, particularly by restricting nonessential traffic, in residential areas.

The Council operates a road network hierarchy to ensure that roads and streets are used for the purpose to which they are best suited. This aims to ensure that local streets are used for local access only, and that larger vehicles and vehicles on longer journeys do not find local streets attractive as “rat runs”. This principle is applied to the design of all local traffic management and safety schemes.

Our programmes for reducing congestion, eliminating pinch points and smoothing traffic flow will reduce roadside noise and the additional pollution that derives from stop-start driving. Surface noise from vehicles is limited to a degree through effective carriageway maintenance. The Council continues to support the London Lorry Control Scheme which restricts access by heavy vehicles at night and at weekends.

As explained in Section 2, we will continue to use the development control process to minimise the impact of noise from deliveries and servicing through good design and the use of Delivery and Servicing Plans (DSPs), and a possible Construction Logistics Plan to cover the major developments planned for Bromley Town Centre.

Objective B11

To maintain the borough’s transport assets in a safe and serviceable condition.

The Council has a number of on-going programmes which aim to protect our transport assets and keep them available for safe and convenient use by the public. They are:

- Principal Road maintenance
- Bridges & structures
- Local road and footway maintenance
- Bus route resurfacing
- Street lighting maintenance

Individual projects within these programmes are prioritised on the basis of need and best practice.

In addition, there is a study scheduled for 2011/12 which will investigate the risk of incursion on to the operational railway by vehicles which unexpectedly leave the road network.

The Council published a Network Management Plan in 2008. Our Highway Asset Management Plan (HAMP) is currently being redrafted through work shared with the South London Alliance (Bromley, Bexley, Croydon, Greenwich, Kingston upon Thames, Lewisham, Merton and Sutton). This work is generating iterations of highway valuation (to CIPFA guidelines), levels of service, benchmarking, asset deterioration and potential joint procurement.

The Council operates a **Winter Service policy**, based on the principles recommended in the DfT document *Well-Maintained Highways, Code of Practice for Highway Maintenance Management*, which was most recently reissued in July 2011.

The aim of the service is to minimise the risk to safety and the non-availability of the highway network through ice and snow, taking account of available resources. It involves treating the highway in order to:

- Prevent ice from forming, (pre-treatment - "precautionary" salting);
- Melt ice and snow already formed, (post-treatment); and
- Clear snow physically.

A network of priority routes has been defined from a hierarchy of carriageways and footways to take account of both strategic and local needs.

Prioritisation – how the Council decides what to do and when to do it

The programmes and projects described in this LIP are part of a pattern of service delivery which has evolved over many years to meet changing needs. The selection of programmes and of individual projects within them, and the way budgets are allocated to each programme, is a process which reflects a number of considerations.

It is relatively easy to decide within individual programmes which potential projects should be given highest priority. Investment decisions for, say, road surface maintenance or casualty reduction schemes can be based on an assessment of road condition or by considering the number and severity of accidents at different locations.

However, deciding the balance of funding between different programmes requires a qualitative rather than a quantitative judgement. This judgement is based on the Council's policy priorities, and to a degree on what has worked well in the past.

The overall allocation of TfL formula funding is decided on an annual basis by the Council's Environment Portfolio Holder, following consideration of a report by the Environment PDS Committee. Broader aspirations for the Transportation service are encompassed in the Council's Environment Portfolio Plan, which is a Member-led process which identifies the main priorities for each financial year.

Other factors which influence these decisions include the following. This is not necessarily an exclusive list.

- Overall Council policy statements such as the Community Strategy and UDP/LDF.
- Manifesto commitments by the majority party on the Council.
- Requirements imposed by legislation.
- The availability of Council funds, and/or the availability of external funding support (for example through TfL's Major Schemes process), and any time limitations which might apply to these funds.
- The priorities and availability of funding for the Council's delivery partners (such as Network Rail and the train operating companies in relation to station improvements).
- The outcome of public consultation on specific proposals: this may reduce or increase the scheme budget which in turn can affect which other projects may be brought forward or delayed.
- Assessment of the effectiveness of past schemes, and feedback by users and stakeholders.

The Mayor's High Profile Outputs

The Mayor's Transport Strategy has identified six High Profile Outputs, as follows:

- Cycle Superhighway schemes
- Cycle parking
- Electric vehicle charging points
- Better Streets
- Cleaner local authority fleets
- Street trees.

The sections which follow describe how the Council is approaching these outputs, and identify how our interventions will help to deliver them.

Cycle Superhighways

As part of the Mayor's "cycling revolution for London", 12 radial cycle superhighway routes have been proposed with the pilot schemes launching in July 2010. A programme of the other 10 routes has been identified up to 2015. Cycle Superhighways are more direct, continuous and clearly marked cycle routes providing improved cycle access to central London.

Bromley Council will work with the Mayor and TfL to deliver Route CS6 from Penge to The City via Elephant & Castle. This route is one of the final ones to be launched. It has a relatively short length within the borough, encompassing Newlands Park, Lennard Road (short length) and Parish Lane, terminating at the junction with Green Lane. A number of complementary smarter travel initiatives operate in the Borough, including our role as a Biking Borough, cycle parking improvements and cycle training provision. These measures will support the delivery of Cycle Superhighways programme.

Cycle parking

The Council aims to ensure that an adequate supply of cycle parking is provided across the Borough, and that its quality and level of maintenance is such as to encourage rather than discourage its use. There are currently over 2,000 publicly available cycle parking spaces in the Borough, although the majority of these are on private land, such as stations, supermarkets, leisure centres, libraries and so on.

On-street cycle parking

There are currently about 500 on-street cycle parking spaces in Bromley. The Council has an ongoing programme of providing comprehensive street cycle parking across the Borough, using Sheffield stands featuring tapping rails as standard. Cycle stands provided within town centre regeneration schemes (such as Bromley and Orpington Town Centres) are of a different appearance, to be consistent with the overall desired 'look' of the streetscape of the area; however they generally conform with the design characteristics of Sheffield stands.

An on-going audit of current stock and new stock ensures that we always have a programme to install replacement and new stands throughout the year.

Cycle parking in parks and open spaces

There are currently approximately 100 cycle parking spaces available in Bromley's parks. The Council has identified various parks where there is a need for new or improved cycle parking facilities, such as Crystal Palace Park. Some other parks have cycle routes through them such as Norman Park, Jubilee Park and Priory Gardens in Orpington. There are many new green areas being opened up such as Goddington Park along the Cray Valley Greenway, with many other new opportunities for cycle parking.

Long stay cycle parking

Long stay parking in the form of lockers, and supervised parking and workshop facilities, is provided at locations such as public transport nodes and rail stations and on housing association housing estates where keeping cycles in flats is difficult. Much of this is done by direct engagement with our partners like Network Rail and developers. Our Biking Boroughs programme includes a project to introduce further secure residential cycle parking into housing association developments across the borough.

Cycle parking at schools and workplaces

Cycle parking at existing schools and workplaces is routinely sought as part of negotiated workplace and school travel plans. 44 schools in Bromley have had cycle parking installed through the school travel planning process. Workplace travel plans have resulted in the installation of 88 stands (176 spaces) at nine businesses.

Minimum Cycle Parking Standards

The Council requires the provision of a minimum number of cycle parking spaces for any new developments. All planning applications are reviewed to obtain the best provision possible, and arrangements have now been put in place to monitor the quantity of cycle parking provided in new developments.

Proposed new provision, 2011/12 to 2013/14

The Council hopes to increase the supply of public cycle parking as follows:

New cycle parking	Spaces to be provided					
	2011/12		2012/13		2013/14	
	On-street	Off-street	On-street	Off-street	On-street	Off-street
Council programme	40	20	40	20	40	20
Biking boroughs	-	-	-	30	-	-
Third party	-	30	-	80	-	30
TOTAL	40	50	40	130	40	50

Electric vehicle charging points

The Council is generally supportive of the Mayor's proposal to introduce 25,000 electric vehicle charging points across London. However, the Mayor's strategy suggests that publicly available charging points should be no more than 1km (0.62 miles) apart, and it is not considered that this will be appropriate or practically achievable in some of the more rural areas of the Borough.

Bromley currently has two publicly accessible charging points in the car park of The Glades shopping centre in Bromley town centre. Discussions with The Glades indicate that these spaces currently only receive use about once a month, and on no single occasion have both charging points been used simultaneously.

The Council's focus will be to concentrate initially on providing charging points in its car parks situated in the main town centres of Bromley, Orpington, Beckenham, Penge and West Wickham. This will be combined with a programme of promotion and advertising to residents within the borough to ensure people are aware of the facilities available to them.

It is expected that the outcome of the current deliberations on the London Plan will be to establish new standards for the provision of charging points in new developments. The Council has made representations on this, but we will ensure compliance with the standards which are eventually agreed.

The Council considers that the longer distances associated with car journeys in outer London may discourage the adoption of electric vehicles until the technology improves, and therefore other sites will be considered when there appear to be existing or imminent local levels of demand which would justify the infrastructure.

Better Streets

The MTS defines "better streets" in a number of ways. In respect of town centres, Proposal 83 of the MTS says that this includes removing clutter and improving the layout and design of streets; enhancing and protecting the built and historic environment; increasing the permeability of streets; and creating clear and easily understandable routes and spaces to make it easier for cyclists, pedestrians and disabled people to get about.

In July 2010, the Mayor of London officially opened the public realm scheme in Orpington High Street, which was jointly funded by Bromley and TfL at a cost of £2.2M. In September 2010, the Council submitted a major schemes "Step 1" bid to

TfL to progress a public realm scheme in Bromley North Village (BNV), a project which had already received support at the feasibility stage from the Mayor's Great Spaces initiative.

The BNV scheme was subsequently accepted onto TfL's Major Schemes programme from 2011/12. £300k has been provided for design and consultation for the first year, with around £4.5M programmed for implementation in years two and three.

Studio Egret West has been appointed as the main urban design consultant and F M Conway as the main contractor. It is anticipated that the outline design process will be completed by Autumn 2011 to allow public consultation later in the year. Implementation is due to start in late Spring/early Summer 2012 and is likely to take up to 18 months to complete, once detailed/engineering designs have been completed and approved.

Following completion of BNV, and subject to the availability of funding, it is likely that the Council will look to Beckenham town centre as the location for a further revitalisation scheme. The Council has set aside funding in 2012/13 to enable development of "Step 1" bid in autumn 2012.

West Wickham High Street has also been identified as being in need of investment: however, this is a TfL road, and proposals prepared on TfL's behalf some years ago have been shelved. The Council looks to TfL to support the Better Streets initiative by prioritising West Wickham High Street as soon as funds are available.

More generally, the Council uses its highway maintenance and street lighting budgets to maintain the quality of its street-based spaces. At the time of writing this LIP, the Council also had a number of individual programmes which, in whole or in part, are also aimed at improving the quality of the public realm. These programmes include:

- Decluttering
- Pedestrian crossing and minor walking schemes
- Cycle parking
- Light against crime.

Other programmes, which are principally aimed at other objectives, such as congestion relief or casualty reduction, can also offer spin-off benefits, such as local footway resurfacing or improved lighting.

On a day-to-day basis, the Council maintains an active programme of identifying and removing intrusions into the street scene, such as A-boards, unauthorised tables and chairs, flyposting, street trading and graffiti. Five high streets – in Bromley, Orpington, Beckenham, Penge and West Wickham, require licences for the distribution of free literature.

The Council does not have a separate programme to remove unnecessary pedestrian guardrail. However, this is reviewed in conjunction with other projects and, subject to a safety audit, any appropriate guardrail is removed.

Cleaner local authority fleets

Bromley Council operates a fleet of 128 vehicles; this includes 21 mini buses, 27 LCV's, 7 MPV's, 9 4x4's, 23 accessible buses, 10 gritters, 1 specialist snow clearing vehicle, 1 mobile exhibition unit and 1 mobile library. Of these larger vehicles, all but one currently conform to emissions standards set out in the Mayor's Low Emission Strategy, introduced in 2008. However, 3 vehicles may require modification in order to comply with the forthcoming Euro 4 standard in January 2012. The one remaining non-compliant vehicle may be replaced or will be retained for dealing with severe weather events and emergencies only. The Council is currently looking to replace this vehicle with a compliant model should funding become available.

Whilst the borough's fleet is predominantly made up of diesel engined vehicles, its fleet currently includes three hybrids and one electric truck. It is the Council's intention to consider introducing more of this technology into its fleet when renewing the car and LCV provision contract towards the end of 2013.

Eight vehicles in the minibus fleet will require either modification or replacing prior to the changes to the Low Emission zone standards in January 2012.

In addition to the on-road vehicles operated by the Council, there are two electric buggies used on the 12-acre Civic Centre site to carry goods and waste between buildings.

The Council has installed a new fuel storage tank, which is able to deliver varying blends of ultra low sulphur diesel and bio diesel. Currently all the diesel vehicles run on a 5% bio diesel blend. It is the Council's intention to increase the blend to 10% - 15%, for vehicles operated under the new fleet LCV contract towards the end of 2013.

In London the majority of emissions come from road transport, and the benefits of the higher blend of bio diesel will help reduce emissions and improve air quality. Currently the Council is in negotiation with its vehicle suppliers regarding extending vehicle warranties to allow the use of higher blends of bio diesel. While not all bio diesel comes from sustainable production methods, the Council sources its supply of bio diesel from producers who use sustainable methods, and the bio diesel currently used is produced from used cooking oil.

In addition to the Bromley fleet, the Council has five main contractors operating fleets in the borough. These are May Gurney, who hold the street lighting contract, Veolia, the waste collection and disposal contact, F M Conway, the major works contract, O'Rourke's Construction & Surfacing Ltd, the non-major works contract, and Kier Support Services Ltd, the street cleansing contract. A breakdown of the composition of the fleets is contained in the table below.

Fleet Operator	Electric	Pre Euro	euro 1 / Euro I	euro 2 / Euro II	euro 3 / Euro III	euro 4 / Euro IV	euro 5 / Euro V	Total
LB Bromley	1	2	0	5	14	90	16	128
Veolia	-	-	-	-	33	-	22	55
F M Conway	-	-	-	-	2	7	5	14
May Gurney	-	-	-	-	-	8	-	8
Kier Support Services	-	-	-	1	1	50	1	53
O'Rourke's Construction & Surfacing			Information not provided					-
Total	1	2	0	6	50	155	44	258

Street Trees

The Borough has approximately 36,000 street trees. These are managed through the Confirm database, and any changes in the number of trees can be monitored through this system.

Currently the Council spends £55,000 annually on street tree replacement. Replacement locations are chosen from the Confirm database, which can indicate any locations where trees have been felled. In addition, there is a tree replacement database where residents can request trees. Requests are subject to an inspection to verify that the location is suitable and what species should be planted there.

In winter 2010/ 2011 the Council planted 497 new street trees. 200 of these were new trees planted as part of the Mayor of London's programme for new street trees , and 297 were planted as replacements for felled trees.

In the calendar year 2010, the Council felled 581 street trees of the following size categories for the following reasons:

Tree Size and Category	Diameter at breast height (cm)	Trees Felled 2010	
		Health and Safety	Other reasons*
Cat A (small)	0 - 20	238	5
Cat B (medium)	21- 40	202	11
Cat C (large)	41 - 60	80	10
Cat D (extra large)	61 - 80	21	2
Cat E (extremely Large)	81+	11	1
	Sub-total	552	29
	Total	581	

*All the trees felled for "other reasons" were felled to mitigate against insurance claims for subsidence and direct root damage to property.

Programme of investment

Programme of investment for the period 2011/12 to 2013/14

The table below summarises, at a programme level, the Council's proposals for the use of TfL borough funding in the period 1011/12 – 1013/14.

LONDON BOROUGH OF BROMLEY TfL BOROUGH FUNDING 2011/12 TO 2013/14	Programme Budget 2011/12 allocated	Programme Budget 2012/13 indicative	Programme Budget 2013/14 indicative
	£k	£k	£k
CORRIDORS, NEIGHBOURHOODS AND SUPPORTING MEASURES			
Congestion Relief - Multi-Year Schemes	90	240	290
Congestion Relief	57	75	50
Network Infrastructure	325	505	220
Congestion/Casualty Reduction	106	90	100
Casualty Reduction – individual locations	250	145	125
Casualty Reduction – mass action	320	265	250
Cycle training and promotion	230	210	195
Support for Bromley Town Centre AAP	165	65	85
Parking – assess, review and update	80	70	60
Parking – town centres	225	180	150
Decluttering - enhance the local environment	50	40	30
Cycling & Walking Schemes	345	325	300
Walking – green spaces and recreational walking	120	70	80
Freight projects	10	0	0
Light Against Crime	33	30	20
Scheme Development	40	60	50
School travel planning activities	295	269	230
Road Safety Education	183	180	180
Travel awareness	25	10	10
ALL FORMULA FUNDED SCHEMES	2949	2,829	2,425
BOROUGH TRANSPORT PRIORITIES	100	100	100
BIKING BOROUGHS	98	74	98
BRIDGE STRENGTHENING	3,857	1,968	1,425
PRINCIPAL ROAD RENEWAL	866	880	900 *
MAJOR SCHEMES	300	1,500	1,650
ALL TfL BOROUGH FUNDING	8,170	7,351	6,598

* Expected approximate funding

More detail on these programmes is included in the Appendix at Proforma A.

Investment for the Bromley Town Centre Area Action Plan

The table below summarises the complete range of transport interventions envisaged by the AAP's Transport Strategy document. The table represents a broad strategic overview, and some elements represent an order of magnitude rather than fully planned and detailed projects.

The programme incorporates elements which would be implemented via the Council's annual investment programmes (funded by the Council itself or via TfL borough funding), elements which would depend very substantially on funding by TfL or other transport providers, and elements which will depend on developers coming forward with appropriate planning applications.

The table represents the entire 15-year period of the AAP, 2010 - 2025. A general indication of the possible projects under each phase may be found under the discussion of LIP Objective B2 above.

The Table was drawn up at a time when it appeared that progress towards adoption of a Community Infrastructure Levy (CIL) was more assured than has subsequently been the case. It remains the case that elements identified in the table as CIL funded are likely to be funded by developers though another mechanism. Both the s106 and CIL funding identified are dependent on the volume of major developments which may come to fruition within this period.

Potential Bromley Town Centre Schemes: Indicative programme costs 2011-2026	Funding source £'000s			
	LBB-TfL	s106	CIL	Total
Annual Programmes (Incorporating street lighting, traffic signals, bus priority measures and walking and cycling improvements).	6,200	1,000	0	7,200
Variable Message Signs and Traffic Information	450	310	260	1,020
Public Realm and Environmental Improvements	2,060	400	1,920	4,380
Improvements to public car parking and the provision of public car parking on and off street	750	4,600	1,150	6,500
Rail & Bus Improvements funded by partners	1,400	600	1,500	3,500
Promotional Programmes, Travel Plans and Delivery & Servicing Plans	300	1,500	2,000	3,800
Car Clubs	n/a	tbc	n/a	n/a
Major Projects and investment in the highway network (Including Park & Ride, A21 widening, investigation of Tramlink and DLR extensions).	12,050	0	13,300	25,350
Total of all sections:	£23.21m	£8.41m	£20.13m	£51.75m

Potential longer term investment up to 2031

Earlier in this section, it was explained that the Council expects that many of our proposed programmes, for example street lighting maintenance and road safety education, will continue in one form or another throughout the period of the LIP, although their scope will be reviewed from time to time.

However, in the longer term the Council believes that a number of significant, but currently unfunded, investments will be required to ensure Bromley’s economic and social vitality. These are shown in the table below with indicative funding and indicative but uncommitted timescales.

Project	Approx. date	Indicative cost	Likely funding source	Comments
New Car Park at Locksbottom	2010-2015	£3.0M	One or more of developer, NHS, LB Bromley, TfL	Significant shortfall of parking capacity associated with the Princess Royal University Hospital, spilling over into nearby streets and private car parks.
New Car Park at Orpington Station	2010-2017	£2.0m	One or more of Network Rail, LB Bromley, TfL	Existing parking at the station is heavily used. A second parking deck would encourage rail use and discourage railheading to less suitable stations.
The Hill Multi-Storey Car Park	2015-2017	£1.2M	LB Bromley	Required to restore full capacity to car park as the level of activity in Bromley town centre increases.
Bromley South station area - public transport hub improvements	2015-2020	£1.0M	Developer, LB Bromley, TfL	Included in the Bromley Town Centre Area Action Plan.
Oakley Road / Bromley Common	2015-2020	£1M	TfL	Highway network pinch point on TfL Road Network. Delays in exiting Oakley Road. Previous TfL scheme for realignment and signalisation of junction should be re-visited.
Croydon Road (TLRN) / Oakley Road / Westerham Road	2015-2020	£1M	TfL	Highway network pinch point on TfL Road Network. Significant peak delays on Westerham Road northbound. Land acquisition is a potential problem.
Highway network pinch points on TfL and Strategic road networks	2015-2025	£5M	TfL, LB Bromley	A number of identified highway network pinch points are too significant to be likely to be funded via formula funding alone. Scheme selection and prioritisation would depend on feasibility studies and in some cases on land acquisition.
Permanent park & ride for Bromley town centre	2020-2025	£3.5M	TfL and developers	Included in the Bromley Town Centre Area Action Plan.
A21 widening	2020-2025	£21M	TfL and developers	Included in the Bromley Town Centre Area Action Plan.
Junction improvement at High Street / Southend Lane / Rectory Road / Albemarle Road (Beckenham)	2020-2030	£5M - 10M	TfL, LB Bromley	Highway network pinch point on Strategic Road Network. Solution probably means duplication of narrow bridge over railway.

Project <i>continued</i>	Approx. date	Indicative cost	Likely funding source	Comments
Junction improvement at Crofton Road / Farnborough Common (A21) / Crofton Road (A232) ('Fantail' junction)	2020-2030	£5M	TfL	Highway network pinch point on TfL Road Network. Heavy delays at peak hours on A21. Land acquisition likely to be required
Beckenham Lane / Bromley Road / Shortlands Road	2020-2030	£10M	TfL, LB Bromley	Highway network pinch point on local road network. Delays on A 222 especially at peaks. Carriageway width limited by Rail bridge.
Tramlink extension to Bromley town centre	2022-2030	£100M	TfL or joint venture	A previous high level feasibility studied has demonstrated a positive business case for this project.
DLR or Transit extension to Bromley North	2022-2030	£30M	TfL or joint venture	Feasibility study required – preferably of all transit-type options.
Rail based park and ride at the M25	2025-2030	Very significant	Network Rail, DfT, TfL	A suitable programme could reduce car traffic on major radial routes into London, with benefits to the environment and the required scale of road-based investment

Risk management

The table below show the principal risks associated with delivery of the LIP together with possible mitigation actions.

It will be seen that the major risks to the achievement of the LIP programme stem from the availability of funding to the Council, to TfL and to other major investors in transport infrastructure such as Network Rail. At a time of significant funding uncertainty, the appearance of programmes and projects in the LIP cannot be a guarantee that these programmes and projects will be implemented in the manner currently envisaged, or to the suggested timescale, or indeed brought to fruition at all. These risks apply across the whole of London and are not unique to Bromley.

There is thus an inherent risk that, across London, Mayoral objectives and targets may not be achieved, with consequent adverse effects on economic vitality, road congestion, public transport overcrowding and the overall condition of transport assets.

Bromley LIP Risk Assessment

Risk	Likelihood			Potential Mitigation Measures	Impact if not Mitigated
	H	M	L		
Financial					
Further reduction in general funding levels available from TfL, the Council's own resources, or from third parties.		✓		Consider re-prioritisation of remaining funding and/or lower cost solutions where possible. Consider extending planned delivery period for LIP programme as a whole.	Mitigation may have limited effect as some aspects of LIP programmes may well not proceed if re-prioritisation is necessary.
Increases in programme or individual project costs.		✓		Use effective project management techniques to keep effective control of project costs. Where costs are unavoidable, reduce project scope or reprioritise funding from other projects or programmes	Project or programme may not fully meet objectives. Some aspects of LIP programmes may well not proceed if re-prioritisation is necessary.
TfL declines to support individual Major Schemes under the "step" process.		✓		Explore reasons for refusal and amend design if appropriate to obtain approval. Alternatively, consider reprioritisation of other funding and seek to implement as much as possible.	Project may not proceed.
Statutory / Legal					
Council is required to "implement" its LIP under s151 of the GLA Act without sufficient external funding support.			✓	Explore possibility for legal challenge, if possible jointly with other affected bodies.	Unknown, as this provision has never been challenged. In the worst case there could be a severe impact on other Council services.
Third Party					
Partners or stakeholders do not implement projects for which they hold the lead responsibility.		✓		Engage in lobbying activity, jointly with other local authorities and others. Consider re-prioritisation of borough funding to support lower cost projects.	LIP and Mayoral objectives may not be achieved, with potential adverse impact on economic vitality, road congestion, public transport overcrowding etc.

Public/Political					
Individual schemes do not receive public support at the consultation stage.		✓		Ensure adequate engagement at the earliest possible stage. Consider scheme redesign to overcome objections.	Scheme may not proceed. Impact will depend on original objectives of scheme.
Individual schemes are not approved by Bromley Members.			✓	Ensure adequate engagement at the earliest possible stage. Consider scheme redesign to overcome objections.	Scheme may not proceed. Impact will depend on original objectives of scheme.
Programme & Delivery					
Reduction in staff resources to plan and deliver the LIP programme	✓			Possibly use agency staff, charged direct to individual projects.	Delivery period for the LIP programme may be extended, or projects may not proceed.
Projects and programmes do not deliver expected outputs		✓		Scheme benefits need to be reviewed and confirmed at each stage of project or programme. Consider scheme or programme modifications if there is “early warning” of failure to deliver outputs.	LIP or Mayoral objectives may not be achieved.
Delays to individual projects or programmes for reasons other than those listed separately above.		✓		Reprogramme expenditure to bring forward other LIP projects to fill the “gap”.	Depending on length of delay, programmes may still be achieved within the LIP period. Otherwise LIP delivery period will be extended.

4. Performance Monitoring Plan

Introduction

The monitoring of LIP objectives, the Delivery Plan and the outcomes of the Mayor's Transport Strategy at a local level is measured through a number of targets and indicators. Through this, the success of the LIP can be ascertained.

Targets and indicators have been identified into three categories as follows:

- **Core targets** - locally specific targets set inline with the five Strategic Indicators as outlined in the Mayor's Transport Strategy.
- **Local targets** – additional targets as part of Bromley's local priorities and initiatives.
- **Monitoring Indicators** – Former National Indicators and local performance indicators that measure and monitor progress on the listed core and local targets. Each of these is already being and will continue to be monitored by the Council.

The table below provides a summary of all targets and indicators and identifies a clear link between the LIP objectives and the MTS goals.

Further information on each target including baseline data, base year, target outcome, target year and anticipated target trajectory data can be found in Proforma B in the Appendix.

Target setting

The summary table is followed by a series of pages illustrating how each of the targets have been developed, taking into account evidence from previous years, assessing the principal risk to each (particularly given funding availability) and the actions required from both the Council and its partners.

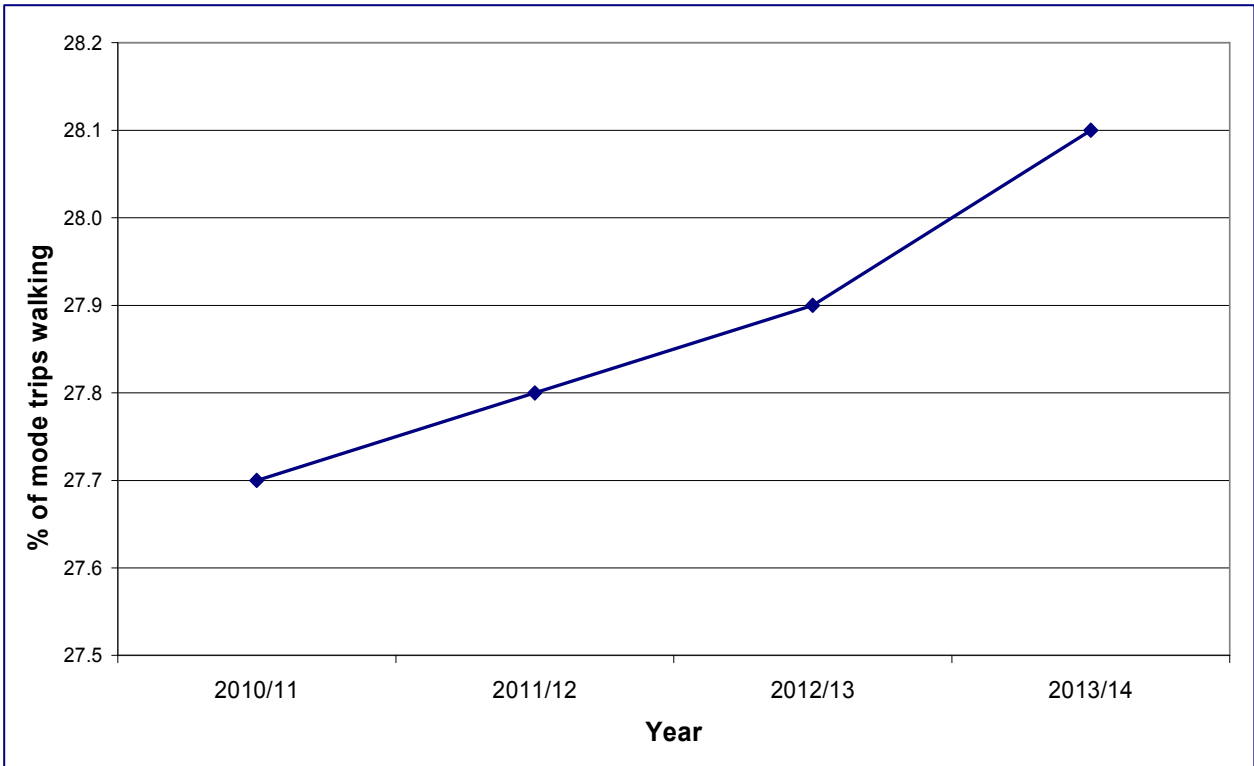
Summary of local targets and indicators for monitoring delivery of LIP outcomes

		Category	MTS goals					LIP objectives
			Econ. devt and pop growth	Quality of life	Safety and security	Opportunities for all	Climate change	
Mode share	Increase walking mode share from 27.6% (2006/07 to 2008/09 average) to 28.1% by 2013/14	Core target	Green	Yellow	Orange	Blue	Red	B1, B2, B3, B4
	Increase cycling mode share from 0.9% (2006/07 to 2008/09 average) to 1.5% by 2013/14	Core target	Green	Yellow	Orange	Blue	Red	B1, B2, B3, B4
	Reduce proportion of car use by 10% over ten years in Bromley Town Centre - "10 in 10"	Local target	Green	Yellow	Orange	Blue	Red	B1, B2, B3, B4
	Maintain the number of school children travelling by car at 31% annually	Local target	Green	Yellow	Orange	Blue	Red	B1, B2, B3, B4
	Proportion of school children travelling by car (formerly NI 198)	Monitoring indicator	Green	Yellow	Orange	Blue	Red	B1, B2, B3, B4
Bus reliability	Maintain Excess Wait Time (EWT) annually at less than or equal to 1.0 minutes	Core target	Green	Yellow	Orange	Blue	Red	B4, B6
Asset condition	Maintain the percentage of principal road length in need of repair at no more than 7% annually	Core target	Green	Yellow	Orange	Blue	Red	B11
	Reduce congestion caused by utilities companies by maintaining inspections at no less than 40% of streetworks	Local target	Green	Yellow	Orange	Blue	Red	B1, B11
	Maintain public satisfaction of road and pavement maintenance at 52% annually	Local target	Green	Yellow	Orange	Blue	Red	B11
	Condition of principal roads (NI 168)	Monitoring indicator	Green	Yellow	Orange	Blue	Red	B11
	Condition of non-principal roads (NI 169)	Monitoring indicator	Green	Yellow	Orange	Blue	Red	B11
	Condition of footway surface	Monitoring indicator	Green	Yellow	Orange	Blue	Red	B11
Road traffic casualties	Reduce the number of people killed or seriously injured in road collisions from 133 (2006-10) to 119 by 2013	Core target	Green	Yellow	Orange	Blue	Red	B9
	Reduce the number of total casualties injured in road collisions from 881 (2006-10) to 788 by 2013	Core target	Green	Yellow	Orange	Blue	Red	B9
	People killed/seriously injured in road accidents (NI 47)	Monitoring indicator	Green	Yellow	Orange	Blue	Red	B9
	Children killed or seriously injured in road accidents (NI 48)	Monitoring indicator	Green	Yellow	Orange	Blue	Red	B9
CO ₂ emissions	Reduce CO ₂ emissions from ground-based transport sources from 283 kilotonnes in 2008 to 237 kilotonnes in 2013	Core target	Green	Yellow	Orange	Blue	Red	B1, B4, B10
	CO ₂ reduction from Council operations (NI 185)	Monitoring indicator	Green	Yellow	Orange	Blue	Red	B1, B4, B10
	CO ₂ reduction per capita (NI 186)	Monitoring indicator	Green	Yellow	Orange	Blue	Red	B1, B4, B10
MTS Outputs	Cycle superhighway schemes	High profile indicator	Green	Yellow	Orange	Blue	Red	B1, B2, B3, B4
	Cycle parking	High profile indicator	Green	Yellow	Orange	Blue	Red	B1, B2, B3, B4
	Electric charging points	High profile indicator	Green	Yellow	Orange	Blue	Red	B10
	Better Streets	High profile indicator	Green	Yellow	Orange	Blue	Red	B2, B7, B10, B11
	Cleaner local authority fleets	High profile indicator	Green	Yellow	Orange	Blue	Red	B10
	Net increase in street trees	High profile indicator	Green	Yellow	Orange	Blue	Red	B7, B10

Mode share core target: Walking	
LIP long term target	29.1% walking mode share by 2025/26
Short term target	28.1% walking mode share by 2013/14
Data source	London Travel Demand Survey
Link to LIP objectives	B1, B2, B3, B4
Evidence that the target is realistic and ambitious	<p>Walking trips in Bromley make up 27.6% of all journeys originating in the Borough. The size of the Borough and its outer rural terrain can create barriers to this mode of travel. That said, Bromley does have higher percentages of trips by foot than neighbouring boroughs Croydon and Bexley which have 24.1% and 25.4% respectively.</p> <p>The Mayor proposes a step change in the walking experience across London and so, through a number of local and regional improvements and initiatives, an increase in walking of 0.5% over the next three years and 1.5% increase over the next 15 years is considered realistic.</p>
Key actions for the Council	Walking trips will be supported and encouraged through the Council's needs-based footway maintenance programme, pedestrian signage improvements, development of town centre schemes such as Bromley North village, regular review of the applicability of Legible London type signs to local needs, and school/work-based travel planning programmes.
Key actions for local partners	Local health services, schools, workplaces and local town centres play key roles in influencing attitudes and promoting the benefits of walking.
Principal risks and how they will be managed	Modal change programmes are subject to tight budget allocations and can often be most vulnerable with reducing budgets. Modal change projects will be safeguarded wherever possible.

Interim milestones

Base (2006/07 to 2008/09 average)	2010/11	2011/12	2012/13	2013/14
27.6 %	27.7 %	27.8 %	27.9 %	28.1 %

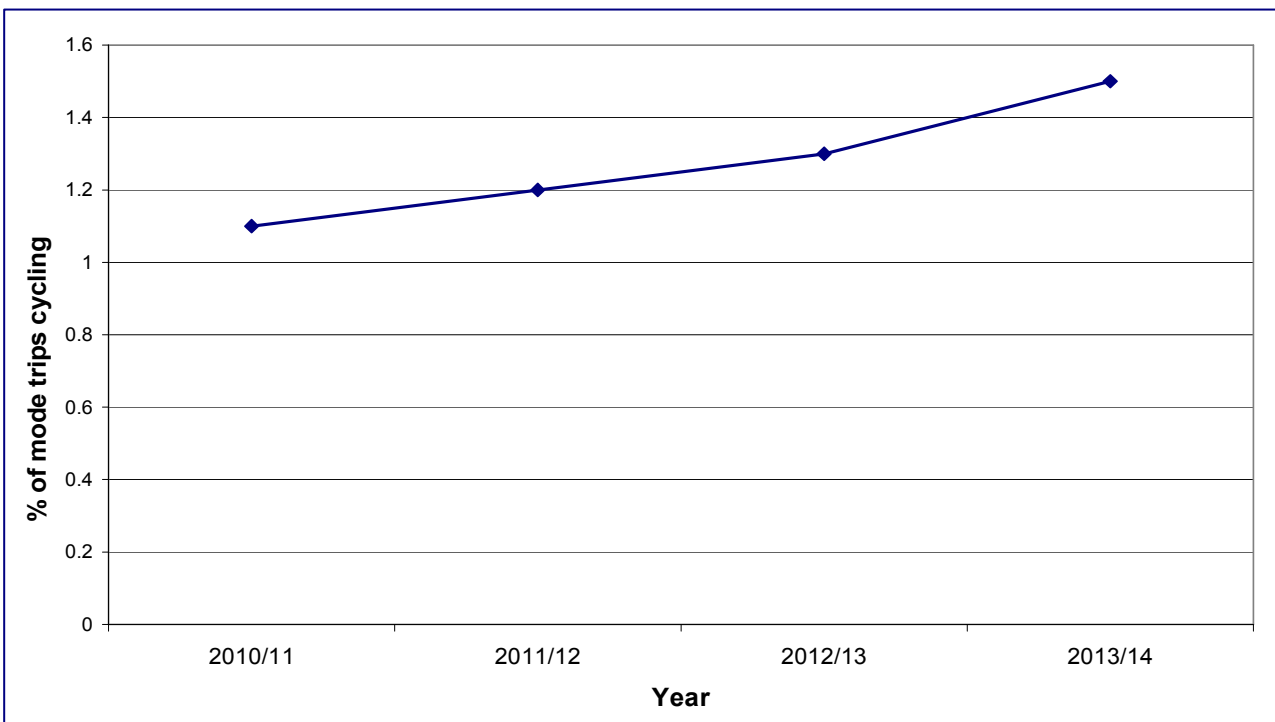


Mode share core target: Cycling	
LIP long term target	3.3% cycling mode share by 2025/26
Short term target	1.5% cycling mode share by 2013/14
Data source	London Travel Demand Survey
Link to LIP objectives	B1, B2, B3, B4
Evidence that the target is realistic and ambitious	<p>Cycling trips in Bromley make up 0.9% of all journeys originating in the Borough. The size of the Borough and its outer rural terrain create barriers to cycling. That said, Bromley does have a slightly higher percentage of trips by bicycle than neighbouring borough, Bexley (0.8%).</p> <p>Through TfL's Cycling Potential research published in 2010, 32% of trips in Bromley by mechanised modes have been identified as potentially cyclable. The London-average of trips potentially cyclable is 35%. It is important to note that this does not take into account market segmentation and, given the demographic of Bromley residents, a lower than London average increase in cycling has been set in the long term.</p> <p>The Mayor proposes a cycling revolution to increase cycling by 400% by 2026 (compared to 2000 levels). Outer London boroughs have been identified as having nearly two-thirds of London's potential cycle journeys. The Mayor's 'Biking Boroughs' initiative seeks to support Outer London boroughs in identifying appropriate projects and target segments to promote cycling. Bromley has been successful in securing funding to deliver a programme of interventions up to 2013/14.</p>
Key actions for the Council	<p>The Council will continue to devote considerable resource to encouraging cycling. This includes its active programme of cycle training aimed at children and adults; infrastructure improvements; and travel planning activities as funded through the LIP.</p> <p>Our successful bid for Biking Borough funding will allow further implementation of cycling interventions in the three identified categories as follows:</p> <p>1) Deliver a cycling hub:</p> <ul style="list-style-type: none"> • Infrastructure improvements to improve Bromley Town Centre permeability • Increased cycle parking at Bromley North station • Workplace Travel Awareness events.

	<p>2) Develop cycling communities:</p> <ul style="list-style-type: none"> • Residential cycle parking at Housing Association locations • Re-cycling programme for stolen and unwanted bikes • Adult cycle training • Community Travel Awareness Events. <p>3) Raise the profile of cycling:</p> <ul style="list-style-type: none"> • Cycling information pack • Promoting London Cycle Challenge • Local media marketing campaign.
Key actions for local partners	Local health services, schools, workplaces and Bromley Cycle Clubs play key roles in influencing attitudes and promoting the benefits of cycling.
Principal risks and how they will be managed	Increased cycling trips could risk increased road casualties involving cyclists. To date, Bromley has a good safety record for cyclist KSI's with an improvement from 1994-98 to 2006-08 of 48%. Cycle safety will remain a priority through our cycle training programmes and the overall work of the Road Safety Unit.

Interim milestones

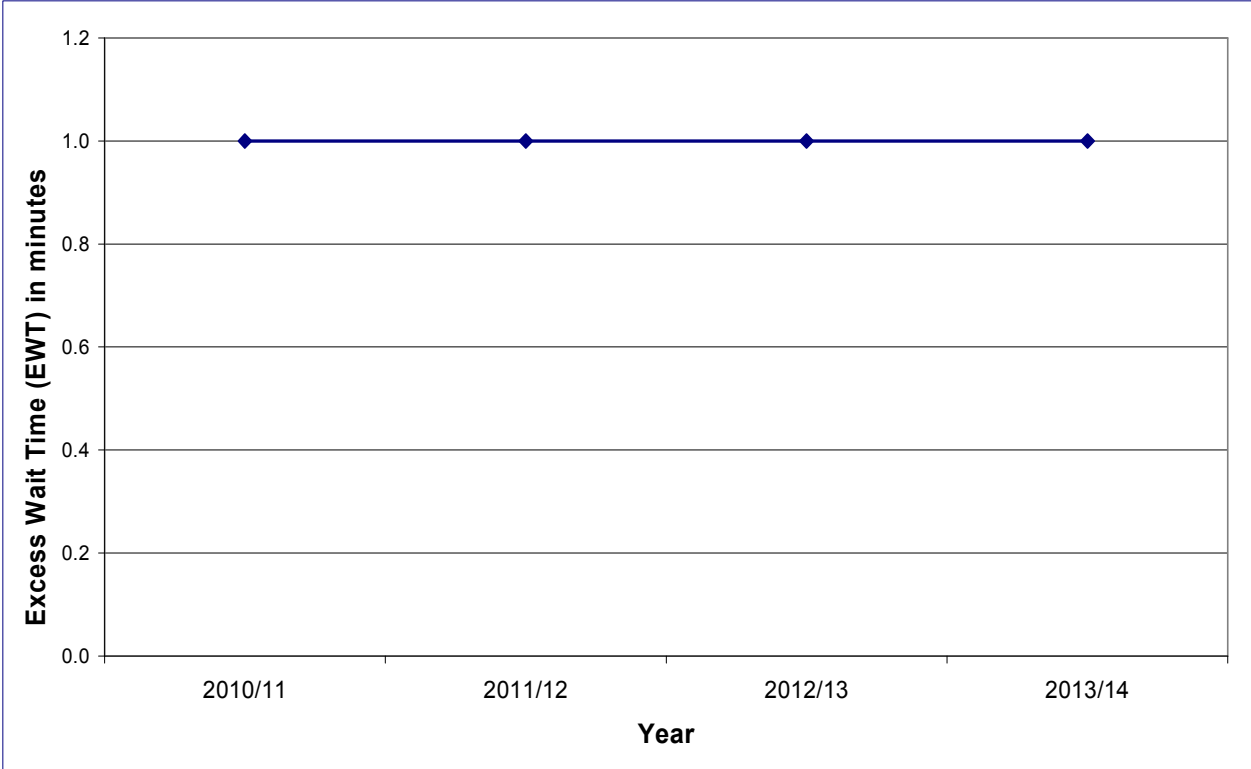
Base (2006/07 to 2008/09 average)	2010/11	2011/12	2012/13	2013/14
0.9 %	1.1 %	1.2 %	1.3 %	1.5 %



Bus reliability core target	
LIP long term target	1.2 EWT minutes by 2017/18
Short term target	Maintain EWT annually at less than or equal to 1.0 minutes
Data source	Quality of Service (QSI) Indicators
Link to LIP objectives	B4, B6
Evidence that the target is realistic and ambitious	<p>Bromley's Excess Wait Time (EWT) average currently stands at 1.04 minutes – below the Outer London average of 1.1minutes. Improvements to EWT have seen a 45% decrease in waiting times between 1999/00 and 2008/09.</p> <p>As set out in the Mayor's Transport Strategy, an aspiration to maintain bus service reliability at 2006 levels of 1.1 has been made. Therefore, a target to maintain Bromley's EWT at current levels of 1.0 has been considered reasonable.</p>
Key actions for the Council	As part of the Council's congestion relief programme, improvements at indicated pinch points would be expected to contribute towards improved EWTs. Work is also being carried out on reducing congestion caused by utility companies.
Key actions for local partners	Bus operators and TfL can contribute towards improved reliability through 'quality incentive contracts', driver training to consolidate reliability improvements and also through the iBus system allowing better control over services.
Principal risks and how they will be managed	<p>With limited control of bus service reliability by the Borough, the principal risks lie with TfL and the 'quality incentive contracts' that exist between them and the operators.</p> <p>Bromley Council can seek to reduce risk of disruptions by congestion/roadworks through its congestion-relief programme and through its monitoring and enforcement of utility companies.</p>

Interim milestones

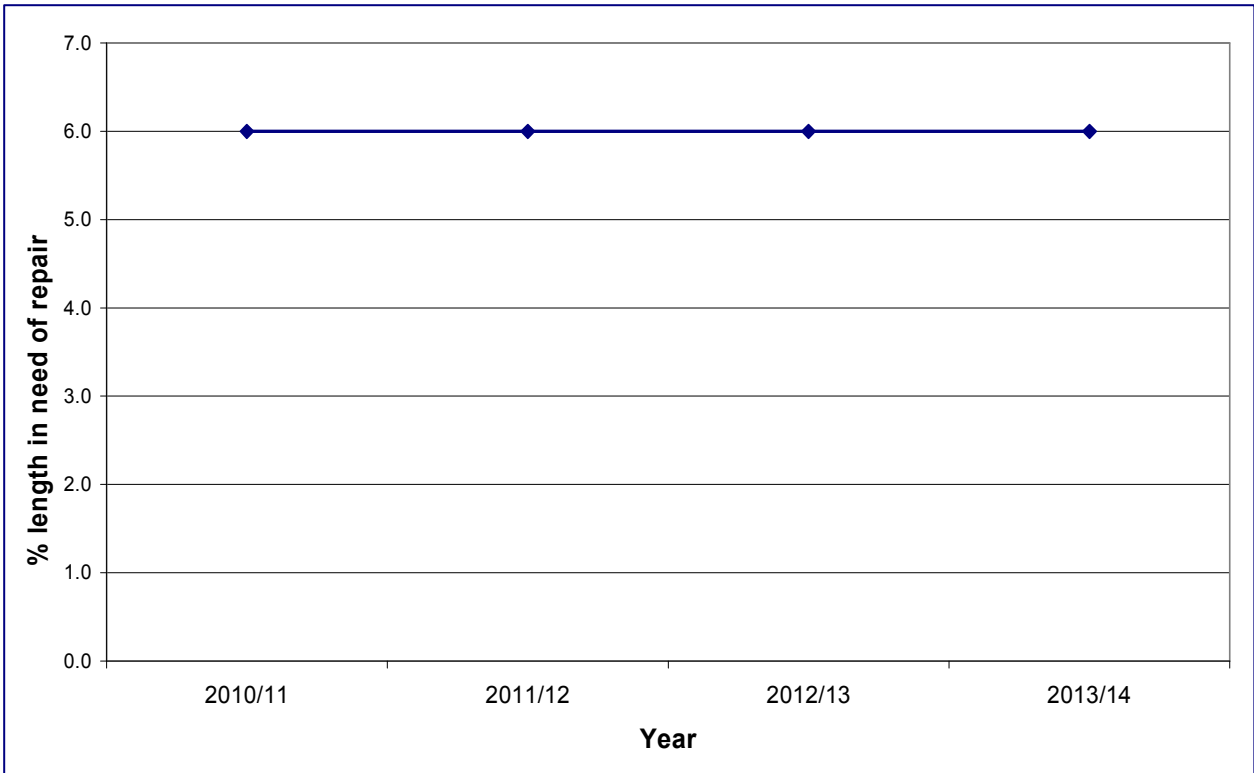
Base	2010/11	2011/12	2012/13	2013/14
1.0 min	1.0 min	1.0 min	1.0 min	1.0 min



Asset condition – principal roads core target	
LIP long term target	8.2% by 2017/18
Short term target	Maintain annually at 6% or less
Data source	Detailed Visual Inspection data (LB Bromley)
Link to LIP objectives	B1, B11
Evidence that the target is realistic and ambitious	<p>The current proportion of Bromley’s principal road length in need of repair stands at 5.7% (2009/10). In light of the successive severe weather conditions during the winters of 2009/10 and 2010/11, further deterioration of the Borough’s asset condition will have occurred. Additional LIP funding for the Principal Road Network has been announced for 2012/13.</p> <p>For this reason, and taking into consideration funding pressures on LIP maintenance allocations, the realistic target of maintaining condition at 6% has been set for the next three years.</p>
Key actions for the Council	<p>To continue the following programmes:</p> <ul style="list-style-type: none"> • Principal Road maintenance • Bridges & structures • Local road and footway maintenance • Bus route resurfacing • Street lighting maintenance.
Key actions for local partners	Utility companies and the Council’s highway contractors working on the Borough’s roads have a responsibility to ensure high standards of workmanship when carrying out maintenance.
Principal risks and how they will be managed	<p>Risks to asset condition and maintenance will include possible funding shortfalls as part of the LIP allocation for ongoing maintenance and also further periods of severe weather conditions causing abnormal deterioration to the network.</p> <p>Each of these will be managed through prioritisation methods of the highway to address areas of worst deterioration first.</p>

Interim milestones

Base	2010/11	2011/12	2012/13	2013/14
5.7 %	6 %	6 %	6 %	6 %



Road traffic casualties (Killed or Seriously Injured - KSI) core target	
LIP Long term target	Reduce KSIs (from 2006-10 average) by 35% by 2020
	Reduce Child KSIs (from 2006-10 average) by 35% by 2020
Short term targets	119 KSIs by 2013
	11 Child KSIs by 2013
Data source	Modal Policy Unit, Surface Transport
Link to LIP objectives	B9
Evidence that the target is realistic and ambitious	<p>The previous target of a 40% reduction on the 1994-98 baseline was met by 2010 (90 KSIs in 2010). Following this, it is understood that the Mayor is to propose a further target of 40% reduction by 2020 on the baseline of 2004-08.</p> <p>Bromley has a good record on pedestrian, cyclist and motorcyclist KSIs and this can be attributed to the successful road safety campaigns the Borough has delivered over the years.</p> <p>Road safety performance in 2010 shows a further significant reduction in casualties compared to 2009; 25% reduction in serious and 73% reduction in fatal injuries. In light of this sustained improvement, exceeding both the Outer London and Greater London average, expectations have been reviewed and set at a more ambitious level. The long-term target proposed is to achieve, by 2020, a 35% reduction in injuries compared to the 2006-2010 baseline.</p> <p>Bromley has set targets for KSIs based upon a 2006-10 baseline rather than 2004-08 as it ensures a more realistic calculation for target setting.</p> <p>The KSI target is considered to be ambitious and realistic.</p>
Key actions for the Council	<p>The Council will continue to deliver the following programmes:</p> <ul style="list-style-type: none"> • Casualty reduction – individual locations & mass action • Joint casualty reduction / congestion relief schemes • Education, training and publicity.
Key actions for local partners	<p>The Road Safety Unit will continue to work with close partners including the Police, Fire Brigade, Health Authorities, and many other stakeholders as referred to in the Road Safety Plan to deliver the above programmes in partnership with the Council.</p>

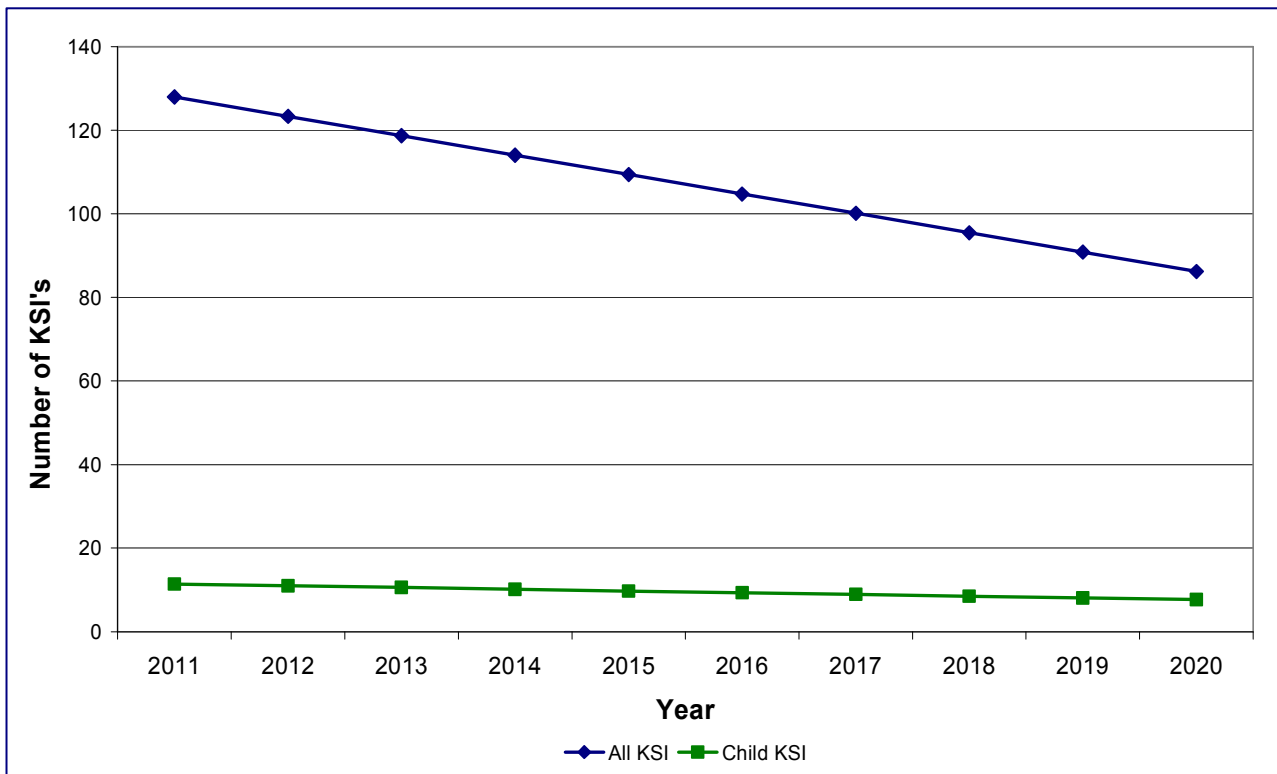
Principal risks and how they will be managed

Risks to programmes due to funding constraints will be dealt with through prioritisation. Modal change programmes will encourage further walking and cycling. This could create a risk of further pedestrian and cyclist casualties and will be addressed in the Annual Road Safety Plan.

Interim milestones

	Base (2006 to 2010)	2010	2011	2012	2013
KSI's	133	90*	128	123	119
Child KSI's	12	5*	11	11	11

*Actual KSI's for 2010



Road traffic casualties (Total Casualties) core target	
LIP Long term target	Reduce total casualties by 35% by 2020
Short term targets	788 total casualties by 2013
Data source	Modal Policy Unit, Surface Transport
Link to LIP objectives	B9
Evidence that the target is realistic and ambitious	<p>Bromley has set targets on Slight casualties based upon a 2006-10 baseline rather than 2004-08 as it ensures a more realistic calculation of the total casualties target.</p> <p>Road safety performance in 2010 shows a further significant reduction in total casualties compared to 2009; a 7% reduction overall compared to both Outer London and Greater London increases. In light of this sustained improvement expectations have been reviewed and set at a more ambitious level.</p> <p>The total casualties target is based on an addition of the KSI and Slight target (35% reduction by 2020 on the 2006-10 baseline).</p> <p>As such, the total casualties target is considered to be ambitious and realistic.</p>
Key actions for the Council	<p>The Council will continue to deliver the following programmes:</p> <ul style="list-style-type: none"> • Casualty reduction – individual locations & mass action • Joint casualty reduction / congestion relief schemes • Education, training and publicity
Key actions for local partners	<p>The Road Safety Unit will continue to work with close partners including the Police, Fire Brigade, Health Authorities, and many other stakeholders as referred to in the Road Safety Plan to deliver the above programmes in partnership with the Council.</p>
Principal risks and how they will be managed	<p>Risks to programmes due to funding constraints will be dealt with through prioritisation. Modal change programmes will encourage further walking and cycling. This could create a risk of further pedestrian and cyclist casualties and will be addressed in the Annual Road Safety Plan.</p>

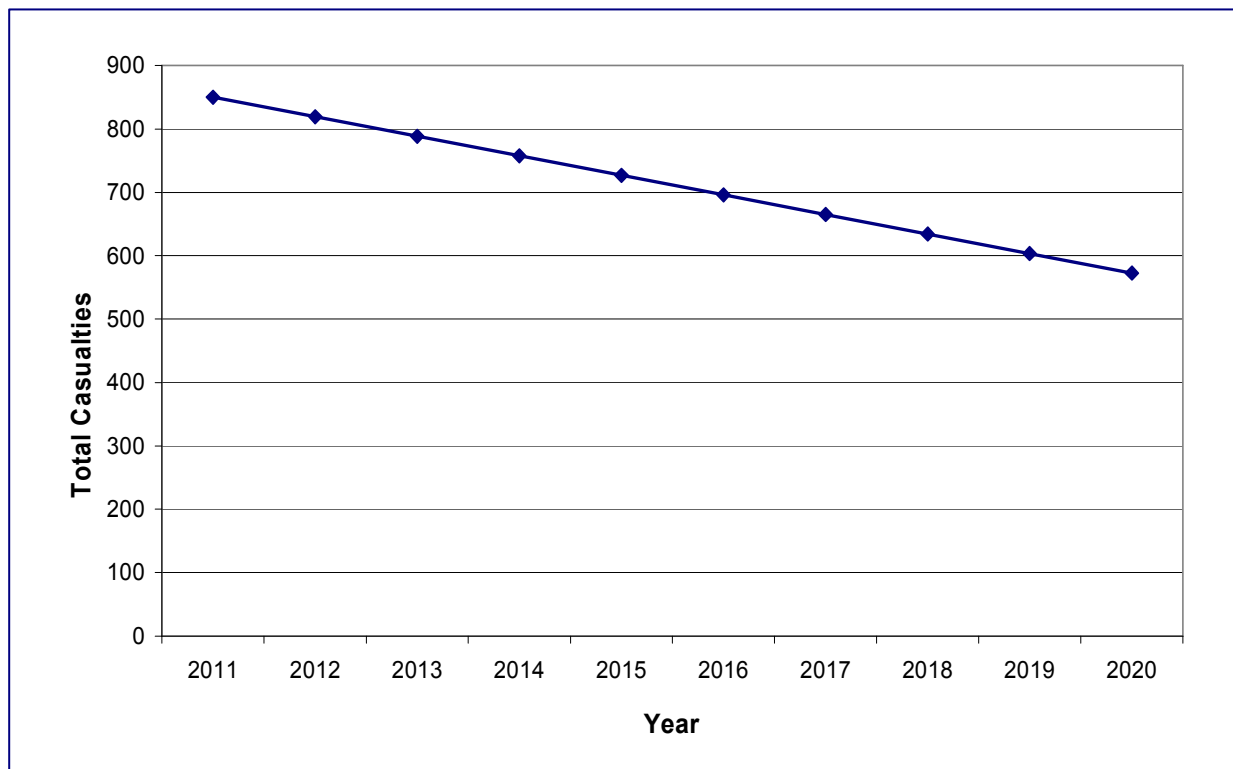
Interim milestones

	Base (2006 to 2010)	2010	2011	2012	2013
KSI's	133	90*	128	123	119

	Base (2006 to 2010)	2010	2011	2012	2013
Slights	748	726*	722	696	670

		2010	2011	2012	2013
Total casualties (KSI's + Slights)		816*	850	819	788

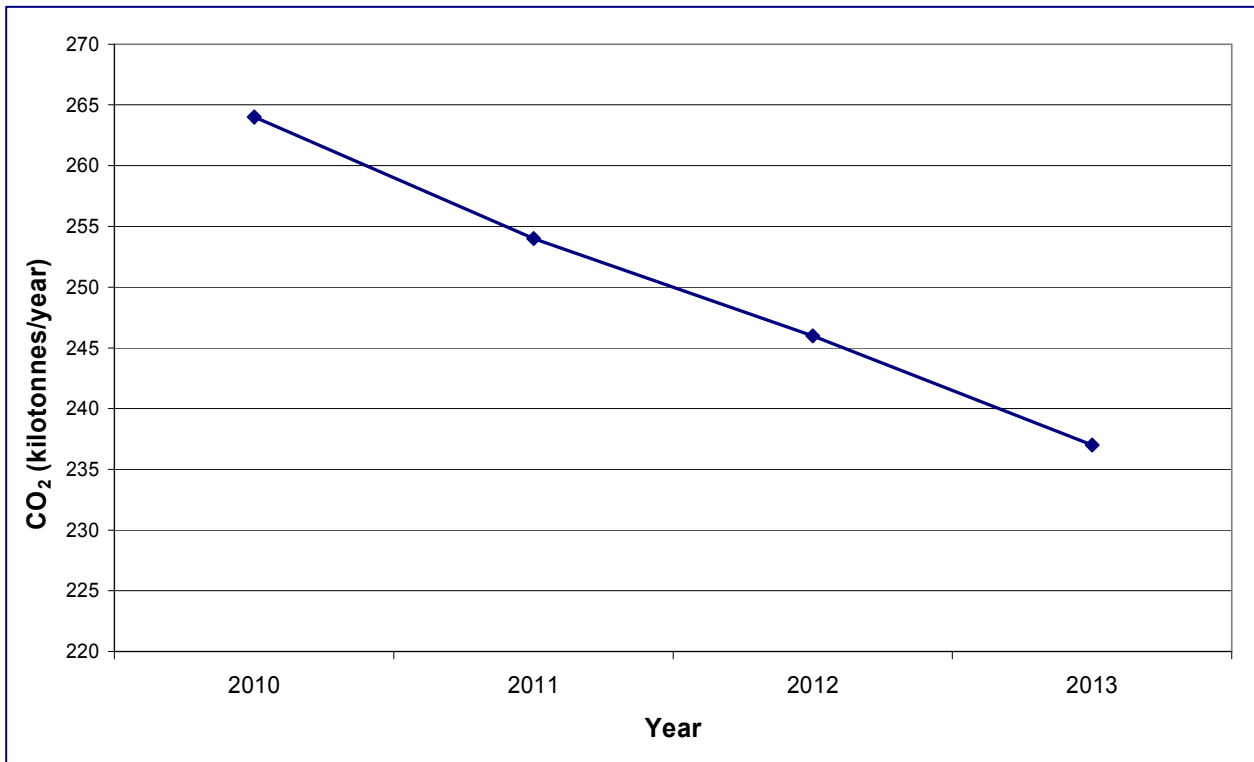
*Actual Total Casualties for 2010



CO₂ emissions core target	
LIP Long term target	60% reduction (from 1990 base) in ground-based transport by 2025 - 155 kilotonnes in Bromley
Short term target	237 kilotonnes of ground-based transport CO ₂ emissions by 2013
Data source	GLA's London Energy and Greenhouse Gas Emissions Inventory (LEGGI)
Link to LIP objectives	B1, B4, B10
Evidence that the target is realistic and ambitious	<p>Based on 2008 data, Bromley has the 9th highest level of transport-related emissions across the 33 London Boroughs at 283,000 tonnes of CO₂.</p> <p>With the Mayor's 60% reduction target by 2025, a 16.3% reduction has been agreed as being realistic by 2013.</p>
Key actions for the Council	<p>The Council will continue to deliver the following programmes:</p> <ul style="list-style-type: none"> • Carbon Management – seeking to reduce carbon emissions of the Council operations by 25% by 2012/13. • Green Transport Review • Bus priority and bus stop accessibility • Sustainable transport promotion • Smarter driving • Electric charging points.
Key actions for local partners	Bromley's Environmental Working Group was formed in 2010 to lead the carbon reduction work programme of the Council's key strategic partnership stakeholders including the PCT, Police, Colleges and large employers. A 'Travel' theme has been created which focuses on promotion of travel choice and grey fleet.
Principal risks and how they will be managed	Modal change programmes are subject to tight budget allocations and can often be most vulnerable with reducing budgets. The Council will look to ensure programmes are delivered efficiently and utilise the partnership opportunities available.

Interim milestones

Base (2008)	2010	2011	2012	2013
283 kt	264 kt	254 kt	246 kt	237 kt



Local Targets

The following local targets have been identified in order to support the core targets, overall performance monitoring of the LIP objectives and also reflect local priorities in Bromley.

Reduce proportion of car use by 10% over ten years in Bromley Town Centre - "10 in 10"	
LIP Long term target	10% reduction in proportion of car use by 2021
Short term target	1% reduction by 2013
Evidence that the target is realistic and ambitious	<p>This local target is part of the Bromley Town Centre Area Action Plan and is a 10 year target to reduce congestion in the Town Centre. It will be measured annually using a pre-defined cordon of traffic count sites, supported by rail station usage and bus patronage data. Qualitative town centre visitor surveys may also be used.</p> <p>Between 2001 and 2010, overall traffic levels around the town centre fell by 22.9% but only 7.4% in peak hours (8am – 9am; and 5pm-6pm inclusive). Current projections to 2011 suggest the trend continues to remain downward. Despite this, the town centre’s road network still becomes congested – notably in-bound in the weekday morning peak, out-bound in the weekday evening peak and on the peak shopping day, which is Saturday.</p> <p>Due to cost, the annual collection of traffic data at count sites will not be possible. The baseline for this target will be set following collection of data in June/July 2011. Following this, it is anticipated that traffic count data will be collected every three years.</p>
Key actions for the Council	<p>The 10 in 10 project will rely largely on ‘promoting travel choice’ measures to achieve both the short and long term target. Bromley Town Centre has been identified as the ‘Cycling Hub’ in the Biking Borough project and will therefore benefit from funded measures as part of this particular programme. These measures will include:</p> <ul style="list-style-type: none"> - Town centre workplace travel planning programme. - Promotion and publicity of public transport, walking and cycling. - Improved cycle permeability, signage and parking.

<p>Key actions for local partners</p>	<p>In order to achieve this target, the 10 in 10 project will rely upon and work closely with large employers, in particular the Glades Shopping Centre and key town centre businesses. The local Train Operating Company will also be asked to become involved in promoting travel choice along with co-operation from London Buses.</p>
<p>Principal risks and how they will be managed</p>	<p>Modal change programmes are subject to tight budget allocations and can often be most vulnerable with reducing budgets. The Council will look to ensure programmes are delivered efficiently and utilise the partnership opportunities available.</p>

Maintain the number of school children travelling by car at 31%

LIP Long term target	No long term target current set
Short term target	31% of school children travelling by car by 2012/13
Evidence that the target is realistic and ambitious	<p>This local target measures the success of the school travel planning (STP) programme in Bromley and aims to reduce the percentage of children travelling to school by car as measured previously through National Indicator 198. The Council still intends to measure this informally on a local basis.</p> <p>The STP programme boasts the highest number of accredited schools in any borough across London and has over 14,000 participants of the successful WoW walking scheme. To date, school travel plans have led to a combined 7% reduction in single occupancy journeys on the school run across the borough.</p> <p>With increased pressures on travel planning resource and reducing budgets, a target of maintaining single car occupancy on school journeys at the current level, 31% is considered realistic.</p>
Key actions for the Council	<p>To continue to deliver its school travel planning programme including:</p> <ul style="list-style-type: none"> • WoW • Schools Walking the World • Transportal • Walking Bus • Junior Road Safety Officers.
Key actions for local partners	Schools are key partners in delivering the school travel planning programme and the Council makes effort to support schools throughout the process.
Principal risks and how they will be managed	Modal change programmes are subject to tight budget allocations and can often be most vulnerable with reducing budgets. The Council will look to ensure programmes are delivered efficiently and utilise the partnership opportunities available.

Reduce traffic congestion caused by utilities companies through maintaining inspections at no less than 40% (10% more than expected in code of practice) of streetworks

LIP Long term target	No long term target current set
Short term target	Maintaining streetworks inspections at no less than 40%
Evidence that the target is realistic and ambitious	<p>This local target measures the impact of work carried out by utilities companies in the Borough. It will be measured through the percentage of visual inspections of streetworks, the quality of workmanship, speed at which works are carried out and the use of enforcement action if necessary to improve congestion around sites.</p> <p>The London Permit Scheme has been successfully launched in Bromley and will work alongside the routine inspections to monitor streetworks caused by utility companies.</p> <p>The target is considered reasonable and realistic with 40% or more inspections performed annually at present. Maintaining at this level is 10% above the code of practice.</p>
Key actions for the Council	<p>To continue to carry out inspections of no less than 40% of streetworks undertaken by utility companies.</p> <p>To continue to build on the successful introduction of the London Permit Scheme in order to reduce delays and congestion.</p> <p>To continue to work with utility companies to improve the speed and quality of their work, taking enforcement action where necessary</p>
Key actions for local partners	Utility companies are key partners in ensuring congestion and unnecessary delays are reduced by streetworks.
Principal risks and how they will be managed	<p>Further reduction in general funding levels available to carry out the inspections. This will be managed through prioritisation of works.</p> <p>Utility companies do not make all reasonable efforts to keep the streetworks and their impact to congestion and delays to a minimum. The use of enforcement will be used to manage this.</p>

Maintain public satisfaction with standards of road and pavement maintenance at 52% annually

LIP Long term target	No long term target currently set
Short term target	52% public satisfaction annually
Evidence that the target is realistic and ambitious	<p>This local target measures resident perception of the standard of maintenance of roads and pavements in the Borough.</p> <p>Previous measurement of public satisfaction was made through the Bromley Residents Place Survey. This survey will no longer be carried out and the Council's corporate approach to the future measurement of resident satisfaction with services is still under review.</p> <p>Maintaining the level at the current level, 52%, has been agreed given the reduced funding available for asset condition and maintenance. As well, the severe weather deterioration will have had an adverse impact on the Borough's network.</p>
Key actions for the Council	<p>To continue to monitor public satisfaction of services, and in particular, satisfaction with road and pavement maintenance.</p> <p>To agree upon, corporately, a method of measuring public satisfaction of Council services.</p>
Key actions for local partners	Utility companies and the Council's contractors play a role in ensuring any streetworks carried out are performed to a high standard.
Principal risks and how they will be managed	<p>Risks to asset condition and maintenance will include funding reductions as part of the LIP allocation for ongoing maintenance and also further periods of severe weather conditions causing abnormal deterioration to the network.</p> <p>Each of these will be managed through prioritisation methods of the highway to address areas of worst deterioration first.</p> <p>Utility companies do not make all reasonable efforts to keep the streetworks and its impact to congestion and delays to a minimum. The use of enforcement will be used to manage this.</p> <p>The risk of the Council not agreeing upon, or not proceeding with, a new method to measure resident satisfaction. This will be managed by identifying other local methods to measure resident satisfaction on roads and pavements.</p>

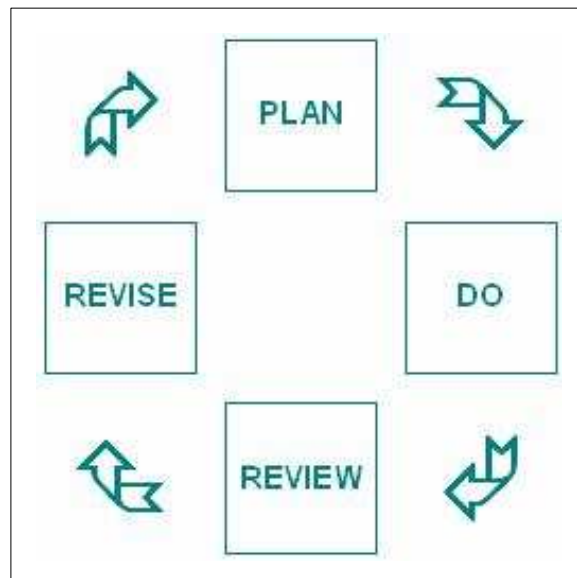
Monitoring Indicators

The following monitoring indicators support the measurement of both our core and local targets. These indicators, with the exception of condition of footway surface, were formerly National Indicators. The Council will continue to monitor the following indicators on an ongoing basis. These are reported on in the Environmental Services Portfolio Plan.

Asset condition	Condition of principal roads (NI 198)
	Condition of non-principal roads (NI 169)
	Condition of footway surface (local indicator)
CO2 emissions	CO ₂ reduction from Council operations (NI 185)
	CO ₂ reduction per capita (NI 186)
Mode share	Proportion of school children travelling by car (formerly NI 198)
Road traffic casualties	People killed/seriously injured in road accidents (NI 47)
	Children killed or seriously injured in road accidents (NI 48)

Monitoring Process

Progress against targets and indicators will be monitored on a continuing basis. The following performance management approach is an adopted framework within the Council's Performance Management Strategy. It aims to monitor performance and feed into the review process for future planning.



The Council maintains focus on its priorities through its core policy and portfolio planning documents, and performance is monitored through regular reports to the Council's Environment Policy Development and Scrutiny (PDS) Committee.

Appendices

Proforma A – Programme of Investment

Proforma B – LIP Local Targets

Glossary of Terms used in the LIP

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PROFORMA A

Programme of Investment

Borough: **Bromley**

Year: **2011/12 to 2013/14**

Programme areas	Funding source	Ongoing scheme?	Funding (£,000s)				MTS goals				LIP objectives	
			2011/12	2012/13	2013/14	Total	Econ. devt and pop growth	Quality of life	Safety and security	Opportunities for all		Climate change
Congestion Relief - Multi-Year Schemes												
A224 Orpington by pass northern section	LIP allocation		40	40	90	170						B1
A234-A222-A2015 Beckenham centre EW route	LIP allocation		50	200	200	450						B1
Congestion Relief - Programme to improve conditions on bus routes and tackle road network pinch points.												
Rolling programme of small-scale projects	LIP allocation		57	75	50	182						B1
Network Infrastructure - Invest directly in the Council's own network assets.												
Bus route resurfacing	LIP allocation		200	200	200	600						B4, B11
Contribution to Chislehurst Bridge	LIP allocation		100	100	0	200						B11
Kent House Station Approach adoption works	LIP allocation		25	205	20	250						B4, B11
Congestion/Casualty Reduction - Schemes which contribute to both to both these objectives.												
Traffic Lights Review	LIP allocation		30	0	0	30						B1, B9
Rolling programme of site-specific schemes	LIP allocation		76	90	100	266						B1, B9
Casualty Reduction - Individual Locations												
Review of existing traffic management schemes	LIP allocation		50	0	0	50						B9
Road-rail Incursion Study	LIP allocation		25	0	0	25						B9
Rolling programme of remedial measures based on location and causes of accidents	LIP allocation		175	145	125	445						B9
Casualty Reduction - Mass Action												
Skidding Accident Sites	LIP allocation		250	200	200	650						B9
Speed Management	LIP allocation		70	65	50	185						B9
Cycle Training and Promotion - Aimed at children and adults to promote safety and encourage numbers of cycling.												
Cycle training for children and adults	LIP allocation		180	170	160	510						B3, B4, B9, B10
Cycling promotion	LIP allocation		50	40	35	125						B3, B4, B9, B10
Support for Bromley Town Centre Area Action Plan												
Variable Message Signing	LIP allocation		85	0	0	85						B1, B2
Measures to promote '10 in 10' Modal Shift	LIP allocation		25	10	10	45						B1, B2, B3, B4, B10
Further Development of Town Centre traffic model	LIP allocation		55	5	0	60						B1, B2, B6, B10
Future Park and Ride	LIP allocation		0	50	75	125						B1, B2, B3, B4, B6
Parking - Assess, Review and Update												
New Beckenham car park extension	LIP allocation		80	40	0	120						B6
Further needs-based reviews	LIP allocation		0	30	60	90						B1, B2, B3, B6, B7
Parking - Town Centres												
The establishment, review and updating of controlled parking zones at various town centres within the borough	LIP allocation		225	180	150	555						B1, B2, B3, B6, B7
Decluttering												
Review infrastructure, signs & guards rail at various locations	LIP allocation		50	40	30	120						B7
Cycling and Walking Schemes												
Court Road Cycling and Walking Scheme	LIP allocation		135	0	0	135						B3, B4, B9
Cray Valley - linking quiet streets and green spaces	LIP allocation		65	0	0	65						B3, B4, B9
Rolling programme of ped. crossings & minor walking schemes	LIP allocation		90	90	90	270						B3, B4, B6, B9
Cycle Parking - rolling programme	LIP allocation		25	25	25	75						B3, B4, B6, B9
Cycle Route Maintenance - rolling programme	LIP allocation		30	30	30	90						B3, B4, B9, B11
Future schemes following needs-based assessment	LIP allocation		0	180	155	335						B3, B4, B6, B9
Biking Boroughs project												
Cycle hub - Bromley town centre	TfL bid settlement		53	24	49	126						B2, B3, B4
Cycling communities	TfL bid settlement		33	43	42	118						B3, B4
Raising the profile of cycling	TfL bid settlement		12	7	7	26						B3, B4
Walking - Green spaces and recreational walking												
Wayfinding in Parks	LIP allocation		10	5	0	15						B3, B4, B7
Contribution to Green Chain Walk	LIP allocation		15	10	0	25						B3, B4, B7
Healthy Walking - South Hill Woods	LIP allocation		40	0	0	40						B3, B4, B7
Future routes through green spaces	LIP allocation		0	25	50	75						B3, B4, B7
Downe area footpath and access improvements	LIP allocation		35	0	0	35						B3, B4
Circular Walks for Young People	LIP allocation		20	0	0	20						B3, B4
Rural Walking Projects	LIP allocation		0	30	30	60						B3, B4
Freight												
Support for Freight projects formerly undertaken sub-regionally	LIP allocation		10	0	0	10						B1, B2, B10
Light Against Crime												
Programme targets crime where the level of lighting is a known factor in crime or fear of crime	LIP allocation		33	30	20	83						B4, B6, B7
Scheme Development												

Corridors and Neighbourhoods

	Advance planning for future projects	LIP allocation	25	35	35	95							B1, B9
	Beckenham Town Centre feasibility	LIP allocation	0	10	0	10							B2
	Review of implemented projects	LIP allocation	15	15	15	45							B4, B7, B9, B10, B11
Smarter Travel	School Travel Planning Activities.												
	STP Monitoring and Review	LIP allocation	160	150	140	450							B4, B9, B10
	Promotional Activities	LIP allocation	135	119	90	344							B4, B9, B10
	Road Safety Education												
	Curriculum based activities	LIP allocation	53	55	55	163							B4, B9
	Smarter and Safer Driving	LIP allocation	130	125	125	380							B4, B9
	Travel Awareness												
	Workplace travel planning support	LIP allocation	25	10	10	45							B1, B2, B3, B4, B10
Integrated transport total			3,047	2,903	2,523	8,473							

Maintenance	Bridge Maintenance - Programme to maintain and repair bridges and structures within the borough.													
	Chislehurst Road Bridge	LIP allocation	2,455	1,596	64	4,115							B1, B11	
	Parapet Strengthening	LIP allocation	20	70	95	185							B11	
	Maintenance Safety	LIP allocation	15	50	50	115							B11	
	Waterproofing	LIP allocation	15	75	100	190							B11	
	Brooklyn Road Culvert	LIP allocation	2	2	2	6							B11	
	Southborough Road Bridge	LIP allocation	50	10	0	60							B1, B11	
		Rail industry	670	0	0	670								
	Leamington Avenue Bridge	LIP allocation	105	0	4	109								B11
	Bishops Avenue Culvert	LIP allocation	165	0	5	170								B11
	Long Meadows Close Retaining Wall	LIP allocation	145	0	5	150								B11
	Sevenoaks Way Retaining Wall	LIP allocation	75	0	0	75								B11
	Lych Gate Footbridge	LIP allocation	15	0	0	15								B11
	Summer Hill Footbridge	LIP allocation	25	0	0	25								B11
	Kingsway Bridge	LIP allocation	50	0	0	50								B11
	Aldersmead Road Bridge	LIP allocation	50	0	0	50								B11
	Sackville Avenue Culvert	LIP allocation	0	60	450	510								B11
Wendover Road Bridge	LIP allocation	0	10	150	160								B11	
Plaiestow Lane Bridge	LIP allocation	0	95	500	595								B11	
	Principal Road Maintenance													
	Rolling programme prioritised by need following survey	LIP allocation	866	880	900	2,646							B11	
Maintenance total			4,723	2,848	2,325	9,896								

Major Schemes	Bromley North Village - Public realm improvements within the Bromley North Village area.	LIP allocation	300	1,500	1,500	3,300								
		Council capital	0	1,490	0	1,490							B2, B7, B10	
		Rail industry	0	80	0	80								
	Beckenham Town Centre - Public realm improvements within Beckenham Town centre area.	LIP allocation	0	0	150	150								B2, B7, B10
		Council revenue	0	10	0	10								
Major Scheme total			300	3,080	1,650	5,030								

PROFORMA B

Locally specific targets for mandatory indicators

Borough: **Bromley**

Core indicator	Definition	Year type	Units	Base year	Base year value	Target year	Target year value	Trajectory data				Data source
								2010/11	2011/12	2012/13	2013/14	
Mode share of residents	% of trips by walking	Three-year average	%	2006/07 - 2008/09	27.6	2013	28.1	27.7	27.8	27.9	28.1	LTDS Table 3.4. (pg 72) Travel in London - Report 2
Mode share of residents	% of trips by cycling / no of trips	Three-year average	%	2006/07 - 2008/09	0.9	2013	1.5	1.1	1.2	1.3	1.5	
Bus service reliability	Excess wait time in mins	Financial	Mins	2008/2009	1.0	2013	1.0	1.0	1.0	1.0	1.0	Transport for London, iBus Bus Service Reliability Indicators
Asset condition - principal roads	% length in need of repair	Financial	%	2008	5.7	2013	6.0	6.0	6.0	6.0	6.0	
Road traffic casualties	Total number of people killed or seriously injured	Calendar	Number	2006 to 2010 average	133	2013	119	90*	128	123	119	Modal Policy Unit, Surface Transport
Road traffic casualties	Total casualties	Calendar	Number	2006 to 2010 average	981	2013	788	816*	850	819	788	
CO2 emissions	CO2 emissions	Calendar	kilotonnes/year	2008	283	2013	237	264	254	246	237	GLA's London Energy and Greenhouse Gas Emissions Inventory (LEGGI)

*Actual (2010)

Additional (non-mandatory) local targets

Local indicator	Definition	Year type	Units	Base year	Base year value	Target year	Target year value	Trajectory data				Data source
								2010	2011	2012	2013	
Reduce proportion of car use by 10% over ten years in Bromley TC - "10 in 10"	% reduction of vehicles	Calendar	%	2010	TBC	2013	-2	2010	2011	2012	2013	Bromley Town Centre Traffic Count
								N/A	N/A	N/A	-1	
Reducing traffic congestion caused by school traffic	% of children traveling to school by car	Calendar	%	02-Jul	31	2013	31	2010	2011	2012	2013	School Travel Plan survey results/School Census
								31	31	31	31	
Reducing traffic congestion caused by utilities companies	% streetworks inspected	Calendar	%	2010	40	2013	40	2010	2011	2012	2013	Transport & Highways Highway Management Team; LB Bromley
								40	40	40	40	
High standards of road and pavement maintenance	% public satisfaction	Calendar	%	2008	52	2013	52	2010	2011	2012	2013	Bromley Place Survey - Resident satisfaction audit.
								52	52	52	52	

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GLOSSARY OF TERMS USED IN THE LIP

AAP	Area Action Plan
AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
BNV	Bromley North Village
CCTV	Closed circuit television
CIPFA	The Chartered Institute of Public Finance and Accountancy
CO ₂	Carbon Dioxide
DDA	The Disability Discrimination Act 1995 (as amended). From 1st October 2010, the Equality Act replaced most of the Disability Discrimination Act
DfT	Department for Transport
DLR	Docklands Light Railway
DSP	Delivery and Servicing Plan
EQIA	Equality Impact Assessment
EWT	Excess waiting Time – a measure of bus service reliability
EYTB	Earn Your Travel Back scheme
GLA	Greater London Authority
HAMP	Highway Asset Management Plan
KSI	Killed or Seriously Injured
LAA	Local Area Agreement
LBB	London Borough of Bromley
LCN+	London Cycle Network Plus
LDF	Local Development Framework
LEGGI	The London Energy and Greenhouse Gas Inventory
LIP	Local Implementation Plan
Draft LIP	The version of the LIP used for consultation
Final LIP	The version of the LIP submitted for Mayoral approval
LoPS	The London Permit Scheme for streetworks
LTDS	London Travel Demand Survey
MORI	Ipsos MORI, a well-known market research company
MTS	The Mayor's Transport Strategy
NI	National Indicator
NO _x	Oxides of Nitrogen
PCT	Primary Care Trust (National Health Service)

PDS	Policy Development and Scrutiny
PM ₁₀	Particles 10 micrometers or less in diameter – a measure of air pollution
PRUH	The Princess Royal University Hospital, Farnborough
PTAL	Public Transport Accessibility Level
SEA	Strategic Environmental Assessment
Seltrans	South East London Transport Strategy
SRTP	Sub-Regional Transport Plan
TfL	Transport for London
TLRN	Transport for London Road Network
UDP	Unitary Development Plan
UTMC	Urban Traffic Management and Control – a protocol which allows traffic management systems to communicate and share information with each other
VMS	Variable Message Sign

TfL COMMENTS AND COUNCIL RESPONSE ON BROMLEY DRAFT LIP

LIP Section	Comment	Draft LIP Ref.	Council response
London Borough transport objectives and statutory context	More information required: a clear statement that all the objectives will be delivered during the lifetime of the LIP/MTS i.e. 2031, unless otherwise stated. If preferred, each objective can be allocated an individual timescale and if this is the case, it is probably worth doing this underneath each one on the list on page 21.	p25	A sentence has been added at the end of the LIP Objectives list.
Programme of Investment/Delivery Plan	However, some more information is required regarding the following:		
	a) timescales for the interventions (as per for local objectives above)	p29	Words to cover this have been added to the “timescales for delivery” section in the “Delivery Actions” section of the Delivery Plan.
	b) a paragraph or two are required on how the interventions are prioritised, including the process used	p29	A section has been added to the Delivery Plan
	c) the numbers/types of proposed cycle parking facilities to be installed over the first 3 years of the LIP are also required (as per the Guidance, page 81/82)	p37	A table has been added to the cycle parking section on the Mayor’s High Profile Outputs in the Delivery Plan
	d) more information on where the borough is in the process of submitting major scheme funding bids, for those identified as such in the Programme of Investment.	p28	Further detail has been provided in the “Better Streets” section of the Delivery Plan.

Performance Monitoring Plan	More information is required, in the form of a simple graph for each target and further details on the proposed local targets (see specific comments under the Performance Management sheet). A long-term target also needs to be set for the total casualties indicator (which ideally should be set out separately from the KSI indicator to avoid confusion).	p50-56	Further information and graphs are now provided. The targets for casualties, and the setting of a baseline, have been reviewed in the light of dialogue with TfL officials and the Council's own adoption of challenging targets for casualties
	<p>Two suggestions are that:</p> <p>(1) the borough may wish to review the 'ticks' reflecting the link between mandatory targets and the MTS Goals and</p> <p>(2) consideration should be given to the merit of including the national indicators as monitoring indicators, given that the previous national indicator set has been scrapped (will all of this data continue to be collected by the Council if it is no longer required?).</p>	<p>p49</p> <p>p56</p>	<p>This has been checked and the current tick location appears to be correct.</p> <p>The use of national indicators in the Performance Monitoring Plan has been reviewed. Most but not all of the indicators used have been retained as part of the government's single data list.</p>

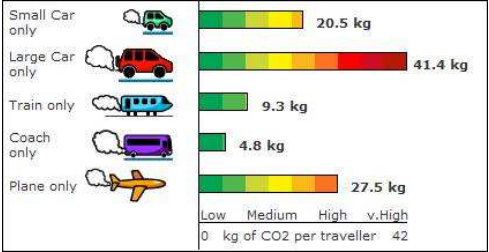
RESPONSES TO CONSULTATION ON THE DRAFT LIP

Consultee / respondent	Comment	Draft LIP Ref.	Council response	LIP changed?
Kent County Council	KCC is interested in Rail based Park and Ride at the M25 and would welcome further details on this proposal. However if the decision was taken to progress this scheme KCC would want assurances from LBB Network Rail and TfL that adequate measures would be put in place to discourage car borne trips by commuters from North West Kent who previously would have travelled by rail. If this issue was not addressed there runs the risk of increased congestion on the M25 and surrounding road network.	p44	Noted. Should Park and Ride progress, the Council would expect full discussions, with Network Rail, TfL and all affected Local Authorities to occur.	-
Tandridge District Council	It is noted that there is scope for 'growth of economic activity and skilled employment at Biggin Hill Airport', although Bromley Council 'is opposed to any growth in capacity of the Airport itself'. Tandridge District Council supports Bromley Council in being opposed to any such growth in capacity.	p14	Noted.	-
	Concern is raised at the lack of a reference in the Plan to the possible cross boundary transportation implications that the Plan could have on places such as Tandridge District adjoining the London Borough of Bromley. It is considered that reference should be made in the Plan to these implications: <ul style="list-style-type: none"> • The impact of any potential commuter car parking and park and ride scheme in the Biggin Hill area on roads in the District leading to and from the London Borough of Bromley. 	p44	There are no current plans for a park and ride service in Biggin Hill.	-
	<ul style="list-style-type: none"> • Biggin Hill Airport's location on the periphery of the LLB close to Kent and Surrey has repercussions cross-boundary and reference should be made to 	-	Reference to employment opportunities and road links to Tandridge are now included under <i>MTS Challenge: Support sustainable population</i>	

	pressures from commercial and industrial development on the Airport in terms of transport.		<i>and employment growth.</i>	
	<ul style="list-style-type: none"> The scope for joint working between the relevant authorities to provide Real Time Passenger Information on the cross boundary 464 bus service between Tatsfield and New Addington via Biggin Hill. 	-	Noted. However, real time passenger information is the responsibility of TfL and not of Bromley Council.	-
	<ul style="list-style-type: none"> It is noted that Bromley Council acknowledges 'local roads are relatively narrow'. The proximity of Tatsfield to the Airport and the inadequate rural roads in the area make Tatsfield vulnerable to increases in traffic. The Plan should require assessments of the impact of traffic arising from Biggin Hill Airport and any increase in development at the Airport on rural roads in adjoining areas of Tandridge District, in particular those in Tatsfield but also including those in Chelsham and Farleigh. 	p14	Reference to employment opportunities and road links to Tandridge are now included under <i>MTS Challenge: Support sustainable population and employment growth.</i> Any significant development affecting the Airport or adjacent sites would be subject to a full Transport Assessment	
	The Plan should encourage an extension of the Tramlink network to Biggin Hill to improve public transport to and from the Airport, as an alternative means of travel to the car, and accordingly, it is requested that the potential for the feasibility study into extending the Tramlink network to Biggin Hill, which could benefit residents living in adjoining areas of Tandridge District, be examined.	-	Noted. However, the Council regards the Tramlink extension to Bromley Town Centre as its main priority for Tramlink extension.	-
	The Plan should seek to improve bus travel in the vicinity of Biggin Hill Airport by encouraging the use of mini shuttle buses able to transverse along rural lanes, including nearby villages in Tandridge District.	-	In general terms the Council welcomes all improvements to public transport capacity to Biggin Hill and the Airport. Detailed discussions would be needed between Tandridge and TfL to take this further.	-
London Borough of Bexley	The document has been reviewed and we do not have any comments to make regarding the draft LIP.	-	Noted.	-
London Borough of Southwark	We are particularly interested in your detailed inspection for road condition (how you go about this etc), your Police Stops programme and the Advanced Motorcycle Training courses that you run. If you are able to provide	-	Noted. Information has been provided to Southwark officers.	-

	any further information on any of these that would be greatly appreciated.			
	There do not appear to be any boundary schemes proposed, but we would be happy to be involved in any future schemes that run close to, or affect, our borough (such as improved cycle parking facilities in Crystal Palace Park).	-	Noted. The Council would undertake detailed consultation on any future schemes affecting Southwark,	-
Natural England	Natural England is pleased to see references to walking routes through Green Spaces which could have both positive and negative impacts on biodiversity. Positive impacts could be achieved through habitat creation through sympathetic planting and landscaping of new or improved routes, using Green Infrastructure policies. This is an opportunity that could be brought out more fully in the document as a whole.	p17	The Council's programme is based largely on improving existing routes through parks and other green spaces where the public is already encouraged to walk. The Council's approach is already broadly in line with the principles of Green infrastructure as described on Natural England's website.	-
	Bromley has listed eleven objectives which can be broadly supported, especially Objectives B7 and B10 which have the potential to include Green Infrastructure where appropriate to help meet the Council's objectives.	p25	Noted.	-
	Page 35 makes references to "small environmental improvements to the highway" which can relate to Objective 10, and Green Infrastructure proposals, aside from and in addition to street tree planting, which are mentioned on page 40. This can also assist the Council in promoting the conservation of the Borough's open spaces and local biodiversity, together with avoidance of fragmentation as referenced under the Strategic Environmental Assessment objectives.	p35	The reference to small environmental improvements was included in commentary on a programme of locally determined minor schemes, which has been removed from the LIP because of reductions in TfL formula funding.	-
English Heritage	MTS Challenge: Enhance the built and natural environment. This section does not identify transport opportunities for the historic environment e.g. sensitively designed public realm upgrades (Mayor's Transport Strategy, proposal 83).	p17	This section has been changed to include a specific mention of the historic environment.	
	Bromley's LIP Objectives English Heritage welcomes B7, however there is not an	p25	Agreed that this is not a specific transport objective, but it is fully covered by the UDP and	-

	objective in relation to 'enhancing and protecting the built and historic environment' through improvements to the public realm (Mayor's Transport Strategy, proposal 83).		will continue to be covered by the LDF.	
	Delivery Plan Heritage issues do not appear to have been considered, for example there is no mention of the fact Bromley North Station is a Listed Building (pg 30). This section does not identify transport opportunities for the historic environment e.g. sensitively designed public realm upgrades (Mayor's Transport Strategy, proposal 83).	p27	Commentary on Objective B2 now makes specific reference to the listed station building.	
The Association of British Drivers	Mentions that there is inadequate car parking at The PRUH and poor public transport at this site. We agree with this and welcome proposals to improve parking at this site.	p14	Noted.	-
	We support the proposal to improve parking at Orpington station. The same applies to other station car parks in the area where it is possible. Increased parking around stations inconvenience residents and can be a road safety hazard. It would be better to provide adequate parking capacity for the demand at reasonable cost.	p43	Noted.	-
	Poor orbital links are correctly identified in south London and this is not just road but rail aswell. However we are sceptical about the suggestion that Tramlink or the DLR could be extended to serve the borough. However popular trams may be with the public and councillors we all know they are a financial disaster and never pay for themselves. They are expensive to install, expensive to operate and very inflexible. Users are never willing to pay an economic price for their tickets. Only a fool would finance a new tram scheme.	p33	The Council does not agree that it is unrealistic to aim for an extension of Tramlink and DLR to Bromley within the timescale of the LIP.	-
	There is reference to 'car dependency'. There is no such thing and I have complained to the Council before	p10	The Council does not agree with this point.	-

	<p>about using derogatory terms. Car users are no more dependant on their cars than cycle users are on the bikes, yet no one refers to 'cycle dependency'. Car users use their cars because they make perfect rational choice between various transport modes. So I suggest you remove these inaccurate and biased references from your document.</p>															
	<p>Comments on CO2 emissions from cars are also biased. There is very little difference per mile emissions from the average passenger load, per passenger in the car than there is on a heavy bus or heavy rail. The fact that Bromley is a large borough which requires residents to travel greater distances is a fact of life- hence we have higher c02 emissions than other boroughs.</p>	<p>p21</p>	<p>The latest estimated average car occupancy rate figure for the UK is 1.6. Applying this occupancy rate to the CO₂ emissions for a small car of 20.5kg per100miles the smaller car would still emit 12.8 kg of CO₂; more than the bus or train in the table below.</p> <p>Figure: CO₂ per traveller over a 100 miles</p>  <table border="1"> <thead> <tr> <th>Mode</th> <th>CO₂ per traveller (kg)</th> </tr> </thead> <tbody> <tr> <td>Small Car only</td> <td>20.5</td> </tr> <tr> <td>Large Car only</td> <td>41.4</td> </tr> <tr> <td>Train only</td> <td>9.3</td> </tr> <tr> <td>Coach only</td> <td>4.8</td> </tr> <tr> <td>Plane only</td> <td>27.5</td> </tr> </tbody> </table>	Mode	CO ₂ per traveller (kg)	Small Car only	20.5	Large Car only	41.4	Train only	9.3	Coach only	4.8	Plane only	27.5	
Mode	CO ₂ per traveller (kg)															
Small Car only	20.5															
Large Car only	41.4															
Train only	9.3															
Coach only	4.8															
Plane only	27.5															
	<p>There is reference to 'restricting non-essential traffic in residential areas' so as to improve the environment (Objective B10). Who is to say what is essential and what is not? This is a ridiculous objective. Roads were built to be used, and trying to artificially restrict what they are used for is simply nonsense.</p>	<p>p25</p>	<p>The Council believes that residents welcome our policy of discouraging vehicle trips in residential areas that do not have an origin or destination in that area.</p>	<p>-</p>												
	<p>Dissuasions include taking on the power to enforce moving traffic offences so as to enable enforcement of box junctions. Presumably the Council is fully aware of the research undertaken by TfL which showed that camera enforcement of box junctions actually impeded the flow of traffic rather than improve it? So I can only conclude that this is simply another scheme to raise</p>	<p>p29</p>	<p>This proposal is not simply about enforcing box junctions, but also about other restrictions which are not fully enforced because of limited police resources. It is accepted that experience with use of these powers elsewhere indicated that a certain amount of discretion is required in camera enforcement of box junctions.</p>	<p>-</p>												

	money from motorists which would in addition make traffic congestion work. Please note our strong objections to this proposal.			
	Reference to 'keeping the operation of bus lanes under review, and continuing camera based enforcement of infringements'. As the major scheme referred to must be Sevenoaks Way bus lane in Orpington, I have to advise you that I continue to receive regular complaints from motorists who turn left through the bus lane and are not impeding any buses whatsoever as the exit is clear. PCN's are continuing to be issued in respect of this pernicious misapplication of the regulations.	p30	The statement in the LIP applies to bus lanes generally and not just to Sevenoaks Way.	-
	It is suggested that all camera enforcement of bus lanes and on-street parking should cease as a matter of principle, and it should not be introduced for moving traffic offences. There are simple other ways of enforcing these matters when necessary, but it's clearly more about raising money from fines than justice so far as the Council is concerned.	-	Given the limited level of police involvement in traffic enforcement, for the moment the Council believes that camera enforcement for these offences can offer the most economical and effective means of enforcement.	-
	Proposals of widening the A21 are welcome as are the 'network pinch point' improvements. We hope that it extends to the redesign of the Highfield Road / Perry Street junction which has been a persistent problem for some years now since it was last changed to introduce much too short a right turn slip lane which causes traffic behind to be blocked.	p31	It is presumed that this is a reference to the Ashfield Lane / Perry Street junction, which is being studied as part of the Council's Congestion Relief programme in 2011/12.	-
South London Freight Quality Partnership	I'd like to start by complimenting you on what is a well structured, clear and concise document that presents its case very well. It is very difficult to find fault with what is written and the majority of my comments will focus on my view of how it can be improved from a freight perspective.	-	Noted.	-
	In particular it was pleasing to see delivery and servicing plans (DSPs) and construction logistics plans (CLPs) included not just as vague aspirations, but given a clear context of how they would fit into the programme	p35	Noted.	-

	of Town Centre Schemes associated with the Bromley Town Centre Area Action Plan.			
	In sections 2 and 3 of the LIP DSPs and CLPs are specifically mentioned in the sections under improving noise impacts. Whilst this is indeed an area where they would be expected to deliver benefits, there are other areas, particularly congestion reduction and air quality improvement, where I would expect their impact to be at least as large if not greater and I would suggest that this is reflected in the final version.	-	A general reference to this has been included in the section on air quality.	
	In section 2 you discuss the road network hierarchy, and I wonder if it would also be worth mentioning the London Lorry Control Scheme at this point and also where you expect the majority of HGVs to be focused both when LLCS is and is not in operation?	p19	A reference to the LLCS has been included in the Delivery Plan under Objective B10.	
	There is to some extent a divergence between public perception of congestion levels and the general journey delay data for Bromley as a whole, and you rightly identify the importance of pinch points from a personal transportation perspective. Congestion is clearly extremely important for delivery reliability and so commercial interests and the freight transport industry would also support this focus – this would support the high level objectives stated at the start of the document, particularly economic development as freight transport inevitably takes place in parallel with passenger transport on the same transport network.	-	A reference has been included in the Borough Transport Objectives section to make clear that congestion can affect the reliability of deliveries.	
	Linked to this is the need to ensure the availability and appropriate use of goods vehicle loading and unloading facilities in industrial areas and town centres. Lack of such facilities can lead to / encourage inappropriate driver behavior linked with goods vehicle operations and can have unnecessary impacts on congestion. I think it would be good if this is acknowledged somewhere in the LIP – possibly in relation to the use of major bid funding applications for the likes of Bromley North	-	A reference to reviewing deliveries and servicing has been included in the commentary on <i>MTS Challenge: Deliver an efficient and effective transport system for people and goods</i>	

	Village, Beckenham Town centre and West Wickham Village where an explicit and servicing review element leading to provision of delivery and servicing facilities as appropriate would ensure a coherent overall implementation package.			
	<p>Reference is made to air quality as a problem within the Borough and to the AQAP published in mid 2010. It acknowledges road transport as a primary source of the pollution, but goes no further in discussing the source of the problematic emissions; in fact NOx and particulates are largely a result of diesel engines. In turn heavy duty diesel engines will contribute significantly, which, like it or not, is why the LEZ focused on HGVs. In order to have an impact on this I believe that reference should be made to these issues in more detail and reference made to efforts to improve the overall diesel vehicle fleet and its operation.</p> <p>It is pleasing to see significant thought being given to efforts to improve the specification of the Council's own and its contracted fleet in section 3. This could be driven, in part, through the Council's own delivery and servicing plan. However, it is still possible to drive a well-specified vehicle in a way that does not maximize the benefits and I would suggest that it would be worthwhile to consider signing up to the ECOStars scheme in this regard, both in terms of the Council's own fleet but also to encourage contractors and other local operators to improve their fleet management processes.</p>	p17	<p>The section has been modified to reflect the role of diesel engined heavy vehicles as the source of problematic emissions.</p> <p>The Council does not support the Londonwide Low Emission Zone.</p> <p>The Council will continue to seek to use low emission vehicles (including electric vehicles) where this is operationally and economically justified. However, at a time of spending restraint, these considerations must sit alongside the achievement of value for money in vehicle procurement.</p> <p>The London equivalent of ECOStars is TfL's Freight Operator Recognition Scheme (FORS). The Council will ask TfL to investigate whether there are any elements of ECOStars which could usefully be added to FORS.</p>	
	Linked to this, in the performance monitoring table on page 49 the CO ₂ heading seems to have slipped to cover not only CO ₂ but also local air quality issues, which should have a separate heading for indicator N194. This error is repeated in the table at the bottom of page 56.	p49- p56	Noted. It has subsequently been decided that the Council will no longer monitor former NI194 and so any reference to this will be removed in the final LIP.	-

	<p>It is noted that there is a specific budget line of £10,000 per annum for freight activities in the programme of investment on page 41. In the detailed associated table on page 61 I also note that this is allocated to 'Support for freight projects formerly undertaken sub-regionally'. I assume that this means that LB Bromley will in future be letting such projects directly, but hope that the results of this work and any other DSP / CLP work conducted within the Bromley Town Centre Area Action Plan or associated with the major bid funding applications will continue to be shared with the South London Freight Quality Partnership.</p>	<p>p41 p61 p53</p>	<p>The South London Transport Strategy Board has established a freight sub-group, although it is expected that this will deal with policy and lobbying issues rather than promoting projects.</p> <p>Constraints on future levels of TfL formula funding to boroughs mean that it is likely that future consideration of freight issues will be integrated with other projects rather than being funded separately.</p>	-
London TravelWatch	<p>The bus is the only welcome mechanised mode that is accessible to almost all Londoners, has wide geographical coverage, penetrating every neighbourhood and operates 24 hours a day, 7 days a week. Your LIP 2 acknowledges how important the bus service is to Londoners and this is welcome.</p>	-	<p>Noted.</p>	-
	<p>The text suggests in a few places that implementing bus priority and implementing the proportion of bus stops that are accessible is something Bromley should do. However there are no specific proposals for bus priority and it seems no programme of bus stop accessibility works other than including this as part of other schemes.</p>	<p>p22</p>	<p>This is a correct interpretation of the Council's approach. We seek to integrate these measures in other schemes rather than having a separate programme.</p>	-
	<p>Bromley has a poor record implementing accessible bus stops. We believe that it would be most effective if boroughs prioritise those stops without time plates and clearways.</p>	-	<p>The Council does not agree that it has a poor record of implementing accessible bus stops in the Borough. Many bus stops serve rural areas and have limited access for all pedestrians which it would be extremely costly to resolve.</p>	-
	<p>We also would like Bromley's LIP 2 to recognise the 3G bus routes 208 and 54 and work with neighbouring boroughs and TfL to progress whole route improvements along these routes. We would also stress that whilst high profile end to end bus priority is important so are smaller schemes such as reviewing</p>	-	<p>Work on individual bus routes is too detailed for inclusion into the LIP. However, the Council agrees that smaller schemes are important to bus reliability.</p>	-

	waiting and loading restrictions along these corridors.			
	In addition to the target for bus excess waiting time which is welcome, other boroughs are including a target to maintain bus journey times at their present lengths. We would like to see Bromley include this as a local target as passengers want to see their journey times maintained as well as waiting times.	p52	Noted. Whilst LB Bromley will commit to the statutory target for excess wait times, we do not intend to list the journey times target under our local targets due to the limited ability to influence this target. Operational elements of bus services in the Borough are the responsibility of TfL London Buses.	-
	The LIP 2 recognises that congestion is a challenge for Bromley. There are proposals promoted in the Plan that will help, but none seem substantive enough to address the issue of congestion on Bromley's road network, Does Bromley think that the measures in its LIP 2 will maintain congestion at present levels?	p45	Bromley has expressed concern in its response to MTS2 that the MTS may not offer sufficient widespread congestion relief for road and public transport given the forecast growth in population and employment in London.	-
	It is noticeable that levels of cycling in Bromley are low. The target Bromley has set is demanding and there are some proposals, however they again do not appear to be substantive enough to increase cycling rates to the target set. Widespread implementation of 20mph zones, tackling problematic cycling junctions and dealing with one way systems/improving permeability that deters cyclists would be a welcome addition.	p49	We agree that the cycle target was too ambitious, and we have revised it downwards. Bromley will be working on further cycle initiatives for shorter trips in its role as a Biking Borough. The Council does not intend to implement widespread 20mph zones.	
	We welcome the proposal for additional cycle parking. However care should be taken to ensure that pavements are not obstructed with even more cycle parking. London TravelWatch would wish to see increasing demand for cycle parking catered for partially on carriageway rather than simply installing stands on the footway.	p61	The Council already considers obstructions to pedestrians when considering locations for cycle parking.	-
	We welcome the commitment to the Better Streets agenda and look forward to seeing streets cleared of guard railing and other clutter, but would also want to see a programme to tackle the most basic problem pedestrians have with London's streets - the lack of level and continuous footways by the implementation of dropped kerbs, entry treatments and crossovers where	p38	The Council's approach to improving access for the mobility impaired is to incorporate measures in individual schemes as they are developed, rather than having a separate programme.	-

	kerbs and other steps in the footway restrict access, particularly for the mobility impaired.			
	Smarter travel initiatives are welcome and have proved successful both nationally and in London at influencing travel behaviour. However, the researchers looking at DfT work in this field concluded that additional measures were needed in order to 'lock in' the benefits otherwise roadscape released by these soft measures would simply be taken up by other new trips due to suppressed demand.	p36	The Council's smarter travel initiatives are aimed at improving awareness and giving people a genuine choice of travel mode wherever possible. It is not the Council's policy to reduce existing road capacity in order to enforce modal shift away from the private car.	-
	We note the comments regarding Princess Royal University. We are aware of the access issues, particularly from the west. We have previously promoted the use of part of the hospital's car park for bus services and pressed the hospital trust to produce a quality travel plan which to date we have not seen. We understand they have a staff only travel plan. Therefore we would like Bromley to press the trust to produce a good travel plan looking at access for staff, visitors and patients in the round. This may or may not demonstrate a need for additional parking.	p14	It is clear that demand for parking at the PRUH by staff, patients and visitors significantly outstrips on-street provision, and extends to nearby private car parks and residential streets over a wide area. While not being opposed to a wider-ranging travel plan, the Council does not believe that this would address the scale of the problem, and that action to improve both public transport and parking provision will be required.	-
Bromley Cyclists	Looking at the Programme of Investment, p41, it is surprising to see sums still proposed to be spent on car parking, especially the Longer Term Investment, p43. How will this discourage car use (volume of traffic) and promote mode shift?	p41	The sums proposed for expenditure on parking in the programme of investment include regular reviews to ensure that on-street parking continues to serve the needs of residents, businesses, the local economy and those with special parking needs such as the disabled. The parking measures included under "longer term investment" include structural repair of an existing multi-storey car park, potentially addressing parking problems attributable to the PRUH (see response to London Travelwatch above). Proposals for Orpington station are aimed at protecting local streets and discouraging railheading to other less suitable	-

			stations.	
	Proposed widening of the A21: Will this aim to provide not just the minimum but an adequate width mandatory cycle lane, on a road where at present high volume and speed, together with poorly maintained cycle lanes, are deterrents to cycling?	p31	There are as yet no proposed designs for a widened A21. The needs of cyclists will be fully considered at the design stage.	-
	Signage: Bromley has made a good start at signage for cyclists, however there are improvements that could be done to assist with mode shift. We would like signs that give the times to named destinations as well as signs that show distance; we would like signs to destinations outside the borough as well as within. Lack of good signage is mentioned as a physical barrier to cycling in the outer London report, p15, together with the need for cycle parking.	-	The Council is committed to effective signage. Signs for cycle routes are prescribed by regulation, and the Council would require consent from the DfT to add times to signs. Cyclists take different times to cycle, so the addition of times to signs is likely to be more problematic than with pedestrian signs. Signs to “external” destinations are not ruled out in principle. For example, there is a sign in Park Road, Bromley indicating Greenwich 7 miles.	-
	Cycle parking: we applaud the proposed increases. However in the future we hope there will be consultation with cyclists as to location of cycle parking, and that it is secure. Some recently installed cycle parking goes unused because of undesirable location.	-	Secure cycle parking is difficult to implement on the highway. The Council actively welcomes suggestions for more cycle parking which we will look to implement subject to proven demand and the availability of funding. Secure cycle parking is possible at rail stations and Bromley is currently working with Network Rail to improve coverage.	-
	Permeability: The LIP proposes, p38, ‘increasing the permeability of streets.’ Cyclists face unique barriers with respect to permeability, and so should not be lumped together with all other users when this barrier is considered. We would like to see a commitment to consultation with cyclists and would-be cyclists over route selection; the LCC can advise the Council on routes that yield maximum continuity with minimum diversion	p38	The needs of cyclists are always considered separately when proposals are being developed. All the Council’s existing LCN+ routes have gone through public consultation, with much of the LCN+ works coming from the stakeholder plans. The Council is committed to involving cycle user groups in the development and implementation of its “biking boroughs” programme, reference to which has been added to the LIP.	

	<p>Bikeability programme: this is definitely the star in Bromley's cycling strategy. Children in year 6 receive 1½ days of training; this is being extended to secondary schools with 2 days of training. However, something additional is needed, because we don't see children out on their bikes, even after several years of this award-winning programme. What happens after the cycle lesson, what is the follow-up? Children lack role models who cycle; parents see the roads as too dangerous. Yes, adult Bikeability is also available and being promoted, but how many are taking it up? Any movement towards mode shift will be a response to Bikeability and something more.</p>	-	<p>The Council has recently started to engage parents as part of Bikeability training. Training is offered to parents of children in year 6 and above in order to impart the skills to cycle with their children and the confidence to allow their children to cycle on road both accompanied and unaccompanied. The effectiveness of this initiative will be kept under review.</p>	-
	<p>One possibility is a cycling club in every school. The LCC has fostered a beginning in several schools – with the help of volunteers from the cycling community. Why doesn't the Council support this very cheap resource as an integral part of its cycling strategy? A first schools cycling competition involving 17 primary schools was held in the borough in 2010, fostered by the LCC. Why not commit resources to enable this to reach every primary and secondary school?</p>	-	<p>In order to continue cycling interest once we have completed training in schools, we are encouraging teachers to set up cycling clubs within school. In order to facilitate this, an ACAT course (Activity Coaching Award for Teachers) has been organised that will provide teachers with the necessary skills.</p>	-
	<p>The outer London report identifies 'vulnerability, lack of confidence, and lack of identification [not believing cycling is a suitable activity, as the most deep-rooted emotional barriers.' (p16) What about increased consultation with cyclists about how to motivate would-be cyclists? One of the imaginative approaches suggested by the outer London report is community cycling projects. The LCC ran a bike festival in Norman Park in the summer of 2010, in conjunction with the Road Safety Team. What about a commitment to such high profile projects that attract novice cyclists and have been proven in other places as successful? What about a mini-Skyride similar to those held in Hounslow and Redbridge, where outside funding was on offer? Or a scheme of led rides on cycle routes in the borough,</p>	-	<p>Following the success of the interschools cycling competition held in the borough in 2010, plans have been made to run it again in 2011, with more schools involved. The effectiveness of this initiative will be kept under review.</p>	-

	from cycling hubs?			
	Traffic speed and volume: The outer London report identifies these as 'one of the main physical barriers.' They are the reasons we hear most for not cycling. For example, some sections of some cycle routes, such as LCN 27 between Shortlands and Penge, are also vehicle 'rat runs.' What about addressing this fear of cycling, usually related to traffic speeds, with imaginative traffic calming measures? Why have 20mph zones been rejected on the basis of a moral principle (right of freedom for local residents' use of their roads, as mentioned in the first draft of the LIP) rather than been considered rationally and reasonably as a possibility? To increase cycling is to move towards shared road space, in terms of both use and responsibility, by motorists as well as cyclists.	-	It is accepted that some roads in the borough suffer from vehicles being driven at inappropriate speeds. Many local streets have already been treated with various design features to deter rat-running or to slow traffic. The Council already has a number of 20mph zones and it does not reject them as a matter of principle. However, it is not the Council's policy to implement blanket 20mph zones irrespective of site-specific justification.	-
	A cycle hub: Council officers were on to something very exciting for cycling when they were suggesting in the spring of 2010 the possible development of cycle hubs as a means to encourage the take up of cycling as transport. Such a facility would be used by local cycling clubs such as the LCC as a base for helping adults and children overcome their fear of cycling, as well as making a very prominent, visible statement of encouragement to mode shift. Could the Council not find the funds for at least one hub, in, say, Norman Park? Requisite facilities need only be simple to be effective, as can be seen in, e.g., Dulwich Park. Local cycle clubs, with the availability of a proper and visible facility, are ready for (and already doing) the next step of helping adults and children to mode shift. What about a commitment to working with local cyclists in this way?		The Council has acknowledged in its Biking Borough strategy the interest of local cycling groups and stakeholders for a cycle track at Norman Park. However, our application for biking boroughs funding for this project was unsuccessful.	-
	HGV safety: we applaud the fact that Bromley has achieved bronze membership in the Freight Operators Recognition scheme, which goes some way towards safety for cyclists with respect to lorries. What about	-	TfL have recently informed all London Boroughs that road cycle training for lorry drivers will be delivered centrally by TfL's freight team and as such no allocation of funding to boroughs has	-

	providing road cycle training for lorry drivers as pioneered in Lambeth?		been made for this. The Borough is however proceeding with HGV awareness events for cyclists across Bromley.	
	Value for money: The political and financial case for investing in cycling looks very good at the moment. We are advised that DfT figures show a healthy return on cycling investment - depending on the project, for every £1 spent, a value return of at least £1.50 (the UK Cycling Demonstration Towns apparently showed a return of £3 for every £1 spent) can be experienced in terms of increased cycling, improved health and wellbeing (reduced costs to the NHS), improved journey times (benefits to business), reduced congestion and overcrowding (from mode shift) and reduced need to spend on increased capacity on other modes (such as extra train carriages or road lanes). The outer London report says the cost-benefit ratio can be as high as 20:1. Cycling will also enable London to accommodate its rapidly growing population.		Noted.	-
	Has Bromley really mainstreamed cycling across the borough council? This is suggested by the outer London report, p18, and in keeping with Bromley's status as a Biking Borough. What about a cycling champion for the borough, to be a role model and enthusiast? Bromley's heavy reliance on cycle training to date places the burden on cyclists for road safety – this burden in the end will also need to be shared by motorists, if cycling is a valid means of transport, and if there is to be significant mode shift and the reaping of all its attendant benefits. Have councillors considered why they do not cycle more, and what they would need themselves in order to do so?		In addition to cycle training, the Council's programmes include cycle routes and cycle parking, promotion of cycling via school and workplace travel plans, encouragement of cycling by staff and our participation as a biking borough. While the main purpose of cycle training is to promote safety, it also aims to build confidence so that participants will feel able to choose cycling for their journeys.	-
Bromley Mobility Forum	Is there a commitment to improving access to transport for people with reduced mobility? Is transport accessibility for older and disabled people adequately prioritised in the LIP objectives?		The Council considers that LIP Objective B8 adequately addresses this issue.	-

	Is there a commitment to pressing for more step free stations in the Borough? We fully appreciate the existing accessible stations and look forward to the start of works at Bromley South, but the majority of stations in the borough remain a barrier to wheelchair users and those with mobility issues.		The funding and programming of station improvements is the responsibility of the DfT and the rail industry. The Council will continue to work with the rail industry as proposals emerge to ensure the co-ordination of “on-street” with “off-street” works to improve station accessibility.	-
	Does the LIP include a commitment to accessible street design? This is especially important to wheelchair and scooter users, and blind and visually impaired people.		The Council considers that LIP Objectives B7 and B8 adequately address this issue.	-
	Does the LIP commit to retaining and increasing, disabled parking bays?		The Council considers that LIP Objective B8 adequately addresses this issue	-
	Does the document mention the value of community transport schemes, such as BATH and Shopmobility? Is there a commitment to funding these?		While the Council has previously tried to assist with funding bids to support community transport and shopmobility, there is no commitment in the LIP for the Council to fund projects of this kind.	-
	Journey planning and travel information needs to be available in a variety of formats, including large print and audio, so it is accessible to all. The Bromley Accessible Transport Guide will be a real boon for disabled travellers but has the borough considered Talking Bus Stops?		As part of TfL’s new Countdown system, a new real time information system will be rolled out to almost 100 bus stops within the Borough. As part of this new system there will be the facility for people with hearing and visual impairments to have access to a ‘fob’ that will enable them to hear the estimated wait times.	-
	Is there a commitment to improving public transport services for those on the outskirts of the borough, like Biggin Hill where disabled people can feel especially isolated?		The Borough Transport objectives section of the LIP identifies relatively low public transport accessibility (particularly for orbital journeys) and social exclusion amongst those without car access or unable to use public transport as two out of six main transport pressures affecting the borough. There are no commitments in the LIP to specific public transport improvements in the outer parts of the borough, over and above those covered by the eleven LIP objectives.	-
	We believe that life experiences of people with disabilities can be extremely helpful in the development		It has been agreed that Bromley Mobility Forum and the “Experts by Experience” group will be	-

	<p>of strategies and the practical outworking of projects, over and above Codes of Practice, Building Regulations, British standards etc which relate to accessible design but are often only guidance and don't cover all aspects of disability.</p> <p>What we would really value therefore is the opportunity to influence projects at the design stage to avoid inaccessible and sometimes dangerous mistakes which are then much more costly to remedy.</p>		added to the Council's consultation lists.	
E.A.Bradley, Chairman Green Street Green Village Society.	<p>I will not labour the point too much but it does seem to me that its character as a virtually free-standing community at the southern entrance to the Borough from the M25 needs some particular consideration. I would submit, for example, that its status is of a different nature to, say, Cotmandene Crescent and Coney Hall. It is not listed in the table on p.5 as a local centre when the two Crays are. I am not talking about 'status' in some sort of 'upmarket' sense but in terms of traffic passing through the village, both from the M25 bound for Orpington and places north and west and from the Orpington bypass aiming for Croydon etc. Our High Street and the Glenframmon Road/Farnborough Hill axis need more consideration than is shown in the draft.</p>	p5	<p>In the Council's Unitary Development Plan, Green Street Greet is classified as a Local Neighbourhood and Shopping Parade. The LIP merely reflects this status in the Council's hierarchy of local centres.</p> <p>Green Street Green has recently benefited from some minor traffic and safety improvements, and a review of local parking is scheduled for 2012/13.</p>	-
	<p>A second point to be considered is the impact on a relatively small but heavily settled area of two major centres of employment, namely the Bus Garage and the Waitrose supermarket. We also have two Medical Centres and a number of relatively specialist shops which attract custom from a wide catchment area. For a small village on the outskirts of the Borough we have more than our fair share of bus routes.</p>		Noted.	-
	<p>It would be interesting to see how our village stands in the demographic of a very high percentage of older people. My impression is that our local population has an unusually high proportion of elderly residents. With</p>		<p>11.54% of residents in Green Street Greens ward are aged between 65-74 years of age. This compares with a figure of 8.6% for Bromley as a whole. (Census 2001)</p>	-

	that in mind I find, after living here for seven years after fifty in Orpington itself, that the impact of traffic locally is very harsh and getting worse all the time.			
Chris Jones Bromley Cyclists	The Borough would benefit greatly if everyone were encouraged to cycle for everyday journeys. Most people are scared out their minds to even consider cycling to the shops/church/school/work because the motor volumes and speeds are terrifying! The idea that we'll get 5% modal share by 2026 in Bromley is fantasy. Unless the road environment is made a whole lot more attractive for the ordinary person, then I'm afraid most people will vote with their feet and drive those very short journeys that could so easily be cycled instead.	p51	The Council agrees this target is too ambitious and it has been changed. The Council intends to encourage cycling for short local journeys via the "biking boroughs" initiative.	
	Why 2026 for 5% modal share? It should be two years max, so 2013 tops. If it's to be a meaningful target then it needs to be a short term target - 2026 is an insulting target	p51	As part of the Mayor's commitment to increase cycling by 400% by 2026, the mode share will be 5% across London by that date. Bromley expects to reach a 3.3% cycle mode share by 2026 in line with the Mayor's target. Subsequent to this, shorter term milestones have been set with a 1.5% cycle mode share target by 2013/14.	
	Please, no more pinch points. If you ride a bike regularly, you'd know that they are terrifying. Drivers insist on overtaking at pinch points. Even more intimidating is when an on-coming driver forces their way through regardless if the cyclist has priority - truly, truly terrifying.	p16	The Council agrees that pinch points can provide unnecessary obstruction to traffic.	-
	More thoughtfully designed segregated infrastructure please no Super Highways. Please look to the Netherlands for a beacon of best practice. A good website describing good cycle path infrastructure can be found here: http://hembrow.blogspot.com/search/label/cycle%20paths .	p36	As a Mayor's High Profile Output, the Council is required by LIP Guidance to report on Cycle Super Highways .	-
	If you truly want 5% modal share for cycling (but hey, why so low, what's wrong with 10, 15, 20%), then you may also consider permeability measures. These make	p51	The Council already considers cyclist permeability as part of scheme design.	-

	<p>cycling much more attractive, because it allows cyclists to permeate a street while a car driver has to go the long way around. This not only returns residential streets to it's residents - whilst removing the rat runner - it also makes cycling journeys a lot more attractive, with shorter journey times (compared to driving) and lowers car volumes and speeds through residential areas. I was cycling the other day through Farnborough Park - a gated community, which has rising bollards at all its entrances. It allows pedestrians, cyclists and resident motorists free access, whilst barring rat runners. The cycling environment within the estate was very pleasant - why not replicate this across the borough? You wouldn't even need rising bollards, you could have permanent bollards strategically placed on major rat runs.</p>		<p>The roads within Farnborough Park are all classified as Private Streets and, unlike highway, cyclists cannot use them as a matter of right.</p>	
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Report No.
ES11078

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: Environment Portfolio Holder

**For Pre-decision scrutiny by the Environment PDS
Committee on**

Date: 19 July 2011

Decision Type: Non-Urgent Executive Non-Key

Title: NUGENT AREA PARKING REVIEW

Contact Officer: Ismiel Alobeid, Traffic Engineer
Tel: 020 84617487 E-mail: ismiel.alobeid@bromley.gov.uk

Chief Officer: Nigel Davies, Director of Environmental Services

Ward: Cray Valley West & Cray Valley East

1. Reason for report

- 1.1 Officers have received ongoing complaints regarding congestion and parking difficulties in and around the Nugent shopping area – an area previously highlighted in the Members Congestion Working Group and also part of the diversionary route during the Chislehurst Bridge rebuilding work, scheduled for October 2011.
 - 1.2 A review of parking in the area was undertaken and a parking scheme has been designed for the Cray Valley Road area to help remedy part of the problem.
-

2. **RECOMMENDATIONS That:**

- 2.1 **The Portfolio Holder agrees the plan to implement parking restriction on various roads around the Nugent retail park, and install inset parking on Cray Valley Road as detailed in drawings labelled ESD 10857-1 (1 to 3).**
- 2.2 **The scheme construction costs of £43k are met from the Transport for London funding for Congestion Relief and Casualty Reduction Schemes and for Town Centres.**
- 2.3 **Authority to make any minor modifications which may arise as a result of any considerations be delegated to the Director of Environmental Services.**

Corporate Policy

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

Financial

1. Cost of proposal: Estimated cost £43,000.
 2. Ongoing costs: N/A. There will be no additional enforcement costs and minimal impact on income.
 3. Budget head/performance centre: Transport for London 2011/12 Funding for Congestion Relief and Casualty Reduction Schemes
 4. Total current budget for this head: £823,000 of which £30,000 is currently available for the Nugent area parking review. The additional £13,000 will be allocated from the LIP funding 2011/12 for Town Centres, which currently has an uncommitted balance of £164,660.
 5. Source of funding: TfL LIP funding 2011/12
-

Staff

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: 35
-

Legal

1. Legal Requirement: Non-statutory - Government guidance.
 2. Call-in: Call-in is applicable
-

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Cray Avenue is part of the Strategic Road Network and is heavily trafficked. The proposed parking restrictions and inset parking will ease congestion and reduce inconsiderate parking.
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes.
2. Summary of Ward Councillors comments: Councillor Peter Fortune is supportive of the scheme.

3. COMMENTARY

- 3.1 Bromley Council have received ongoing complaints concerning congestion and parking difficulties in and around the Nugent shopping area. Comprehensive traffic surveys have identified that a large number of Nugent shoppers and commuters are parking in this area.
- 3.2 Consequently, a parking scheme has been designed to remedy the various problems on site.
- 3.3 Additionally, residents and motorists are concerned about the congestion on Cray Valley Road; this is in part due to overspill parking from the Nugent Centre. This restricts the road width, and adds to local congestion.
- 3.4 Cray Valley Road is equipped with wide grass verges on both sides. Officers therefore propose to reduce the western grass verge by 2 meters in order to provide inset parking. This will create wider running lanes on Cray Valley road.
- 3.5 The wider running lanes will be helpful to diverted traffic following the Chislehurst Bridge re-build work, schedule to commence in October, 2011.
- 3.6 Drawing ESD-10857-1 shows both aspects of this proposal – the waiting restrictions and the inset parking.

Consultation

- 3.7 Pre-consultation documents were sent to Ward Members on 18 May, 2011, inviting their comments.
- 3.8 Councillor Peter Fortune responded and is supportive of the scheme as congestion in this area is a problem.
- 3.9 Cllr Fortune supports the inset bays as they will provide non-obstructive parking. He is supportive of the waiting restrictions, as there are not many proposed so should cause little displacement.
- 3.10 On 16th June 2011 local businesses and residents were asked for their views concerning this proposal.

Summary of Consultation Response

No of questionnaires circulated	No of questionnaires returned	In favour	Against	Undecided
200	22 (11%)	11 (50%)	8 (36%)	3 (14%)

Comments received and responses

Comment	Officer Response
We have not had a parking problem here. Why don't you remove the grass verge on the other side of the road?	The proposed scheme would create wider running lanes and reduce inconsiderate parking at this location. This will also reduce congestion on Cray Valley as parked vehicles will be positioned farther away from moving traffic.
I have never seen any parking or congestion problem. If more parking are required for Nugent Customer why not use Sun Chemical's car park	This scheme was designed following complaints from local residents concerning slow moving traffic on Cray Valley Road. Local businesses also complained about congestions at various junctions in the area.
I don't support this scheme as it would reduce the amount of parking. Why not have parking bays on both sides of the road?	This scheme design is sufficient to move the current parked vehicles away from moving traffic, thus reducing the current congestion.
By imposing restrictions it will have an impact on local business.	The proposed restrictions will aid the movement of large vehicles by restricting parking at junctions and areas where lorries turn.
Bays should be placed either side of the road, with speed bumps to control the speeds.	The proposed scheme is to create wider running lanes which can be achieved by providing inset parking on one side only. Currently we don't have a speed issue on this road therefore speed reduction measures are not required.
There will be less parking available due to this proposal. There's no overflow area nearby so the people who already park in Cray Valley are restricted to one side. This will leave residents on one side of the road with nowhere to park.	We are not intending to remove parking from one side of Cray Valley Road; the proposal is to install inset parking to widen the road - vehicles will be permitted to park in the inset bays.
It would be best to implement permits for 1 car per property. I find it difficult to get a space due to company vans etc here - and this is before you limit our parking space!	The proposal is intended to help people park in less obstructive locations, not to limit parking per se. This proposal does not include any recommendation for the issue of permits.
DYL's from junction of Lynton Avenue to Cray Ave to assist HGV access to companies in Cray Valley Rd. Vehicular access is continually impeded by shoppers / commuter parking.	Parking restriction will be used to deter shoppers from parking where it is unsafe to park. Double yellow lines will be used to keep junctions clear for large vehicles to manoeuvre.
If you widen the road, the grass would be removed which would be a shame to lose. I fear widening the road will only increase the speeding problem.	The grass verge is over 3.9 meters wide, with a footpath of 1.7meters. We are only proposing to remove about a half of the verge. The width of the road will be wide enough for vehicles to manoeuvre safely, but not enough to promote speeding.

Conclusions

3.11 Due to the scheme's potential to relieve congestion in the area, and the responses to consultation, officers are seeking the approval of the Portfolio Holder to allow the scheme to progress.

4. POLICY IMPLICATIONS

- 4.1 Policy T5 of the Unitary Development Plan states: "The Council will seek to improve the environmental quality, capacity and safety of local roads where appropriate, either by minor improvement or suitable traffic management schemes".
- 4.2 In "Building a Better Bromley 2020 Vision – Quality Environment", two stated issues to be tackled are: (i) Promoting safe motoring; and (ii) Improving the road network for all users.

5. FINANCIAL IMPLICATIONS

- 5.1 The estimated cost of the Nugent parking review is approximately £43k and will be funded from the Transport for London 2011/12 Funding for Congestion Relief and Casualty Reduction Schemes, £823,000, of which £30k is currently available for the Nugent area parking review. The additional £13k will be allocated from the LIP funding 2011/12 for Town Centres, which has a currently balance of £164,660.
- 5.2 There is flexibility within the current parking contract to absorb the enforcement of these new yellow lines at no extra cost to the Council. The small area covered by this report would generate no significant income from the small number of penalty charge notices that may be issued.

6. LEGAL IMPLICATIONS

- 6.1 A Traffic Management Order will be required under Section 9 of the Traffic Regulation Act 1984.

Non-Applicable Sections:	Personnel Implications
Background Documents: (Access via Contact Officer)	Consultation document filed in room B71

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KEY:

- BT • EXISTING BT POLE
- LC • EXISTING LAMP COLUMN
- █ CORE ZONE
- █ BUFFER ZONE
- EXISTING WAITING RESTRICTIONS
- PROPOSED PARKING BAYS
- PROPOSED WAITING RESTRICTIONS

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<p>Job NUGENT AREA PARKING REVIEW</p>		<p>Title PROPOSED PARKING BAYS SHEET 1 of 3</p>							
<p>Environmental Services Civic Centre, Stockwell Close, Bromley, BR1 3UH Tel : 020 8464 - 3333 Fax : 020 8313 - 4555 Email : www.bromley.gov.uk</p>	<p>Scale @ A4 1:2000</p>	<p>Date 27/6/11</p>	<p>Checked IA</p>	<p>By RL</p>	<p>Drawing Number ESD-10857-1</p>	<p>Revision -</p>	<p>Date</p>	<p>Description</p>	<p>By</p>



Nigel Davies
Director of Environmental Services



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- [Dashed Line Box] BUFFER ZONE
- [Dotted Line Box] EXISTING WAITING RESTRICTIONS
- [Solid Line Box] PROPOSED PARKING BAYS
- [Double Line Box] PROPOSED WAITING RESTRICTIONS

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Environmental Services Civic Centre, Stockwell Close, Bromley, BR1 3UH Tel: 020 8464 - 3333 Fax: 020 8313 - 4555 Email: www.bromley.gov.uk		Job NUGENT AREA PARKING REVIEW		Title PROPOSED PARKING BAYS SHEET 3 of 3	
Nigel Davies Director of Environmental Services	Scale @ A4 1:2000	Date 27/6/11	Checked IA	By RL	Drawing Number ESD-10857-1
		Rev -		Date -	
		Description -		By -	

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Report No.
ES11088

London Borough of Bromley

Agenda
Item No.

PART 1 - PUBLIC

Decision Maker: Environment Portfolio Holder

For pre-decision scrutiny by Environment PDS Committee on

Date: 19th July 2011

Decision Type: Non-Urgent Executive Key

Title: **PARKING ICT SOFTWARE AND MANAGED SERVICE CONTRACT; GATEWAY REPORT**

Contact Officer: Ben Stephens, Head of Parking Services
Tel: 020 8313 4514 E-mail: ben.stephens@bromley.gov.uk

Chief Officer: Nigel Davies, Director of Environmental Services

Ward: All

1. Reason for report

To seek agreement from the Portfolio Holder to commence a tendering exercise for the Parking ICT software and managed service contract which will commence on 1 April 2012.

2. RECOMMENDATIONS

That the Environmental Portfolio Holder:

- 1) Approves the tendering process for Parking ICT software, hosted and managed services; and
- 2) Approves a contract term of 4 ½ years (end date 1st October 2016), with options to extend the contract for a further 2 years.

Corporate Policy

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

Financial

1. Cost of proposal: N/A Current cost of service provision £150k pa for 4.5 years plus 2; potential total cost £975k
 2. Ongoing costs: N/A.
 3. Budget head/performance centre: Parking
 4. Total current budget for this head: £150k p.a.
 5. Source of funding: Existing Revenue Budget for 2011/12
-

Staff

1. Number of staff (current and additional): 22 fte
 2. If from existing staff resources, number of staff hours:
-

Legal

1. Legal Requirement: Non-statutory - Government guidance.
 2. Call-in: Call-in is applicable
-

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Information Systems underpin all Parking related services to LBB parking customers and staff.
-

Ward Councillor Views

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

3. Commentary

- 3.1. Parking Services are responsible for providing the following services - residential/business and visitor voucher permits, blue badge applications, issue of penalty charge notices and associated appeals etc, and dispensations and suspensions.
- 3.1.1 The contract with our current supplier Civica will terminate on 31st March 2012. Parking Services rely on an efficient ICT system. To continue to provide an effective service, it is essential that a good ICT system is in place.
- 3.1.2 It is proposed to offer the service as two separate packages: one for ICT software provision and the other for managed services and hosting of data servers etc. Currently both services are provided by Civica. Part of the tendering exercise will include obtaining costings from LBB to provide the hosted and managed service element via our current ICT management contractor Capita.
- 3.1.3 There will be nothing to prevent one supplier for bidding from both packages; in fact it may be financially advantageous. However, the rationale behind the packaging is to seek costings in order to test whether separate contracts may offer better value for money.
- 3.1.4 The service currently provided by Civica supports a number of Bromley's initiatives and policies, including mobile and flexible working with the ability to access all data held and maintained from any location. There is provision of a number of 'self service' modules, such as appeals on line including the ability to view photographs. Also cash and cheque handling has reduced with the provision of a fully integrated real time payment system. The current system provides facilities for automated telephone and web payments by debit/credit card. The successful service provider will be expected to demonstrate their current ability to meet these commitments and show an ability to meet the changes and opportunities in the future.
- 3.1.5 Currently all hardware including PCs, Hand Held Units used by traffic wardens, CCTV Mobile enforcement units, and office based CCTV enforcement hardware is all owned by the Council. The scope of this contract does not require the provision of such hardware as recent investment and warranties purchased are sufficient for the life of the contract.

3.2 Package 1 – hosted and managed service element

- 3.2.1 A number of years ago LB Bromley hosted a number of servers and databases at the Civic Centre, which enabled external software to be used. It was the responsibility of LB Bromley staff to maintain, upgrade or repair this hardware. Upgrades and enhancements as well as numerous changes to firewalls etc, resulted in this activity being very time consuming and often the cause for delays. Since 2005 Civica have provided this service. It is the preferred option for this arrangement to continue under the new contract for the reasons above. However, as it is not essential that the managed & hosted services and software provision are provided by the same supplier (indeed the hosted element could be done so via Capita) it will therefore be shown as a separate item in the specification.
- 3.2.2 LB Bromley staff were also responsible for ensuring that 'progression' of PCNs took place and data transfers were undertaken. For example, nightly enquires were made to the DVLA for keeper details, as well as payment data to the automated telephone line and web payment pages. All these tasks had to be done when no one was in the system which caused a number of issues. Because of these issues the preferred option is for the service provider to be responsible for these tasks.

3.2.3 The following functions will therefore make up Package 1:

- Provision of helpdesk and associated guidance and support for day to day and technical issues. Also assistance for upgrades and bug fixes etc.
- Provision to host all necessary servers, etc, in a safe and secure environment, including the responsibility for all associated management functions therein.
- Data storage and management with associated back-up and disaster recovery arrangements, including a business continuity process to ensure minimum disruptions.
- Provision of support to ensure full compatibility with LBB supported software, operating platforms and security as required.

3.3 Package 2 – Parking ICT software provision

3.3.1 The key areas the software is required to support are explained in more detail below, but also need to include a solution for applications for parking dispensation and suspension, the ability to migrate all data to new software, and full reporting functionality on all data held within the system.

3.3.2 It is known that a number of suppliers offer software solutions that may assist in the management of these functions, for example, Fixed Penalty Notices, enforcement and associated processing, fault reporting etc. The systems have an identical look and feel and use the same operating platforms etc. Therefore the scope of this additional functionality and the potential benefits for the Council will be taken into consideration.

Penalty Charge Notices

3.3.3 Penalty Charge Notice software is required to enforce the processes and legislative requirements of the Traffic Management Act 2004 and associated legislation. The software will facilitate the initial issue of LB Bromley's approx 84,000 Penalty Charge Notices p.a., including those issued by Traffic Wardens and CCTV operators based at the Civic Centre, and those issued by the CCTV Mobile units, through to the collection of outstanding debt referred to a bailiff for collection.

3.3.4 It is essential therefore that the software can allow CCTV and traffic wardens to issue PCNs, for PCNs to be processed, and that there is an integrated scanning and document management system. It must have ability to accept online appeals and for motorists to view photographs. The software will also allow GPS tracking of traffic wardens (hardware provided), with GPRS transfer of real time data from Hand Held Computers to back office. Also there will be full integration with any mobile phone Payment system Parking Services uses.

3.3.5 Over the last year the service has seen up to a 20% channel shift from paper to on-line appeals, and the new system must build on this. LB Bromley's commitment to self service and improved access to services could result in a number of efficiencies and cost saving in this area.

Residential/Business and Visitor Voucher Permit Processing Software.

3.3.6 The Council is responsible for the administration and issue of more than 6,500 residential and business Permits, and the issue of 3,500 visitor voucher applications for approximately 18 Controlled Parking zones. Prompt processing and administration of applications is essential to ensure that customers are issued their permit in a timely manner and avoid receiving Penalty Charge Notices.

- 3.3.7 The system is required to scan and index all permit application & incoming post against cases/accounts. Staff require instant access to all information in order to provide a quick response to applications, telephone queries or visits to the Civic Centre. An integrated document and work management system that enables work loads to be managed and distributed is also a requirement.

Blue Badge application processing

- 3.3.8 The Service is responsible for the receipt and processing of in excess of 4,000 blue badge applications per year. Maintaining the database and keeping customers informed of expiry date etc. is an essential part of this function. Many Blue Badge applicants are particularly concerned about their applications. To have a system that provides easily accessible, accurate and current data to hand is crucial to maintain current service standards.

4 Policy Implications

- 4.1 Providing excellent service and performance underpins the delivery of the objectives of "Building a Better Bromley". Also Parking ICT systems will increasingly support citizens to manage their own parking service needs, consistent with Bromley's Corporate Operating Principles.

5 Financial Implications

- 5.1 This report refers to the Parking ICT contract which has an annual budget of £150k. The report advises on the arrangements for the retendering exercise including scope to add further services within the future contract which may have financial implications. Any potential additional costs will have to be met from within existing departmental budgets or from the savings arising from efficiencies relating to the introduction of a more effective computerised system.
- 5.2 The report refers to a 4 ½ year initial contract with options to extend for a further 2 years. Approximately 5 years reflects common practice across authorities for this type of service and provides greater flexibility considering fast moving advancements in technology, but provides enough opportunity for investment and return for the successful company. However by agreeing an initial period of 4 ½ years, the end date will be aligned with the existing Parking Enforcement Contract. This will provide scope for a possible improvement in value for money in any further tendering exercise for the Parking Service.
- 5.3 The report also requests any further variation in services be included in the proposed contract, which will require consideration of areas that could achieve better VFM. It is also proposed that the final contract will also include scope for further services to be transferred, at a later date, to the successful tenderer where there is evidence that this would secure improvements in VFM.
- 5.4 The contract start date is April 2012 and the financial impact of the retendering will be part of a detailed evaluation of the final bids. There will also need to be a financial assessment of tenderers which will mainly take into account past financial performance. A full financial evaluation will be reported to Members as part of consideration of the final bids submitted.

6 Legal Implications

- 6.1 These services fall within Part A Schedule 3 of the Public Contract Regulations 2006 (telecommunications services, computer and related services) to which the full EU procurement rules apply.

7 Procurement Implications

- 7.1 A European compliant framework has been identified. The framework has four suitable suppliers who have been pre-qualified (negating the need for LB Bromley to repeat this separately). A 'Further Competition' mini-tender between the framework providers will be held to select the supplier.
- 7.2 Document preparation is underway, based on the template for tender specifications. A workshop has been held with key stakeholders and there has been wider consultation to ensure the service specification meets the requirements of the business.
- 7.3 The anticipated contract timeline for the Further Competition is as follows:

Tender Issue	Monday 22nd August 2011
Tender Return	Monday 19th September 2011
Tender Evaluation Complete	Friday 21st October 2011
Environment PDS	Tuesday 15th of November 2011
Award	Monday 21st of November 2011
Alcatel / Call-In Complete	Monday 5th December 2011
Contract Start	Monday 2nd April 2012

- 7.4 The possibility of a joint contract with LB Bexley has been identified through the SE London Shared Services Partnership. Scoping meetings with Bexley colleagues are scheduled for early July. Members will receive a verbal progress report at the meeting.
- 7.5 The proposed contract duration aligns this contract with the Council's parking enforcement contract. This will enable both to be tendered as a multi-lot package in 2016.

8 Stakeholder Consultation

- 8.1 Vinci Park, the current enforcement contractor, and the Council's Customer Contact Centre, both users of the existing software, have been consulted and have no concerns.

9 Key Issues/Risks

- 9.1 There is a risk that when we seek interest there will be insufficient qualified service providers interested in bidding thus reducing the competitiveness of the process. Recent discussions with major service providers indicate that this may not be an issue.
- 9.2 Another risk may be that, even if there is sufficient interest from qualified service providers, the current economic climate may make the financial stability of some service providers questionable. Each interested service provider's financial security will be investigated as thoroughly as possible.
- 9.3 There is always a concern that should the incumbent service provider, Civica, be unsuccessful there could be a decline in the level of service delivery from announcement to the commencement of the new contract, and in helping to facilitate due diligence and the transitional arrangements. It is thought that Civica would act professionally should it be unsuccessful but that the situation would need careful management.

Non-Applicable Sections:	Personnel implications
Background Documents: (Access via Contact Officer)	Parking and Enforcement Plan

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Report No.
ES11057

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: Environment Portfolio Holder

**For Pre-decision scrutiny by the Environment PDS
Committee on**

Date: 19th July 2011

Decision Type: Non-Urgent Executive Key

Title: **PARKING: CARERS; BLUE BADGE CHARGES;
ENFORCEMENT**

Contact Officer: Ben Stephens, Head of Parking
Tel: 020 8313 4514 E-mail: ben.stephens@bromley.gov.uk

Chief Officer: Nigel Davies, Director of Environmental Services

Ward: All

1. Reason for report

The report considers the option of introducing charges for Blue Badge holders in Bromley's car parks; and addresses several outstanding parking management and enforcement issues.

2. RECOMMENDATIONS

That the Environment Portfolio Holder agrees:

- 2.1 To note the withdrawal of proposal to convert on-street time-limited parking bays to Pay & Display bays at the locations set out in section 4.2;
- 2.2 To note the withdrawal of proposals for on-street CCTV enforcement in Petts Wood;
- 2.3 Whether to introduce charges for blue badge holders within Council off-street car parks, as set out in section 4.4; and
- 2.4 To endorse the proposals for handling requests for assistance with carers' parking, and to agree one of the charging options set out in section 4.5.3.

Corporate Policy

1. Policy Status: Existing policy. Parking and Enforcement Plan
 2. BBB Priority: Quality Environment. Vibrant Thriving Town Centres
-

Financial

1. Cost of proposal: Estimated cost Net income of Cr £5k for 2011/12 and Cr £40k for 2012/13
 2. Ongoing costs: Recurring cost.
 3. Budget head/performance centre: Parking
 4. Total current budget for this head: £ Cr £4.28m
 5. Source of funding: Existing revenue budget for 2011/12
-

Staff

1. Number of staff (current and additional): Parking team of 22 fte
 2. If from existing staff resources, number of staff hours:
-

Legal

1. Legal Requirement: Non-statutory - Government guidance.
 2. Call-in: Call-in is 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? Yes.
2. Summary of Ward Councillors comments: In general, Ward Members have indicated that they would not support proposals to introduce CCTV enforcement in Petts Wood, or convert free bays to pay and display, in the light of consultation responses from traders and the public.

3. COMMENTARY

3.1 A report to Environment PDS Committee on 5th April 2011 made recommendations on a number of parking management issues which have arisen, including several relating to the effectiveness of enforcement. The Committee commented on the recommendations and in due course the Environment Portfolio Holder made decisions on these recommendations. However, on three matters further consultation has taken place before bringing specific recommendations forward. These matters are:

- Conversion of time-limited free bays to Pay and Display at several locations
- Introduction of CCTV enforcement in Petts Wood utilising existing equipment
- Introduction of charges for Blue Badge holders in car parks

3.2 A further management issue concerning on-street parking for carers has also been raised. Proposals to address this issue are set out in section 4.5 below.

4. SPECIFIC ISSUES AND PROPOSALS

4.2 Convert time-limited parking bays to Pay & Display

4.2.1 The availability and effective management of parking spaces is a key component of our local economy. There are a number of 30 minute time-limited bays in the borough which are subject to misuse by some motorists who park for longer than the maximum period allowed. This has in the past generated complaints from shopkeepers asking for the situation to be addressed. A number of requests for additional enforcement to deter this activity have been recorded over a prolonged period. A proposal was therefore made to convert time-limited free bays to Pay and Display bays at three locations: Carlton shopping parade, Orpington; Croydon Road shopping parade, Elmers End Green; and Mottingham Road. It was argued that this could result in a faster turnover of the parking space which could help shoppers and local traders.

4.2.2 A consultation letter was sent to local traders, asking for their views on the proposal to convert bays to pay & display. The majority of respondents at each location were, however, not supportive of the proposal:

- **Croydon Road, Shopping Parade by Elmers End Green.**

5 responses, 1 for and 4 against. A petition was also received containing 19 signatures from the SPAR, 121-123 Croydon Road, against the change.

- **Carlton Shopping Parade, Orpington.**

10 responses, 2 for and 8 against.

- **Mottingham Road, Mottingham.**

24 responses, 4 for and 20 against.

4.2.3 Ward Members were provided with the results of the consultation process. The comments which have been made were:

Croydon Road, shopping parade by Elmers End Green:

Cllr Paul Lynch: "...once a consultation has been entered into I feel we should follow the results..."

Cllr Dean: "...in view of the response I think there is no alternative but to retain the current system..."

Mottingham Road, Mottingham.

Cllr Charsley: – "...charging car owners would really affect shopkeepers in their trade..."

Carlton Shopping Parade, Orpington:

Cllr Fortune has indicated that with local opinion against the proposal it should not be pursued.

Cllr McBride – "I would ... side with the traders on this..."

Cllr R Fawthrop: -"in my opinion it could make trade a lot harder for ...[traders] so I ...would most likely be against this change"

4.2.4 Given the results of the consultation with traders, and comments from Ward Members, it is not recommended to proceed with the proposal to convert the time limited bays to pay and display at any of these locations.

4.3 Extension of CCTV parking enforcement to Petts Wood using existing cameras.

4.3.1 The report to Environment PDS Committee on 5th April 2011 recommended that consultation take place on the introduction of enforcement by CCTV cameras in Petts Wood. Effective enforcement has been difficult to achieve in practice with wardens alone, against opportunist drivers who cause delays to local transport, hinder the loading and unloading for retail units, and create unsafe areas for pedestrians.

4.3.2 However, the Petts Wood and District Residents Association and the Petts Wood Business Association have not supported the proposal. In the light of this, ward councilors have also asked that the proposal is not taken forward. This change is accordingly not being recommended.

4.4 Charges for Blue Badge holders in car parks

4.4.1 Currently, about 11,900 residents of Bromley are holders of blue badges. This compares to around 11,400 in Bexley and 9,500 in Croydon. Over the last three years the number of applications for new blue badges has been increasing. All blue badge holders, whether issued by LB Bromley or another local authority, would be subject to the same benefits and charging regime.

- 4.4.2 Blue badge holders have special bays reserved for their exclusive use both on-street and in car parks, for which no charge is currently made. They are also entitled to stay for unlimited periods of time at on-street pay and display bays and in Bromley owned car parks free of charge. In each car park a number of parking spaces are reserved for the exclusive use of blue badge holders but, of course, they are also entitled to use any other spaces within car parks free of charge. Furthermore they are permitted to stay for up to three hours on any single or double yellow lined waiting restriction providing they do not cause obstruction.
- 4.4.3 The purpose of the blue badge scheme is to reserve parking in convenient locations and allow badge holders to park on the highway near to their destinations, rather than to be a discount scheme. There are no proposals to reduce the number of disabled motorists' bays in car parks and access would therefore be preserved. In addition, the Council has no authority to alter the rules relating to on-street parking concessions for disabled drivers as it is a national scheme operated by the Department of Transport. It does have full authority to determine the rules that apply to its off-street parking facilities.
- 4.4.4 The Council's policy is that the cost of providing off-street parking provision should be paid for by those who use it, and that it should not become a burden to the Council Tax payer. Appendix 1 sets out current charge rates. At present income from charging other motorists (including those with families and/or on low incomes) covers the cost of the current free parking concession given to blue badge holders.
- 4.4.5 If charging were introduced, there could be a financial incentive for disabled motorists to use nearby on-street spaces, including areas with yellow line waiting restrictions, instead of off-street car park spaces. The effects of displacement following the introduction of charging would need to be monitored to see if any new parking controls needed to be considered in nearby streets. As some displacement would be expected it is estimated that the introduction of charging would result in additional income of up to about £40k per year, if the Council decides to proceed with charges on this basis.
- 4.4.6 All of the Council's pay and display and pay on foot machines are Disability Discrimination Act (DDA) compliant. There would be costs however in making pay and display machines in surface car parks accessible for wheelchair users and those with more severe mobility issues, as many machines are mounted on concrete plinths. Improvements would also need to be made to the accessibility of pay and display machines in surface car parks. New signs would need to be installed and the LB Bromley (Off-Street Parking Places) Consolidation Order 2008 would need to be amended. The one-off cost of all improvements and legal obligations is estimated to be £15k.
- 4.4.7 Blue badge holders by definition have mobility issues. The normal 3 minute observation period for enforcement would therefore need to be extended to 30 minutes, but only for vehicles displaying a valid blue badge as well as the pay and display ticket. This would allow sufficient time for disabled drivers to make the return journey back to their vehicle. If a PCN is issued and an appeal received, due consideration would be given to the circumstances outlined in the appeal.
- 4.4.8 Nationally the picture is mixed but most local authorities do not charge at present. Havering charges in some cases (for stays of over 3 hours), and Epsom and Ewell charges. Newham charges but only for staffed multi-storey car parks. Croydon, Lewisham, Greenwich, Bexley, Kingston and Sutton do not charge at present.

- 4.4.9 This proposal was discussed at the Environment PDS Committee on 5th April 2011. At that meeting, Members expressed concerns that:
- there might be adverse publicity should it be decided to proceed with the proposal
 - problems caused by adverse publicity could outweigh benefits
 - it could encourage Badge Holders to park on-street and on yellow lines
- 4.4.10 Subsequent to the April Environment PDS Committee meeting, the Environment Portfolio Holder resolved that “Following sufficient consultation and the completion of an impact assessment, a further report be provided on the possible introduction of charges for blue badge holders within Council off-street car parks as set out in section 4.4 of report ES11016”.
- 4.4.11 An equalities impact assessment has now been undertaken on the implications of introducing charges for blue badge holders. Measures would be put in place to address the following main issues following the assessment which were:
- Access to machines: all P&D Machines are DDA complaint. Any plinths that machines stand on would need to be removed to allow full access for wheelchair users and other people who may have mobility difficulties (see 4.4.7 above).
 - Each car park has at least one disabled bay with an average of four per car park across the borough.
 - The sizes of bays adhere to DfT regulations.
 - The locations of machines within car parks are considered accessible.
 - The additional length of time required to purchase tickets and return to a vehicle has been addressed. Impact would be mitigated due to the introduction of a 30 minute observation period (see 4.4.8. above)
- 4.4.12 The following organisations were consulted:
- BATH
 - Age Concern
 - Bromley Council on Ageing
 - Disability Voice Bromley
 - Kent Association for the Blind
 - MENCAP
 - Bromley Mobility Forum
- 4.4.13 In addition to the list of consultees referred to above, Bromley Council on Aging facilitated a meeting attended by 22 people on the 13 April 2011. This included representatives from: Older Peoples Network in Penge and Anerley; Experts by Experience; Leonard Cheshire Homes; Time Honoured Reminiscence Project; Bromley Scope; Careers Bromley; and the Bromley Asian Cultural Association.
- 4.4.14 Comments received during the consultation were very useful in gauging the feeling and concerns of disabled people. The results showed that, apart from a few isolated comments in support, organisations and individuals objected to the proposals.
- 4.4.15 A range of views and comments have been received. They fall into three main categories - (1) cost/ability to pay, (2) additional time required, and (3) access.

- 4.4.16 The majority of comments related to cost/ability to pay. Respondents argued that there was a link between disability and the ability to pay. A number of suggestions were made in respect of charging which included a flat fee for disabled motorists, half price parking or linking charging to the freedom pass. However there was a consistent view that ‘people with disabilities tend to be the poorer, most disadvantaged members of society’.
- 4.4.17 In respect of additional time required the 20 minute concession (ie there would be no enforcement until 20 minutes after a Pay & Display ticket had expired, if a blue badge was also on display) originally proposed was felt to be too short. These concerns were linked to matters such as time required in getting to machines to pay and returning from shops, etc. A grace period of one hour was suggested, but this could be seen as excessive. It is instead now proposed to provide a 30 minute concession (see 4.4.7 above).
- 4.4.18 Concerns were raised about access. Two specific points were raised:
- Disabled bays in car parks are often located near to the exits, providing the shortest route from car to shop. If payment had to be made using machines elsewhere in the car park, this would result in additional distance having to be negotiated. A full review of parking spaces for disabled people will be undertaken to ensure adequate provision.
 - Concerns in respect of access machines and their adherence to DDA regulations were raised. This issue is addressed in 4.4.6 above.
- 4.4.19 Many organisations commented on the associated problems facing disabled people, for example difficulty in using other forms of transport; ‘being penalised for being disabled’; and the potential disincentive to going out, impacting on isolation, independent living and quality of life.
- 4.4.20 Comments were also received in respect of the legality of the proposals. Specific reference was made to the Equalities Act in relation to indirect discrimination, ‘where a policy or practice is applied in the same way to everyone but puts disabled people at a particular disadvantage’. However, other authorities have successfully introduced charges and Members are advised that, particularly in the light of the consultation exercise and the completion of an EIA, the principle of charging for Blue Badge holders in Bromley’s car parks would be lawful. Additional formal consultation would still be necessary in relation to any subsequent Traffic Regulation Order.
- 4.4.21 Fraudulent use of Blue Badges was referred to on a number of occasions. Respondents wanted the Council to take active steps to address this concern. Members are assured that any report of fraudulent use of Blue Badges will be dealt with robustly. LB Bromley staff and Vinci traffic wardens will take appropriate action in such cases including prosecution if sufficient evidence can be gathered. This issue has been raised recently at Audit Sub-Committee and a report is being prepared for Executive and Resources PDS Committee.
- 4.4.22 In order to provide a more accurate estimate of potential additional income, a survey of Blue Badge use in all our car parks was undertaken. A total of 8,973 cars paid for parking spaces on the day of the survey. 658 of these held a Blue Badge. Applying average length of stay data, and allowing for some migration to on-street spaces, the estimated total income would be £40k per year. This is a slight revision from estimates made in the April report.

4.5 Parking for Carers

- 4.5.1 Recently, a number of cases have arisen where carers wish to park their vehicles in restricted areas in order to support their clients. In the majority of cases providers find their own working solutions and are able to operate within the parking regime. In some cases a solution is difficult to achieve; most of these requests arise in controlled parking zones. As CPZs are extended or introduced, these requests may become more frequent. In the case of carers directly employed by the Council or the NHS, parking availability can be satisfactorily addressed through management action. Increasingly, however, care is provided by external private or voluntary sector agencies where control of staff parking can not be exercised directly. Where parking is available costs should be accounted for by the provider, although this may not be the case where new restrictions have been introduced.
- 4.5.2 In cases where care is provided by the private or voluntary sector, ACS first of all would examine the particular circumstances of the case. For example, it might be possible to alter the visit times set out in the care plan if this were compatible with the client's needs. In cases where this is not possible, confirmation of the client's needs and the care package are then provided by ACS to the Parking team.
- 4.5.3 In rare cases where no other solution can be found, Parking can issue a discretionary resident's permit to clients to allow their carer to park nearby whilst providing support. Other residents in CPZ areas are charged for their permits and the question therefore arises whether a charge should be made for permits issued under these circumstances. The Council could:
- Make the same charge as we do for other residents, to reflect the cost of managing and enforcing the scheme;
 - Offer a 50% discount for "carer's" permits to reflect their limited utility, although this would complicate administration; or
 - Offer "carer's" permits for free, although this approach might encourage low priority applications and potential abuse of the scheme. It would also not reflect the cost of enforcing the parking zone, which in turn allows carers to park easily.

Discretionary permits would be valid for one year, and reviewed annually.

5. POLICY IMPLICATIONS

- 5.1 The objectives of the Council's Parking and Enforcement Plan, endorsed by the Parking Working Group and the Environment PDS Committee, are as follows:
- Setting a level of charges which balances demand and supply for parking spaces across the borough
 - Providing the right balance between long, medium and short stay spaces in particular locations
 - Seeking to persuade motorists to switch from unnecessary car journeys, to reduce traffic congestion and carbon emissions
 - Meeting the parking needs of residents, retailers and visitors
 - Providing sufficient affordable parking spaces to support the local economy, borough-wide and in specific locations
 - Providing an efficient service which offers Best Value
 - Controlling the budget
 - Improving road safety

6. FINANCIAL IMPLICATIONS

6.1 A summary of the effect of the proposals put forward in this report are as follows: -

Financial Effect of Proposals	Part Year Effect 2011/12 £'000	Full Year Effect 2012/13 £'000
Expenditure		
Blue Badges	15.0	0.0
Income		
Blue Badges	(20.0)	(40.0)
Net income	(5.0)	(40.0)

6.2 The additional part year income from charging blue badge holders would be used to offset the budget shortfall for off street parking for 2011/12, and will be shown as offsetting some of the costs of the provision of concessionary fares in the annual parking account.

Non-Applicable Sections:	Personnel Implications, Legal Implications
Background Documents: (Access via Contact Officer)	<p>Report to Environment PDS Committee, 5th April 2011, Parking Enforcement and Management Issues: http://sharepoint.bromley.gov.uk/mgConvert2PDF.aspx?ID=7487</p> <p>Local Investment Plan: Parking and Enforcement Plan: http://www.bromley.gov.uk/transportandstreets/local_implementation_plan_chapters_7_to_8.htm</p> <p>Full details of responses from the Blue Badge consultation process are available from the Contact Officer.</p>

Appendix 1 - Off-Street Parking Places and Prices

Car Park

	0 - 1 hours	1 - 2 hours	2 - 3 hours	3 - 4 hours	4 - 5 hours	5 - 6 hours	Over 5 hours	Over 6 hours
Bromley - Charging hours								
Westmoreland Road	£0.80	£1.60	£2.40	£3.20	£4.00		£6.00	
The Hill	£0.70	£1.40	£2.10	£2.80	£3.50		£4.00	
Civic Centre	£0.90	£1.80	£2.70	£3.60	£4.50	£5.40	£5.40	£10.00
South Street	£0.70	£1.40	£2.10	£2.80				
Palace Grove	£0.70	£1.40	£2.10	£2.80				
Bromley - Charging hours	0 - 2 hours	2 - 4 hours	4 - 6 hours	All day				
Station Road	£0.60	£1.20	£1.80	£2.50				
Burnt Ash Lane	Free							
Plaistow Lane	Free							
Churcholl Way	Free							
Wharton road	Free							
Beckenham - Charging hours	0 - 1 hour	1 - 2 hours	2 - 4 hours	4 - 6 hours	All day			
St Georges Road	£0.40	£0.80	£1.60	£2.50	£3.50			
Fairfield Road	£0.40	£0.80	£1.60	£2.50	£4.00			
Village Way	£0.40	£0.80	£1.60	£2.20	£4.00			
Lennard Road	£0.20	£0.40	£0.60		£1.00			
Dunbar Avenue	£0.20	£0.40	£0.80		£1.50			
Penge East	£0.20	£0.40	£1.00		£1.50			
Beckenham - Charging hours	0 - 1 hour	1 - 2 hours	2 - 3 hours	3 - 4 hours				
The Spa	£0.70	£1.40	£2.10	£2.80				
West Wickham	0 - 1 hour	1 - 2 hours	2 - 4 hours	4 - 6 hours	All day			
Ravenswood Avenue	£0.30	£0.60	£1.20	£1.80	£2.50			
Station Road	£0.30	£0.60	£1.20	£1.80	£2.50			
High Street	£0.30	£0.60	£1.20	£1.80	£2.00			
Coney Hall	£0.20	£0.40	£0.80		£1.50			
Beckenham - Charging hours	0 - 1 hour	1 - 2 hours	2 - 3 hours	3 - 4 hours				
West Wickham Pools	£0.70	£1.40	£2.10	£2.80				
Hayes - Charging hours	0 - 1 hour	1 - 2 hours	2 - 4 hours	4 - 6 hours	All day			
Station Approach	£0.40	£0.80	£1.60	£2.40	£3.50			
Orpington Charging hours	0 - 1 hours	1 - 2 hours	2 - 3 hours	3 - 4 hours				
Orpington College	£0.40	£0.80	£1.20	£1.80				
Priory Gardens	£0.20	£0.40	£0.60	£1.00				
Locksbottom - Charging hours		0 - 2 hrs						
Sainsburys		£2.00						
Petts Wood - Charging hours	0 - 1 hour	1 - 2 hours	2 - 4 hours	4 - 6 hours	All day			
Queensway	£0.30	£0.60	£1.20	£2.00	£3.50			
Memorial Hall	£0.30	£0.60	£1.20	£2.00	£3.50			
St Pauls Cray - Charging hours								

Cotmandene Crescent	Free				
Chislehurst - Charging hours	0 - 1 hour	1 - 2 hours	2 - 4 hours	4 - 6 hours	All day
High Street	£0.30	£0.60	£0.90	£1.20	£1.50
Hornbrook House	£0.40	£0.80	£1.20	£1.60	£2.00
Chislehurst - Charging hours	0 - 1 hour	1 - 2 hours	2 - 4 hours		
Redhill	£0.20	£0.40	£1.00		
Chelsfield - Charging hours	Any 24 hours				
Chelsfield	£2.80				

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Report No.
ES 11080

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: Environment Portfolio Holder

**For pre-decision scrutiny by the Environment PDS
Committee on**

Date: 19th July 2011

Decision Type: Non-Urgent Executive Non-Key

Title: **PROPOSED STOPPING UP OF HIGHWAY AT BAPCHILD
PLACE, HARBLEDOWN PLACE AND LAND ADJACENT TO 97
HIGH STREET, ST MARY CRAY - S 247 TOWN AND
COUNTRY PLANNING ACT 1990**

Contact Officer: Duncan Gray, Development Manager
Tel: 020 8313 4556 E-mail: duncan.gray@bromley.gov.uk

Chief Officer: Nigel Davies - Director of Environmental Services

Ward: Cray Valley East

1. Reason for report

To authorise the making of a highway stopping up order under the provisions of section 247 of the Town and Country Planning Act 1990 to enable the development of the sites of Alkham and Horton Towers and land adjacent to 97 High Street, St Mary Cray to be implemented.

2. **RECOMMENDATION**

- 2.1 That: subject to the completion of the section 106 Agreement between the Council and the developer, Broomleigh Housing Association, in respect of the development at Alkham and Horton Towers, the Director of Resources be authorised to take the necessary steps to make an order under section 247 of the Town and Country Planning Act 1990 for the extinguishment of highway rights over the areas shown on drawing numbers ESD/10887/1 and ESD/10888/1.

Corporate Policy

1. Policy Status: N/A.
 2. BBB Priority: Quality Environment.
-

Financial

1. Cost of proposal: Estimated cost £2k
 2. Ongoing costs: Non-recurring cost.
 3. Budget head/performance centre: n/a
 4. Total current budget for this head: £none
 5. Source of funding: Developer is to meet the Council's costs
-

Staff

1. Number of staff (current and additional): 2
 2. If from existing staff resources, number of staff hours: 20
-

Legal

1. Legal Requirement: Statutory requirement.
 2. Call-in: Call-in is applicable
-

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): All users of the areas to be stopped up
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes.
2. Summary of Ward Councillors comments: Councillor Fortune comments that this is an area that desperately needs regeneration and he supports the action being taken.

3. COMMENTARY

- 3.1 Following the grant of planning permissions on 14th April 2011 (refs. 10/03697 & 10/03698, the latter subject to the completion of a legal agreement) to Broomleigh Housing Association for the development of both the site adjacent to 97 High Street and that of Alkham and Horton Towers in St Mary Cray, it is necessary for these sites (including the surrounding grassed/wooded areas, which will form part of the developed sites) to be stopped up in order that the developments can take place.
- 3.2 Stopping up is the legal removal of the rights of the public to pass and re-pass over the affected areas and the order, if confirmed, will enable the land to be developed without threat of challenge from the public that highway has been obstructed.

4. FINANCIAL IMPLICATIONS

- 4.1 The costs of around £2,000 associated with this exercise represent staff and legal costs, including advertising, and are to be borne by Broomleigh Housing Association and so there are no financial implications for the Council.

5. LEGAL IMPLICATIONS

- 5.1 Section 247 of the Town and Country Planning Act 1990 empowers the local authority to make an order to stop up a highway where it is satisfied that it is necessary to do so to enable development, for which there is a valid planning permission, to be carried out. In the case of the development of Alkham and Horton Towers this will only be once the legal agreement has been completed.

Non-Applicable Sections:	Policy Implications, Personnel Implications
Background Documents: (Access via Planning Division/Council web site)	Planning Permission refs 10/03697 & 10/03698

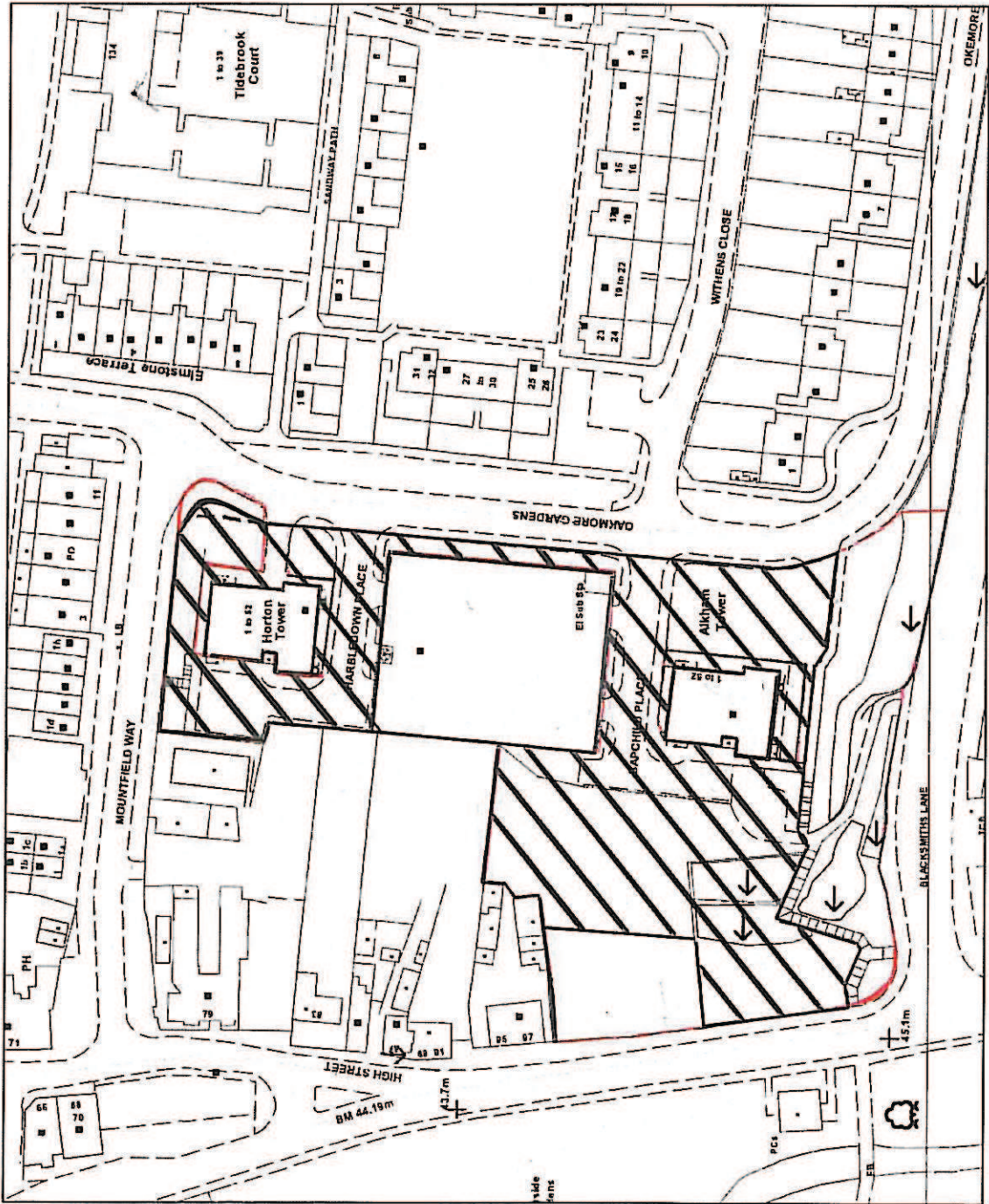
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CIS by ESRI (UK)

Land adjoining Alkham and Horton Towers

Mountfield Estate



Legend



AREA TO BE STOPPED
MAP

Scale : 1:1250

Organisation	London Borough Bromley
Department	Authorised User
Comments	
Date	16 February 2011
SLA Number	100017661

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Land adjoining Alkham and Horton Towers

Mountfield Estate



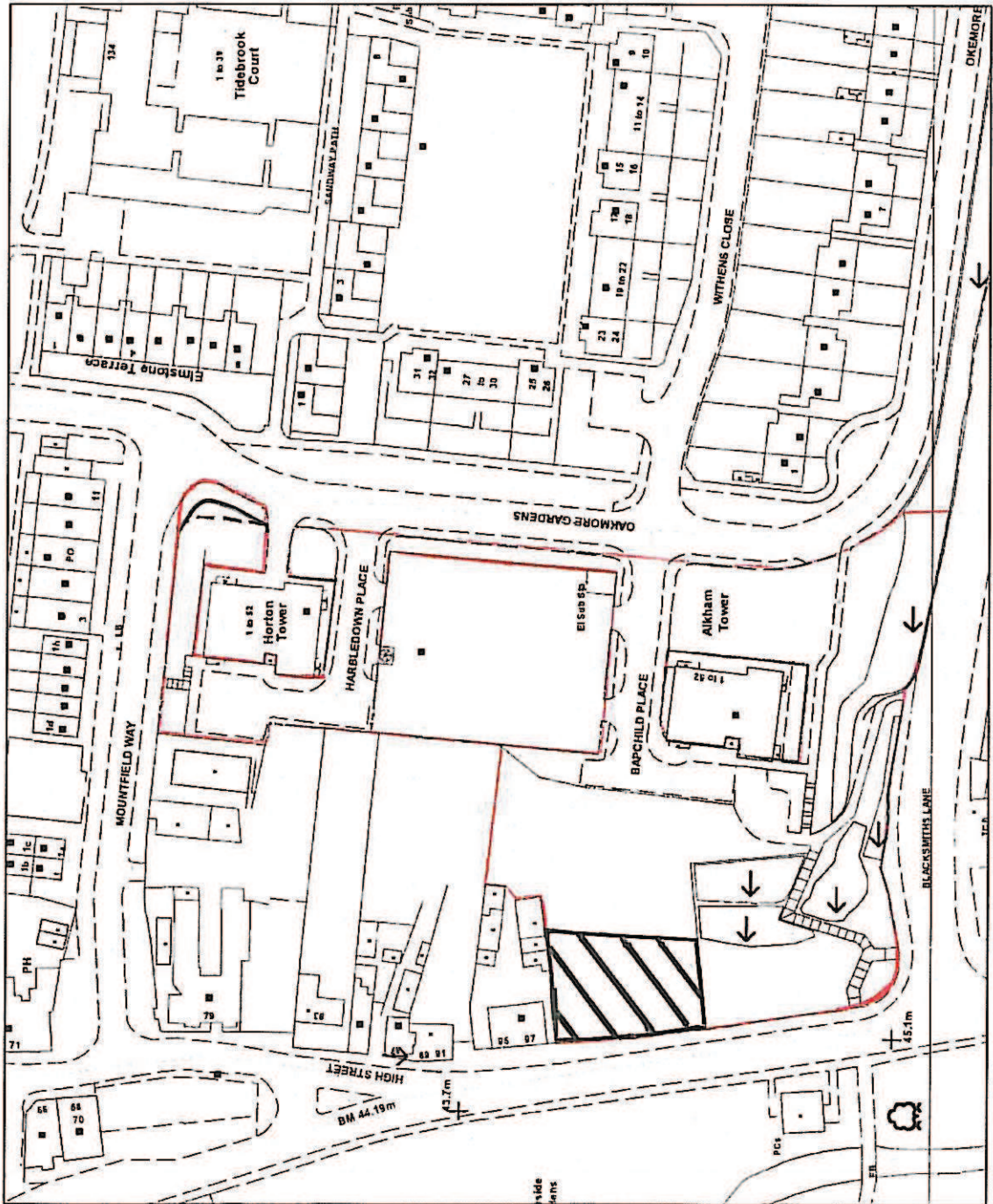
GIS by ESRI (UK)

Legend

 AREA TO BE STOPPED UP

Scale: 1:1250

Organisation	London Borough Bromley
Department	Authorised User
Comments	
Date	16 February 2011
SLA Number	100017661



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Report No.
DRR11/058

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: **Renewal and Recreation Portfolio Holder
For Pre Decision Scrutiny by the Renewal and Recreation
PDS Committee**

**Environment Portfolio Holder
For Pre Decision Scrutiny by the Environment PDS
Committee**

Executive

Date: **5 July 2011
19 July 2011
20 July 2011**

Decision Type: Non-Urgent Executive Key

Title: **NORMAN PARK MULTI HUB SITE**

Contact Officer: John Gledhill, Head of Cultural Business Development
Tel: 020 8461 7527 E-mail: colin.brand@bromley.gov.uk

Chief Officer: Marc Hume, Director of Renewal and Recreation

Ward: Borough wide

1. Reason for report

- 1.1 This report provides Members with details on proposals for the development of a multisport hub site at Norman Park.
 - 1.2 The report outlines proposals to seek a suitable and appropriately qualified leisure investment and management company to design, construct, manage, fund manage and operate a new multi sport hub site at Norman Park, which will look to incorporate the current athletics track and playing pitches within the park.
-

2. RECOMMENDATION(S)

That the Renewal and Recreation PDS, and the Environment PDS:

2.1 Note the contents of the report and provide their Portfolio Holder with their comments.

That the Renewal and Recreation Portfolio Holder, and the Environment Portfolio Holder consider the comments provided by the Renewal and Recreation PDS and the Environment PDS and recommend that the Executive:

2.2 Agrees for Officers to continue to develop proposals for a multi hub site at Norman Park in line with the project timetable detailed within the Report, and that Officers bring a further Report back to the Renewal and Recreation PDS and Portfolio Holder, the Environment PDS and Portfolio Holder, and the Executive, updating Members on the outcome of the tender process, and the details of the proposals received.

Corporate Policy

1. Policy Status: Existing policy. Included with BBB priorities for 2011-12
 2. BBB Priority: Vibrant Thriving Town Centres. and Quality Environment
-

Financial

1. Cost of proposal: Estimated cost potential annual saving of £40k (£1m over a 25 year period) and cost avoidance of £28k p.a. for annual maintenance (property)
 2. Ongoing costs: Recurring cost.
 3. Budget head/performance centre: Leisure Trust Client
 4. Total current budget for this head: £40k
 5. Source of funding: Existing revenue budgets 2011/12
-

Staff

1. Number of staff (current and additional): 0
 2. If from existing staff resources, number of staff hours: N/A
-

Legal

1. Legal Requirement: No statutory requirement or Government guidance.
 2. Call-in: Call-in is applicable
-

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Norman Park Track - 46,130 casual users , 334 memberships, 428 school hours. Delegated Sports Management - 38 senior players, 320 junior players.
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes.
2. Summary of Ward Councillors comments: Ward Members have been consulted on the proposals as they currently stand. Generally Ward Members views towards the scheme were favourable and positive, although some concerns were raised in respect to the impact the scheme may have in terms of additional traffic that may be generated, and in respect to the impact that any proposed floodlights may have on neighbouring local residents. Members also expressed a desire for local residents who may potentially be effected by the proposals to be consulted as more detailed plans for the scheme emerge.

3. COMMENTARY

Background

- 3.1 This report outlines proposals to upgrade the existing facilities and to develop new facilities within Norman Park, Bromley. The current changing facilities and the infrastructure within the park and the athletics track are becoming outdated and unfit for purpose, and will require significant investment and maintenance going forward. Additionally the formal sports and recreational offer in the park is currently limited to athletics and football, and the play area in the park requires upgrading and potentially re-siting. The park would also benefit from the addition of a modern high quality cafeteria. The proposals as set out in this report will look to address these concerns, potentially creating a high quality multi sports destination for local residents.
- 3.2 There are potentially significant future liabilities for the Council in continuing with the current arrangements for the operation of the Norman Park and the athletics track. Historically between 2000 and 2010 the Council has spent £293k on maintenance across the facilities within the park and the athletics track (an additional £100k was also secured from the London Marathon Fund in 2005 to upgrade the track from six to eight lanes). The Council has also funded Norman Park Track Management Company (NPTMC) to the value of £420k over that period for its management of the athletics track (the current grant is £39k per annum).
- 3.3 The financial projections for the period 2011 – 2021 are for a minimum financial commitment of £276k to be spent to maintain the pavilions, the athletics track and the gate-keepers house, and £400k to be paid to NPTMC (£40k for 10 years). Members should be aware that the sub base to athletics track was last replaced in 1992 and it will need replacing along with the track surface within the next 10 years. This is estimated to be around £142k, and it is included within the above financial projections. If these works are not undertaken then the track would lose its licence to stage county competitions and events. The current athletics pavilion has also been underpinned on three occasions within the last 20 years, the latest works taking place in early 2010. Further underpinning works may be required on the building going forward if it continues to subside. The above figures do not include replacement of the athletics pavilion or provision for further underpinning works.
- 3.4 One option for the Council is to seek to develop the site as multi sports hub, and to appoint a suitable and appropriately qualified leisure investment and management company to fund, design, construct, manage, maintain, and operate the new facilities at the park, along with the athletics track and the grass playing pitches within the park.
- 3.5 Officers have developed a draft “Partner Brief” (Appendix A) which will be amended to accommodate any additional requirements or changes that Members may wish to include. Should Members wish officers to further develop the scheme, it is proposed to undertake a soft market testing exercise with potential partner companies to refine and develop the Partner Brief. This developed Partner Brief will be advertised to interested management partners as part of a tender process to identify a suitable management partner for the scheme.
- 3.6 The London Borough of Bromley’s Procurement and Legal teams have advised that this scheme would be let through a concession arrangement between the London Borough of Bromley and the management partner.
- 3.7 It is proposed that within the arrangements for the new developments at the park, the aforementioned ongoing liabilities would be the responsibility of the new management

partner, and all tenderers will be asked to demonstrate their maintenance and investment proposals over the life of the agreement within their submissions to the Council.

- 3.8 The scheme would look to demolish the existing four pavilions that currently support the park's grass playing pitches, and the gatekeepers lodge (currently empty), along with the pavilion within the athletics track. It is proposed to use this footprint and replace these buildings with a new dual aspect pavilion which will provide all necessary changing facilities for the proposed new facilities, the athletics track and the existing grass pitches. This would enable modern changing facilities to be developed within a single building, and would improve the openness and the aesthetics of the park through the removal of the four large park pavilions.
- 3.9 The Council is seeking to appoint a successful management partner that would:
- Develop the existing facilities and provide a range of new facilities and services to enhance the leisure, sporting and recreational offer available in the park, under a full repairing and insuring lease which is expected to be for 25 years, however the length of the lease will be negotiated through the tendering process.
 - Develop and implement plans that will enable access and increase participation in sport and physical activity, support active lifestyles, and enable people to develop their sporting potential.
 - Ensure the park and its facilities are developed for use by clubs, community and voluntary groups, schools and colleges, local businesses and the local community.
- 3.10 The Council will require interested companies to develop a suitable and costed business case for their proposals. The Council will insist that there must be no reduction of the current levels of service provision in respect to activities within the athletics track, activities within the park including the grass pitches, and the current events programme for the park.
- 3.11 The Council will require the successful partner company to provide costed details of its commitments to capital investment across the newly developed and existing facilities over the life of the contract, and its planned maintenance and decorations programmes.

Future Proposals

- 3.12 It is anticipated that a management partner will be appointed who will be responsible for the management, operation and development of the site, under a full repairing and insuring lease.
- 3.13 The new management partner may wish to continue with the current arrangements for management of the athletics track with Norman Park Track Management Limited (NPTML), or may seek to enter into discussions with the Council and NPTML to deliver this service directly themselves.
- 3.14 Similarly, any new management partner may wish to continue with the current arrangements for the booking and operation of the grass pitches with the current delegated manager, utilising the new changing facilities provided within the new facilities, or the new management partner may wish to undertake these functions directly themselves.
- 3.15 The new management partner may also wish to continue with the current arrangements for the maintenance of the grass pitches or may seek to re-specify the arrangements with the current contractor, or the new management partner may wish to undertake these functions directly themselves.

- 3.16 The Council will continue with its current maintenance commitments and responsibilities for the car parks.
- 3.17 The management partner will be responsible for developing, managing, and marketing:
- The facilities
 - The agreed development plans
 - The usage of the facility by the community, clubs and schools etc.
- 3.18 The Council wishes the successful partner company to be able to demonstrate within their submission how their proposals deliver the Council's sustainable community strategy - Building a Better Bromley 2020, and how their submission aligns with local, regional, and national strategies and plans, and meets local needs and targets.
- 3.19 The Council is seeking proposals from suitable management partners regarding the wider development of the park and as such the Council may also seek to work with other agencies such as National Governing Bodies for Sports, and Pro Active Bromley to examine further development opportunities that may be possible within the park such as cycling facilities, and enhancing the play provision within the park.

Benefits of the Scheme

- 3.20 It is anticipated the development could provide the following benefits:
- A range of new and improved sports and recreational facilities within Norman Park offering new activities and opportunities that make the park a destination of choice for Bromley's residents.
 - Capital and service improvements to be provided at no cost to the Council
 - A potential saving to the Council over the life of the agreement as the current ongoing liabilities and management would become the responsibility of the new management partner, equating to potentially around £400k for the first 10 years as well as cost avoidance of at least £418k.
 - New opportunities for wider access, increased participation, improved performance and support for healthy lifestyles.
 - Development plans to increase sporting and recreational opportunities for the local clubs, community, groups, schools, colleges and businesses.
 - New changing and office facilities for the athletics track replacing the current pavilion and potentially improved spectator facilities.
 - New changing and facilities for parks based activities.
 - Potential, dependent upon tender returns, for an income stream to be generated via lease arrangements with partner company.

Risks and Issues

- 3.21 Officers have, in line with Contract Procedure Rule Requirements, attempted to identify the risks and issues for the Council in developing this scheme as below:
- No suitable partner companies express an interest in the scheme.
 - The total costs of the project cannot be met through the projected operating surpluses, and therefore the scheme will need to be value engineered, and there may be no revenue stream generated for the Council.
 - Planning permission or other consents needed for the scheme are not obtained.
 - Surveys undertaken as part of the design and build process result in scheme being undeliverable.
 - The Council needs to be indemnified against a cost or time overrun by the partner company.
 - Projected income targets for the new facility are found to be unrealistic resulting in a re-negotiation of the lease arrangements, or for the termination of the agreement and a new management operator to be found.
 - The partner company becomes insolvent during the build phase or during operation.
- 3.22 The actual costs and business case will be determined via the procurement process.

Assumptions

- 3.23 The following assumptions have been made in respect to the scheme:
- There will be no capital or ongoing revenue costs to the Council in delivering this project and its subsequent operation.
 - Planning consent and all other consents, permissions and surveys will be the responsibility of the partner company and will be at their risk.
 - Current services and standards in respect to the athletics track, sports pitches and events must, as a minimum, be maintained.
 - All costs in developing the scheme shall be met by the partner company and shall be at their risk.
- 3.24 The procurement process and the development proposals will be developed to place, where possible, the risks and costs with the potential management partners rather than the Council.
- 3.25 Ultimately the feasibility of the scheme and the details of what the market can deliver at the site can only be identified through soft market testing and the tendering process. It is proposed that following the completion of the tendering process a further update report is brought to Members for their consideration.

Project Timetable

3.26 The anticipated project timetable and milestones are detailed below:

Undertake soft market testing exercise	Aug – Oct 2011
Refine and develop brief in accordance with soft market testing exercise results including tender specification	Oct – Dec 2011
Advertisement in press	Jan 2012
Expressions of interest received	Feb 2012
PQQ dispatched	Feb 2012
PQQ returns	Mar 2012
Approval of short list of partner companies	Mar 2012
Full documents issued	Apr 2012
Briefing of potential partner companies / visits to site	Jun 2012
Scheme proposals returned by partner companies	Jul 2012
Evaluation of scheme proposals (+ interviews and presentations from shortlist tenderers as required)	Aug - Sep 2012
Selection of preferred contractor	Sep 2012
Negotiate with preferred contractor on final scheme	Oct – Dec 2012
Report to Renewal and Recreation PDS and PH, Report to Environment PDS and PH, and Executive	Dec 2012
Award of contract	Jan 2013
Planning and all consents and surveys to be obtained / undertaken by partner company	May 2013
Start of build phase	Jul 2013
Completion of build phase	Aug 2014
New facilities open to public	Sep 2014

Wider Consultation and Partnerships

3.27 There are a number of partner organisations and stakeholders that may wish to be involved in shaping the development proposals of the park going forwards. Council Officers have undertaken an initial consultation with the organisations listed below.

Pro-Active Bromley, c/o London Borough of Bromley, B43a St Blaise, Bromley Civic Centre

Bromley Mytime, 4th Floor Linden House, 153-155 Masons Hill, BR2 9HY

Bromley Football Club, The Stadium, Hayes Lane, Bromley, Kent BR2 9EF

Bromley College of Further Education, Rookery Lane Campus, Rookery Lane, Bromley, Kent, BR2 8HE

Bromley School Sports Partnership, c/o Priory School, Tintagel Road, Orpington, BR5 4LG and Kelsey Park School, Manor Way, Beckenham, BR3 3SJ.

Rookery Estates, Barnet Wood Road, Bromley

Delegated Manager – Norman Park

3.28 The general consensus from the consultation was that, at the current position in respect to the development of the scheme, the proposals were welcomed and potentially offered significant benefits to the park and its future potential users. The delegated manager expressed some

concerns regarding their long-term arrangements at the park. Should the scheme further progress then additional and more detailed consultations with these partners and stakeholders would be undertaken.

4. POLICY IMPLICATIONS

4.1 The scheme is included within the BBB priorities for 2011-12 for Vibrant and Thriving Town Centres.

5. FINANCIAL IMPLICATIONS

5.1 It is assumed there will be no capital or ongoing revenue costs to the Council in delivering this project and its subsequent operation during the lease agreement. There should be annual savings of £40k on the Council’s existing revenue budget as well as the potential to generate income from the lease arrangements or from a profit share agreement.

5.2 The proposed scheme will also enable the Property Division to avoid costs of at least £276k maintaining the pavilions and replacing the track.

5.3 Depending on the final agreement, there could be the potential to make a small annual saving on the grounds maintenance costs of the park.

5.4 Prior to any final decision being made on the scheme, a full financial assessment of the potential proposals will be undertaken as part of the evaluation of the tender process and the results reported back to Members for consideration.

6. LEGAL IMPLICATIONS

6.1 Initial discussions have taken place with legal and procurement and any service to be delivered on this project will adhere to council Financial Regulations and in line with a fair and transparent procurement procedure.

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

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NORMAN PARK SPORTS HUB

BRIEF FOR PARTNER COMPANY

DRAFT

Bromley Council is seeking to appoint an appropriately skilled management partner who will, in conjunction with the Council's requirements, fund, design, construct, manage, maintain and operate a new multi sport hub site at Norman Park, Bromley, BR2. It is anticipated that this will be for a term of 25 years, however the length of the term will be negotiated as part of the tender process.

1. PROGRAMME VISION

The Council is seeking to appoint a suitable and appropriately qualified leisure investment and management company (hereto referred to as the 'management partner') to fund, design, construct, manage, maintain, and operate a new multi sport hub site at Norman Park which will incorporate the current athletics track and the grass playing pitches within the park.

The Council seeks a management partner who will demolish the existing four pavilions that currently support the park's grass playing pitches and the pavilion within the athletics track. The total building area for these facilities is estimated to be around 937 square metres, and the associated hard standing areas are estimated to be around 617 square metres. As part of the demolition works, the Council expects the management partner to also demolish the gatekeepers lodge.

The Council anticipates that the management partner will replace these buildings with a new dual aspect pavilion which will provide all changing facilities for the proposed new facilities, the athletics track, and the existing grass pitches.

The successful management partner will:

- Develop the existing leisure, sporting and recreational offer available in the park, in addition to providing a range of new facilities and services that will enhance the offer, under a full repairing and insuring lease which the Council expects will be for 25 years, *however the length of the term can be negotiated as part of the tender process.*
- Develop and implement plans that will enable access and increase participation in sport and physical activity, support active lifestyles, and enable people to develop their sporting potential.
- Ensure the park and its facilities are developed for use by clubs, community and voluntary groups, schools and colleges, local businesses and the local community.

The Council requires interested companies to develop a suitable and costed business case for their proposals.

The Council insists that there must be no reduction of the current levels of service provision in respect to:

- *Activities within the Athletics Track*
The Council wish to see that the current successful arrangements with schools and clubs (notably Blackheath and Bromley Harriers) continues and where possible is enhanced. The Council also expects to see an Athletics Development Plan from the management partner, detailing future investments and proposals for the track site that include use by schools, clubs and casual users. The Council also wishes to see dedicated changing facilities, toilets and offices for use of the athletics track within the proposed new facilities.
- *Activities within the Park*
The Council wishes for the management partner to support and further develop the current offer in relation to activities on grass pitches and that proposals are developed to encourage wider use of the park for other sports (such as tennis and cricket). Moreover, the Council expects the management partner to develop a Football Development Plan for the site which will include proposals for the use of any new synthetic pitches along with the existing grass pitches within the park. It would also detail arrangements that support existing and new clubs at the site, as well as use by schools, colleges, and the wider community.
- *Events Programme within the Park*
The Council anticipates that the successful management partner will maintain and further develop the current events programme for the park within their proposals.

The Council wishes the successful partner company to provide costed details of its commitments to capital investment across the newly developed and existing facilities over the life of the contract, and its planned maintenance and decorations programmes.

2. BACKGROUND

Norman Park is under a mile from Bromley town centre and Bromley South railway station. The main entrance is situated on the B265 Hayes Lane, with an additional entrance off the A21 Bromley Common through Hook Farm Road. The park is served well by public transport and has good road links including the A21 and the M25 (which is just over 6 miles away). Both entrances are accommodated by large car parks providing approximately 140 and 90 spaces respectively. There are residential areas abutting the park and its entrances. It is a large site able to support a range of different sports and recreational facilities, and is close to a number of schools, colleges and clubs.

Facilities currently provided at Norman Park:

- *Outdoor Athletics Track*
Currently, the track is managed through Norman Park Track Management Company and is host to Blackheath & Bromley Harriers Athletics Club. It has an eight lane 400m athletics track plus long jump, high jump, hammer, discus, javelin, pole vault and steeple chase facilities. There is a pavilion with changing facilities and other

outbuildings used for storage and as a meeting room. The track is certificated to host regional athletics meetings and is also served by floodlights. There is currently no seating available and no covered stand for spectators.

The opening times are: Tuesday, Wednesday and Thursday 1200-2100; Saturday 1000-1300 and Sunday 0900-1300

- *Outdoor Pitches*
There are eight full size grass football pitches and two grass mini soccer pitches, none of which are floodlit. There are four pavilions within park, three of which provide changing facilities for the grass pitches where as the fourth is used predominantly for storage and contains public toilets.
- *Play Area*
There is a small play area within the park which is adjacent to the athletics track (towards the Hayes Lane entrance).

Although there is currently no cafeteria within Norman Park, the Council would wish to see a cafeteria that would serve the new pavilion in addition to wider park users considered within the management partner's proposals.

Other Park Uses:

- *Athletics Track*
The track is home to Blackheath and Bromley Harriers Athletics Club who are one of the top performing clubs in the country and based in Hayes, Bromley. The Club's Young Junior Athlete Team are the current National Champions and the Club's Junior Women came fifth in the European Club Cup. The Club offers participation and competitive opportunities in many athletic disciplines including track and field, cross-country and road-running for children and adults of varying ages and abilities. The Club's 'Bees Academy' provides coaching for children in school years 4-7. The athletics track currently hosts over 70 events a year, almost exclusively between April and November.

The cost of an annual adult season ticket (*standard/club*) is £250 / £150

The cost of an annual junior season ticket (*standard/club*) is £165 / £100

Casual usage for an adult / junior is £3.20 / £2.30

- *Grass Pitches*
For the duration of the football season, grass pitches are let for football on Saturdays and Sundays from 10.00 – 15.00. The site is used by around 20 clubs competing in Bromley and Orpington leagues. The site also hosts Petts Wood Football Club who have 24 teams including five women's teams and a veteran's team. Petts Wood Football Club are keen to develop their clubs involvement at Norman Park. There is some limited evening use in addition to some casual bookings throughout the summer period. The charge for a full pitch and changing facilities is currently £65 a game.

- *Cricket*
There are currently no cricket facilities in the park however the Council welcomes proposals and plans that include facilities for cricket at the site.
- *Tennis*
There are currently no tennis facilities in the park however the Council welcomes proposals and plans that include facilities for tennis at the site.
- *Events*
There are around ten events annually in the park including a three day pageant of motoring, and other community events mainly between June and August. It is anticipated that the new management partner will work in conjunction with the London Borough of Bromley's Parks & Greenspaces Team to enable the staging of such events.

Current Management Arrangements

The Athletics Track is currently managed by Norman Park Track Management Limited (NPTML) through a delegated management agreement with the Council. The Council pays an annual grant to NPTM of £39,500 (2011-12).

The playing pitches are currently operated through a delegated management agreement at a peppercorn rent and are maintained by the London Borough of Bromley through a grounds maintenance contract, the current value of which is £12,600 per annum.

The play area is currently managed by the London Borough of Bromley. The Council would welcome any investment proposals from any prospective management partner to further develop this area in conjunction with a new cafeteria offer.

3. FUTURE PROPOSALS

Operation and Management

It is anticipated that a management partner will be appointed who will be responsible for the management, operation and development of the site, under a full repairing and insuring lease which the Council anticipates will be for 25 years.

The new management partner may wish to continue with the current arrangements for management of the athletics track with Norman Park Track Management Limited (NPTML), or may seek to enter into discussions with the Council and NPTML to deliver this service directly themselves.

The new management partner may also wish to continue with the current arrangements for the booking, operation and maintenance of the grass pitches with the delegated manager, or the new management partner may wish to undertake these functions directly themselves.

The Council will continue with its current maintenance commitments and responsibilities for the car parks.

The management partner will be responsible for developing, managing and marketing:

- The facilities
- The agreed development plans
- The use of the facility by the community, clubs and schools etc.

Reporting

In order to monitor the ongoing performance of the management partner, the Council will require an annual report from the management partner which will include the following information:

- a set of audited accounts from the management partner
- a review of performance across the different facility areas including a breakdown of usage and attendances and attendances against address / postcode.
- a review of the development plans and the management partner's performance against the agreed targets in addition to a draft of the coming year's development plan and associated activities, proposals, targets and prices.

The Council and the management partner shall have an Annual Service Review to monitor the management partner's overall service delivery. This will include information from the management partner on customer comments and feedback as well as user group forums. The Annual Service Review will enable consultation between the management partner and the Council with regard to future proposals and development plans and will provide an opportunity to both parties to discuss and resolve any other issues arising from the delivery of the service.

Additionally the Council proposes there should be bi-monthly meetings between Council Officers and the management partner to monitor and review progress.

4. STRATEGIC FIT

The Council wishes the successful management partner to be able to demonstrate within their submission how their proposals deliver the Council's sustainable community strategy contained within its Building a Better Bromley 2020 Vision document, and how their submission aligns with local, regional, and national strategies and plans, and meets local needs and targets.

It will be the responsibility of the management partner to ensure there is a proven strategic need for their specific proposals and that they are supported by robust evidence.

5. WIDER PARTNERSHIPS

There are a number of partner organisations and stakeholders who may wish to become involved in establishing and developing the multi hub site, some of whom are listed below, however this is not an exhaustive list of potentially interested organisations.

Pro-Active Bromley

c/o London Borough of Bromley, B43a St Blaise, Bromley Civic Centre.

A Community Sport and Physical Activity Network (CSPAN) established as a strategic, independent alliance of partners who are active in sustaining and increasing participation in sport and physical activity in the London Borough of Bromley.

Bromley Mytime

4th Floor Linden House, 153-155 Masons Hill, BR2 9HY

Bromley Mytime is a Charitable Trust managing the Council's leisure facilities and delivering leisure services on behalf of the Council. They have over 3 million annual visits across 18 sites including sports and leisure centres, golf courses and civic halls. They also undertake the sports development function on behalf of the Council.

Bromley Football Club (BFC)

The Stadium, Hayes Lane, Bromley, Kent BR2 9EF

BFC facilities lie adjacent to Norman Park and the club submitted a successful planning application on 14th August 2009 for an all weather sports pitch and two five-a-side and one seven-a-side pitches with boundary fencing, floodlighting illumination and 2m high earth bund to western boundary (planning application number 09/01869).

Bromley College of Further Education

Rookery Lane Campus, Rookery Lane, Bromley, Kent, BR2 8HE

Bromley College is less than half a mile from Norman Park. The college specialises in helping people acquire skills and qualifications for working life including a BTEC National Diploma in Sport and Exercise Sciences with Sports Injury Rehabilitation. They have over 8,000 students - around 1,700 young people, 5,000 adult learners, 750 higher education students and 250 14-15 year olds attending from local schools.

Bromley School Sports Partnership

c/o Priory School, Tintagel Road, Orpington, BR5 4LG and Kelsey Park School, Manor Way, Beckenham, BR3 3SJ

All schools are now part of the partnership which provides linkages within the community to enable high quality opportunities for physical activity within and beyond the curriculum.

Rookery Estates

Barnet Wood Road, Bromley

Rookery Estates are the adjacent land owner to Norman Park and as such need to be consulted and their potential involvement determined in respect to the proposed developments within the Park.

6. SCHEME BENEFITS

It is anticipated the development will provide the following benefits:

- Capital and service improvements to be provided at no cost to the Council.
- A range of new facilities offering new opportunities for wider access, increased participation, improved performance and support for healthy lifestyles.
- Development plans to increase sporting and recreational opportunities for the local clubs, community groups, schools colleges and businesses.
- New changing and office facilities for the athletics track replacing the current pavilion which is outdated in addition to improved spectator facilities.
- New changing and facilities for parks based teams.
- Potential, dependent upon tender returns, for an income stream to be generated via lease arrangements with the management partner.

7. PROJECT TIMETABLE

The anticipated project timetable and milestones are detailed below:

Undertake soft market testing	Aug – Oct 2011
Refine and develop brief in accordance with soft market testing results including tender specification	Oct – Dec 2011
Advertisement in press requesting expressions of interest	Jan 2012
Expressions of interest received	Feb 2012
PQQ dispatched	Feb 2012
PQQ returns	Mar 2012
Approval of short list of partner companies	Mar 2012
Full documents issued	Apr 2012
Briefing of potential partner companies / visits to site	Jun 2012
Scheme proposals returned by partner companies	Jul 2012
Evaluation of scheme proposals (+ interviews and presentations from shortlist tenderers as required)	Aug - Sep 2012
Selection of preferred contractor	Sep 2012
Negotiate with preferred contractor on final scheme	Oct – Dec 2012
Report to Renewal and Recreation PDS and PH, Report to Environment PDS and PH, and Executive	Dec 2012
Award of contract	Jan 2013
Planning and all consents and surveys to be obtained / undertaken by partner company	May 2013
Start of build phase	Jul 2013
Completion of build phase	Aug 2014
New facilities open to public	Sep 2014

8 RISKS AND ISSUES

The procurement process may reveal that the total costs of the project cannot be met through the projected operating surpluses, and therefore the scheme will need to be value engineered, with the result that there may be no revenue stream generated for the Council.

Planning permission or other consents for the scheme are not given because of the site's location in the Green Belt. The park is designated Green Belt, and as such any planning application must show very special circumstances to justify what may be inappropriate development. Part, but only part, of the very special circumstances could be that the footprint and the location of the new building(s) are improvements on the existing situation. Any such planning applications must also seek to keep the openness of, and demonstrate improvement to, the green space.

Surveys undertaken as part of the design and build process result in scheme being undeliverable.

The Council needs to be indemnified against a cost or time overrun by the management partner.

Projected income targets for the new facility are found to be unrealistic and the management partner seeks to re-negotiate lease arrangements/cease to operate the facility.

The management partner becomes insolvent during the build phase or during operation.

The actual costs and business case will be determined via the procurement process.

9. ASSUMPTIONS

There will be no capital or ongoing revenue costs to the Council in delivering this project and its subsequent operation.

Planning consent and all other consents, permissions, and surveys will be the responsibility of the management partner and will be at their risk

Current services provided through the athletics track and sports pitches must be maintained. Use of park Norman Park for events to be facilitated within the project proposals.

All costs in developing the scheme, including the demolition of existing facilities as may be required, shall be met by the management partner and shall be at their risk.

AERIAL VIEW: NORMAN PARK, BROMLEY



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Report No.
ES11081

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: Environment PDS Committee

Date: 19th July 2011

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

Title: **FORWARD WORK PROGRAMME, MATTERS ARISING FROM PREVIOUS MEETINGS, AND CONTRACTS REGISTER**

Contact Officer: Linda Winder, Office Resources Manager
Tel: 020 8313 4512 E-mail: linda.winder@bromley.gov.uk

Chief Officer: Nigel Davies, Director of Environmental Services

Ward: Borough wide

1. Reason for report

1.1 Members are asked to review the Committee's work programme for 2011/12 and to consider:

- progress on requests from previous meetings of the Committee;
 - the Contracts summary for the Environment Portfolio.
-

2. **RECOMMENDATION(S)**

2.1 **That the Committee:**

- Review the draft work programme attached as Appendix 1;**
- Review the progress report related to previous Committee requests as set out in Appendix 2; and**
- Note the Environment Portfolio contracts listed in Appendix 3.**

Corporate Policy

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

Financial

1. Cost of proposal: No cost
 2. Ongoing costs: N/A.
 3. Budget head/performance centre: Environment Portfolio 2011/12 approved budget
 4. Total current budget for this head: £43.5m and £3.994m of LIP funding from TfL.
 5. Source of funding: 2011/12 revenue budget and 2011/12 LIP funding agreed by TfL
-

Staff

1. Number of staff (current and additional): 221 fte
 2. If from existing staff resources, number of staff hours: N/A
-

Legal

1. Legal Requirement: No statutory requirement or Government guidance.
 2. Call-in: Call-in is 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? N/A.
2. Summary of Ward Councillors comments:

3. COMMENTARY

3.1 Forward Programme

- 3.1.1 The table in **Appendix 1** sets out the Environment Forward Programme for the remainder of 2011/12, as far as it is known. The Environment Forward Programme indicates which division is providing the lead author for each report. The Committee is invited to comment on the schedule and propose any changes it considers appropriate.
- 3.1.2 Other reports may come into the programme. Schemes may be brought forward or there may be references from other Committees, the Portfolio Holder or the Executive.

3.2 Previous Requests by the Committee

The regular progress report on requests previously made by the Committee is given at **Appendix 2**. This list is rigorously checked after each Committee meeting so that outstanding issues can be addressed at an early stage.

3.3 Contracts Register

Information extracted from the current Contracts register, in a format which addresses the responsibilities of the Environment Portfolio, is attached as **Appendix 3**. Future contracts are marked in *italics*. The Appendix indicates in the final column when the Committee's input to contracts will next be sought. Unless otherwise stated this is the date when contract approval, or approval to an extension, will be sought.

4. POLICY IMPLICATIONS

- 4.1 Each PDS Committee is required to prepare a forward work programme.

Non-Applicable Sections:	Financial, Legal and Personnel
Background Documents: (Access via Contact Officer)	Environment PDS agendas and minutes for the years 2006/07 to 2011/12 http://sharepoint.bromley.gov.uk/default.aspx

APPENDIX 1

ENVIRONMENT PDS COMMITTEE FORWARD PROGRAMME FOR MEETINGS 2011/12

Environment PDS – 4 Oct 2011		
Forward Work Programme, Matters Arising from Previous Meetings and Contracts Register	C&SS	PDS Committee
Budget Monitoring 2011/12	Finance	For pre-decision scrutiny
Cleansing Contract – Tender Award Recommendations	SS&G	Environment PDS: 4 Oct 2011 E&R PDS: 12 Oct 2011 Executive: 19 Oct 2011
Siward Road Speed Reducing Measures	T&H	For pre-decision scrutiny
Cator Estate Roads - Offer to Transfer Ownership to Council	T&H	For pre-decision scrutiny
Winter Service – Review of Policy & Plan	T&H	For pre-decision scrutiny
Street Lighting Maintenance & Improvements Contract – Gateway Review	T&H	For pre-decision scrutiny
Streetworks Inspection Contract – Gateway review	T&H	For pre-decision scrutiny
Annual Highways Maintenance Report & Works Programmes	T&H	For pre-decision scrutiny
Annual Street Lighting Report & Improvements Programmes	T&H	For pre-decision scrutiny
Parking Bailiff Services	C&SS	For pre-decision scrutiny
Criteria for Approval of Footway Crossovers	T&H	For pre-decision scrutiny
Fixed Penalty Notices For Various Highway Offences	SS&G	For pre-decision scrutiny
Environment PDS – 15 Nov 2011		
Forward Work Programme, Matters Arising from Previous Meetings and Contracts Register	C&SS	PDS Committee
Budget Monitoring 2011/12	Finance	For pre-decision scrutiny
2011/12 Progress on Environment Portfolio Plan	C&SS	PDS Committee
Parking ICT Contract Award	C&SS	For pre-decision scrutiny
Structure of Environmental Portfolio Plan 2012/15	C&SS	For pre-decision scrutiny
Environment PDS – 10 Jan 2012		
Forward Work Programme, Matters Arising	C&SS	PDS Committee

from Previous Meetings and Contracts Register		
Budget Monitoring 2011/12	Finance	For pre-decision scrutiny

APPENDIX 2

Progress Report on Previous Requests of the Committee

PDS Cttee Minute & Date	Committee Request	Progress
29.11.10	One-off informal meeting for Members to be held as part of the feasibility study on a park and ride scheme	Meeting will be organised once feasibility work has commenced
11.1.11	Street lighting energy savings, from light spacing, dimming and reduced wattage, to be reviewed	This issue will be examined by the Highways Working Group
05.04.11	Keep budget for the community toilet scheme under review	
16.06.11	Review the value of non-injury road accident statistics	These are considered to be of limited reliability as many non-injury accidents are not reported to the police
16.06.11	Review the methodology for measuring footway surface condition across the borough	This will be addressed by the Highways Working Group
16.06.11	Gauge whether failure to replace bins at the edge of properties is a significant issue	Bromley Residents Federation advise this is not a widespread problem
16.06.11	Examine the potential for investment in secure cycling parking and storage	

Appendix 3

Contracts Register Summary

Contract	Start	Complete	Extension granted to	Contractor	Total Value £	Annual Value £	Environment PDS
Gully Cleansing	01.08.05	31.07.09	31.07.11	Conways	840,000	210,000	Will be merged with Street Cleaning contract from March 2012
Street Cleaning	29.03.05	28.03.10	28.03.12	Keir	19.6m	4.52m	
<i>Street Cleaning</i>	<i>29.03.12</i>	<i>28.03.17</i>	<i>Possible extension by two years</i>		<i>24.5m</i>	<i>4.9m</i>	<i>Env PDS – 4 Oct 2011 E&R PDS – 12 Oct 2011 Executive - 19 Oct 2011</i>
<i>Parking ICT</i>	<i>1.04.12</i>	<i>31.03.17</i>	<i>n/a</i>		<i>750k est.</i>	<i>150k est.</i>	<i>Env PDS – 19 July 2011 (Gateway) 15 Nov (Contract)</i>
<i>Parking Bailiff Services</i>			<i>n/a</i>				<i>Env PDS – 4 Oct 2011</i>
Transportation Consultancy	01.04.11	Up to 31.03.17		TfL Framework	1.2m (assumes max. length of 6 years)	200,000	Contract review 17 April 2012
Removal of surface vegetation from Public Rights of Way	01.05.10	30.04.12	Option for one year extension	Holwood GM Ltd	19,850	59,580	
Floral Displays	30.05.11	30.04.12	n/a	Window Flowers & Amethyst	90,000	90,000	Gateway review to consider longer contract period.
Removal of Abandoned Vehicles	01.10.10	30.09.12	Option for a one year extension	Pick a Part	10,600	31,980	
Fleet Hire	05.11.06	04.11.12		London Hire	674,383	112,383	
Bus Route design (Pan-London contract)	01.01.08	01.01.13		Mott Macdonald	1.5m	300,000	
Bus Route design (Pan-London contract)	01.01.08	10.01.13		Buchanan	1.5m	300,000	
Street Lighting Maintenance & Improvements Contract – Gateway 1	01.04.07	31.03.11	31.03.13 Further extension possible to 31.03.15	May Gurney	7.1m	1.8m	<i>Env PDS – 4 October 2011</i>

Inspection of Street Works Contract – Gateway 1	01.04.10	01.04.13		B&J	900,000	312,000	<i>Env PDS – 4 October 2011</i>
Ambulance hire	05.11.07	04.11.13		London Hire	2.03m	339,000	
Playground maintenance	01.01.08	31.12.13		Safeplay	369,300	61,550	
Rural Grass cutting	30.5.11	29.05.13	29.05.14	Landmark Services	90,000	30,000	
Depot Security	01.04.10	31.03.15	N/A	Sight and Sound	126,000	126,000	
Waste Disposal	24.02.02	23.02.16	N/A	Veolia		9.19m	
Waste Collection	01.11.01	23.02.16	N/A	Veolia	37.3m	6.21m	
Parking	01.10.06	30.09.11	30.09.16	Vinci Park	10.79m	2.16m	
Maintenance & repair of vehicles	01.04.10	31.03.17	Option for 2 year extension	KCC	940,000		
Highway Maintenance – Minor & Reactive	01.07.10	30.06.17	Option for one year extension	O'Rourke	17m	2.4m	
Highway Maintenance – Major	01.10.10	30.09.17	Option for one year extension	FM Conway	26m	3.7m	
Arboriculture	18.07.08	17.07.17		Gristwood and Toms	5.12m	568,860	
Grounds Maintenance	01.01.08	31.12.17		English Landscapes	26.1m	2.75m	
Landfill Site Monitoring	28.07.10	27.07.17	Option for 2 year extension	Enital	952,000	136,000	
Parks Security	01.04.10	31.03.20		Ward Security	4.2m	420,000	

Agenda Item 13

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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Agenda Item 14a

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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