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DATE: 23 September 2013

To: Members of the
ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY COMMITTEE

Councillor William Huntington-Thresher (Chairman)
Councillor Samaris Huntington-Thresher (Vice-Chairman)
Councillors Reg Adams, Judi Ellis, John Getgood, Julian Grainger, David Jefferys,
Nick Milner and Catherine Rideout

A meeting of the Environment Policy Development and Scrutiny Committee will be held at Bromley Civic Centre on **TUESDAY 1 OCTOBER 2013 AT 7.30 PM**

MARK BOWEN
Director of Corporate Services

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 SUBSTITUTE MEMBERS

2 DECLARATIONS OF INTEREST

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

In accordance with the Council's Constitution, questions to this Committee must be received in writing four working days before the date of the meeting. Therefore please ensure that questions are received by the Democratic Services Team by 5pm on Wednesday 25th September 2013.

**4 MINUTES OF THE ENVIRONMENT PDS COMMITTEE MEETING HELD ON
25TH JUNE 2013 (Pages 5 - 24)**

HOLDING THE PORTFOLIO HOLDER TO ACCOUNT

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

In accordance with the Council's Constitution, questions to the Portfolio Holder must be received in writing four working days before the date of the meeting. Therefore please ensure that questions are received by the Democratic Services Team by 5pm on Wednesday 25th September 2013.

6 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 MANOR PARK CLOSE - PROPOSED WAITING RESTRICTIONS**
(Pages 25 - 32)
- b BUDGET MONITORING 2013/14** (Pages 33 - 44)
- c CAPITAL PROGRAMME MONITORING - 1ST QUARTER 2013/14**
(Pages 45 - 52)
- d TFL FUNDED WORK PROGRAMME FOR 2014/15 - 2016/17**
(Pages 53 - 154)
- e CONGESTION RELIEF SCHEME: HEATHFIELD ROAD / WESTERHAM ROAD, PROPOSED ROUNDABOUT** (Pages 155 - 160)
- f JUNCTION IMPROVEMENT SOUTHEND ROAD / RECTORY ROAD / ALBEMARLE ROAD** (Pages 161 - 166)
- g PRIVATE STREET WORKS - THE FAIRWAY / SOUTHBOROUGH LANE, BROMLEY: SECOND RESOLUTION** (Pages 167 - 170)

7 PRE-DECISION SCRUTINY OF REPORT TO THE RESOURCES PORTFOLIO HOLDER

- a PRIORY GARDENS AND ADJOINING FORMER PUBLIC TOILET BLOCK**
(Pages 171 - 176)

8 REPORTS TO THE ENVIRONMENT PORTFOLIO HOLDER NOT REQUIRING PRE-DECISION SCRUTINY

(Appendix 3 to the Executive Procedure Rules of the L B Bromley Constitution)

- a CONGESTION RELIEF SCHEME: WENDOVER ROAD / MASONS HILL, BROMLEY - JUNCTION IMPROVEMENTS** (Pages 177 - 182)
- b PARKING CHARGES: PLAISTOW LANE CAR PARK** (Pages 183 - 186)

c PARKING IN CHISLEHURST (Pages 187 - 194)

POLICY DEVELOPMENT AND OTHER ITEMS

9 DEALING WITH EMERGENCIES INVOLVING UTILITY COMPANIES
(Pages 195 - 204)

10 FORWARD WORK PROGRAMME, MATTERS ARISING FROM PREVIOUS MEETINGS, AND CONTRACTS REGISTER (Pages 205 - 212)

Dates of future Environment PDS Committee Meetings

19th November 2013

29th January 2014

25th March 2014

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ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY COMMITTEE

Minutes of the meeting held at 7.30 pm on 25 June 2013

Present

Councillor William Huntington-Thresher (Chairman)
Councillor Samaris Huntington-Thresher (Vice-Chairman)
Councillors Reg Adams, Judi Ellis, John Getgood,
Julian Grainger, David Jefferys, Nick Milner and
Catherine Rideout

Also Present

Councillor Colin Smith and Councillor Peter Fortune

1 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

There were no apologies.

2 DECLARATIONS OF INTEREST

The Chairman declared an interest as a nomination for appointment to the Countryside Consultative Panel (item 6f). Councillor David Jefferys also declared an interest at Item 6b by virtue of his Vice-Chairmanship of the Health and Well Being Board. Councillor Peter Fortune declared an interest at item 6c by virtue of living in a nearby road to the Leasons Hill Junction.

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 16TH APRIL 2013

The minutes were agreed.

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

Three questions were received from Jenny Coleman for oral reply and three questions were received from Colin Willetts for written reply. Details of the questions and responses are at **Appendix A**.

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

A) PROVISIONAL OUT-TURN 2012/13

Report ES13065

The provisional 2012/13 final out-turn for the Environment Portfolio showed a £33k overspend against a controllable budget of £31.655m, representing a 0.1% variation. Background to the variations was outlined.

Report ES13065 also highlighted that £764k had been spent during 2012/13 from £1.15m set aside for Member Priority Initiatives for the Environment Portfolio, leaving a balance of £386k.

In discussion, Councillor Judi Ellis expressed concern at overspends on employee budgets and general running expenses for parking enforcement. She highlighted an overspend of £23k on postage in particular and expected to see more explanation of why there were overspends. She also sought assurance that Members had influence on the movement of funds within the Portfolio e.g. developing policy on under-spends and scrutinising overspends.

Regarding regular scrutiny of the budget spend, the Chairman referred to regular budget monitoring reports coming before the Committee. On parking and enforcement, the Head of Finance (Environment and Leisure) indicated that the major variations were due to the economic climate and less use of the parking service. Measures to offset a shortfall in parking income included management action to reduce parking running costs and the use of surpluses related to enforcement. The Assistant Director (Parking and Customer Services) indicated that the increased number of parking contraventions – which could be difficult to estimate – affected postage costs. The main variations related to a decline in parking use. The baseline budget had since been adjusted and during the first quarter 2013-14, parking income was more in line with the budget. The Chairman indicated that an intended one-off meeting of the Parking Working Group could include parking income and expenditure.

Councillor David Jefferys highlighted under-spending on graffiti removal at £54k. This indicated a reduced demand for the service and a reduced level of graffiti.

The Chairman noted that within the figures presented was an increased spend on the uncontrollable aspect of the cold winter and included £30k of additional expenditure on repairing the resulting pot holes. Anecdotally, the impression was that the winter service (including snow friends) worked well last winter.

For future reports, Councillor Julian Grainger saw advantages in outlining figures in tabular columns with figures in text “signposted” to figures in the

tables. He enquired of the decision making process to determine how under-spends are used and asked if there was a list of Member requests.

For Highways, Members were advised that the variations had primarily arisen during the last two months of the year with the effect of snow and prolonged cold weather. Generally, there were a number of variances and offsetting of variances. Authorisation for small virements was delegated at officer level; larger virements were made via Portfolio Holder approval. Budget monitoring was ongoing and the Portfolio Holder indicated that if a critical position had been reached, the matter would come to Members. He added that under-spends would often return to the corporate centre with a Member decision taken on where the funding was to be spent (which was not restricted to the Environment Portfolio). Additionally, it was not to be assumed that under-spends would automatically be spent.

Concerning a net deficit of £99k within NR&SWA income and this deficit largely related to increased bad debt provision of £91k for defects raised in 2011/12, the Chairman was advised that officers had received payment for some of the sums and as a result the final outcome might be better than the projected £33k overspend. There were invoices concerning the defect notices and it was important the Council received all that it is owed.

Noting a deficit of £33k within income from recycled paper due to lower than anticipated paper tonnages, Councillor Ellis suggested highlighting on the Council website an encouragement to recycle paper.

RESOLVED that the Portfolio Holder be recommended to:

(1) endorse the 2012/13 provisional outturn position for the Environment Portfolio; and

(2) note the out-turn position in respect of the Environment projects within the Member Priority Initiatives programme.

B) GREEN CHAIN MANAGEMENT PLAN

Report ES13068

Members considered the Green Chain Management Plan 2012-17 and an updated constitution for the Green Chain Joint Officer Working Party.

Noting that the Green Chain partnership was able to secure in excess of £750k from external sources over the past five years, Councillor Grainger sought further detail on how the funding had been used. Members were advised that some would have been used on measures such as completing an extension of the Green Chain Walk to Dulwich Park and improvements to the Walk. More detailed information could be provided on the improvements made.

Referring to the constitution for the Green Chain Joint Officer Working Party, Councillor Jefferys suggested that the aims of the Working Party include the wider health benefits of walking.

The Chairman wanted to be sure that the Green Chain management was aware of the Council's aspirations to share funding of Crystal Palace Park with other London Boroughs bordering the park. Similar arrangements applied to the Wandle Valley Regional Park. The Chairman also referred to efficiencies such as printing literature on demand. He suggested that efficiencies already implemented in LBB should be recommended to the Green Chain management to achieve best use of public funds. Recruiting more volunteers along the lines of Bromley Friends was also suggested.

Some Members were concerned that the wording of paragraph 3.57 of the Management Plan could be open to mis-interpretation. It was felt that tailoring open space service provision to a particular ethnic community risked excluding others. It was indicated that the Green Chain Working Party was looking to make the Walk's open spaces more inclusive. There could, for example, be specific walks or activities that might be attractive to a certain community group(s). It was also explained that a "more inclusive open space service provision" at paragraph 3.57 could apply to considerations such as signage.

Concerning paragraph 3.6 of the Management Plan, the Chairman supported L B Bromley remaining outside of the Joint Operational Fund for the Green Chain.

Councillor Grainger highlighted the precept paid to the Lee Valley Regional Park. The Portfolio Holder indicated that attempts were being made to repatriate the precept paid by L B Bromley and if this were successful the funding could be directed to Crystal Palace Park subject to agreement from the Crystal Palace Park Executive Project Board.

RESOLVED that the Portfolio Holder be recommended to:

(1) take account of the views of the Committee in agreeing the revised constitution of the Green Chain Joint Officer Working Party; and

(2) agree the 2012-17 Green Chain Management Plan subject to the Portfolio Holder forwarding the Committee's comments above to Green Chain management including –

- L B Bromley remaining outside of the Joint Operational Fund for the Green Chain**
- the Council's aspirations to share funding of Crystal Palace Park with other London Boroughs bordering the park**

- **a recommendation that efficiencies already implemented by LBB be recommended to the Green Chain management such as the printing of literature on demand.**

C) LEESONS HILL JUNCTION UPGRADE

Report ES13059

At the Leasons Hill/Station Road junction with Sevenoaks Way a right turn ban was introduced during the Chislehurst road bridge closure. The bridge reopened in November 2012 and a decision was taken in April 2013 to maintain the ban to assist traffic flow along the A224 - at least until completion of the Nugent traffic signal scheme planned for autumn 2013.

Requests had been received from some residents to remove the right turn ban as local journey time had increased and the ban was causing localised inconvenience. Accordingly, the Portfolio Holder asked officers to investigate alternatives to the right turn ban.

Options were presented on alternatives to the current design; officers recommended Option 2 as providing the greatest benefits. An estimated cost for each option was also provided.

Councillor Ellis as a Cray Valley West Ward Member held a number of meetings with residents. She referred to drivers circumventing the current right turn ban by using adjacent/local roads. Acknowledging a reduced level of congestion on the A224 as a result of the ban, Councillor Ellis favoured investment to improve the road - two lanes ahead in both directions - and a dedicated right turn lane in each direction (Option 2). This was recommended by the Head of Traffic and Road Safety and if approved, the carriageway would be widened accordingly. The option would also provide a pedestrian crossing stage on each arm of the junction so providing less risk of accidents compared to options for a roundabout. Although accidents at roundabouts tend to be less serious in view of slower speeds, roundabouts also had disadvantages if the flow from the different arms was too uneven. If it was necessary to proceed with a roundabout, the Head of Traffic and Road Safety recommended Option 1B.

In view of pedestrian crossings adversely affecting traffic flow, Councillor Grainger suggested a consideration of Option 1B without a pedestrian crossing. He referred to a study in Belgium and suggested that both accidents and their severity reduced with a roundabout. The speed of vehicles reduced and traffic flow increased. There were less collisions and a roundabout offered significant benefits in helping reduce vehicle CO2 emissions. As well as being safer, capacity at roundabouts could also be increased. Additionally, Councillor Grainger referred to a Swiss study and to the costs of Options 1A, 1B and 2.

A roundabout was not the preferred approach of officers in the context of pedestrian safety and road crossing. Without a signalised crossing,

pedestrians could take risks. Councillor Catherine Rideout enquired of any support for blind and partially sighted pedestrians and the Head of Traffic and Road Safety advised against any scheme without a crossing facility.

Councillor Peter Fortune as a ward Member for Cray Valley East sought to ensure that local residents were properly served - a number of residents travelled out of St Mary Cray to the Cray Valley. He outlined his preference for Option 2. The Assistant Director (Transport and Highways) also advised of an intention to link three junctions along the A224 (including Leasons Hill junction) with intelligent signalised technology.

Supporting her preference for Option 2, Councillor Ellis suggested that there might be insufficient gaps in traffic for vehicles to enter - some drivers were not patient. There were also large housing developments locally from which a significant amount of traffic could be generated. Additionally, there were a number of elderly residents in the area and a number of families with children. Councillor Ellis wanted these and other residents to have the option of crossing safely. She felt that a roundabout without sufficient controlled crossings was not good.

Members were advised that the larger a roundabout, the slower traffic moved around it and the easier it becomes for vehicles to enter. It was also confirmed that intelligent traffic signals would be used for a signalised junction.

Councillor Grainger felt that Option 1B addressed the desire of users. It also included a crossing. He suggested that on the basis of evidence, roundabouts are safer with any accidents usually minor. There was also no downtime with a roundabout and it is a less expensive option.

Councillor Samaris Huntington-Thresher highlighted that the War Memorial roundabout at the end of Orpington High Street had a zebra crossing on its arms. She enquired whether a similar approach could apply at the Leasons Hill junction. Members were advised that adding more crossing facilities to the arms of a roundabout would diminish traffic flow. Additionally, zebra crossings were considered inappropriate near stations as traffic queues could form with a high volume of pedestrian throughput. Traffic Signals were preferred to a zebra crossing as they provided a set amount of time to cross. With a roundabout option, having one pedestrian controlled crossing near to Station Road was preferred by officers.

Councillor Nick Milner concluded that with a crossing needed for pedestrians to and from St Mary Cray Station along with crossings ideally needed on the other arms of a roundabout, a signalised junction seemed the best approach. On balance, Councillor Getgood also supported a signalised junction, preferring Option 2. He advocated use of intelligent signal technology e.g. technology allowing traffic lights to turn red when there is no traffic.

In consideration of cyclists, Members were advised of a cycle route on the western side of the A224. However, a roundabout would remove the signal crossing currently available at the junction and introduce a risk in crossing.

It was confirmed to Councillor Grainger that any new signalisation would have an on-going cost for electricity and maintenance.

Upon a vote it was agreed by a majority to support the recommendation that the Portfolio Holder approves Option 2. Councillor Grainger asked for his support of Option 1B to be recorded along with his opposition to Option 2.

RESOLVED that the Portfolio Holder be recommended to:

(1) approve Option 2, the widening of the A224 Sevenoaks Way, to allow the introduction of dedicated right turn lanes and the re-introduction of right turn manoeuvres into Leasons Hill and Station Road; and

(2) delegate authority for approving the scheme's detailed design to the Executive Director of Environment and Community Services, in consultation with the Portfolio Holder and Ward Members.

D) ACCESS ROAD TO DEVELOPMENT ADJACENT TO SITE OF 2, STATION COTTAGES, CHELSFIELD - PROPOSED LIGHTING UNDER PRIVATE STREET WORKS PROCEDURE

Report ES13069

In 2011, Robust Developments Ltd applied for planning consent to build two pairs of semi-detached houses adjacent to the site of 2, Station Cottages, Chelsfield (Planning reference 11/01628). As the site is only accessible via an unadopted access road which is narrow and unlit, officers recommended refusal on safety grounds. The application was refused by the Development Control Committee.

The developer had appealed the Council's decision and The Planning Inspector allowed the development but agreed with the Council on the need for a passing bay and lighting. The Inspector placed conditions on the permission that these had to be in place ahead of the development commencing. It was expected the developer would be able to negotiate with the owners of the access road (i.e. the several owners of the various dwellings/gardens fronting the road) to secure agreement enabling a passing-bay to be constructed and street lighting to be installed. However, no agreement had been reached.

Report ES13069 advised that the passing-bay issue was now being dealt with by the Council providing a suitable area of land for the developer to construct a passing-bay at his own expense. The matter of street lighting could be addressed by means of the Private Street Works Code. Legal advice indicated that the Council should use its powers, albeit the lighting would not be adopted upon completion, and the developer would be required to meet the Council's costs in full. It was not proposed to make-up the road for adoption but only to light it to enable the development to proceed.

As the developer would be required to meet all the costs of a scheme to light the access road, including any costs involved to appear before Magistrates to resolve any objections, no costs would fall to the Council. Additionally, the future cost of electrical energy for the lighting would not fall to the Council but would have to be met by the developer possibly by an arrangement involving the purchasers of the new houses.

In discussion a number of comments were made.

Councillor Grainger was not supportive and had particular concerns. He suggested that the Planning Inspector's conditions (that the passing bay and lighting had to be in place ahead of the development) were not a direction and further suggested that the making up process can lead to objections being made as the process is taken forward. He saw it as the responsibility of the applicant to meet the Planning Inspector's conditions and he was concerned that the Council had provided an area of its land for the developer to construct a passing-bay. Councillor Grainger felt that it was for the applicant himself to meet the conditions required by the Planning Inspector.

The Vice-Chairman sought further background to the advice at paragraph 3.4 of Report ES13069 that "the issue of the passing-bay has now been dealt with by means of the Council providing a suitable area of land, upon which the developer will construct a passing-bay at his own expense". Members were advised that provision of the land for the passing bay had been referred to the Council's Valuers and the Head of Highways understood that no decision had yet been made on whether to sell or licence the land to the developer.

Councillor Ellis suggested there was a similarity of principle between this case and Members' opposition to the development of a restaurant complex at Queen's Gardens Bromley. She was not supportive and felt that providing land for the developer to construct a passing bay should not proceed.

Aware that the recommendation for a First Resolution concerned solely lighting for the access road, the Chairman enquired whether not agreeing to provide the land on the basis of a loss of green space would be in keeping with requirements for the process. He asked whether the Council would be open to legal challenge by not agreeing to provide the land and he sought clarification there was no legal obligation to sell the land.

Members were advised that the recommendation in Report ES13069 was purely concerned with facilitating a lighting scheme. There would be a strong risk of challenge for frustrating the developer (and frustrating the implementation of planning consent) if it was decided to not proceed with providing land for a passing-bay. The Assistant Director (Transport and Highways) referred to such advice in Report ES13069 (paragraph 6.1).

Concerning a basis to provide any land for the passing-bay e.g. leasing to the developer, the Assistant Director suggested there might possibly be some form of licence although he felt that a sale might be a neater arrangement. He

added that advice was awaited from the Council's Estates and Valuation team.

Referring to paragraph 3.3 of Report ES13069 the Vice Chairman suggested that the Planning Inspector's decision made no reference to the Council providing land for the developer to construct a passing-bay. Paragraph 3.3 included reference to an expectation "*that the developer would be able to negotiate with the owners of the access road (i.e. the several owners of the various dwellings which front onto the road) to secure agreement to enable a passing-bay to be constructed and street lighting to be installed*". The Vice-Chairman added that no other residents along the road wanted street lighting and given the Council's previous refusal of the development application she felt that existing residents would be let down if the report was enthusiastically supported. She would not support the Council selling land for a passing place; instead she felt that the developers should continue to negotiate with the owners of dwellings fronting the road (owners of the access road). If it was necessary to sell amenity land for the passing place, she indicated that it would be more than amenity land to the developer.

With further reference to paragraph 3.3 of Report ES13069, Councillor Adams understood from the text that that the Planning Inspector expected the developer to be able to negotiate with the owners of the access road for a passing-bay; effectively, the consent could only proceed if the developer negotiates with owners of the access road. The Assistant Director confirmed there was evidence of the developer going through this process. He also suggested that the developer could go back to the Planning Inspector to try and have the conditions removed.

Summarising the views of Members, the Chairman suggested a recommendation that the Committee was against the Council providing land for a passing-bay. The Head of Highway Management suggested that a First Resolution would start the process under the Private Street Works Code and give opportunity for the owners to oppose the lighting if it were to spill on to their properties. The issues could thereby be tackled by simply dealing with lighting under the Street Works Code.

Councillor Jefferys felt that a fuller report was necessary setting out the facts. The Vice-Chairman highlighted that the passing-bay and lighting had both caused concern. She recommended that no further action be taken on facilitating a passing bay or street lighting – no resident had asked for lighting.

RESOLVED that the Environment Portfolio Holder be recommended to not proceed with the recommendation outlined in Report ES13069.

E) HIGHWAY MAINTENANCE POLICY

Report ES13074

Members considered a revised policy for the treatment of vehicle crossovers and hard footway verges during planned maintenance schemes.

Where concrete crossings and footway verges required maintenance, the current policy had caused problems, mainly due to difficulties in protecting the concrete surface from the effects of the weather and damage during the curing period.

There are slabbed footways with a mixture of concrete and asphalt surface vehicle crossings in most LB Bromley roads. It was proposed that all vehicle crossings and hard footway verges are now maintained using asphalt materials. This would not impact on the use of slabbed paving for footways, and should produce a more consistent finish in the street for a similar outlay. The use of asphalt materials would also reduce disruption for residents during maintenance as the closure of vehicle access to properties would reduce from five days to 24 hours.

To consider questions and concerns raised by Members, including those related to investment, value for money and life expectancy, it was agreed to convene a meeting of the Highway Assets Working Group to consider the proposal in further detail.

Members were content for the Working Group's recommendations to be put directly to the Portfolio Holder without further reference to the Committee.

RESOLVED that:

(1) a meeting of the Highway Assets Working Group be convened to consider the revised policy in further detail: and

(2) the views of the Working Group should be considered by the Portfolio Holder in deciding whether to adopt the revised policy for the treatment of vehicle crossovers and hard footway verges during planned maintenance schemes, as set out in Report ES13074.

F) APPOINTMENTS TO THE COUNTRYSIDE CONSULTATIVE PANEL AND THE LEISURE GARDENS AND ALLOTMENTS PANEL 2013/14

Report RES13124

Members supported nominations to the Countryside Consultative Panel and the Leisure Gardens and Allotments Panel for 2013/14.

RESOLVED that the Portfolio Holder be recommended to confirm that:

(1) Councillors Kathy Bance, Julian Benington, William Huntington-Thresher, Gordon Norrie and Richard Scoates be appointed to the Countryside Consultative Panel for 2013/14; and

(2) Councillors Peter Fookes, Ellie Harmer, Alexa Michael, Harry Stranger and Michael Turner be appointed to the Leisure Gardens and Allotments Panel for 2013/14.

7 PRE-DECISION SCRUTINY OF REPORTS TO THE EXECUTIVE

A) UPDATE ON THE IMPLEMENTATION OF THE FLOODING AND WATER ACT 2010

Report ES13072

The Flooding and Water Management Act 2010 (FWMA) required LB Bromley, as a Lead Local Flood Authority (LLFA), to develop, maintain, apply and monitor a strategy for local flood risk management in its area.

The Council also had the role of SAB (SUDS Approving Body) to approve Sustainable Urban Drainage Systems submitted by developers.

The LLFA has a duty to identify the causes of surface water flooding and determine those organisations or authorities that have a role in mitigating the flood risk. Report 13072 reviewed the Council's progress in the role of LLFA, and considered responsibilities and activities for the coming year.

Following the Autumn Statement in December 2012 the Department for Communities and Local Government announced that the Business Rates Retention scheme would be introduced from April 2013. As an LLFA, Bromley was allocated £253k for local flood risk management during 2013/14; £142k being provided from the sum received for the Locally Retained Business Rates and the remaining £111k paid via the Local Services Support Grant.

With £253k set aside for local flood risk management in the Council's 2013/14 Central Contingency, it was proposed that £220k be drawn down from the Contingency. The remaining £33k might be realised as a saving once full details of the Council's new responsibilities as a SUD's Approval Body were known.

A majority of Members supported the recommendation. However, Councillor Grainger questioned the benefits which would be obtained and was not supportive of the recommendation.

RESOLVED that the Executive be recommended to approve the release of £220,000 from the 2013/14 Central Contingency to implement the proposals detailed in Report ES13072 in order to meet the responsibilities required by the Flooding and Water Act 2010.

B) LONDON HIGHWAYS ALLIANCE CONTRACT

Report ES13073

Report ES13073 recommended that the Council make use of the London Highways Alliance Contract (LoHAC) where it demonstrates best value.

Highways Term Maintenance contracts were awarded to FM Conway (major works) and O'Rourke Construction (minor works) in 2010 for a period of seven years. Both of the contracts were awarded to implement the borough's revenue funded maintenance programmes, with the option of including capital and LIP funded projects.

The London Highways Alliance Contract (LoHAC) is a pan London contract for a range of highway related works on all Transport for London (TfL) and Borough roads offering an alternative method of procuring works in the future. TfL recently recommended that the LoHAC contract is used for projects funded by TfL, where it offers better value.

Under the LoHAC umbrella four Framework Alliance contracts have been let on behalf of all London authorities, covering four areas; North East, North West, Central and South London.

There are occasions where specialist works are required which are not included within any of the Council's existing contracts. As the LoHAC contract includes all work types, its use in the future could avoid the need to let further contracts.

The new South London contract started in April 2013 and has been prepared in such a way as to provide additional discounts as and when other London boroughs join the contract or work volumes increase.

It was proposed to form a call-off contract with Enterprise Mouchel under LoHAC. In the first instance its use would be considered for capital funded projects where it offers better value than existing contracts or for projects not within the scope of existing arrangements.

As LoHAC is a framework arrangement, forming a contract would not commit LB Bromley financially or require LB Bromley to order works from Enterprise Mouchel. However, there appeared to be a growing expectation from TfL that LoHAC contractors would be used for TfL funded work, unless local arrangements offered demonstrably better value.

Members supported the recommendation to the Executive.

RESOLVED that the Executive be recommended to agree that use be made of the London Highways Alliance Contract and in appropriate cases enter into contracts with Enterprise Mouchel where it represents best value for money.

8 FRIENDS ANNUAL REPORT

Report ES13063

Members were updated on work carried out by the Environmental Services Department working in partnership with Friends (volunteers) of the Borough.

Councillor Getgood supported work of Friends groups. He highlighted that some communities might not be prepared to take on the voluntary work and it was important to focus on those communities that might be left behind.

Councillor Grainger suggested there was a need for a Friends Group for the Green at Green Street Green. He indicated that the work of Friends continued to go well in his ward and the help of volunteers was appreciated. He suggested having information on the work of Friends Groups categorised on a database by sub-sections according to Street, Snow or Park Friends.

Councillor Jefferys suggested that more publicity is made of the work of Friends Groups as it was such good news. He also suggested looking at the recognition of individuals for particular voluntary achievements.

Councillor Getgood enquired of the resource available to encourage new Friends Groups. Members were advised that much effort was given to encouraging new groups. Officers provided significant amounts of their time at evenings and weekends.

RESOLVED that:

- (1) thanks be provided to Officers for their work in supporting Friends Groups;**
- (2) fulsome thanks be provided to Friends Groups for their contributions and achievements; and**
- (3) the difference that the work of Friends Groups makes to the borough be acknowledged.**

9 ENVIRONMENT PORTFOLIO PLAN 2012/13: END OF YEAR PERFORMANCE OUT-TURN

Report ES13057

Report ES13057 provided information on achievements of Environment Portfolio services in 2012/13, in the context of the agreed Portfolio Plan for the year as well as performance going back to 2006/07.

On Street and Environmental Cleanliness, the Vice-Chairman highlighted that the percentage of streets below standard had increased during 2012/13.

In response, the Chairman referred to the new street cleaning contract and the Assistant Director (Parking and Customer Services) highlighted that this was the first year of the new contract during which there had initially been an issue at overflowing litter bins, and the cleaning of rural roads needing improvement. Client officers and the contractor had taken action over the problems, and standards had improved.

Councillor Grainger expressed a preference for monthly data to take account of trends which Members could then comment on. In particular, he asked whether monthly plots could be provided for deaths on roads for the purpose of monitoring trend.

The Assistant Director advised against reporting to Members data covering statistically small periods of time. For street cleansing, whole-borough monitoring only took place during three inspection periods each year, and there would be cost implications for an increased number of inspections. Action had been taken by the contractor to improve street cleanliness on rural roads and this was reported to Members in the half-year report in November 2012. Road deaths and serious injuries were subject to seasonal differences. The Assistant Director advised that annual reporting on road injuries would be an appropriate time period.

The Vice-Chairman recalled that quarterly data had been provided to Members previously. She felt this was useful to Members for identifying possible issues. The Chairman reminded Members that the Street Cleaning contractor appeared before the Committee last municipal year and he suggested that the contractor be asked to return later in the current year.

Pressing further on a desire for more frequent performance reporting, the Vice Chairman suggested that it would be useful to have performance data for all three tranches of street cleansing inspections appended to the performance report. The Assistant Director confirmed that this information would be provided in future Portfolio Plan monitoring reports to the Committee.

Councillor Ellis felt that there was a noticeable improvement in the level of street cleanliness in her ward. She considered the level of street cleanliness to be good. Where the Council was leaseholder for some shops, as was the case at Cotmandene Crescent, she suggested that conditions be written into a shop lease stipulating that the shop trader had responsibility for maintaining pavement cleanliness outside of the shop e.g. sweeping the pavement clear of leaves.

On data related to road deaths and injuries, Members were advised that it was possible to plot data monthly but the number of accidents shown would not take account of seasonal variations e.g. fewer accidents in the winter months given weather conditions such as snow discouraging pedestrians. Such quarterly figures were already provided to the Portfolio Holder and could be provided directly to individual Members.

Councillor Ellis suggested that statistical data could be provided electronically in an information briefing for Committee Members.

RESOLVED that report be noted.

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

Report ES13052

In considering the Committee's Work Programme, the Chairman suggested that the partner service scrutiny for the year should again be street cleansing. A major item of a Committee meeting after the autumn leaf clearance should therefore be scrutiny of street cleansing with the street cleansing contractor attending and answering questions.

On Working Groups for the year ahead, it was agreed that the Parking Working Group should continue with a meeting convened for September 2013.

The Highway Assets Working Group was also to be re-instated to consider the proposed policy for treating vehicle crossovers and hard footway verges during planned maintenance schemes (Minute 6E).

It was also agreed to convene a new Working group to inform development of the Council's Local Implementation Plan (LIP) looking at certain projects in particular and the balance between the various priorities.

Councillor Grainger reminded that the former Transport Statement Working Group had in mind to work towards a transport policy document for the borough.

The Chairman also intended to meet the Head of Waste Services to consider whether there were aspects associated with waste minimisation and recycling for scrutiny. The provisional outturn had highlighted waste budget implications and that whilst the percentage of waste recycled had remained high the total (and residual) weight of waste per household was no longer reducing. This situation was expected to continue without further initiatives.

Additionally, the Chairman suggested that a future Public Transport Liaison meeting be convened in public to meet with public transport providers. Members of the public would be welcome to observe the meeting and submit questions according to the usual LBB notice periods. For clarity of purpose he suggested that the meeting be entitled Public Transport and Commuter Liaison.

On the progress of requests from previous meetings of the Committee, Councillor Jefferys highlighted the proposal to use Shortlands Ward as a pilot for taking forward greater resident engagement on street cleaning. Councillor Jefferys reported that a meeting between officers, ward Members and

Resident Associations took place on 12th June 2013 and he was grateful to officers for taking the matter forward.

RESOLVED that:

(1) the work programme be agreed subject to the inclusion of an item at a future meeting on scrutiny of street cleansing and the contractor, Kier;

(2) progress related to previous Committee requests be noted;

(3) a summary of contracts related to the Environment Portfolio be noted; and

(4) the following Working Groups and membership be established for 2013/14 -

- **LIP Working Group (comprising Councillor William Huntington-Thresher, Councillor Ellis, Councillor Grainger and Councillor Milner)**
- **Parking Working Group (comprising Councillor William Huntington-Thresher, Councillor Samaris Huntington-Thresher and Councillor Grainger)**
- **Highway Assets Working Group (comprising Councillor William Huntington-Thresher, Councillor Adams, Councillor Ellis and Councillor Samaris Huntington-Thresher – Councillor Fortune is also to be invited to meetings of the Group as Portfolio Executive Assistant).**

APPENDIX A

QUESTIONS TO THE PORTFOLIO HOLDER FROM JENNY COLEMAN FOR ORAL REPLY

Regarding Planning Application 190 - 200 Kingshall Road, New Beckenham – Extension to existing Car Park.

1. The premise for this application is a “supposed demand” for parking in the area of New Beckenham. There is no evidence to support this demand, and no report to substantiate this claim. Why has there been no feasibility study, or audit on existing availability of parking in the area?

Reply

The car park is designed to cater for the self evident demand, which has already caused the neighbourhood to the East of the Hayes to London railway line to be designated a mixture of controlled parking zone and pay and display.

The ongoing demand also contributes in roads to the West of the railway line experiencing unwelcome levels of commuter parking to such a degree, that some residents, including yourself, are currently seeking additional parking restrictions to be installed to relieve the congestion being caused within them.

Supplementary Question

Jenny Coleman asked why the Copers Cope area was relatively empty of parked cars on most days if there was a demand for parking and why there were unused parking spaces in New Beckenham.

Reply

In his reply, the Portfolio Holder indicated that there would always be a possibility of some parking spaces being empty at some point. However, the local roads were busy. This included traffic in Aldersmead Road in Kent House. The Portfolio Holder also referred to traffic at the other end of New Beckenham.

2. The proposed development lies within an "Air Quality Management Area (AQMA) where Nox emissions already exceed government and EU acceptable levels. The Council's own Scientific Officers report states that the proposal is likely to increase the concentration of Nox by encouraging more cars into the area at peak times. Making the car park long stay is unlikely to mitigate this. Why is Bromley environmental department proposing a development that contravenes its own policies, LIP, UDP and the Mayor's Plan?

Reply

An air quality assessment was not required for this application, however concerns over a potential increase in airborne emissions from vehicles using the car park have been mitigated by targeting it at long term parking to reduce vehicle movements and the inclusion of two electric vehicle charging points to encourage use of low emission vehicles.

Supplementary Question

Jenny Coleman asked whether increased peak-time traffic drawn by more parking spaces would impact on this Air Quality Management Area.

Reply

The Portfolio Holder suggested that it continued to be possible to re-arrange traffic in an area even though it might be an Air Quality Management Area. There would be electric charging points at the car park and drivers could be expected to go directly to the car park rather than drive around looking for a parking space on street.

3. Bromley have already declared their “desire” to sell off this land in the future for housing development. Is it not wrong to use TfL funding/tax payers’ money to literally pave the way for a future back land development?

Reply

As you have seen in previous correspondence to a third party to which you were copied in, I regard your assertion as being completely unfounded.

Focussing on a poorly expressed opinion of a Council Officer as to what might happen to the land at some point in the future, should the car park be built and/or fall redundant, does not in any sense amount to “desire”.

Were building houses to be a “desire” at this location, especially given the pressure to do so in the form of the unwelcome housing targets which have been foisted on to the Borough from other places, an application to do so would have already been submitted.

Supplementary Question

Jenny Coleman referred to an extract from the minutes of the Environment PDS Committee meeting held on 4th October 2011 where it was recorded that the report to the Committee stated that it might be possible and desirable at some future stage to sell the land for housing development should the market be right and access issues could be resolved. Jenny Coleman asked why the site should be developed for parking now, and would TfL funding have to be returned if the land was subsequently developed for housing.

Reply

The Portfolio Holder indicated that in this regard, the report considered by the Committee in October 2011 was poorly written. He confirmed that there was no desire for housing development on the land and the report did not reflect the views of the Portfolio Holder as Decision Maker. The recommendations in the report concerned developing the land for car park purposes and not housing.

QUESTIONS TO THE PORTFOLIO HOLDER FROM MR COLIN WILLETTS FOR WRITTEN REPLY

1. Could the Portfolio Holder use his good offices to request the installation of a bus shelter at the existing bus stop (southbound) in Sevenoaks Way opposite Kemnal Technology College to enable students to shelter during heavy precipitation?

Reply

Yes, although the decision does, as you know, rest with TfL rather than the Council itself.

2. Could the Portfolio Holder tell me if there are any i) printing costs and ii) delivery costs to the Council for the Spring issue of the Environment Matters leaflet and if so what are the amounts?

Reply

All costs associated with Environment Matters are borne by Veolia as part of the waste contract.

3. With regard to numerous deposits of green arisings dumped at Cotmandene Crescent car park on 19/5/13, 26/5/13, 1/6/13 and 2/6/13, could the Portfolio Holder tell me the final destination for such green waste and any additional costs for removing regular deposits/fly tipping of green waste from the car park?

Reply

Any green waste deposited outside the operating hours of the Satellite Sites is treated as a fly-tip and collected by Veolia at a cost of £48.48 per incident (for fly-tips under 10 cubic metres) or £110.80 (for fly-tips between 10 and 20 cubic metres). The green waste material is kept separate and delivered to the Waldo Road Waste Transfer Station. As with other green waste, it is then sent to a facility in Kent for composting.

The Meeting ended at 10.29 pm

Chairman

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Report No.
ES13085

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment Portfolio Holder

**For any Pre- Decision Scrutiny by the Environment PDS
Committee on**

Date: 1st October 2013

Decision Type: Non-Urgent Executive Non-Key

Title: MANOR PARK CLOSE - PROPOSED WAITING RESTRICTIONS

Contact Officer: Paul Nevard, Traffic Engineer
Tel: 020 8313 4425 E-mail: Paul.Nevard@bromley.gov.uk

Chief Officer: Nigel Davies, Executive Director of Environment & Community Services

Ward: West Wickham

1. Reason for report

This report outlines the background on the proposal for waiting restrictions to be introduced to Manor Park Close. The report explains the reason for the proposed changes, the consultation carried out with Ward Members and the proposed design of the scheme. The report seeks a decision from the Portfolio Holder on the most appropriate solution for Manor Park Close and authority to implement the changes.

2. **RECOMMENDATION**

That the Portfolio Holder agrees that:

2.1 **Parking changes in Manor Park Close be implemented, as shown in the consultation plan ESD 10561-1, and as described in paragraphs 3.1 to 3.4 of this report.**

Corporate Policy

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

Financial

1. Cost of proposal: Estimated Cost: £500
 2. Ongoing costs: Non-Recurring Cost:
 3. Budget head/performance centre: TfL LIP funding for Local Parking Schemes 2013/14
 4. Total current budget for this head: £50k, of which £37k is available as an uncommitted balance
 5. Source of funding: Transport For London
-

Staff

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

Legal

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

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): 12 households and visitors to Manor Park Close
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillor's comments:
 - Councillor Brian Humphreys agreed with the proposals of 'At any time' waiting restrictions (double yellow lines) to the junction and turning head. He requested that residents should be consulted on "At any time" waiting restrictions to Manor Park Close rather than a limited time waiting restriction (single yellow line).
 - Councillor Nicholas Bennett raised no objection to the residents being consulted on the proposals.
 - Councillor Jane Beckley raised no objections to the proposal or consultation.

3. COMMENTARY

- 3.1 Manor Park Close is a small residential cul-de-sac located off Manor Park Road, West Wickham. The road is located within walking distance of the High Street and therefore can often experience an increased level of demand to park on street.
- 3.2 The Council has previously received a petition from residents about the level and manner of parking in this area. The concerns related to vehicles parked at the junction of Manor Park Close and Manor Park Road and along Manor Park Close which can interfere with the free flow of traffic. As a result, a consultation was carried out in 2009 on the proposal for "At any time" waiting restrictions to be added to the close. During the consultation some objections were received and as such the proposal was not taken forward. However, the residents were informed that the site would be monitored and it may be necessary to re-investigate the site if concerns continue to be raised and problems with access persist.
- 3.3 Following additional requests being received in early 2013, the site was investigated again. Site observations confirmed that on street parking on both sides of the road was creating an issue for larger vehicles and therefore restrictions to one side of the road may be prudent to ensure that access can be maintained. Furthermore, parking close to the junction and turning area of the cul-de-sac was also observed which could create further issues. It was noted that all residents had a form of off-street parking and therefore it was felt beneficial to consult residents on the proposal to add some restrictions to the close.
- 3.4 Following informal consultations with Ward Members on the proposals, a formal consultation was carried out in June 2013 with all those affected in Manor Park Close. The proposal plan shown on ESD 10561-1 was attached to the letter to residents.
- 3.5 Following consultation, a number of comments and objections were received. 16 households were informed of the proposal with 2 letters in support received and 2 letters objecting to the scheme. It is quite normal for residents to be split on such proposals and whilst some residents are strongly in favour of restrictions, some residents have raised objections. Specific objections to the scheme, with officer comments, are summarised below:

Objection / Comments	Officer Response
While it is true that 'all properties have off street parking'....all without exception rarely use their off-street parking either because it is used as a separate dwelling (as in the case of #31) or they have way too many cars to fit in their garage or driveway.	The proposal would allow some flank boundary parking to Manor Park Close. Therefore, parking would only be prevented in the turning area in the cul-de-sac, on top of the junction with manor Park Road and one side of Manor Park Close to ensure access can be gained at all times. Whilst there is no automatic right to park on the highway, the Council tries to provide as much on-street parking as possible. However, there are certain circumstances where waiting restrictions are required.

<p>Local trade will be affected, they have customers who may park in MPC sometimes... the restaurant people do too, especially since the red route waiting is limited to 20 minutes I think. The Italian and Indian restaurants will also be affected.</p>	<p>It is not felt that adding restrictions in the proposed location will affect trade to the local shops. Some flank boundary parking will remain that can be used by residents, visitors or those using the local area.</p>
<p>There are already rules about parking that prevent emergency vehicle access, so why spend thousands on restrictions, which can't be enforced without additional cost to the taxpayer. This proposal is not going to generate revenue...</p>	<p>“At any time” waiting restrictions are seen as the most appropriate way to prevent parking where access is a concern. Enforcement will be required; however, the restrictions are often sufficient to prevent on street parking in these locations.</p> <p>The proposal has not been put forwarded to generate revenue. It is being proposed to address road safety and to ensure the free flow of traffic.</p>
<p>My mum is registered disabled and has severe mobility issues. She will no longer be able to leave her house and step out into the car to attend regular hospital and doctor visits.</p>	<p>The proposal is to introduce “At any time” waiting restrictions, therefore loading and unloading of vehicles is permitted. Whilst the restrictions will prevent vehicles being parked on-street, a driver can pick up and drop off passengers and/or load and unload a vehicle. Consequently, being collected would not be a problem.</p>

3.6 Further to the above comments received from residents, the West Wickham Resident Association have also objected to the proposal. The West Wickham Resident Association has stated the following:

“As with many cul-de-sacs in West Wickham and indeed across the borough the road is too narrow to turn a vehicle whether or not a vehicle is parked, it will still be necessary for a refuse vehicle to reverse into the close. We therefore believe the proposal should be dropped.”

3.7 **Conclusions**

The recommendation of this report is to introduce the proposed changes as per the consultation drawing shown on ESD 10561-1. Whilst it is noted that some residents object to the proposal it is felt that the changes will be of benefit to road safety, will help to improve sightlines at the Manor Park Road junction and also ensure that access can be gained at all times. The proposal still keeps a section of Manor Park Close unrestricted to allow some on-street parking and the restrictions will still allow the loading and unloading of vehicles. All residents have a form of off-street parking. Although the turning area at the end of the cul-de-sac is quite small,

keeping this section clear will also ensure that the majority of drivers will be able to enter and exit the close in forward motion at all times.

4. POLICY IMPLICATIONS

- 4.1 The Environment Portfolio Plan 2013-16 includes the key aim to “Promote safe and secure travel and parking”.

5. FINANCIAL IMPLICATIONS

- 5.1 There will be a cost of approximately £500 to add the necessary road markings and the cost associated with advertising the necessary Traffic Management Order.
- 5.2 The cost will be met from the 2013/14 TfL funding for Local Parking schemes that has an allocation of £50k. An uncommitted balance of £37k is available to fund these works.

6. LEGAL IMPLICATIONS

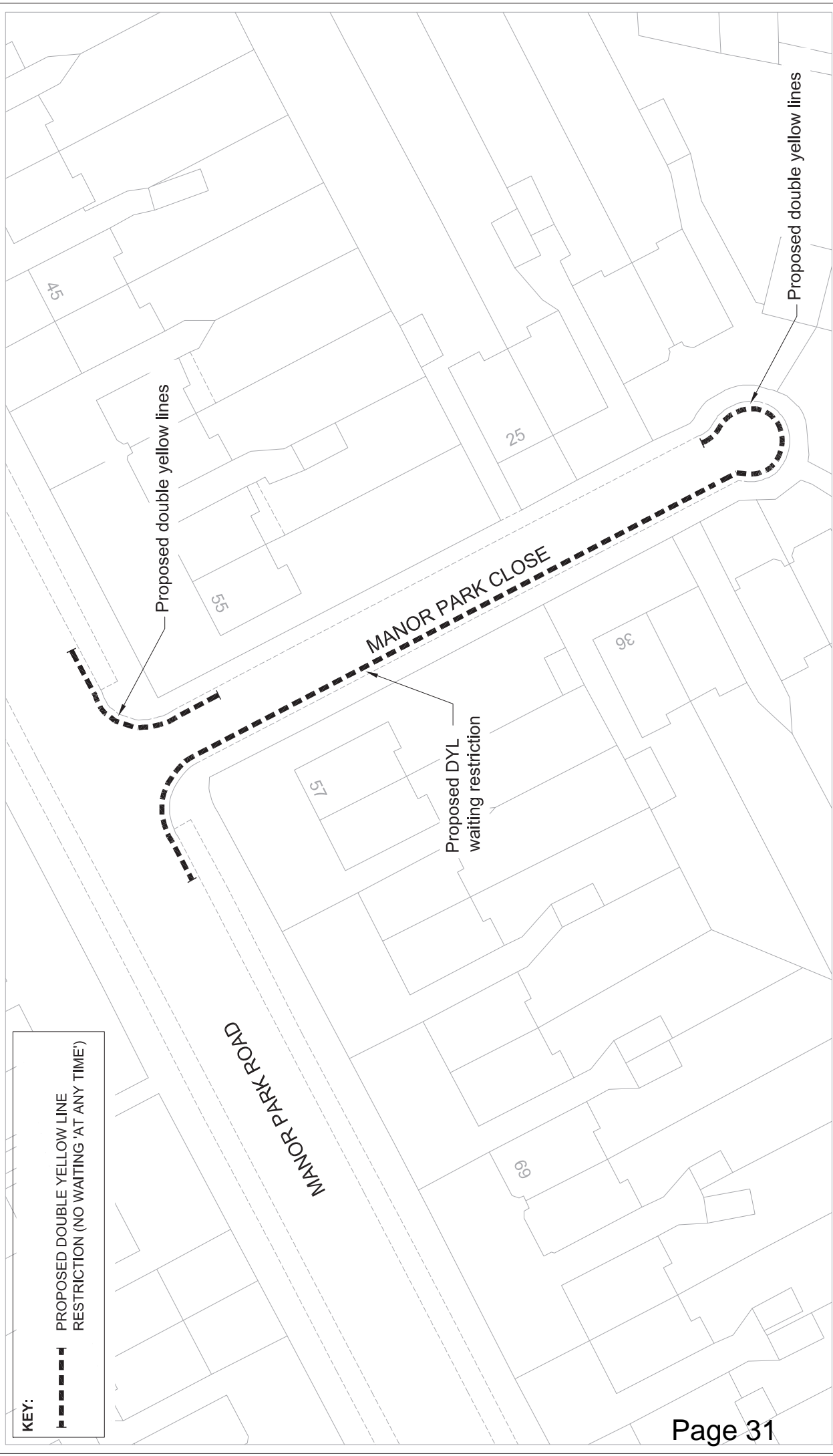
- 6.1 It will be necessary to make amendments to the Traffic Management Orders to permit enforcement.

Non-Applicable Sections:	Personnel Implications
Background Documents: (Access via Contact Officer)	Consultation Plan: ESD 10561-1 Consultation letter to residents dated 24 th May 2013 Support for restrictions – various emails Petition in support of restrictions Objections to restrictions – various emails Objection letter from WWRA dated 26 th July 2013


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KEY:

 PROPOSED DOUBLE YELLOW LINE RESTRICTION (NO WAITING 'AT ANY TIME')



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		Environment & Leisure Services Civic Centre, Stockwell Close, Tel : 020 8464 - 3333 Fax : 020 8313 4555 Email : www.bromley.gov.uk		Job MANOR PARK CLOSE WEST WICKHAM		Title PROPOSED WAITING RESTRICTIONS (NO WAITING 'AT ANY TIME')			
N. Davies Director of Environmental Services		Scale @ A4 1:500		Date 25/11/09		Checked MV		By RL	
				Drawing Number ESD-10561-1		Revision A			
				Rev A		Date 04/03/13		Description Proposed SYL waiting restriction	
				Rev B		Date 08/05/13		Description Proposed DYL waiting restriction	
								By J.J.	

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Report No.
ES13108

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment Portfolio Holder

For Pre-Decision Scrutiny by the Environment PDS Committee on

Date: 1st October 2013

Decision Type: Non-Urgent Executive Non-Key

Title: BUDGET MONITORING 2013/14

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

Chief Officer: Nigel Davies, Executive Director of Environment and Community Services

Ward: Borough-wide

1. Reason for report

This report provides an update of the latest budget monitoring position for 2013/14 for the Environment Portfolio, based on expenditure and activity levels up to 31st July 2013. This shows a projected overspend of £536k.

It also reports the level of expenditure and progress with the implementation of the selected projects within the Member Priority Initiatives.

2. **RECOMMENDATIONS**

That the Environment Portfolio Holder:

- 2.1 Endorses the latest 2013/14 budget projection for the Environment Portfolio;
- 2.2 Notes the progress of the implementation of the Environment projects within the Member Priority Initiatives programme; and
- 2.3 Requests the Executive to approve the drawdown of the £546k held in the central contingency for the net loss of income from Westmoreland Car Park, as it was sold in April 2013.

Corporate Policy

1. Policy Status: Existing Policy Sound financial management.
 2. BBB Priority: Excellent Council; Quality Environment
-

Financial

1. Cost of proposal: Not Applicable
 2. Ongoing costs: Recurring Cost
 3. Budget head/performance centre: All Environment Portfolio Budgets and Earmarked Reserve for Member Priority Initiatives
 4. Total current budget for this head: £41.3m and £1.15m
 5. Source of funding: Existing revenue budgets 2013/14 and Earmarked Reserve for Member Priority Initiatives
-

Staff

1. Number of staff (current and additional): 192.4 ftes
 2. If from existing staff resources, number of staff hours: N/A
-

Legal

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

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? Not Applicable
2. Summary of Ward Councillors comments:

3. COMMENTARY

- 3.1 The 2013/14 projected outturn is detailed in Appendix 1. This forecasts the 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.
- 3.3 Council on 26th March 2012 approved the setting aside of £2.26m in an earmarked reserve for Member priority initiatives. The Environment Portfolio is responsible for the delivery of three of these initiatives as detailed below:-

Member Priority Initiatives	£'000
General Improvements to footways and highways	750
Support to Friends Groups	250
Renew/replace the Council's community recycling sites	150
	<u><u>1,150</u></u>

- 3.4 Appendix 2 has the details of the progress of each of the schemes.

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 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 2012/13 to minimise the risk of compounding financial pressures in future years.
- 4.3 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 Although the overall budget shows an overspend of £536k for 2013/14, the controllable budget for the Environment Portfolio is projected to be overspent by £546k at the year end based on financial information available to 31st July 2013. Within this projection there are major variations which are detailed in Appendix 1 and summarised below.

- 5.2 A small net surplus in income totalling Cr £32k is projected for on- and off-street parking, mainly due to increased usage across areas outside of Bromley Town Centre. An increase in parking contraventions during the first four months has resulted in additional income being projected of £70k compared to budget.
- 5.3 The Westmoreland car park was sold on 2nd April 2013 and as a result, there is now a net shortfall of income of £546k. At this moment in time it does not look as though parkers have migrated to other LBB parking spaces within Bromley Town Centre as no additional income has been received for the first four months of the year and therefore no surplus is projected.
- 5.4 An amount has been set aside within the central contingency to cover the estimated £546k net loss of income from the sale of the premises and Executive approval is therefore requested in order to balance the budget.
- 5.5 3% of commercial customers have withdrawn from the trade waste collected service resulting in a loss of income of £85k being projected. This has been partly offset by a reduction in the collection contract costs for trade waste of £20k.
- 5.6 Actual disposal tonnage is higher than the budget for the first four months of the year and expenditure is expected to be at least £60k above budget at the year end.
- 5.7 Delays in implementing budget options relating to staffing has led to a projected overspend of £27k. This is partly offset by savings from the Coney Hill contract of £20k. There is also a net shortfall of income overall of £3k. To partly offset the overspend within the waste service, management action has been taken to reduce expenditure against the equipment budget by £30k.
- 5.8 Appendix 1 also highlights an early warning to Members about the potential claim from the waste contractor over a sum of £75k relating to income from recycled paper. Officers are currently negotiating with Veolia with a view to reduce this sum significantly.
- 5.9 There is a net underspend of £73k projected for the other areas within the Street Scene and Greenspace Division. Delays in implementing staff savings have resulted in an overspend of Dr £47k which has been offset by a reduction in expenditure of £120k as a result of management action taken. It should be noted that the full year saving for staffing of £107k will be achieved in 2014/15.
- 5.10 A net deficit of £180k is projected across all areas of income due directly relating to the New Roads and Street Works Act due to a reduction in the sample inspections required and fewer defect notices being issued. This is being partly offset by management action withholding £110k spend across the division in order to balance the budget.
- 5.11 The table below summarises the main variances: -

Summary of Major Variations	£'000
Net surplus income from on and off street parking	(32)
Income from increase in parking contraventions	(70)
Net loss of income as a result of the sale of Westmoreland Road Car Park	546
Net shortfall of income from trade waste collected service	65
Additional waste disposal costs due to rise in waste tonnages	60
Delays in implementing budget option & shortfall of income within waste services	30
Coney Hill and management action savings within waste services	(50)
Net underspend across other areas within the Street Scene and Greenspace Division	(73)
Net shortfall of income directly relating to NR & SWA	180
Savings from management action within Transport and Highways Division	(110)
	<u>546</u>

5.12 Appendix 2 shows that £894k has been spent and a further £6k committed, as of 31st August 2013, out of the £1.15m set aside for the three projects within the Member priority initiatives. It also includes comments on the progress of each of the schemes.

Non-Applicable Sections:	Legal, Personnel
Background Documents: (Access via Contact Officer)	2013/14 budget monitoring files within ECS finance section

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Environment Portfolio Budget Monitoring Summary

2012/13 Actuals £'000	Division Service Areas	2013/14 Original Budget £'000	2013/14 Latest Approved £'000	2013/14 Outturn £'000	Variation £'000	Notes	Variation Last Reported £'000	Full Year Effect £'000
(6,470)	Customer & Support Services	(6,645)	(6,623)	(6,725)	(102)	1 - 4	0	0
	Parking	0	0	546	546	5	0	0
1,359	Net loss of income - Westmoreland Road	1,225	1,239	1,239	0		0	0
	Support Services							
(5,111)		(5,420)	(5,384)	(4,940)	444		0	0
104	Public Protection - ES	71	74	74	0		0	0
	Emergency Planning							
104		71	74	74	0		0	0
4,440	Street Scene & Green Space	4,426	4,053	4,043	(10)	6	0	0
2,428	Area Management/Street Cleansing	2,367	2,743	2,715	(28)	7	0	0
(36)	Highways	(33)	1	1	0	0	0	0
6,007	Markets	6,026	6,060	6,025	(35)	7	0	0
582	Parks and Green Space	485	456	456	0	8	0	0
16,182	Street Regulation	16,639	16,635	16,740	105	9	0	160
	Waste Services							
	Management action to meet FYE							(160)
29,603		29,910	29,948	29,980	32		0	0
6,622	Transport & Highways	6,118	6,425	6,495	70	10	0	450
167	Highways incl London Permit Scheme	135	135	135	0		0	0
303	Highways Planning	167	188	188	0		0	0
	Traffic & Road Safety							
	Management action to meet FYE							(450)
7,092		6,420	6,748	6,818	70		0	0
31,688	TOTAL CONTROLLABLE	30,981	31,386	31,932	546		0	0
7,561	TOTAL NON-CONTROLLABLE	7,983	8,024	8,014	(10)	11	(5)	0
2,321	TOTAL EXCLUDED RECHARGES	2,022	1,937	1,937	0		0	0
41,570	PORTFOLIO TOTAL	40,986	41,347	41,883	536		(5)	0

Reconciliation of latest approved budget

£'000

Original budget 2013/14

40,986

Repairs and Maintenance carry-forward from 2013

41

Allocation of Localisation & Conditions Pay Award

83

Centralisation of training budgets

(3)

Budget transfer within ECS department

2

Parking Funding Transfer

18

Lead Local Flood Authorities

220

Latest Approved Budget for 2013/14

41,347

Environment & Community Services - Budget Monitoring Notes - 31 July 2013**1. Income from Bus Lane Contraventions Cr £10k**

For the first four months of 2013-14, bus lane contraventions are slightly lower than the same period in 2012-13. However based on the latest activity data, an increase in income of around £5k is projected for 2013-14. In addition there is anticipated additional income from previous years of around £5k, giving rise to a net increase in projected income of £10k.

Summary of variations within Bus Lane Contraventions	£'000
Increase in income for 2013-14	(5)
Increase in income for 2012-13	(5)
Total variations within Bus Lane Contraventions	(10)

2. Off Street Car Parking Dr £23k

After an adjustment for the Westmoreland Road Car Park budget, the net shortfall in off street parking income is £23k broken down as follows: Shortfalls are projected at The Hill MSCP Dr £57k. This is partly offset by additional income projected at Village Way Cr £22k and Other Surface car parks Cr £12k.

Summary of variations within Off Street Car Parking	£'000
The Hill	57
Village Way	(22)
Other surface car parks	(12)
Total variations within Off Street car parking	23

3. On Street Car Parking Cr £55k

A deficit of income of £28k is projected within the Bromley Town Centre Inner zones, which is offset by additional projected income in the outer Bromley zone of Cr £35k. This gives a net additional projected income for Bromley Town Centre of Cr £7k. Additional income is also projected totalling Cr £48k across other areas of the borough, in particular Petts Wood, Beckenham and Orpington.

Summary of variations within On Street Car Parking	£'000
Bromley Town Centre Inner zones	28
Bromley Town Centre Outer zones	(35)
Other areas incl Petts Wood, Beckenham & Orpington	(48)
Total variations within On Street Car Parking	(55)

4. Car Parking Enforcement Cr £60k

Based on the activity level for the first four months of the financial year 2013/14 there is a projected net surplus of £30k from PCNs issued by Vinci, due to an increase in contraventions and improved contractor performance.

There is a projected net surplus of around Cr £30k for mobile and static cameras. There have been increased contraventions in the first four months of 2013/14 resulting in a projected Cr £30k.

Summary of variations within Car Parking Enforcement	£'000
PCNs issued by wardens	(30)
PCNs issued by mobile & static cameras	(30)
Total variations within Car Parking Enforcement	(60)

Summary of overall variations within Parking:	£'000
Bus Routes Enforcement	(10)
Off Street Car Parking income	23
On Street Car Parking income	(55)
Car Parking Enforcement	(60)
Total variation for Parking	(102)

5. Net Loss of Income from Sale of Westmoreland Road Car Park Dr £546k

The 2013-14 original off-street parking income budgets include a full year budget for Westmoreland Road Multi-Storey Car Park. The Car Park closed on 2nd April 2013 and as a result, there is now a shortfall of income of £729k partly offset by savings on business rates (Cr £122k) and contractor costs (Cr £61k), a net shortfall of income of Dr £546k. At this time it does not look as though parkers have migrated to other LBB parking spaces within Bromley Town Centre as no additional income has been received for the first four months of the year and therefore no surplus is projected.

An amount has been set aside within the central contingency to cover the estimated £546k net loss of income resulting from the closure/sale of Westmoreland Road. Executive approval is therefore requested in order to balance the budget.

6. Street Scene & Green Space salaries (division-wide) £0k

Delays in implementing management staff savings of £60k have resulted in only a part year effect (Cr £27k) being achieved. Other one-off savings from management action have been identified totalling £33k in order to balance the budget.

7. Area Management/Highways/Parks & Greenspace Cr £73k

In order to balance the Portfolio budget overall, management action has been implemented to withhold £73k expenditure to offset the projected deficit within Waste Services.

8. Street Regulation £0k

Within Street Regulation, staff savings as a result of the baseline review process of £47k were built into the 2013-14 budget. Due to delays in implementing the review, part year savings of £33k have been achieved. Management action has been taken not to backfill a secondment to Education, Care & Health services (Cr £14k), in order to balance the budget. The full £47k saving will be achieved from April 2014.

9. Waste Services £105k

There is currently projected to be a deficit within waste disposal tonnages of £60k. Actual tonnage is 330 tonnes above budget for the first four months of the year, and it is anticipated that there will be a year-end variation for 2013-14 of 750 tonnes.

Within trade waste collection income, there is a projected deficit of £85k. Prices were increased by 4.2% from 1st April 2013 with minimal expectation for a dropout of customers. Around 3% of commercial customers have withdrawn from the service.

As a result of the decrease of commercial customers, there are reduced costs within the collection contract of approximately £20k.

Within trade waste delivered income, there is a projected surplus of £27k, due to increased activity from builders and other tradesmen bringing waste to the depots.

There is a projected deficit from paper recycling income of £50k due to reduced tonnages currently being collected from households. It is possible that this will continue into future years.

EARLY WARNING: The waste contractor is currently in dispute with the Council over a sum of £75k income from recycled paper relating to 2012/13. The contractor is claiming that due to the wet weather during January and February, the quality of the recycled paper was reduced resulting in the mill at Aylesford not accepting it. Officers are currently negotiating with Veolia with a view to reduce this potential deficit. An updated position will be reported back to Members at a later date.

Income from textile collections is projected to generate a surplus of £10k due to increased projected tonnages from previously expected, and there is also a net surplus across other income streams of £10k.

Within the 2013-14 budget setting process, staff savings of £50k relating to two site supervisor posts were incorporated. Due to delays in implementing the changes, which are currently expected to take place from 1st December, there is a projected deficit of £27k. The full £50k saving is expected to be delivered from April 2014.

To partly offset the above overspends, management action has been taken to reduce expenditure on the equipment budget by £30k.

Additionally, there is an anticipated underspend within the Coney Hill budget of £20k in expectation that sums set aside for replacement equipment and other non-routine items will not be required during 2013/14.

The full-year effect of the deficits relating to disposal tonnages, paper income and the trade waste collection income is likely to be around £160k. Officers will be looking at various options to mitigate the likely deficit in future years.

Summary of variations within Waste Services	£'000
Waste disposal tonnages	60
Trade Waste Collection Income	85
Savings from the Trade Waste Collection contract	(20)
Additional Trade Waste Delivered Income	(27)
Deficit from paper recycling income	50
Additional income from textile Collections and other income sources	(20)
Staffing	27
Management action - equipment budget	(30)
Savings from Coney Hill	(20)
Total variation for Waste Services	105

10. Transport & Highways Dr £70k

There is a projected net deficit across all areas of NR&SWA income of £180k, mainly as a result of falling volumes of sample inspections and fewer defect notices being issued. This is being partly offset by management action withholding £110k spend across the division in order to balance the Portfolio budget.

The full year-effect of these ongoing trends is projected to be a deficit of around £450k. Officers will be looking at various options to mitigate the potential shortfall in future years.

11. Non-controllable budgets Cr £10k

For information here, the variation relates to a net surplus within property rental income across the Environment portfolio. Property division are accountable for these variations.

Analysis of Members' Initiatives - Earmarked Reserves @ 31.7.13

Item	Divison / Service Area	Responsible Officer	Allocation £'000	Spend To Date £'000	Commitments £'000	Total Spend & Commitments £'000	Balance Available £'000	Comments on Progress of Scheme
Footways, Highways & General Improvements	T&H - Highways	Garry Warner	750	744	6	750	0	Scheme will shortly be fully spent.
Support for Friends Groups	SS&GS - Parks & Green Space	Louise Simpson	250	0	0	0	250	Estimated £45k expenditure in 2013/14, with remainder held over to 2014/15.
Renewal / Replacement of Community Recycling Sites	SS&GS - Waste	John Woodruff	150	150	0	150	0	Scheme finished.
TOTAL			1,150	894	6	900	250	

Report No.
RES13177

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment Portfolio Holder
For Pre-decision Scrutiny by the Environment PDS Committee on

Date: 1st October 2013

Decision Type: Non-Urgent Executive Non-Key

Title: CAPITAL PROGRAMME MONITORING - 1ST QUARTER 2013/14

Contact Officer: Martin Reeves, Principal Accountant (Technical & Control)
Tel: 020 8313 4291 E-mail: martin.reeves@bromley.gov.uk

Chief Officer: Director of Finance

Ward: All

1. Reason for report

On 24th July 2013, the Executive received the 1st quarterly capital monitoring report for 2013/14 and agreed a revised Capital Programme for the four year period 2013/14 to 2016/17. The report also covered any detailed issues relating to the 2012/13 Capital Programme outturn, which had been reported in summary form to the June meeting of the Executive. This report highlights in paragraphs 3.1 to 3.3 changes agreed by the Executive in respect of the Capital Programme for the Environment Portfolio. The revised programme for this portfolio is set out in Appendix A, details on the 2012/13 outturn are included in Appendix B and detailed comments on scheme progress as at the end of the first quarter of 2013/14 are shown in Appendix C.

2. **RECOMMENDATION**

The Portfolio Holder is asked to confirm the changes agreed by the Executive in July.

Corporate Policy

1. Policy Status: Existing Policy: Capital Programme monitoring and review is part of the planning and review process for all services. Capital schemes help to maintain and improve the quality of life in the borough. Affective asset management planning (AMP) is a crucial corporate activity if a local authority is to achieve its corporate and service aims and objectives and deliver its services. The Council continuously reviews its property assets and service users are regularly asked to justify their continued use of the property. For each of our portfolios and service priorities, we review our main aims and outcomes through the AMP process and identify those that require the use of capital assets. Our primary concern is to ensure that capital investment provides value for money and matches the Council's overall priorities as set out in the Community Plan and in "Building a Better Bromley".
 2. BBB Priority: A quality environment
-

Financial

1. Cost of proposal: Total increase of £1.7m over the 4 years 2013/14 to 2016/17, due to revised TfL grant allocations and re-phasing of expenditure from 2012/13 (see paras 3.2 and 3.3).
 2. Ongoing costs: Not Applicable
 3. Budget head/performance centre: Capital Programme
 4. Total current budget for this head: £26.0m for the Environment Portfolio over four years 2013/14 to 2016/17
 5. Source of funding: Capital grants, capital receipts and earmarked revenue contributions
-

Staff

1. Number of staff (current and additional): 0.25 fte
 2. If from existing staff resources, number of staff hours: 9 hours per week
-

Legal

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

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): N/A
-

Ward Councillor Views

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

3. COMMENTARY

Capital Monitoring – variations agreed by the Executive on 24th July 2013

3.1 A revised Capital Programme was approved by the Executive in July, following final outturn figures for 2012/13 and a detailed monitoring exercise carried out after the 1st quarter of 2013/14. The base position was the revised programme approved by the Executive on 6th February 2013, as amended by variations approved at subsequent Executive meetings. All changes on schemes in the Environment Programme are itemised in the table below and further details are included in paragraphs 3.2 and 3.3. The revised Programme for the Environment Portfolio is attached as Appendix A. Appendix B includes details of the final outturn in 2012/13 and Appendix C shows actual spend against budget in the first quarter of 2013/14, together with detailed comments on individual schemes.

	2013/14	2014/15	2015/16	2016/17	TOTAL 2013/14 to 2016/17
	£000	£000	£000	£000	£000
Programme approved by Executive 06/02/13	7,804	8,303	4,050	4,050	24,207
Parks for People Programme (Executive 03/04/13)	50				50
Revised Programme prior to Q1 monitoring exercise	7,854	8,303	4,050	4,050	24,257
<u>Variations approved by Executive 24/07/13</u>					
Transport for London - revised grant support (see para 3.2)	1,196				1,196
Net underspendings in 2012/13 rephased into 2013/14 (see para 3.3)	545				545
Total Amendment to the Capital Programme	1,741	0	0	0	1,741
Total Revised Environment Programme	9,595	8,303	4,050	4,050	25,998

3.2 Transport for London (TfL) – Revised Support for Highway Schemes (£1,196k increase).

Provision for transport schemes to be 100% funded by TfL was originally included in the Capital Programme 2013/14 to 2016/17 on the basis of the bid in our Borough Spending Plan (BSP). Notification of an overall increase of £1,196k in 2013/14 was received early in 2013/14 from TfL. Grant allocations from TfL change frequently and any further variations will be reported in subsequent capital monitoring reports.

3.3 Net underspendings in 2012/13 re-phased into 2013/14

The 2012/13 Capital Outturn was reported to the Executive on 12th June 2013. The final capital outturn for the year for Environment Portfolio schemes was £7,571k compared to a revised budget of £7,677k approved by the Executive in February (a net underspend of £106k). Part of this related to overspendings on TfL-funded schemes and other schemes that were not rephased into 2013/14, but a total net underspend of £545k on other schemes has been re-phased into 2013/14. Details of the 2012/13 outturn for this Portfolio are set out in Appendix B.

Post-Completion Reports

3.3 Under approved Capital Programme procedures, capital schemes should be subject to a post-completion review within one year of completion. After major slippage of expenditure in recent years, Members confirmed the importance of these as part of the overall capital monitoring framework. These reviews should compare actual expenditure against budget and evaluate the achievement of the scheme's non-financial objectives. While no post-completion reports are currently due for completed Environment Portfolio schemes, this quarterly report will monitor the future position and will highlight any future reports required.

4. POLICY IMPLICATIONS

4.1 Capital Programme monitoring and review is part of the planning and review process for all services.

5. FINANCIAL IMPLICATIONS

5.1 These were reported in full to the Executive on 24th July 2013. Changes agreed by the Executive for the Environment Portfolio Capital Programme are set out in the table in paragraph 3.1.

Non-Applicable Sections:	Legal and Personnel Implications
Background Documents: (Access via Contact Officer)	Departmental monitoring returns June 2013. Approved Capital Programme (Executive 06/02/13). Capital Outturn report (Executive 12/06/13) and Q1 monitoring report (Executive 24/07/13).

ENVIRONMENT PORTFOLIO - APPROVED CAPITAL PROGRAMME 24th JULY 2013								
Capital Scheme/Project	Total Approved Estimate	Actual to 31.3.13	Estimate 2013/14	Estimate 2014/15	Estimate 2015/06	Estimate 2016/17	Responsible Officer	Remarks
	£'000's	£'000's	£'000's	£'000's	£'000's	£'000's		
SCHEMES FULLY FUNDED BY TRANSPORT FOR LONDON								
	12000			4000	4000	4000		
London Bus Priority Network (LBPN)	1836	1836					Angus Culverwell	100% TfL funding, based on Borough Spending Plan submission to TfL and will only proceed if 100% funding is agreed by TfL. The Capital Programme will be adjusted to reflect revised TfL approvals as these are received
Cycle Route Network	1279	1279					Malcolm Harris	
Safer Routes to Schools	945	945					Angus Culverwell/Louise French	
SELTRANS	2012	2012					Angus Culverwell	
Travel Awareness	68	68					Angus Culverwell	
Bromley Town Centre Access Plan	31	31					Angus Culverwell	
20 mph Zones	629	629					Angus Culverwell	
Bus Stop accessibility	134	134					Angus Culverwell	
Downe & Environs WHS bid Access Plan	18	18					Kevin Munnely	
*Local Safety Schemes	1927	1927					Angus Culverwell	
*Bridge Strengthening /Assessment	675	675					Garry Warner	
*Structural Maintenance - Principal Roads LBB	1476	1476					Garry Warner	
Walking	147	147					Angus Culverwell	
Education, training and publicity	134	134					Angus Culverwell	
Cycle Improvements off London Cycle	436	436					Malcolm Harris	
TfL - Borough Support	150	146	4				Angus Culverwell	
Local Area Accessibility - Orpington Town Centre	20	20					Angus Culverwell	
Parallel initiatives	24	24					Angus Culverwell	
Station Access	164	164					Angus Culverwell	
Controlled parking zones	125	125					Angus Culverwell	
LEPT	574	574					Angus Culverwell	
Cycling on Greenways	353	252	101				Malcolm Harris	
Borough Transport Priorities (not allocated)	233	195	38				Angus Culverwell	
Car Clubs	-3	-3					Angus Culverwell	
Chislehurst Road Bridge replacement	4114	3942	172				Paul Redman	100% TfL funding; approved by Executive 22/06/11
Biking Boroughs	262	153	109				Steven Heeley	
TfL - New funding streams								
Maintenance	3748	2917	831				Angus Culverwell	
Corridors	3477	3477					Angus Culverwell	
Neighbourhoods	1641	1641					Angus Culverwell	
Smarter Travel	745	745					Angus Culverwell	
LIP Formula Funding	6416	2967	3449				Garry Warner/Angus Culverwell	
Schools programme	35	35					Steven Heeley	
TOTAL SCHEMES FULLY FUNDED BY TRANSPORT FOR LONDON	45825	29121	4704	4000	4000	4000		
OTHER								
Winter maintenance - gritter replacement	930	645	165	40	40	40	Paul Chilton	
Carbon Management Programme (Invest to Save funding)	803	665	138				Alastair Ballie	Revenue savings (schemes to be worked up); £250k funded by Salix
Orpington Public Realm Improvements	2200	2134	66				Garry Warner	£1.2m TfL funding
Parks for People	50	0	50				Colin Brand	Approved by Executive 03/04/13
Street Lighting Invest to Save Initiative	8507	3	4251	4253			Garry Warner	Funded by Invest to Save Fund (Executive 28/11/12)
*Feasibility Studies	40	0	10	10	10	10	Claire Martin	
TOTAL OTHER	12530	3447	4680	4303	50	50		
CAR PARKING								
Station Road Car Park - Miscellaneous works relating to sale	508	487	21				Heather Hosking	Funded by capital receipt from disposal of car park
The Hill Multi-Storey Car Park - strengthening works	280	222	58				Paul Redman	Approved by Executive 29/09/10
Bromley Town Centre - increased parking capacity	420	288	132				Paul Redman	Approved by Executive 23/05/12
TOTAL CAR PARKING	1208	997	211	0	0	0		
TOTAL ENVIRONMENT PORTFOLIO	59563	33565	9595	8303	4050	4050		

ENVIRONMENT PORTFOLIO - CAPITAL PROGRAMME OUTTURN 2012/13					
Capital Scheme/Project	2012/13 OUTTURN				Comments / action taken
	Actual to 31.3.12	Approved Estimate Feb 2013	Final Outturn	Variation (under-spend '-')	
	£'000's	£'000's	£'000's	£'000's	
SCHEMES FULLY FUNDED BY TRANSPORT FOR LONDON					
London Bus Priority Network (LBPN)	1836				100% TfL funding, based on Borough Spending Plan submission to TfL and will only proceed if 100% funding is agreed by TfL. The Capital Programme will be adjusted to reflect revised TfL approvals as these are received
Cycle Route Network	1279				
Safer Routes to Schools	945				
SELTRANS	2012				
Travel Awareness	68				
Bromley Town Centre Access Plan	31				
20 mph Zones	629				
Bus Stop accessibility	134				
Downe & Environs WHS bid Access Plan	18				
*Local Safety Schemes	1927				
*Bridge Strengthening /Assessment	675				
*Structural Maintenance - Principal Roads LBB	1474	0	2	2	No adjustment to 2013/14 budget
Walking	147				
Education, training and publicity	134				
Cycle Improvements off London Cycle	436				
TfL - Borough Support	137	13	9	-4	2012/13 underspend rephased into 2013/14
Local Area Accessibility - Orpington Town Centre	20				
Parallel initiatives	24				
Station Access	161	0	3	3	No adjustment to 2013/14 budget
Controlled parking zones	125				
LEPT	574				
Cycling on Greenways	153	200	99	-101	2012/13 underspend rephased into 2013/14
Borough Transport Priorities (not allocated)	195	38	0	-38	2012/13 underspend rephased into 2013/14
Car Clubs	0	10	-3	-13	2012/13 underspend rephased into 2013/14
Chislehurst Road Bridge replacement	2059	1996	1883	-113	2012/13 underspend rephased into 2013/14
Biking Boroughs	54	109	99	-10	2012/13 underspend rephased into 2013/14
TfL - New funding streams					
Maintenance	1869	911	1048	137	No adjustment to 2013/14 budget
Corridors	3279	171	198	27	No adjustment to 2013/14 budget
Neighbourhoods	1567	73	74	1	No adjustment to 2013/14 budget
Smarter Travel	769	0	-24	-24	No adjustment to 2013/14 budget
LIP Formula Funding	0	2981	2967	-14	No adjustment to 2013/14 budget
Schools programme	0	31	35	4	No adjustment to 2013/14 budget
TOTAL SCHEMES FULLY FUNDED BY TRANSPORT FOR LONDON	22731	6533	6390	-143	
OTHER					
Winter maintenance - gritter replacement	600	47	45	-2	2012/13 underspend rephased into 2013/14
Carbon Management Programme (Invest to Save funding)	362	0	303	303	50% funded by Salix; offset by capital contributions
Orpington Public Realm Improvements	2134	66	0	-66	2012/13 underspend rephased into 2013/14
Parks for People	0	0	0	0	
SEELS street lighting project	0	532	532	0	Scheme complete
Street Lighting Invest to Save Initiative	0	0	3	3	2013/14 budget reduced in respect of 2012/13 overspend
*Feasibility Studies	0	0	0	0	
TOTAL OTHER	3096	645	883	238	
CAR PARKING					
Station Road Car Park - Miscellaneous works relating to sale	487	21	0	-21	2012/13 underspend rephased into 2013/14
The Hill Multi-Storey Car Park - strengthening works	212	68	10	-58	2012/13 underspend rephased into 2013/14
Bromley Town Centre - increased parking capacity	0	410	288	-122	2012/13 underspend rephased into 2013/14
TOTAL CAR PARKING	699	499	298	-201	
TOTAL ENVIRONMENT PORTFOLIO	26526	7677	7571	-106	

ENVIRONMENT PORTFOLIO - APPROVED CAPITAL PROGRAMME 2013/14 - 1ST QUARTER MONITORING					
Capital Scheme/Project	1st QUARTER 2013/14				Responsible Officer Comments
	Actual to 31.3.13	Approved Estimate Feb 2013	Actual to 19/6/13	Revised Estimate July 2013	
	£'000's	£'000's	£'000's	£'000's	
SCHEMES FULLY FUNDED BY TRANSPORT FOR LONDON					100% TfL funding, based on Borough Spending Plan submission to TfL and will only proceed if 100% funding is agreed by TfL. The Capital Programme will be adjusted to reflect revised TfL approvals as these are received
London Bus Priority Network (LBPN)	1836				
Cycle Route Network	1279				
Safer Routes to Schools	945				
SELTRANS	2012				
Travel Awareness	68				
Bromley Town Centre Access Plan	31				
20 mph Zones	629				
Bus Stop accessibility	134				
Downe & Environs WHS bid Access Plan	18				
*Local Safety Schemes	1927				
*Bridge Strengthening /Assessment	675				
*Structural Maintenance - Principal Roads LBB	1476				
*Walking	147				
Education, training and publicity	134				
Cycle Improvements off London Cycle	436				
TfL - Borough Support	146		2	4	
Local Area Accessibility - Orpington Town Centre	20				
Parallel initiatives	24				
Station Access	164				
Controlled parking zones	125				
LEPT	574				
Cycling on Greenways	252		32	101	
Borough Transport Priorities (not allocated)	195	100		38	
Car Clubs	-3				
Chislehurst Road Bridge replacement	3942	59	-24	172	Bridge reopened as scheduled in November 2012. End of maintenance period inspections to be carried out. If satisfactory, outstanding retention sums will be released to contractor.
Biking Boroughs	153		-61	109	
TfL - New funding streams					
Maintenance	2917	645	-17	831	
Corridors	3477		46		
Neighbourhoods	1641		42		
Smarter Travel	745				
LIP Formula Funding	2967	2425	-495	3449	
Schools programme	35		-1		
TOTAL SCHEMES FULLY FUNDED BY TRANSPORT FOR LONDON	29121	3229	-476	4704	
OTHER					
Winter maintenance - gritter replacement	645	163		165	Delivery of new gritter expected September / October 2013. Balance of funding may be used for snow plough adaptations to existing contractor vehicles.
Carbon Management Programme (Invest to Save funding)	665	138		138	The Carbon Management Fund (CMF) is a ring-fenced invest-to-save fund designed to reduce energy consumption and costs. Fund operation is reported annually to the I&E Sub-committee. Six projects are currently in development (covering office lighting, boiler replacements, and car park lighting etc). Of these, it is estimated two projects relating to boiler replacement at Beckenham Library and works to multi-storey car parks, are likely to be fully delivered in 2013/14.
Orpington Public Realm Improvements	2134		-4	66	Balance of funding being utilised for minor redesigns to scheme.
Park for People	0			50	Approved by Executive 03/04/13
Street Lighting Invest to Save Initiative	3	4254		4251	The project commenced in June 2013. The scope of works involves replacement of 8,000 concrete and older steel columns with new steel columns and LED lanterns plus replacement of a number of older less energy efficient lanterns. All new assets will be linked to a new electronic Central Management System, also forming part of the project. Work has almost been completed in West Wickham and Orpington areas and preparations are in place to roll the investment scheme out to Hayes and Shortlands. Currently, approximately 100 - 150 columns are being replaced each week - this progress should ensure completion shall be within the programme (two years).
*Feasibility Studies	0	10		10	
TOTAL OTHER	3447	4565	-4	4680	
CAR PARKING					
Station Road Car Park - Miscellaneous works relating to sale	487			21	Funded by capital receipt from disposal of car park
The Hill Multi-Storey Car Park - strengthening works	222			58	End of maintenance period inspections to be carried out. If satisfactory, outstanding retention sums will be released to contractor
Bromley Town Centre - increased parking capacity	288	10	-2	132	The Hill and St Blaise capacity improvements are complete. Mitre Close is being delivered as part of Bromley North Village, with works expected to start in September and completed in October 2014. Elmfield Road on-street capacity has been on-hold whilst Bromley South Station works have been on-going. Once these are finished, surveys on taxi rank use can start, and discussions can start with the Public carriage office on removing these ranks.
TOTAL CAR PARKING	997	10	-2	211	
TOTAL ENVIRONMENT PORTFOLIO	33565	7804	-482	9595	

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Report No.
ES13090

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment Portfolio Holder

**For Pre-decision Scrutiny by the Environment Policy
Development and Scrutiny Committee on**

Date: 1st October 2013

Decision Type: Non-Urgent Executive Key

Title: TFL FUNDED WORK PROGRAMME FOR 2014/15 – 2016/17

Contact Officer: Steven Heeley, Senior Transport Planner
Tel: 0208 461 7472 E-mail: steven.heeley@bromley.gov.uk

Chief Officer: Nigel Davies, Executive Director of Environment & Community Services

Ward: All

1. Reason for report

Bromley's formula allocation from TfL for 2014/15 will be £2.418M. In addition, ring-fenced funding will be available to support other programmes, including local transport priorities, principal road maintenance, bridges and structures, and Bromley North Village. The Council is also required to prepare a new three-year Delivery Plan (2014/15 – 2016/17) and update its Performance Monitoring Plan in the Local Implementation Plan (LIP), a statutory requirement on all boroughs under the Greater London Authority Act 1999.

2. **RECOMMENDATIONS**

The Environment Portfolio Holder is recommended to agree that:

- 2.1. The programme of formula-funded schemes for 2014/15 and the indicative programme for 2015/16 to 2016/17, contained in Enclosure 1, be approved for submission to TfL;
- 2.2. The new Delivery Plan and updated Performance Monitoring Plan contained within Enclosure 2 is approved for submission to TfL;
- 2.3. Officers secure ring-fenced funding from TfL for bus stop improvements, with identified stops consulted upon with local ward members; and
- 2.4. The Executive Director of Environment and Community Services, in consultation with the Portfolio Holder, be authorised to make post-submission changes to the programme to reflect necessary changes to priority, potential delays to implementation following detailed design and consultation, or other unforeseen events.

Corporate Policy

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

Financial

1. Cost of proposal: Estimated Cost: The current programme of TfL funded investment for 2014/15 described in this report is £3,627k plus £994k (tbc) for bridges and structures. Additional funding under the Borough Cycling Programme and Bus Stop Improvement Programme will be available.
 2. Ongoing costs: Non-Recurring Cost
 3. Budget head/performance centre: Capital Programme - TfL funded schemes
 4. Total current budget for this head: £3,627k plus £994k (tbc) for bridges and structures.
 5. Source of funding: Transport for London allocation for 2014/15
-

Staff

1. Number of staff (current and additional): 31 FTE
 2. If from existing staff resources, number of staff hours: N/A
-

Legal

1. Legal Requirement: Statutory Requirement: The Council is under a statutory obligation to submit an updated Delivery Plan and Performance Monitoring Plan for LIP to TfL.
 2. Call-in: 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? Not Applicable
2. Summary of Ward Councillors comments: Not Applicable

The approval of the recommended list for submission to TfL does not imply the approval of any physical scheme for implementation. All such schemes will be subject to consultation and Member approval in the usual way.

3. COMMENTARY

Overview

- 3.1 Since the change of administration at the Greater London Authority in 2008, the process by which boroughs receive funding support from TfL for local transport investment has been considerably simplified. A significant proportion of this support, under the heading 'Corridors, Neighbourhoods and Supporting Measures', is now determined by a needs-based formula. It is largely for boroughs to determine how the formula-allocated money be spent, although projects and programmes still have to be demonstrably in line with the Mayor of London's transport objectives, and meet other requirements which are largely concerned with the proper use of funds. The formula allocation is not a grant, and funds must be drawn down as work is completed.
- 3.2 Eligibility for TfL funding is validated through the Council having an approved Local Implementation Plan (LIP), which sets out how the Council intends to implement the Mayor's Transport Strategy. The Council's Final LIP (report RES11074) was approved by the Environment Portfolio Holder on 6th September 2011 and formally approved, on behalf of the Mayor of London, on 9th January 2012.
- 3.3 The Council's Final LIP included a three-year delivery plan for the funding years 2011/12 – 2013/14. A statutory requirement is now placed upon all London Boroughs to update their LIP to include a new Delivery Plan for 2014/15 – 2016/17, and to update their Performance Monitoring Plan with milestones achieved to date and revised interim targets. Submission is due by 4th October 2013. Further detail on these updates can be found in paragraph 3.38.
- 3.4 This report summarises the confirmed funding allocation for 2014/15, along with the indicative funding allocations for the following two years, 2015/16 and 2016/17.
- 3.5 Following the Government's Comprehensive Spending Review in October 2010, borough funding allocations were reduced over 2011/12 to 2013/14. These allocations have continued to reduce into the new funding period with 2014/15 formula-funding (Corridors, Neighbouring and Supporting Measures) down by 12.7%. TfL have also informed boroughs that funding subject to the latest Government settlement for 2015/16 and 2016/17 are also likely to be subject to further reductions. Confirmation is expected in autumn 2013.

Programme	Actual 2011/12 £000	Actual 2012/13 £000	Actual 2013/14 £000	Confirmed 2014/15 £000	Indicative 2015/16 £000	Indicative 2016/17 £000
Corridors, Neighbourhoods and Supporting Measures	2,949	2,828	2,771	2,418	2418*	2,418*
Principal Road Maintenance (PRM)	645	869	785	1,019	TBC	TBC
Local Transport Priorities	100	100	100	100	100	100
Bridge Strengthening	2,088	1,942	148	994	336	589
Major schemes	128	840	2,242	90	TBC	TBC
Biking Borough/ Cycling Programme	99	73.5	98.5	TBC	TBC	TBC
Bus Stop Improvements	0	0	0	TBC	TBC	TBC

* Subject to the Central Government funding settlement for TfL for 2015/16 and following years.

Formula funding (Corridors, Neighbourhoods and Supporting Measures)

- 3.6 The needs-based formula determines the level of funding on the basis of a set of metrics relating to four transport themes. These are public transport, road safety, congestion and environment, and accessibility. Following the 2011 Census the metric data has been updated, and the proportions of the programme budget allocated to individual boroughs has changed. Bromley's proportion has reduced by 0.2% to 3.34% of the overall programme, the fourth highest reduction in London, with only Lewisham, Croydon and Bexley experiencing greater reductions.
- 3.7 **Enclosure 1** sets out a recommended programme of projects for 2014/15 – 2016/17. Officers are not considering a radical change in the approach to developing and delivering schemes, as was the case in the previous funding period. Inevitably, the process of developing and consulting on schemes can generate technical and financial changes, and also result in implementation delays or changed priorities. It is not expected that there will be any great difficulty in future should it be necessary to change the list of schemes following submission. The recommendations in this report include a mechanism by which officers would be able to make changes where necessary, following consultation with the Portfolio Holder.
- 3.8 The approval of the recommended list for submission to TfL does not imply the approval of any physical scheme for implementation. All such schemes will be subject to consultation and Member approval in the usual way.

Non-formula TfL funding

- 3.9 In addition to formula funding, TfL continues to provide ring-fenced funding to support a number of other programmes. Apart from a fixed sum of £100k provided to each borough for Local Transport Priorities, this non-formula support is nominally based either on a London-wide assessment of need, or is the result of successful bids to one-off programmes which emerge from time to time. The London-wide needs-based programmes are Principal Road Maintenance and Bridges & Structures. The Council's one-off current projects are Bromley North Village, which is funded by TfL's Major Schemes programme, and the Borough Cycling Programme, a new funding stream to support the Mayor's Cycling Vision for London. A separate programme of bus stop accessibility has also been made available to boroughs. Officers are currently investigating this opportunity, and will then report to Members.

Local transport priorities

- 3.10 Since 2009/10, TfL have awarded each borough the sum of £100k to spend on local transport priorities without having to obtain advance authorisation from TfL. This award has since been maintained on an annual basis, and TfL have indicated that it will continue. Previously this budget has subsidised school crossing patrols, with the remainder held as a reserve against eventualities. It is proposed that this arrangement will continue for 2014/15 to 2016/17 with any local transport priorities money not allocated by the end of September each year allocated to planned maintenance.

Maintenance programmes

- 3.11 Maintenance schemes are covered by two programmes, Principal Road Maintenance (PRM) and Bridge Strengthening and Assessment. The Council has already been notified of its allocation for Principal Roads in 2014/15, which is £1,019k, but not for the following two years. The 2014/15 PRM budget for London received an extra £1M from the DfT, as proposed in the 2012 Autumn Statement to support additional highway maintenance across the country. In 2015/16 and 2016/17 the Borough is therefore expected to receive a smaller

allocation. A proposed programme for this expenditure, including approximately 25% over-programming, will be presented to Committee for each financial year.

- 3.12 Bridge Strengthening and Assessment covers strengthening, replacement works and feasibility studies of structures. Officers are asked to submit a bid for structural projects to the London Bridges Engineering Group (LoBEG), which advises TfL on scheme prioritisation. A proposed bid for this expenditure will be presented to Committee for each financial year for Members to endorse.

Major schemes

- 3.13 Bids under these headings can be submitted at any time, although the settlement is announced each autumn at the same time as other settlements to boroughs. The Council has received an allocation of £3.21M towards the Bromley North Village project under the Town Centres strand to date, with a further and final allocation of £90k in 2014/15.
- 3.14 A second submission of an initial 'Step One' bid for Major Schemes funding for Beckenham town centre has been submitted earlier this month.

Biking Boroughs/Borough Cycling Programme

- 3.15 Bromley was granted "Biking Borough" status by the Mayor of London in early 2010, with £271,000 of funding over three years (to 2013/14) announced in February 2011. Projects delivered across the three years included cycle-awareness events, residential cycle parking, a town centre cycle infrastructure implementation plan and improvements to cycle parking at stations.
- 3.16 The Mayor and TfL have announced a new programme of cycling funding called the Borough Cycling Programme. This will be available for boroughs to bid for, to implement over the next three years. Boroughs are invited to submit bids, with up to £1.024M per borough available. This funding is ring-fenced specifically for increased levels of cycle training, working with local freight companies on safer lorries, safer urban driver training, cycle to school partnerships, on-street, residential and station cycle parking, staffing and monitoring support.
- 3.17 The Council will be submitting a bid for this funding in October 2013. The outcome and proposed approach to implementation will be reported to a future Environment PDS.

Notes on the proposed formula-funded programme

- 3.18 Some aspects of the proposed formula-funded programme contain individual projects which are often identified and implemented within 1-2, and occasionally 3, years. Other aspects reflect a continuation of work streams which the Council has successfully pursued for a number of years. These ongoing work streams are nevertheless reviewed each year to ensure that their scope and level of funding are still relevant. The reduced level of formula funding year-on-year means that it is increasing important that expenditure is focused on successful outcomes which address the Council's priorities.

Congestion relief

- 3.19 The "congestion relief" heading combines projects, primarily to tackle road network pinch points but also to address the other objectives of casualty reduction and improved journey times. The Council's full list of pinch points ranges from locations where relatively small sums of money need to be spent on design, analysis and costing possible schemes, to potentially very large schemes. Some of these large schemes are likely to remain outside the

scope of these funding programmes, but some fairly large schemes have recently been commissioned for the A224. Some other large schemes will also be given consideration.

- 3.20 Although £573k is a decrease in spend from 2013/14, it still represents a substantial investment in reducing delays and smoothing journey times in the Borough.
- 3.21 The recommended programme includes some further, smaller schemes on the A224, plus developing and implementing schemes for the A234 in Penge and A2015 in Beckenham.

Casualty reduction

- 3.22 £85k of this programme is shown as a single item, rather than scheme-by-scheme, in order to provide additional flexibility in moving funding between schemes as they are developed, consulted on and costed in detail. This will reduce administration costs both for the Council and for TfL. Locations for investigation continue to be selected using the normal “accident cluster” method, with any new locations that meet the criteria being added to the project list.
- 3.23 Locations likely to be investigated during 2014/15 will be advised to Members at a later date, after an analysis of the most up to date collision data.
- 3.24 Mass action programmes are those where similar measures are applied at a large number of sites to tackle a known, but often dispersed, problem. It is proposed to continue previously successful anti-skid and speed management programmes. Many of the previously battery-operated vehicle activated signs have been replaced over the past two years by mains-powered units which will reduce maintenance costs in the programme for 2014/15. Some of the fairly old permanent vehicle-activated signs are also beyond economic repair and, where still required, will be replaced. The other mass action scheme involves the low cost refreshing of road markings in locations where small numbers of accidents have occurred, or where hazards are identified.

Network infrastructure

- 3.25 This programme invests directly in the Council’s own network assets. For 2014/15, it is proposed to maintain spending on bus route resurfacing at £200k, the same level as 2013/14. Together with PRM, this represents the highest spend on resurfacing for many years.
- 3.26 The decluttering programme aims to make the Borough’s roads more attractive, whilst reducing the number of assets in need of maintenance. It also makes the roads safer, as unnecessary clutter is removed to give road users a better awareness of what really matters.
- 3.27 Five electric vehicle charging points were introduced across the borough in 2012/13, utilising 100% funding from TfL. It is envisaged that funding will continue to be made available in future years for increasing the network of charge points, and a small amount of funding is proposed within LIP to support this expansion.

Parking

- 3.28 £75k of this programme enables the implementation of relatively minor changes to local parking controls, including safety-related changes, matters raised by Members and residents, and improvements to parking facilities around such locations as railway stations. These staff-intensive minor schemes make a big difference to local residents. In the twelve months to July 2013, 186 local parking investigations were undertaken by traffic engineers.
- 3.29 The 2013/14 £100k funding for large parking schemes and CPZs has been reduced to £60k for 2014/15, as the larger town centres in the Borough have been reviewed in recent years

and changes implemented. Reviews to be undertaken in 2014/15 include Chislehurst town centre.

Cycling and Walking Schemes

- 3.30 This includes rolling programmes of pedestrian crossings and minor walking schemes, (including measures near schools), cycle parking and cycle route maintenance. Individual schemes to improve routes through parks and other off-road locations will be developed in liaison with parks officers and Members, and are likely to include Mottingham sports ground, Croydon Road recreation ground, Hoblingwell Wood, and Covet Wood in the first year. Proposed improvements to cycle infrastructure include Addington Road, Betts Park and St Mary Cray recreation ground.
- 3.31 This programme aims to encourage people to walk where the primary purpose of their journeys is not necessarily just to get “from A to B”. It also includes some measures to make footpaths accessible to people with limited mobility.

Public Transport Interchange & Access

- 3.32 Given the high proportion of rail journeys starting and finishing in the Borough, it is intended to consider access (in the widest context) improvements to Bromley’s 26 stations. This 3-year, rolling programme will consider parking, drop off/pick up, security, lighting, walking and cycling routes both immediately at stations and their local environs. Working with Southeastern and London Overground, there is potentially the opportunity to draw in external funding to supplement the programme. Stations would be prioritised on the basis of need with Orpington station identified for 2014/15 to complete the station improvements with the extra car park deck.
- 3.33 The making up and adoption of station approaches are also included in this programme, following the successful scheme at Kent House Station Approach. Gosshill Road, adjacent to Chislehurst Station is proposed to be considered in 2014/15, with Plawfield Lane at Kent House in 2015/16.

Scheme Development & Review

- 3.34 The programmes under this heading allow research and feasibility work to be undertaken so that potentially viable schemes can be brought forward for development and consultation; they also allow previous projects to be maintained and assessed, with a view to improving the effectiveness of future schemes.

Road Safety Education & Training

- 3.35 The Council’s cycle training schemes for both children and adults remain popular, and demand continues to grow. Cycle training promotes road safety and also builds confidence in cycle use, increasing the choices available for local journeys. Funding is committed to continuing this programme but at a reduced level. However, new funding to support cycling in the Borough is expected to add value to this programme with the support of the Borough Cycling Programme, as discussed in paragraph 3.16 above. New ways to encourage and support people in their use of bicycles will be also developed.
- 3.36 The travel planning programme continues the Council’s successful programme of encouraging and supporting school travel plans. This budget is reduced compared with previous years, because the focus now is to ensure that schools continue to participate in the process and fulfil their obligations. Similarly, the budget allows for workplace travel plans to be maintained on their existing basis, and to assess and monitor travel plans required by

the development control process. (The continuing role of travel plans in this context has been recognised by the National Planning Policy Framework.) The sum allocated for promotional activities has also been substantially reduced.

- 3.37 The schools and driver education programmes focus on vulnerable road users, particularly children entering secondary school and new drivers. Road casualty data for Bromley shows a continuing significant decline in the number of road users killed or seriously injured.

LIP update – Delivery and Performance Monitoring Plans

- 3.38 As required by the Greater London Authority Act 1999, all boroughs are required to prepare a new three-year Delivery Plan (2014/15 – 2016/17) and update their Performance Monitoring Plan in the Local Implementation Plan (LIP), to reflect the second 3-year funding period. The two updated parts of the LIP can be found in **Enclosure 2**.
- 3.39 Whilst there have not been substantial changes over the past two years since the document was approved, some notable changes include:-
- Increased emphasis placed on the DLR as the most favourable public transport investment option;
 - Removal of Park & Ride for Bromley Town Centre due to the lack of available sites and the commercial viability of operating this service;
 - Updates on the current status with car parking at Orpington station and the Princess Royal University Hospital;
 - Actual data included for monitoring;
 - Revised road casualty reduction targets including new interim milestones for 2014/15 to 2016/17; and
 - Removal of public satisfaction targets due to the lack of measurable data.

Bus Stop Improvement funding

- 3.40 Bromley currently has one of the lowest numbers of bus stops (47%) considered fully-accessible for passengers with mobility impairment, travelling with a buggy or heavy luggage.
- 3.41 Low cost measures can be implemented to ease the boarding and alighting of bus services such as raising the kerb height for the bus to “kneel” to reduce the step height for wheelchairs and those with mobility impairments. Measures could also include the provision of new clearways to allow unobstructed access to and from the stop for the vehicle. Whilst constructing these measures, the improvement of these bus stops can also be made through the provision of hard-standing if suitable or improving paths to the stop. This has been successfully done most recently on Chislehurst Common.
- 3.42 Initial work has been undertaken to prioritise stops which are most frequently used. For example, whilst the majority of stops in Bromley Town Centre are considered accessible, Bromley North station and Bromley Town Hall both have stops where the kerb height is too low.
- 3.43 A ring-fenced funding pot has been made available by TfL for the next three years, solely for bus stop accessibility works and specifically for those boroughs that have a lower than average number of compliant stops. This funding can also be used to cover the costs of staff resource to undertake this programme.

3.44 Officers therefore propose that the borough seeks to secure funding over the next three years for increasing accessibility at bus stops, with those stops identified and consulted on with local ward members and frontagers (where applicable). There is no intention to deliver a universal programme to all stops in the borough, instead only at stops where Members consider there to be an obvious benefit to the local community.

LIP Working Group

3.45 The LIP Working Group met on Tuesday 10th September to review the three year programme and the amendments proposed for the LIP document as set out in this report. Discussions took place around policy development and Member priorities, support for cycling, congestion relief schemes, station parking and Road Safety Education. Members of the Working Group were in general agreement of the programme presented and the minor LIP amendments made. The Group also endorsed the bus stop improvement programme where need was evidenced.

4 POLICY IMPLICATIONS

4.1 The 2013-16 Environment Portfolio Plan includes a number of aims in support of the planned outcomes ‘Securing our transport infrastructure’ and ‘Improving transportation’. TfL funding is required to meet many of the commitments made in support of achieving these aims and outcomes.

4.2 This three-year funded programme of works continues to sustain previously agreed LIP policy and the delivery of schemes identified within.

5 FINANCIAL IMPLICATIONS

5.1 The TfL formula allocation to Bromley for 2014/15 totals £2.418m. In addition, there is a fixed sum of £100k for Local Transport Priorities, £1.019m for principal road maintenance and a provisional sum of £994k for bridges and structures. Confirmation is also awaited for the level of funding relating to biking/cycling and bus stop improvements.

5.2 £68k of the £100k Local Transport Priorities allocation will be used for School Crossing Patrols. The remaining £32k will be allocated to planned maintenance if unallocated by the end of September.

5.3 TfL have also included the final instalment of funding for the Bromley North Village project totalling £90k.

5.4 It should be noted that £1.051m of the £3.437m formula funding expected for 2014/15 will be used to fund 31 FTE staff. These staff are used to deliver TfL-funded services, including design, consultation and monitoring of physical projects and the direct delivery of services such as cycle training and road safety education.

Non-Applicable Sections:	Legal and Personnel Implications
Background Documents: (Access via Contact Officer)	Second Local Implementation Plan, LBB 2011 LIP 2014/15 to 2016/17 Delivery Plan, Interim Targets and Annual Spending Submission Guidance

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LONDON BOROUGH OF BROMLEY 2014-15 to 2016/17 FORMULA FUNDING	Scheme Allocation 2014/15	Scheme Allocation 2015/16	Scheme Allocation 2016/17
Congestion Relief			
Beckenham A2015/A234 and Penge A234/A213	573	570	583
Programme sub-total	573	570	583
Casualty Reduction			
Individual locations/cluster sites	85	85	85
Mass-action: Skidding accident sites, speed management and carriageway markings	250	250	250
Programme sub-total	335	335	335
Network infrastructure			
Decluttering	25	50	50
Bus route resurfacing	200	200	200
Electric vehicle charging infrastructure	5	10	10
Programme sub-total	230	260	260
Parking			
Local parking schemes/IPAs	75	75	75
Parking - CPZs and larger schemes	60	40	40
Programme sub-total	135	115	115
Cycling & Walking Schemes			
Pedestrian Crossings & minor walking schemes (inc. around schools)	50	40	40
Cycle parking & route maintenance	45	45	45
Cycling & walking schemes to include improvement/upgrade works to routes through parks, on bridleways, and on highway/footways	125	105	85
Walking schemes in and around green spaces to include recreational walking	85	108	115
Supporting Green Chain walking activities	15	15	15
Programme sub-total	320	313	300
Public Transport Interchange and Access			
Making up and adoption	100	100	100
Station access schemes	150	150	150
Programme sub-total	250	250	250
Scheme Development & Review			
Advance planning for future projects	40	40	40
Review effectiveness of implemented projects	50	50	50
Programme sub-total	90	90	90
Road Safety Education & Training			
Cycle training & promotion	175	175	175
Travel planning activities	140	140	140
Road Safety Education	170	170	170
Programme sub-total	485	485	485
TOTAL	2,418	2,418	2,418

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Bromley's Approved LIP 2012

Updated draft version – September 2013

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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 LIP has been prepared

In May 2010, the Mayor of London issued formal Guidance to boroughs which prescribed 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 a 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.

A Final LIP was considered by the Environment PDS Committee on 19th July 2011 and subsequently approved by the Portfolio Holder on 6th September 2011. Following further discussions with TfL, the LIP was approved by Isabel Dedring, Deputy Mayor for Transport, on behalf of the Mayor of London, on 9th January 2012.

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

Strategic Environmental Assessment (SEA) and Equality Impact Assessment (EQIA)

The Council has a statutory duty to conduct a Strategic Environmental Assessment and an Equality Impact Assessment on its LIP. The LIP Objectives and programmes have been assessed for both purposes, and this process has not identified any necessary changes to the LIP. The SEA Environmental Report, including a non-technical summary, and a draft of the EQIA were available on the Council's website during the consultation period, but no comments were received. The Environmental Report and Environmental Statement, and the final EQIA remain on the website at this link:

[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

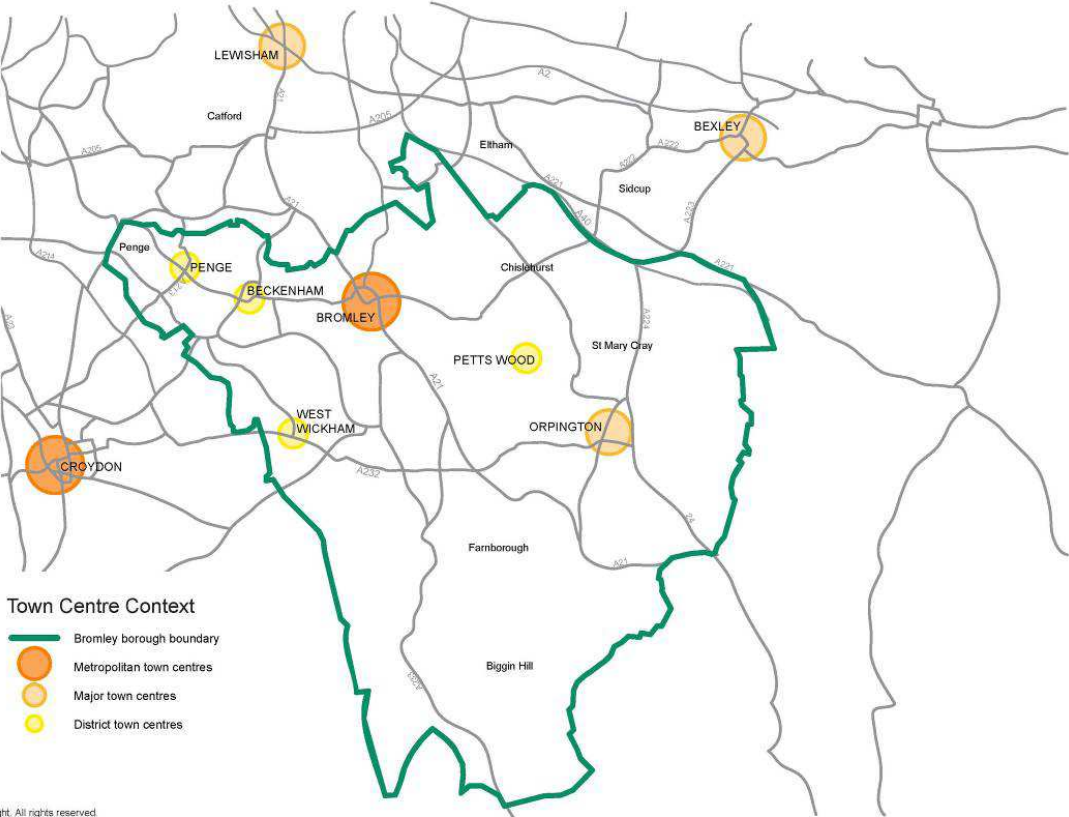
At 58.5 square miles / 148 square kilometres in area, Bromley is the largest London borough, located in the south east of the capital.

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. The mixture of rural space and suburban development defines much of the Borough's unique character.

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.



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 Cray Avenue. There are also around 70 smaller centres and shopping parades serving local communities.

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 it is a substantial retail centre. It has a substantial share of local employment in high value-added sectors, such as financial and business services, although retail and public sector service employment 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.

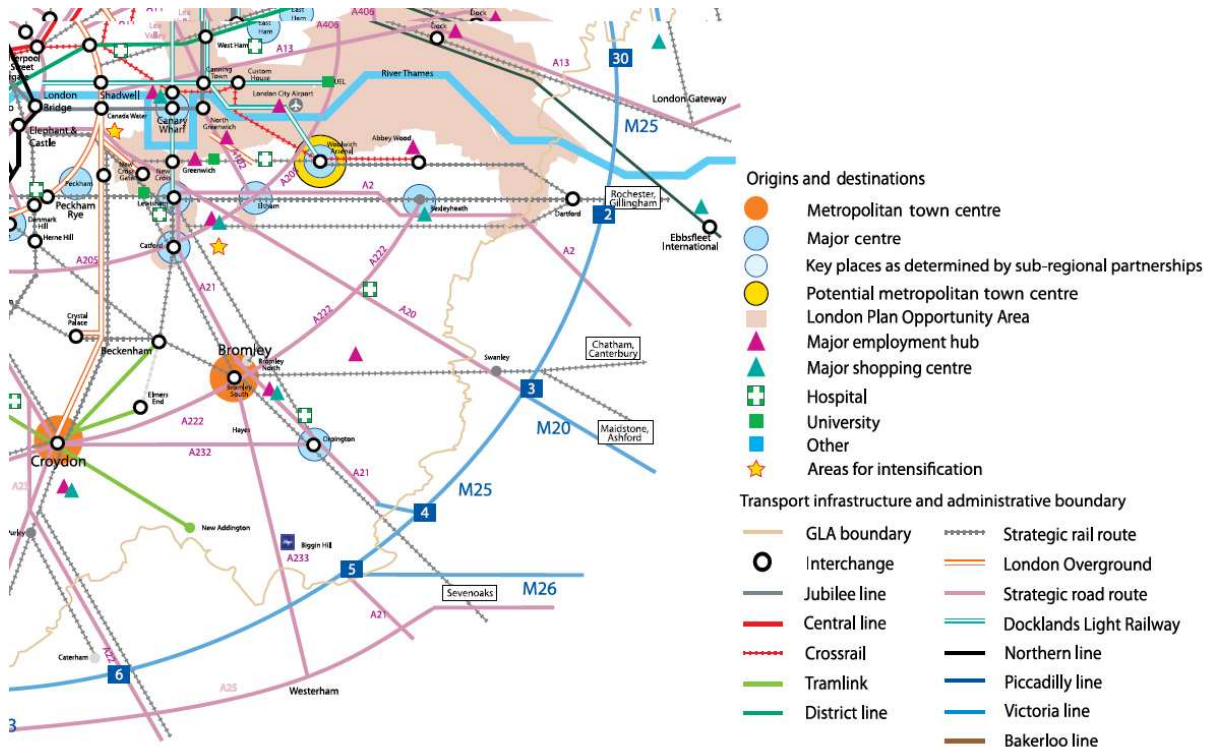
Bromley's varied geography is reflected in the travel patterns of our residents. The London Travel Demand Survey (LTDS) for the period 2005-2008 shows that on average residents in Bromley make 882,000 trips per day, the second highest in London after Barnet, and they travel a total of 3,615,000 miles / 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. Waterloo East Blackfriars Lewisham (for DLR)</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: Intu (Bromley) , The Walnuts (Orpington) and Cray Avenue (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 Elmers End</p> <p>Freight Distribution Centres: None</p>

<p>Local</p>	<p>District Centres: West Wickham, Beckenham, Penge, Petts Wood.</p> <p>Local Centres: Hayes, Mottingham, Biggin Hill, Chislehurst, St Mary Cray and St Paul's Cray, plus around 70 smaller local centres and shopping parades.</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 Parks St Mary Cray</p> <p>Potential outer London development centre Biggin Hill</p> <p>Other industrial areas Kangley Bridge Road (accessed via roads in Lewisham)</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 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 Total: 1040 within the borough</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.



Car ownership

Bromley has the third highest car ownership level in London. Only the boroughs of Harrow and Hillingdon have fewer households without 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 2009/10 and 2011/12, 56% of trips per day in Bromley were made by car or motorcycle, compared to an overall average for Greater London of 37%. Trips by mode include the second highest rail use at 6%, yet the lowest bus share at 9%. Walking represents 28% of trips which is roughly average, with cycling at 1%. (Travel in London Supplementary Information 2011/12)

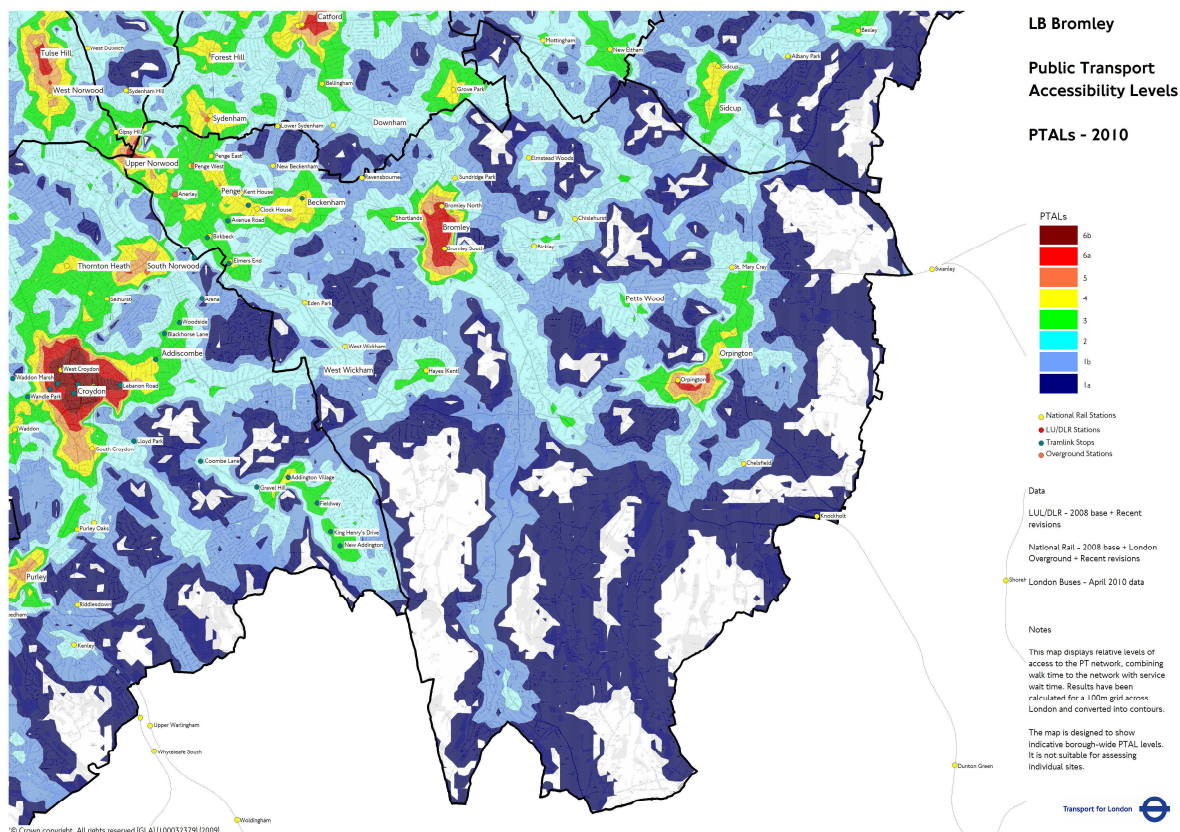
This high level of car ownership and usage is reflected in the transport pressures within Bromley which include congestion at peak times and low public transport accessibility in rural areas of the borough. The borough's outer rural terrain, with its longer distances and sometimes hilly character, has 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 440 yards / 400 metres of a bus stop. The Borough's town centres and principal railway stations are relatively well served by buses, although services away from town centres and 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

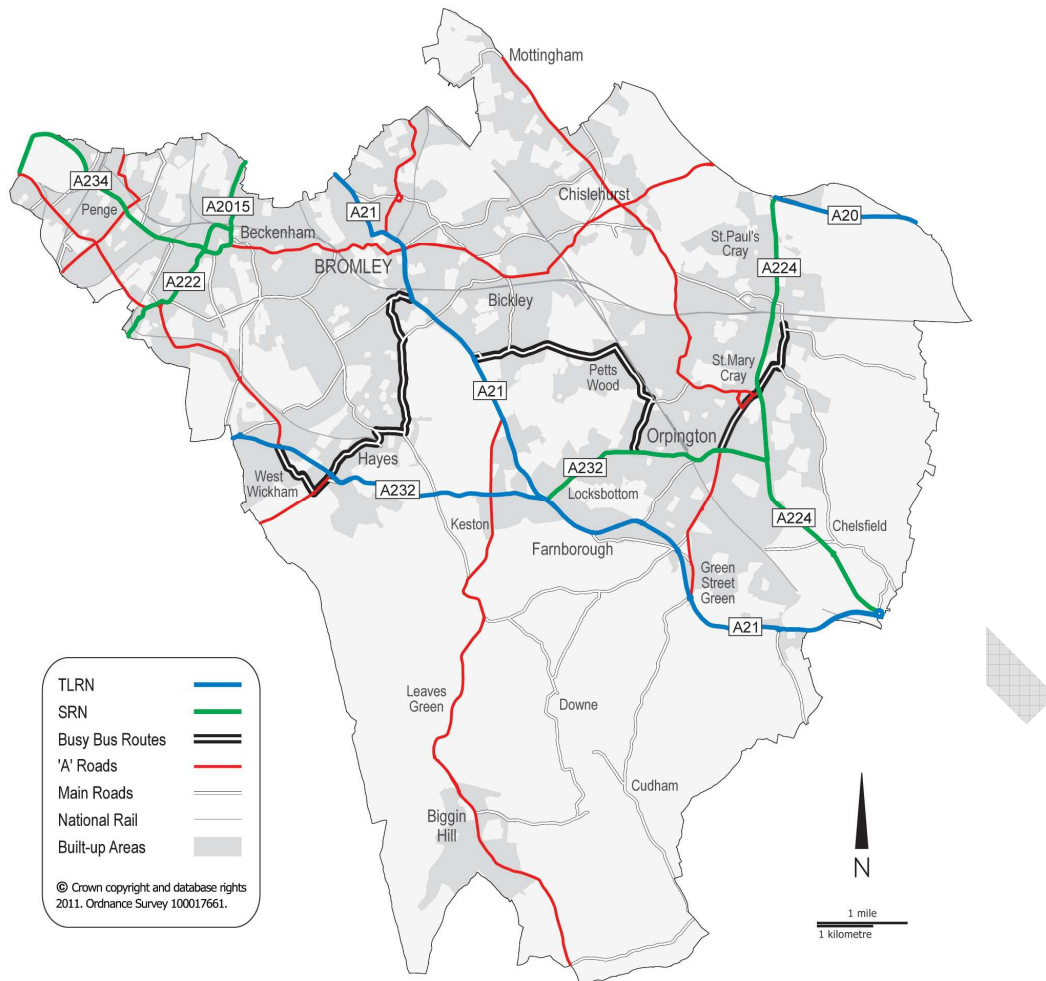
London distributor routes:

- 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 at key locations, 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).

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

The Council nevertheless believes that the borough has a stronger alignment with the East sub-region. 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.

2020 Vision highlights that many residents and local businesses are concerned about congestion, leading to extended journey times and insufficient parking provision. There are opportunities to work in partnership to make a real impact on reducing unnecessary car journeys. It also identifies the following transport-related matters as "issues to be tackled":

- maintain roads and pavements in good condition;
- promotion of cycling, walking and public transport to achieve less congestion at peak times and reduce fuel use and pollution;
- improve the road network for all users; and
- promote safe parking provision.

"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; and
- An excellent Council in the eyes of Bromley residents

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.

The Council will continue to pursue its commitment made in the former Local Area Agreement to focus on children's mode of travel to school.

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.

It should be noted that these policies are subject to review during the preparation of the LDF.

[†] 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. However, the final London Plan, published on 22nd July 2011, retains references to maximum parking standards.

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

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

MTS Goal: Supporting economic development and population growth

The Council has said in its responses to the draft MTS and the draft London Plan that we are concerned about the implications for Bromley of population growth in respect of housing and congestion (and, by implication, the effects of such growth on local services such as health facilities and schools). We remain concerned that, against this background of growth, the Mayor's goal to "improve transport opportunities for all Londoners" will be difficult to achieve, and that, despite substantial investment, transport networks will struggle to keep up with the challenges posed by 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 London Plan, which focuses 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 shortens travel distances and makes best use of available public transport capacity. This theme will be carried through into the borough's LDF core strategy.

The London Plan has designated Biggin Hill as a potential strategic outer London development centre. 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 (over and above the 125,000 movements permitted in the lease). 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 said in its response to the Draft London Plan that the car 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 final version of the London Plan retains PTAL-related maximum parking standards for retail development, and states that forthcoming Supplementary Planning Guidance will set PTAL-related maximum residential parking standards. The Council will use the limited flexibility provided by these standards to ensure that, as far as possible, new developments do not generate additional intrusive or obstructive on-street parking as a result of inadequate on-site provision.

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, rail links to central London stations (Victoria, London Bridge, Cannon Street and Charing Cross) are unacceptably crowded at peak times, and the borough lacks an easy link to the DLR and the employment opportunities in east London.

Public transport networks are 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.

Bromley's residents are heavily dependent on commuting outside the borough for employment, with only 25% working within the borough. Around 37% of working residents travel to jobs north of the river, in central and east London. In responding to consultations on the MTS, we drew attention to the need for improved rail and DLR capacity to central London and Docklands from the east of the borough.

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. This includes orbital connectivity to destinations outside the Greater London boundary. The Council has highlighted the need for improved links to international rail connections at Ebbsfleet.

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 places 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 average 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 54 seconds (0.9 minutes), compared with the average for London of 66 seconds (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. The Council supports joint working by TfL and the bus operators to improve reliability still further.

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. 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 Road and Southborough Road. 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.

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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
- Easier parking

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 improved the pedestrian environment whilst retaining bus routes and parking in the centre of the town. Our decluttering programme will offer benefits in other local centres by reducing obstacles to the visually impaired.

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.

Streets in our town centres and smaller shopping parades can 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 under the provisions of the Environment Act 1995, the Council was required to declare 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 mandatory air quality action plan (AQAP) which was published in mid 2010.

To support the AQAP and monitor progress there is an automatic air pollution monitoring station located at Harwood Avenue. 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 outcome 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, which builds confidence and encourages the use of bicycles for more journeys;
- 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.

It should be noted that these commitments can only be achieved with continued LIP funding.

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.

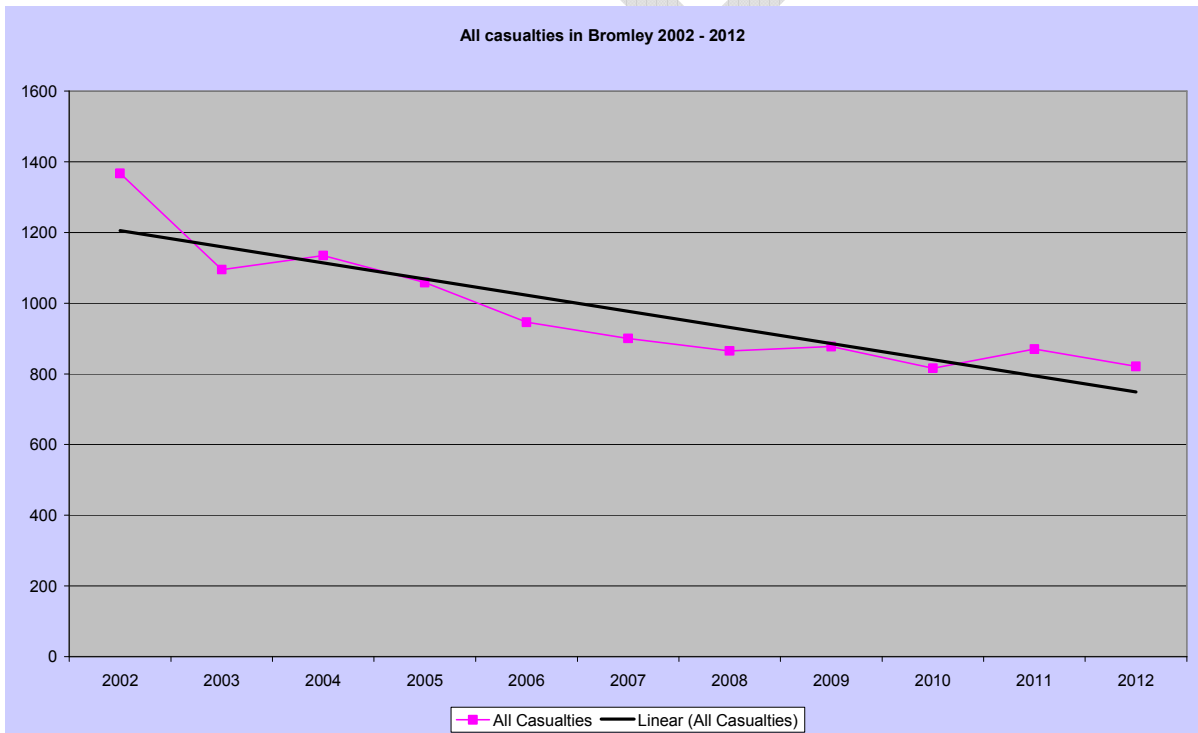
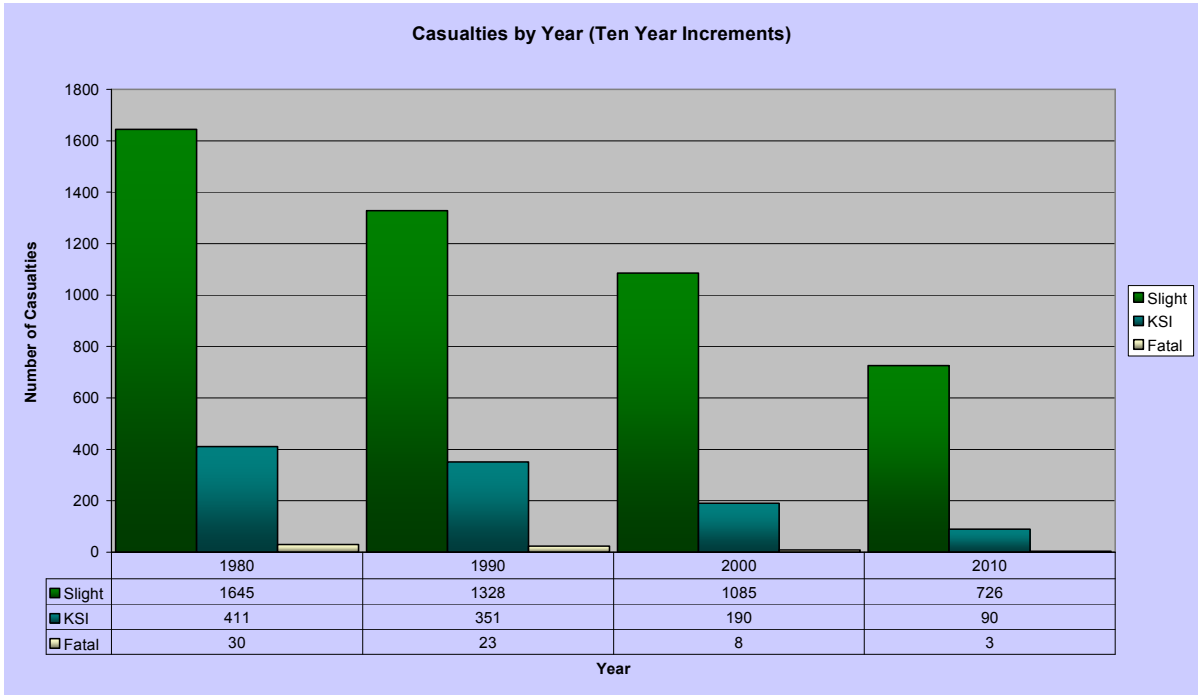
Starting in 2010/11, the Council initiated a "light against crime" programme which aims to target small scale interventions in places where improved street lighting can help reduce the risk of crime. The effectiveness and value for money of this programme will remain under review.

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

The diagrams below show the trends in numbers killed and seriously injured in Bromley, in ten year increments, and also the trend over the last ten years:



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 2008-2012 with a target of reducing all KSIs to a total of no more than 85 by 2020, against a baseline of 106.

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.

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MTS Goal: Improving transport opportunities for all Londoners

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

There are 432 accessible bus stops out of a total of 1040 within the borough (42%). 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 fair 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 with 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 London Plan, published in July 2011, 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.

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

Bromley recognises that potential climate change has the capacity to affect the borough both now and in the future and is taking appropriate measures to mitigate its carbon dioxide emissions and improve the resilience of the borough and its services to disruptive weather events.

Bromley has relatively high road transport-related 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 emissions.

Transport Issue / Barrier	Effect on Emissions
Bromley has one of the least dense populations of any London Borough	Low population density means the distance to public transport is generally greater than average, leading to greater car use
Bromley is London’s largest borough and has a road network of more than 500 miles (the largest in London)	Significant distances are travelled, especially by car, leading to higher emissions
Bromley has among the highest car ownership levels in London	More vehicles (per household) are likely to lead to more CO ₂ emissions.
Increasing centralisation of facilities and the growth of out-of-town retailing (e.g. Bluewater)	Leads to greater car use, 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, particularly for orbital journeys.	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.

Between 2005 and 2008 (the latest year for which information is available), Bromley’s transport-related CO₂ emissions fell from 369,000 tonnes (1.2 tonnes CO₂ per capita) to 337,000 tonnes (1.1 tonnes CO₂ per capita).

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 brings together senior management representatives from the larger public and private sector organisations in Bromley (e.g. Intu, 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 those from transport.
- Bus priority measures and improved facilities for bus passengers where appropriate.
- Provision of cycle routes and cycle parking across the borough where appropriate.
- 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 the 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 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 emissions.
- 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 improved conditions for bus passengers where appropriate.
- improve the resilience of our services to disruptive weather events.

MTS Challenge: Adapting for climate change

Because there is a risk of climate change, 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 update of the real time Bus information “Countdown” system;
- equipping more traffic signal sites with dynamic traffic signal control (SCOOT) technology to increase junction efficiency;
- carrying out signal timing reviews to reduce the stop/start delays at traffic signals; and
- Removing unnecessary traffic signals.

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. In turn, this is often still significantly slower than making the journey by car.

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 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.
- 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 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.		✓			✓			✓	✓		✓	✓	
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 2014/15 to 2016/17;
- 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 2014/15 to 2016/17;
- 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.

The key source of funding is our LIP allocation from TfL. Figures provided by TfL indicate that the Council will receive £2.418M in 2014/15 in formula funding for Corridors, Neighbourhoods and Supporting Measures. Funding for 2015/16 and 2016/17 was not confirmed at the time of publication, with the expectation that the Comprehensive Spending Review of Spring 2013 will lead to a reduction in allocations. 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 be bidding for Borough Cycling Programme funding as part of the Mayor's Cycling Vision for London.

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 Council would expect the Mayor of London to offer the same level of protection for funding over the period 2014/15 to 2016/17. Without this funding, the aspirations contained within this document will prove impossible to implement.

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 2014/15 to 2016/17 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 2017.

Potential funding for LIP delivery

Funding Source	2014/15	2015/16	2016/17	Total
	£000	£000	£000	£000
Integrated Transport				
LIP Allocation (needs-based formula)	2,418	2,418*	2,418*	7,254
LIP Allocation (Local Transport Funding)	100	100	100	300
Borough Cycling Programme	TBC	TBC	TBC	TBC
Council Funding – Traffic & Road Safety ⁺	51	51	51	153
Developer funding – walk & cycle access	120	30	30	180
Total	2,689	2,599	2,599	7,887
Maintenance				
LIP Allocation – Principal Roads	1,019	TBC	TBC	TBC
LIP Allocation – Bridges and Structures	994	336	589	1,919
Council Funding – Local Roads ⁺	3,691	3,691	3,691	11,073
Total	5,704	4,027	4,280	14,011
Street Lighting				
Council Funding – SL Improvements ⁺	4,250	0	0	4,250
Council Funding – SL Maintenance ⁺	720	720	720	2,160
Total	4,970	720	720	6,410
Major Schemes				
<i>Bromley North Village (final allocation)</i>				
LIP Major Scheme funding	90	0	0	90
Other external funding	0	0	0	0
Council Funding	1,500	0	0	1,500
Total	1,590	0	0	1,590
<i>Beckenham Town Centre</i>				
LIP Major Scheme funding	0	150	0	150
LIP Allocation (needs-based formula)	10	0	0	10
Council Funding ⁺	10	0	0	10
Total	0	20	150	170

⁺ These are indicative levels of Council funding based on budgets at the time of writing. All Council budgets are subject to review and Member approval.

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 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.

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 as a result of the allocations for Years 2 and 3 remaining unknown.

The programme set out in this Approved LIP 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, aspects of this programme will be reduced or cancelled.

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.
- Supporting in principle the removal of traffic signals, and the experimental introduction of “left turn on red” throughout the day at safe locations, “flashing amber” where signals do not operate fully during off-peak hours, and “peak-time only” signals where this would not jeopardise safety.

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.
- 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 now completed.

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

Works to deliver lift access to platforms and an improved concourse area were completed in summer 2013, to provide DDA compliance and further improvements to the public realm of the forecourt area. Improved wayfinding is also proposed for future delivery in the area.

Bromley North Village street scene improvements

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

Variable message signing (VMS) for Bromley Town Centre

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. The development required the closure of the existing car park. In early 2013, the Council installed, with the use of LIP funding, a VMS system to guide drivers to the remaining car parks.

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.

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. However studies were undertaken during 2011/12 which would lead to the creation of on-street car club spaces in the north-west of the borough, hopefully when the economic environment improves. The rolling-out of town-wide 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. In the meantime a local cycle hire scheme, Brompton Dock, is to be implemented at Bromley South station.

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.

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 the Council welcomes Network Rail and the train operating company's (currently Southeastern) decision 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 due for completion in 2014/15, the Council envisages that **Beckenham** town centre would be the subject of a further Major Schemes bid. 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 all 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.

- Actively pursue the availability of car club bays (currently at High Street, Orpington and Sherman Road, Bromley) in areas of proven demand or where justified by new developments.
- 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:

- Securing added value funding for cycling through the Borough Cycling Programme
- Working with TfL and stakeholders on developing “Quietways” in the borough as set out in the Mayor’s Cycling Vision for London
- 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 condition-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.
- 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. The Council welcomes the London Assembly’s initial investigation in summer 2013 into this matter.

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 Canary Wharf, Docklands, 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 with a motion being agreed at Full Council on 1st July 2013 recording the Council's overwhelming support and backing to the extension. To date, TfL have conducted a pre-feasibility study and a planning assessment into this option. The Council will continue to press TfL to secure funding for this extension.

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. It should be noted that the Council is unlikely to support any extension of the Bakerloo Line service to Hayes which results in the loss of direct services to Charing Cross, Cannon Street or London Bridge.

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 draft work programme for 2014/15 to 2016/17 includes a commitment to continue station approach improvements, as successfully delivered at Kent House station. Work also continues on securing an extension to the heavily-used Lennard Road car park adjacent to New Beckenham station. We will continue to 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 inappropriate railheading. The Council welcomes Southeastern and Network Rail's commitment to add a deck to the car park at Orpington station.

Objective B7

To ensure that Bromley's streets and other public places are 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.

The Council continues its programme of decluttering aimed at rationalising street furniture and signs in our town centres and local shopping parades.

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

In terms of personal security, we established a Light against Crime programme in 2010/11 and have delivered a number of schemes to improve lighting around known crime hotspots. 2012/13 schemes have focused specifically on lighting improvements around key transport interchanges. This initiative is to be subsumed into the public transport interchange and access programme for this delivery planning period.

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, and to ensure unobstructed level access to bus stops as our work programmes progress.
- 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.
- 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.

The Council notes the new Road Safety Action Plan, 'Safe Streets for London'. It will work with TfL and other partners to improve road safety delivery through the targeting of investment. This Plan includes a target of a 40% reduction in KSI casualties by 2020 based on 2008-12 baseline.

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. Previously these programmes were identified as:

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

It is envisaged that the activities covered by these programmes will continue into this delivery planning period and 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.

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, 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.

This Council also notes the set up of the Mayor’s Roads Task Force which is specifically tasked with advising on the challenges facing the road network in the short, medium and long term and the potential options for improvements. The nine street type definitions developed can be used to help understand and articulate the challenges at any particular location or corridor.

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.

The condition of Bromley's roads and pavements has been consistently identified by residents as a particularly important issue, and their maintenance continues to be a priority for the Council.

The Council successfully completed the £4.5M renewal of Chislehurst Road Bridge in 2012 and continues with a programme of planned repairs to the borough's roads and pavements.

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 2013.

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 were proposed with four launched by 2013.. A programme of the other 8 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.

The 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. The provision of an extension to Beckenham will also be discussed with TfL officials. A number of complementary smarter travel initiatives operate in the Borough, cycle parking improvements and cycle training provision. These measures will support the delivery of the 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 its use. There are currently over 2,000 publicly available cycle parking spaces in the Borough, although the majority of these are not on highway 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 included a project to introduce further secure residential cycle parking into housing association developments across the borough. This is envisaged to continue as we move into the newly titled Borough Cycling Programme.

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, 2014/15 to 2016/17

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

New cycle parking	Spaces to be provided					
	2014/15		2015/16		2016/17	
	On-street	Off-street	On-street	Off-street	On-street	Off-street
Council programme						
Borough Cycling Programme						
Third party						
TOTAL						

Electric vehicle charging points

The Council is broadly 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 seventeen publicly accessible charging points (those registered on Source London) at nine different locations. These are as follows:

Address 1	Address 2	EVCPs	Easting	Northing
The Glades shopping centre	Bromley	2	540379	169175
Civic Centre MSCP	Bromley	2	540613	169193
The Hill MSCP	Bromley	2	539954	169433
The Mall	Bromley	2	540446	168931

Nissan Ancaster	Bromley	2	540997	169977
St George's car park	Beckenham	1*	537564	169675
Waitrose	Beckenham	4	537382	169906
The Spa	Beckenham	1*	536504	169561
Penge East station	Penge	1*	535344	170715

*Provision for two charge points although only one bay marked for EVs.

The Council's focus will be to concentrate initially on securing 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.

The London Plan has established new standards for the provision of charging points in new developments, which will be applied as appropriate through the development control process.

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 was appointed as the main urban design consultant and FM Conway as the main contractor. Implementation started in July 2013 and is expected to take up to 18 months to complete.

The Council will look to Beckenham town centre as the location for a further revitalisation scheme. An unsuccessful "Step 1" bid was submitted to TfL in September 2012. A further bid is due to be submitted in September 2013.

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 is currently working with TfL to develop revised plans for West Wickham and expect implementation in the new delivery planning period.

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
- Public Transport Interchange & Access

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.

The Council also began a £8.5M major 'invest to save' project to replace 8,000 columns, and a further 4,000 lanterns in residential roads by 2015.

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 110 motor vehicles; this includes 7 standard cars, 5 city cars, 25 mini buses, 23 LCV's, 6 MPV's, 9 4x4's, 23 accessible buses, 10 gritters, 1 specialist snow clearing vehicle, 4 mobile exhibition/outreach units and 1 mobile library. Of these larger vehicles, all but one currently conforms to emissions standards set out in the Mayor's Low Emission Strategy, introduced in 2008 and subsequently 2012. A replacement for the non-compliant vehicle (a specialist snow clearing vehicle) is due this year. This will conform to Euro 5 emission standard using ad-blue technology. 3 vehicles were suitably adapted to gain LEC certification to comply with the current standard.

Whilst the borough's fleet is predominantly made up of diesel powered vehicles, it also currently includes one hybrid car, one electric truck and one LPG dual fuel van. 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 2014.

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 2014.

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. 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, which holds 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	1	-	2	15	68	23	110
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	-	-	-	-	25	8	-	33
Total	1	1	0	3	76	141	51	273

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 2012/ 2013 the Council planted 375 new street trees. 341 of these were new trees planted as part of the Mayor of London's programme for new street trees. and 34 were planted as replacements for felled trees.

In the 2012/13, the Council felled 306 street trees of the following size categories for the following reasons:

Tree Size and Category	Diameter at breast height (cm)	Trees Felled 2012/13	
		Health and Safety	Other reasons*
Cat A (small)	0 - 20	TBC	TBC
Cat B (medium)	21 - 40	TBC	TBC
Cat C (large)	41 - 60	TBC	TBC
Cat D (extra large)	61 - 80	TBC	TBC
Cat E (extremely Large)	81+	TBC	TBC
	Sub-total	TBC	TBC
	Total	306	

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

Programme of investment

Programme of investment for the period 2014/15 to 2016/17

The table below summarises, at a programme level, the Council's proposals for the use of TfL borough funding in the period 2014/15 – 2016/17.

LONDON BOROUGH OF BROMLEY TfL BOROUGH FUNDING 2011/12 TO 2013/14	Programme Budget 2014/15 allocated	Programme Budget 2015/16 indicative	Programme Budget 2016/17 indicative
	£k	£k	£k
CORRIDORS, NEIGHBOURHOODS AND SUPPORTING MEASURES			
Congestion Relief	573	570	583
Casualty Reduction	335	335	335
Network infrastructure	230	260	260
Parking	135	115	115
Cycling & Walking Schemes	320	313	300
Public Transport Interchange and Access	250	250	250
Scheme Development & Review	90	90	90
Road Safety Education & Training	485	485	485
ALL FORMULA FUNDED SCHEMES	2,418	2,418*	2,418*
BOROUGH TRANSPORT PRIORITIES	100	100	100
BOROUGH CYCLING PROGRAMME	TBC	TBC	TBC
BRIDGE STRENGTHENING	994	336	589
PRINCIPAL ROAD RENEWAL	1,019	TBC	TBC
MAJOR SCHEMES	90	TBC	TBC

* Subject to the Central Government funding settlement for TfL for 2015/16 and following years.

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 through 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 2014-2026	Funding source £'000s			
	LBB-TfL	s106	CIL	Total
Annual Programmes <i>(Incorporating street lighting, traffic signals, bus priority measures and walking and cycling improvements).</i>	6,200	1,000	0	7,200
Variable Message Signs and Traffic Information (Phase 2)	200	310	260	770
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 <i>(Including Park & Ride, A21 widening, investigation of Tramlink and DLR extensions).</i>	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 Orpington Station	2010-2014	£2.0m	One or more of Southeastern, 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. Southeastern in partnership with Network Rail secured funding and submitted planning application in Summer 2013.
New Car Park at Locksbottom	2014-2017	£3.3M	One or more of developer, Kings College Hospital, LB Bromley, TfL	Significant shortfall of parking capacity associated with the Princess Royal University Hospital, spilling over into nearby streets and private car parks. Discussions ongoing with Kings College Hospital who are acquiring this hospital in late 2013.
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. Junction on TfL's <i>'Better Junctions'</i> review which includes cycle safety improvements too.
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. Feasibility investigated and no suitable site

Project <i>continued</i>	Approx. date	Indicative cost	Likely funding source	Comments
				located. Operation of potential service not commercially viable.
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.
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 A222 especially at peaks. Carriageway width limited by Rail bridge.
Tramlink extension to Bromley town centre	2022-2030	£130M	TfL or joint venture	A previous high level feasibility studied has demonstrated a positive business case for this project although continues to remain unfunded.
DLR or Transit extension to Bromley North	2022-2030	£800M	TfL, LB Bromley and LB Lewisham	Pre-feasibility study and planning assessment carried out in 2013. The Council continues to lobby for this extension as a key transport priority for the borough.
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.

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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 caused by Members which impacts upon the delivery of the programme, can add considerable staff cost and affect morale.	✓			To introduce a limit on the number of overall iterations to scheme design by each Ward Member (maximum 2 per scheme) and to set a time limit of 6 weeks for reply.	Delivery period for the LIP programme may be extended, or projects may not proceed.
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

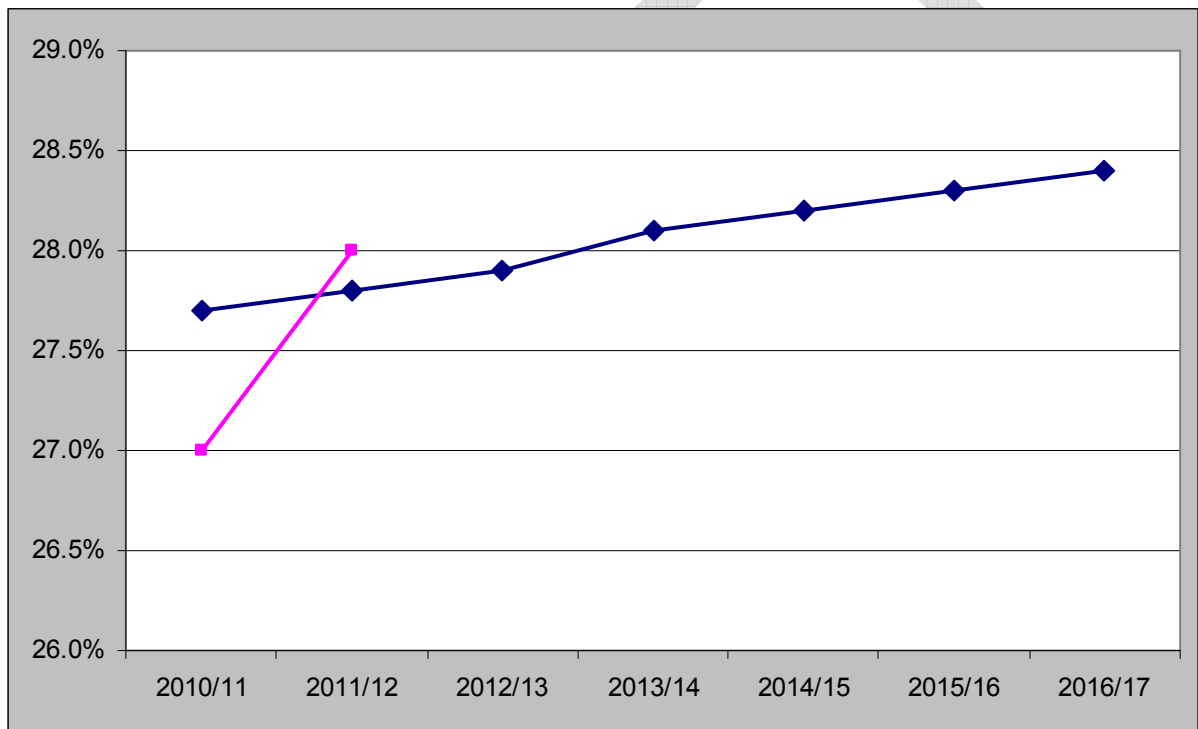
		Category	MTS goals					LIP objectives
			Econ. devt and pop growth	Quality of life	Safety and security	Opportunities for all	Climate change	
Mode share	Increase walking mode share from 27.6% (2006/07 to 2008/09 average) to 28.4% by 2016/17	Core target	■	■	■	■	■	B1, B2, B3, B4
	Increase cycling mode share from 0.9% (2006/07 to 2008/09 average) to 1.4% by 2016/17	Core target	■	■	■	■	■	B1, B2, B3, B4
	Reduce proportion of car use by 10% over ten years in Bromley Town Centre - "10 in 10"	Local target	■	■	■	■	■	B1, B2, B3, B4
	Maintain the number of school children travelling by car at 31% annually	Local target	■	■	■	■	■	B1, B2, B3, B4
	Proportion of school children travelling by car (formerly NI 198)	Monitoring indicator	■	■	■	■	■	B1, B2, B3, B4
Bus reliability	Maintain Excess Wait Time (EWT) annually at less than or equal to 1.0 minutes	Core target	■	■	■	■	■	B4, B6
Asset condition	Maintain the percentage of principal road length in need of repair at no more than 6% annually	Core target	■	■	■	■	■	B11
	Reduce congestion caused by utilities companies by maintaining inspections at no less than 40% of streetworks	Local target	■	■	■	■	■	B1, B11
	Maintain public satisfaction of road and pavement maintenance at 52% annually	Local target	■	■	■	■	■	B11
	Condition of principal roads (NI 168)	Monitoring indicator	■	■	■	■	■	B11
	Condition of non-principal roads (NI 169)	Monitoring indicator	■	■	■	■	■	B11
	Condition of footway surface	Monitoring indicator	■	■	■	■	■	B11
Road traffic casualties	Reduce the number of people killed or seriously injured in road collisions from 106 (2008 - 2012) to 93 by 2017	Core target	■	■	■	■	■	B9
	Reduce the number of total casualties injured in road collisions from 850 (2008-12) to 744 by 2017	Core target	■	■	■	■	■	B9
	People killed/seriously injured in road accidents (NI 47)	Monitoring indicator	■	■	■	■	■	B9
	Children killed or seriously injured in road accidents (NI 48)	Monitoring indicator	■	■	■	■	■	B9
CO ₂ emissions	Reduce CO ₂ emissions from ground-based transport sources from 283 kilotonnes in 2008 to 213 kilotonnes in 2013	Core target	■	■	■	■	■	B1, B4, B10
	CO ₂ reduction from Council operations (NI 185)	Monitoring indicator	■	■	■	■	■	B1, B4, B10
	CO ₂ reduction per capita (NI 186)	Monitoring indicator	■	■	■	■	■	B1, B4, B10
MTS Outputs	Cycle superhighway schemes	High profile indicator	■	■	■	■	■	B1, B2, B3, B4
	Cycle parking	High profile indicator	■	■	■	■	■	B1, B2, B3, B4
	Electric charging points	High profile indicator	■	■	■	■	■	B10
	Better Streets	High profile indicator	■	■	■	■	■	B2, B7, B10, B11
	Cleaner local authority fleets	High profile indicator	■	■	■	■	■	B10
	Net increase in street trees	High profile indicator	■	■	■	■	■	B7, B10

Mode share core target: Walking	
LIP long term target	29.1% walking mode share by 2025/26
Short term target	28.4% walking mode share by 2016/17
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 28% 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 through a number of local and regional improvements and initiatives. An increase to 29.1% of all modes is still considered realistic by 2025/26.</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

	2010/11	2011/12	2012/13	2013/14
Target	27.7%	27.8%	27.9%	28.1%
Actual	27%	28%		

Base (2006/07 to 2008/09)	2014/15	2015/16	2016/17
27.6%	28.2%	28.3%	28.4%

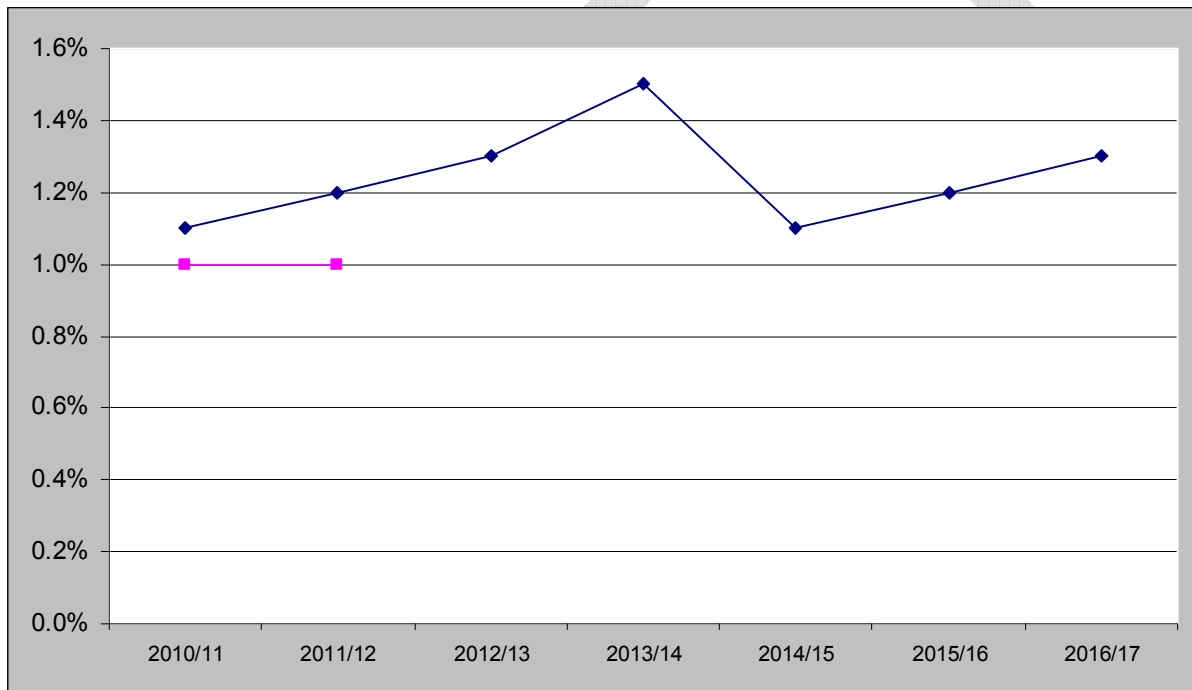


Mode share core target: Cycling	
LIP long term target	3.3% cycling mode share by 2025/26
Short term target	1.4% cycling mode share by 2016/17
Data source	London Travel Demand Survey
Link to LIP objectives	B1, B2, B3, B4
Evidence that the target is realistic and ambitious	<p>Cycling trips in Bromley make up 1.0% 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	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.
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

	2010/11	2011/12	2012/13	2013/14
Target	1.1%	1.2%	1.3%	1.5%
Actual	1.0%	1.0%		

Base (2006/07 to 2008/09)	2014/15	2015/16	2016/17
0.9%	1.2%	1.3%	1.4%

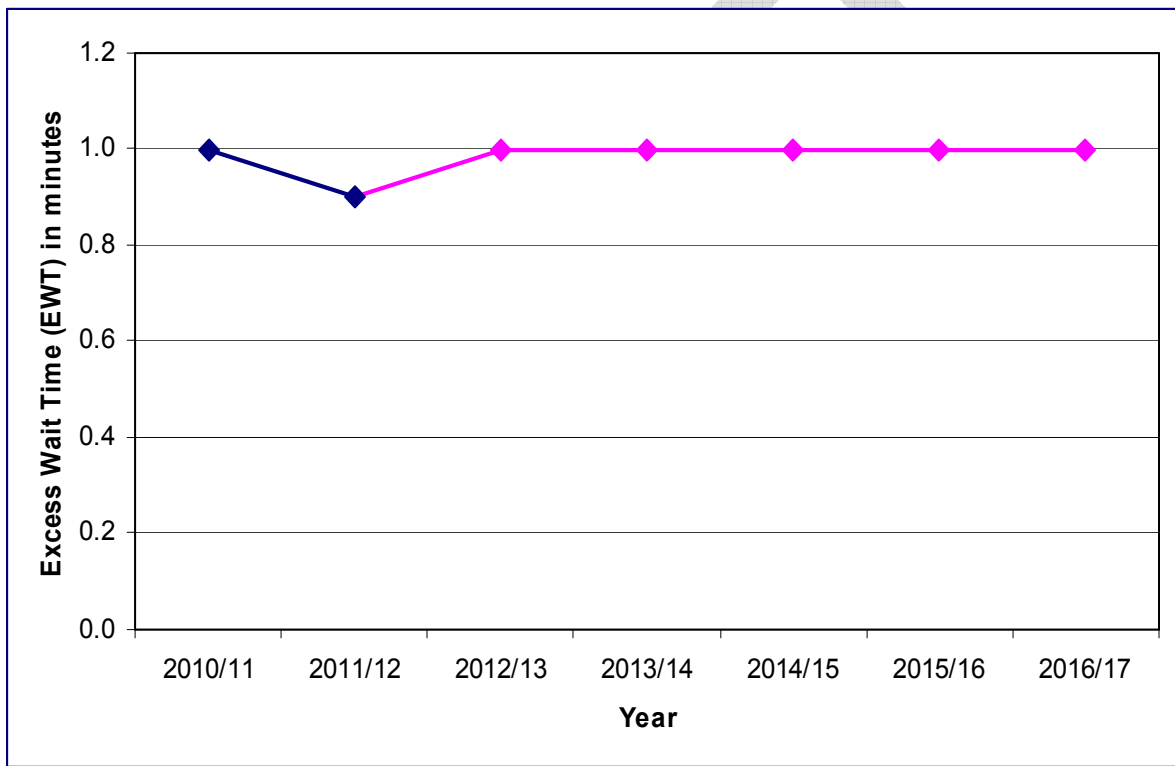


Bus reliability core target	
LIP long term target	1.2 EWT minutes by 2017/18
Short term target	Maintain EWT annually at less than or equal to 1.0 minutes
Data source	Quality of Service (QSI) Indicators
Link to LIP objectives	B4, B6
Evidence that the target is realistic and ambitious	<p>Bromley's Excess Wait Time (EWT) average currently stands at 0.9 minutes 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

	2010/11	2011/12	2012/13	2013/14
Target	1.0 min	1.0 min	1.0 min	1.0 min
Actual	1.0 min	0.9 min		

Base	2014/15	2015/16	2016/17
1.0 min	1.0 min	1.0 min	1.0 min



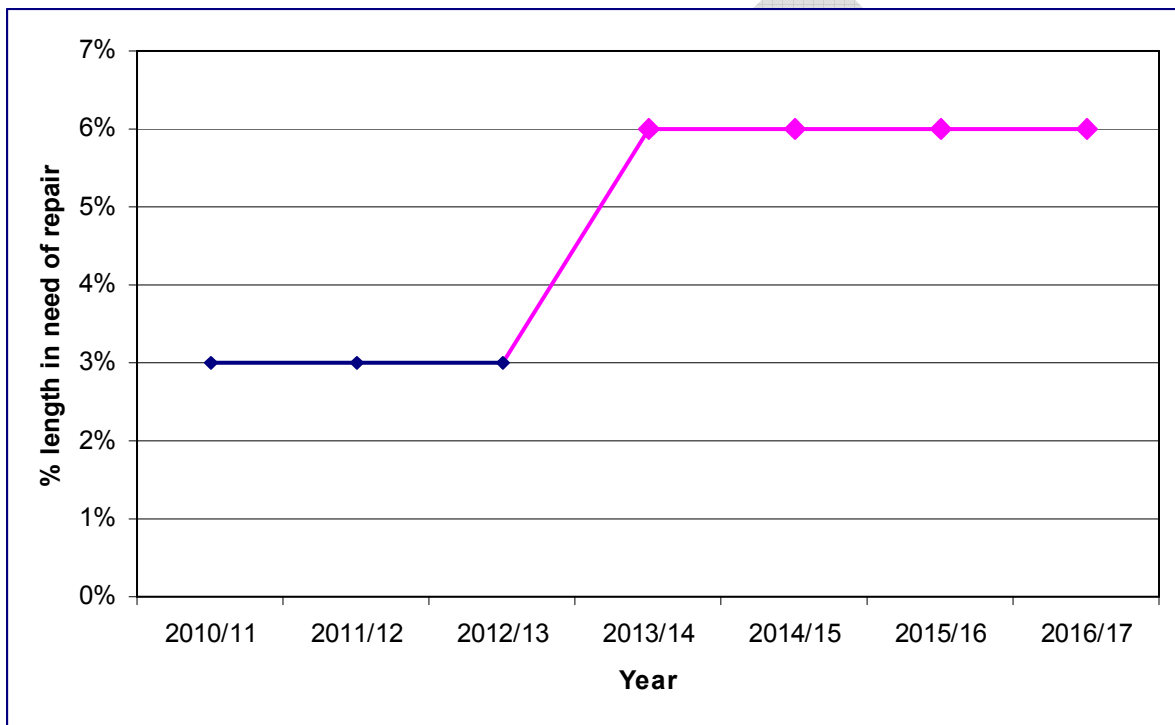
Legend: Target (blue line with diamond), Actual (pink line with square)

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 in recent years further deterioration of the Borough’s asset condition will have occurred.</p> <p>Despite the target being exceeded each of the previous three years, consideration needs to be given to funding pressures on LIP maintenance allocations. A realistic target of maintaining condition at 6% has therefore 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

	2010/11	2011/12	2012/13
Target	6%	6%	6%
Actual	3%	3%	3%

Base	2013/14	2014/15	2015/16	2016/17
5.7%	6%	6%	6%	6%



◆ Target ■ Actual

Road traffic casualties (Killed or Seriously Injured - KSI) core target	
LIP Long term target	Reduce KSIs (from 2008-12 average) by 20% by 2020
	Reduce Child KSIs (from 2008-12 average) by 20% by 2020
Short term targets	93 KSIs by 2017
	No more than 8 Child KSIs by 2017
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). The Road Safety Action Plan published in 2013, titled, Safer Streets for London proposes a 40% reduction target by 2020 from a baseline of the 2005-2009 average.</p> <p>Bromley has set targets for KSIs based upon a 2008-12 baseline rather than 2005-09 as it ensures a more realistic calculation for target setting. The long-term target proposed is to achieve, by 2020, a 20% reduction in injuries compared to the 2008-2012 baseline.</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>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	<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>

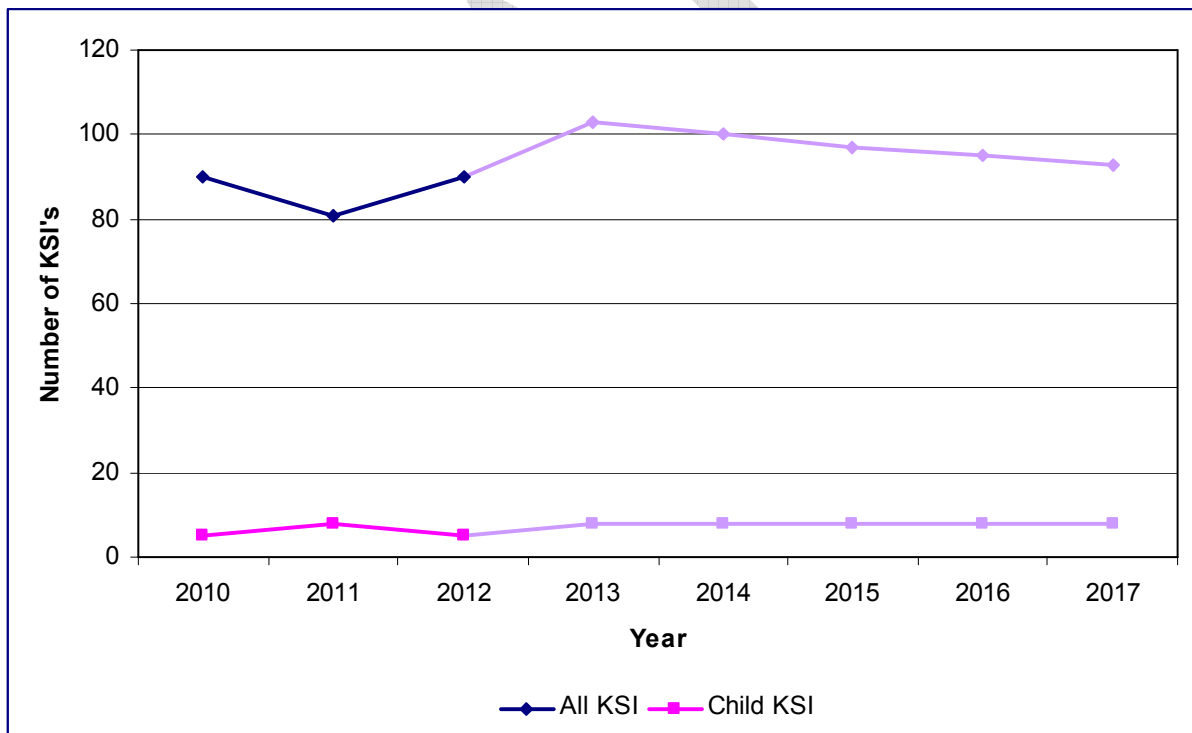
Interim milestones

KSI's	2010	2011	2012
Target	90*	128	123
Actual	90	81	90

Child KSI's	2010	2011	2012
Target	5*	11	11
Actual	5	8	5

*Actual KSI's for 2010

	Base 2008 to 2012	2013	2014	2015	2016	2017
KSI's	106	103	100	97	95	93
Child KSI's	8	8	8	8	8	8

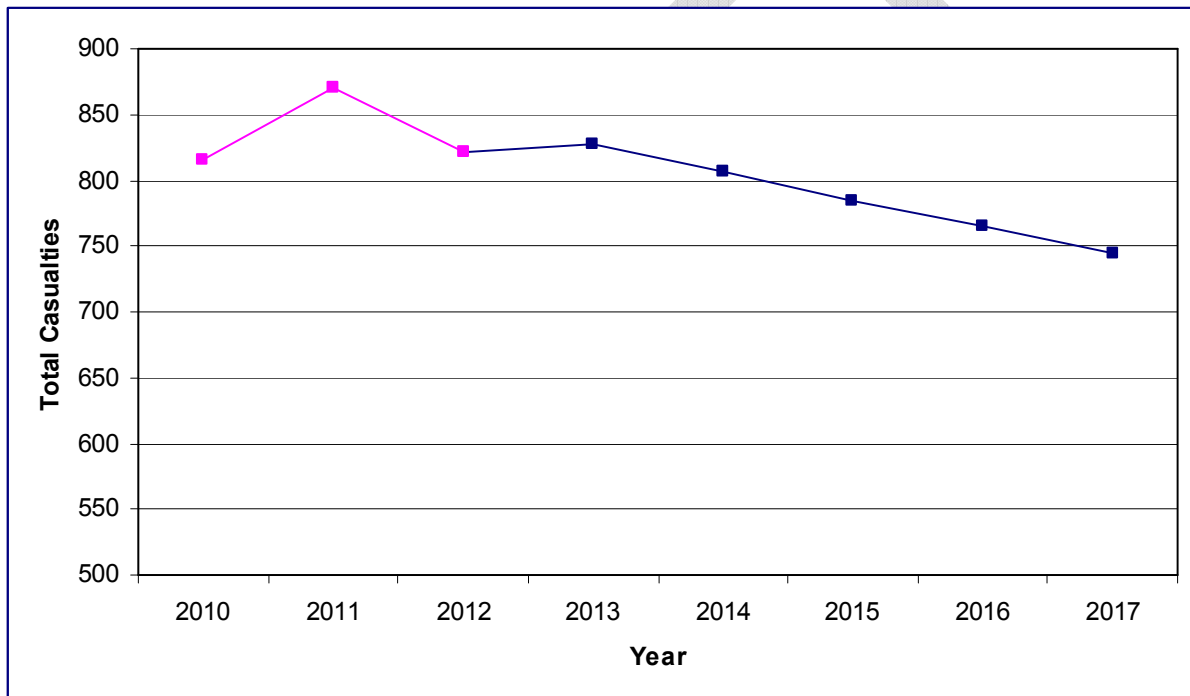


Road traffic casualties (Total Casualties) core target	
LIP Long term target	Reduce total casualties by 20% by 2020
Short term targets	744 total casualties by 2017
Data source	Modal Policy Unit, Surface Transport
Link to LIP objectives	B9
Evidence that the target is realistic and ambitious	<p>Bromley has set targets on Slight casualties based upon a 2008-12 baseline rather than 2004-08 as it ensures a more realistic calculation of the total casualties target.</p> <p>The total casualties target is based on an addition of the KSI and Slight target (20% reduction by 2020 on the 2008-12 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	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.
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

Total casualties (KSI's + Slight)	2010	2011	2012
Target	-	850	819
Actual	816	870	821

	Base (2008 to 2012)	2013	2014	2015	2016	2017
Target	850	828	806	785	765	744



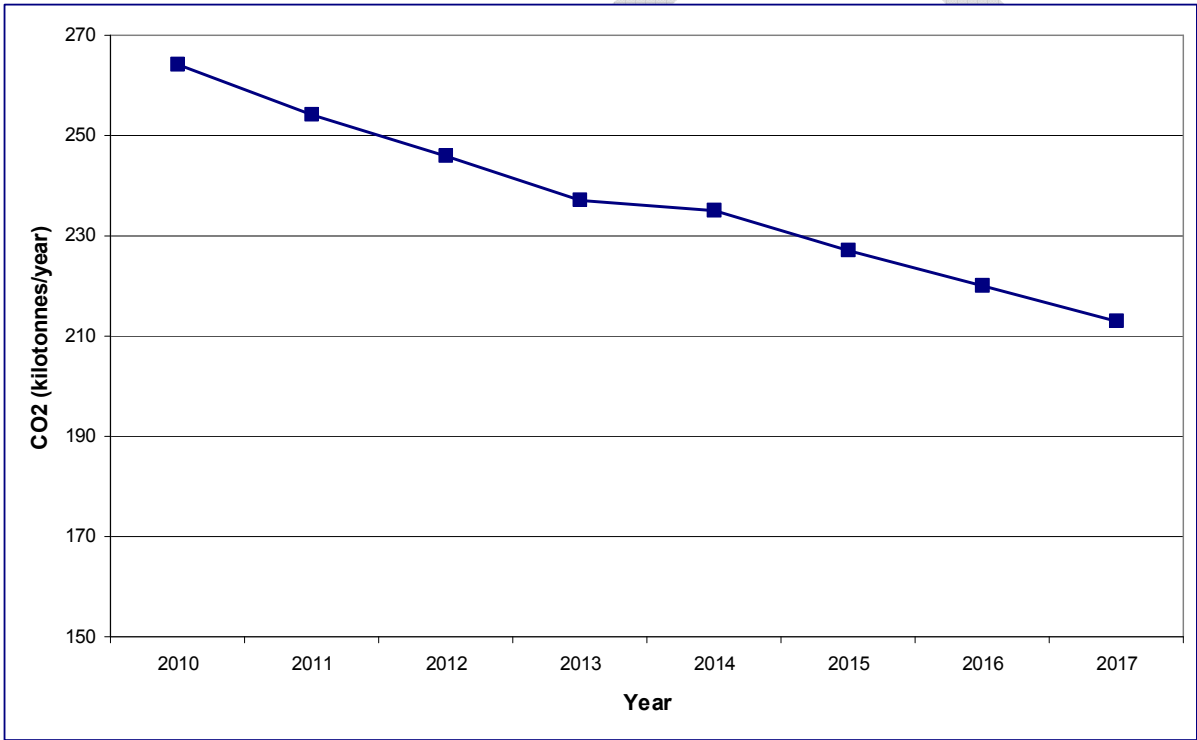
Legend: Target (blue line with diamond), Actual (pink line with square)

CO₂ emissions core target	
LIP Long term target	155 kilotonnes of ground-based transport emissions by 2025.
Short term target	213 kilotonnes of ground-based transport CO ₂ emissions by 2017
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>The long-term target for ground-based transport CO₂ emissions in Bromley equates to 155 kilo-tonnes by 2025. This represents a 45% reduction between 2008 and 2025. The short-term reduction to 213 kilo-tonnes by 2017 equates to a reduction of 16%.</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 emissions of the Council's operations by 25% by 2012/13. • Green Transport Review • Bus priority and improved facilities for bus passengers • Sustainable transport promotion • Smarter driving • Electric charging points.
Key actions for local partners	<p>The Bromley Environment Partnership was formed in 2010 to share good practice with the Council's key strategic 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.</p>
Principal risks and how they will be managed	<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>

Interim milestones

	2010	2011	2012	2013
Target	264 kt	254 kt	246 kt	237 kt
Actual	269 kt			

Base (2008)	2014	2015	2016	2017
283 kt	235 kt	227 kt	220 kt	213 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.

Key actions for local partners	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.
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.

DRAFT

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

LIP Long term target	No long term target currently set
Short term target	31% of school children travelling by car by 2016/17
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. 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"> • Smart Movers • Schools Walking the World • Transportal • Walking Bus • Junior Travel Advisor
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 80% (50% 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 80%
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>This higher, more stretching target is considered reasonable and realistic given that over the previous three years, over 80% of inspections have been made per annum. Maintaining at this level is 50% above the code of practice.</p>
Key actions for the Council	<p>To continue to carry out inspections of 80% 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
Justification for target removal	<p>This local target measured 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 national Place Survey. This survey is no longer carried out and with no reasonable alternative collection method, this target can not continue to be measured.</p>

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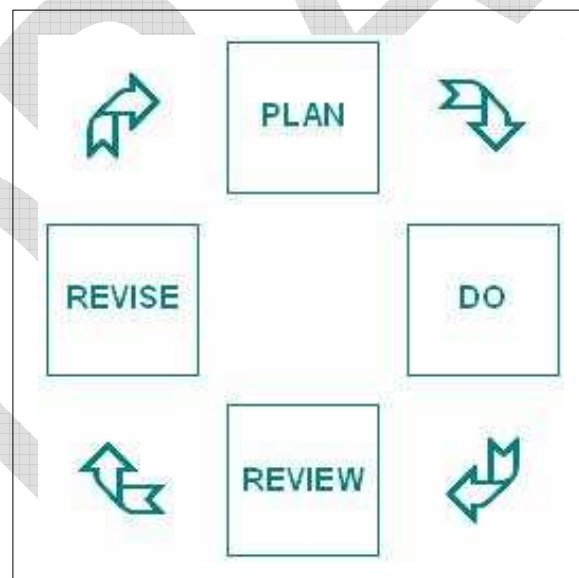
Monitoring Indicators

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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Report No.
ES13094

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment Portfolio Holder

For Pre-Decision Scrutiny by the Environment PDS Committee on

Date: 1st October 2013

Decision Type: Non-Urgent Executive Non -Key

Title: CONGESTION RELIEF SCHEME: HEATHFIELD ROAD / WESTERHAM ROAD, PROPOSED ROUNDABOUT

Contact Officer: Spencer Pritchard, Traffic Engineer, Transport & Highways
Tel: 020 8313 4166 E-mail: spencer.pritchard@bromley.gov.uk

Chief Officer: Nigel Davies - Executive Director of Environment & Community Services

Ward: Bromley Common and Keston

1. REASON FOR REPORT

- 1.1 Originally identified as a pinch point by the Congestion Working Group in 2008, the Heathfield Road / Westerham Road junction was subsequently included in the Transport for London (TfL) funded work programme for 2013/14 as a congestion relief scheme. The purpose of the scheme now proposed is to assist traffic flow through this busy junction, in particular vehicles travelling south from Heathfield Road to Westerham Road.
-

2. RECOMMENDATIONS

That the Environment Portfolio Holder approves:

- 2.1 The proposed congestion relief scheme as set out in paragraph 3.9 and as shown on the attached drawing number 11473-01 (large scale copies of the drawing will be available at the meeting of the Environment PDS Committee);
- 2.2 Delegation of the decision regarding the final scheme design to the Executive Director of Environment and Community Services, in consultation with Ward Councillors and the Portfolio Holder, having regard to the outcomes of consultation; and

Corporate Policy

1. Policy Status: Existing Policy
 2. BBB Priority: Quality Environment, Safer Bromley
-

Financial

1. Cost of proposal: Estimated Cost: £37k
 2. Ongoing costs: Recurring Cost: N/A
 3. Budget head/performance centre: TfL LIP funding for congestion relief 2013/14
 4. Total current budget for this head: £50k, of which £37k is available as an uncommitted balance.
 5. Source of funding: Transport for London LIP funding
-

Staff

1. Number of staff (current and additional): One
 2. If from existing staff resources, number of staff hours: 150 staff hours to prepare and consult on this scheme.
-

Legal

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

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): All road users, residents / businesses in the Keston Village area as well as the 14,400 drivers that pass through this location on average daily.
-

Ward Councillor Views

1. Ward Councillors were made aware of this proposed scheme through the Members Briefing Paper for Transport Projects - Environment PDS Committee April 2013.
2. Councillor Michael has commented "I am very pleased to hear about junction improvement at Heathfield Road / Westerham Road". Any other ward Member comments will be reported to PDS Committee and the Portfolio Holder.

3. COMMENTARY

- 3.1 Westerham Road is an A classified road (A233) linking Bromley with Biggin Hill and beyond to the south of the Borough. Heathfield Road is a B classified road (B265) and runs from Keston Village, southerly, to its junction with Westerham Road. Westerham Road is the priority road with traffic on Heathfield Road having to stop to give way.
- 3.2 A traffic turning count was commissioned and completed between 1st and 7th July 2013 between the hours 7am and 7pm. This revealed that on average each day, between these hours, some 14,400 vehicles pass through this junction.
- 3.3 The survey also revealed that the two highest volumes of traffic travelled southwards from Keston Village towards Biggin Hill (3,900 seven day average) and vice versa (3,600 seven day average).
- 3.4 The next highest volumes of traffic were recorded travelling along Westerham Road (south bound 3,300 seven day average) and Westerham Road (north bound 3,000 seven day average).
- 3.5 The table below provides a summary of the traffic turning count data for this location, detailing the average number of vehicles recorded travelling in each 12 hour period.

	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Total	7 day average
Westerham Road (south bound)	3300	3629	3434	3483	3461	3276	2781	23364	3338
Westerham Road (south bound) to Heathfield Road (right turn)	58	79	87	53	73	62	75	487	70
Westerham Road (north bound)	2962	3116	3033	3115	3079	2981	2623	20909	2987
Westerham Road (north bound) to Heathfield Road (left turn)	4292	4483	4307	4402	4319	3365	2804	27972	3996
Heathfield Road (south bound) to Westerham Road (left turn)	114	125	111	108	123	118	119	818	117
Heathfield Road (south bound) to Westerham Road (right turn)	4018	4082	4174	4108	4234	3515	2883	27014	3859

- 3.6 An analysis of the recorded personal injury collision records for this location has revealed that there have been three recorded personal injury collisions in the three year study period to the end of April 2013. These three collisions resulted in 4 recorded personal injuries, in each case slight injuries. 'Failing to look properly' was a contributory factor in two of the three recorded collisions.
- 3.7 An analysis of the recorded personal injury collision record for a wider area, including 'chicken farm bend' revealed that there have been an additional three recorded personal injury collisions during the same 3 year study period. Two of these additional collisions occurred approaching 'chicken farm bend'. Excessive speed was a recorded contributory factor in two of the three collisions. These additional three collisions resulted in three recorded personal injuries, one of which was considered serious.
- 3.8 The introduction of a formal roundabout at this location would be likely to have a positive impact on vehicle speeds at this location, acting as a speed reducing feature. Reduced vehicle speeds would also afford drivers increased time to assess whether it was safe to make a manoeuvre at the junction.

- 3.9 Taking into account the current volume of traffic passing through this location, and the various desired traffic movements; it is recommended that highway improvement works are undertaken. These would involve removing the existing priority type junction and construction of a new three-arm roundabout with a physical central island, incorporating a hatched over-run area to cater for large HGV vehicles. The proposed design would also require the relocation of the existing bus stop and lay-by that is currently located on Heathfield Road.
- 3.10 This design would offer the greatest benefits in terms of road safety. Vehicle speeds would be reduced to a safe level on the approach to and exit from the junction, and in particular the speed of vehicles travelling south towards 'chicken farm bend' (between Heathfield Road and Downe Road) would be reduced. It is likely that it would also have a positive effect on vehicle speeds through Keston Village, whilst maximising traffic flow through the junction from all directions.
- 3.11 Reduced vehicle speeds would also assist pedestrians travelling between the three separate bus stops at this location, as well as the car park situated on Heathfield Road. To further assist pedestrians a dedicated dropped kerb tactile crossing is proposed to assist in crossing Heathfield Road.
- 3.12 Subject to the Portfolio Holder's approval for the proposed scheme, a formal consultation will be undertaken with comments and views sought from each of the statutory consultation groups and organisations.

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 The Environment Portfolio Plan 2013-16 includes the key aims: 'Improve the road network and journey times for all users'; and 'Promote safe and secure travel'.

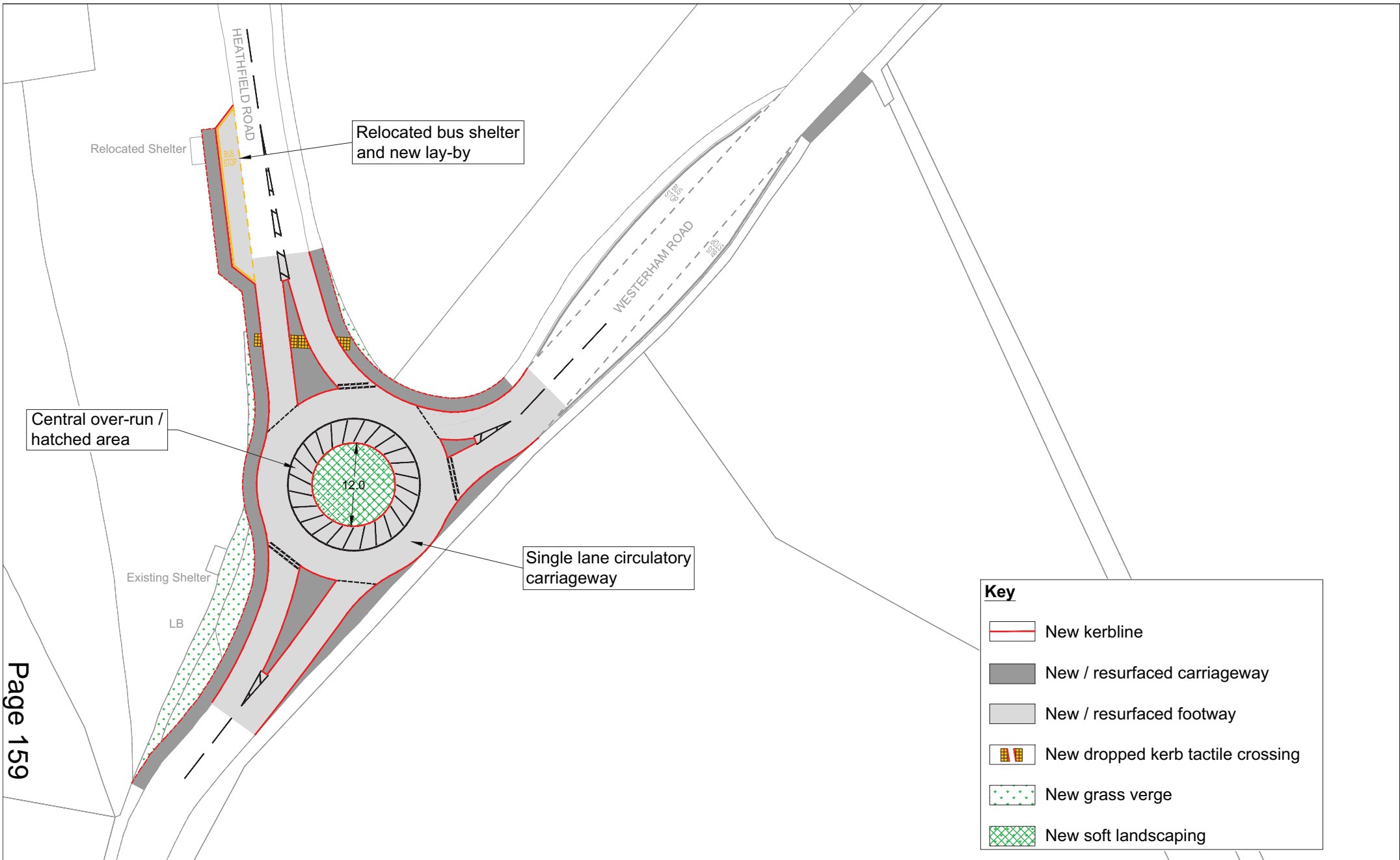
5. FINANCIAL IMPLICATIONS

- 5.1 The estimated implementation cost of the proposal is currently £37k. The cost will be met from TfL LIP funding for congestion relief 2013/14. £50k was allocated to this scheme and an uncommitted balance of £37k is available to meet the costs of the works proposed in this report.

6. LEGAL IMPLICATIONS

- 6.1 It will be necessary to undertake highway improvement works under powers granted through The Highways Act 1980 Part V.

Non-Applicable Sections:	Personnel
Background Documents: (Access via Contact Officer)	N/A



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Job Title:
**PROPOSED ROUNDABOUT
 HEATHFIELD ROAD / WESTERHAM ROAD
 BROMLEY COMMON AND KESTON**

Drawing Title:
GENERAL ARRANGEMENT


 Environmental Services
 Civic Centre, Stockwell Close,
 Bromley, BR1 3UH
 Tel : 020 8464 - 3333
 Fax : 020 8313 - 4555
 Email : www.bromley.gov.uk

Nigel Davies
 Director of Environmental Services

Scale @ A3:
 1:500
 Date: 08/08/13
 Drawn by: SNP
 Checked by: MH

Rev	Date	Description	By	Revision
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Drawing Number			11473-01	

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Report No.
ES13089

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment Portfolio Holder

For Pre-decision Scrutiny by the Environment PDS Committee on

Date: 1st October 2013

Decision Type: Non-Urgent Executive Non-Key

Title: **JUNCTION IMPROVEMENT SOUTHEND ROAD / RECTORY ROAD / ALBEMARLE ROAD**

Contact Officer: Joe Burbidge, Traffic Engineer
Tel: 020 8313 4544 E-mail: Joe.Burbidge@bromley.gov.uk

Chief Officer: Nigel Davies, Executive Director of Environment & Community Services

Ward: Copers Cope

1. Reason for report

This report outlines proposals to realign the carriageway of Southend Road (A2015) on its southbound approach to the junction with Albemarle Road, in order to improve traffic flow and the safety of pedestrians. Concerns have been expressed about larger vehicles struggling to make the left turn from Rectory Road into Southend Road. The proposals will improve the capacity of this junction, thus reducing congestion, improving safety and reducing damage to the adjacent footway.

2. **RECOMMENDATIONS**

2.1 That the Portfolio Holder agrees to the introduction of the alterations to the carriageway on Southend Road shown in diagram number 11408-01, as well as the amendments to the pedestrian refuge islands and tactile paving (also shown in 11408-01).

2.2 That authority to make any minor modifications which may arise as a result of the detailed design is delegated to the Executive Director of Environment and Community Services, in consultation with the Portfolio Holder and Ward Members.

Corporate Policy

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

Financial

1. Cost of proposal: Estimated Cost £173k
 2. Ongoing costs: N/A
 3. Budget head/performance centre: TfL LIP Formula funding for congestion relief 2013/14
 4. Total current budget for this head: £655k of which £230k is set aside for this scheme. An uncommitted balance of £173k is available
 5. Source of funding: Transport for London
-

Staff

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: 60
-

Legal

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

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): 30,000 vehicles per day (approx)
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillor's comments: This option was supported by the Beckenham and west Wickham Town Centre Working Group at their meeting on 9th August 2012. In attendance were Cllr Tickner and Cllr Mellor (plus Cllrs Phillips, N Bennett, Fookes and Benington).

This project has been developed as a result of councillor interest as residents and business owners within their ward have approached them raising concerns. This has also been identified as a way of removing some of the larger vehicles from Beckenham High Street in order to improve the environment for shoppers.

3. COMMENTARY

- 3.1 The Southend Road (A2015) junction with Rectory Road, High Street and Albemarle Road is a busy signalised crossroads junction with approximately 30,000 vehicles travelling through it per day. There are two lanes approaching the junction in all directions and pedestrian refuge islands on all four arms. It is also located next to Beckenham Junction rail and tram station and a number of pubs and restaurants are located in close proximity along Southend Road and High Street meaning footfall is high in the area.
- 3.2 This junction has been highlighted by the ward members as not only are complaints received about the difficulties being experienced by larger vehicles turning from Rectory Road into Southend Road but this project is also seen by some as a step towards removing some of the larger vehicles from the High Street. This would align with ward members' aspirations for further redevelopment of the High Street. This junction was also identified as a pinch point by the 2008 Congestion Working Group.
- 3.3 The consultant, SKM Colin Buchanan, worked up four different options for this junction and the drawings for these options can be seen within the appendix.
- 3.4 Option four from the preliminary design drawings is the option being put forward; some more detailed design has been carried out and the proposed changes can be seen in drawing number 11408-01. It is worth noting that whilst the design work was being carried out it was observed that the pedestrian crossing facilities on all arms are currently sub-standard. As a result the redesign also includes the alteration to three out of the four pedestrian refuge islands as well as relaying all of the tactile paving. The proposed alterations to the islands and new location for the tactile can also be seen in drawing number 11408-01. By relocating the islands we can also avoid removing the pedestrian refuge island on the High Street arm of the junction.
- 3.5 Auto-tracking has shown that these alterations will make it easier for HGVs to make the left turn out of Rectory Road into Southend Road, and will mean that they will no longer need to over run the footway on the northwest corner of the junction. This will help to remove possible conflicts between HGVs and the pedestrians using this footway. This will also have the benefit of reducing delays through the junction caused by HGVs getting stuck, thus improving the High Street as it will encourage HGVs to use Rectory Road instead. The capacity of this junction will be improved for all traffic, not just in respect to HGVs.
- 3.6 The alterations to the pedestrian refuge islands and tactile paving will help to improve pedestrian safety and make the junction compliant with the Disability Discrimination Act. This will mean that the junction fulfils the criteria for Transport for London to install pedestrian count down timers, which officers feel will be of benefit to pedestrians at this busy crossing.
- 3.7 The junctions of Southend Road with the Waitrose car park entrance and Southend Road with Copers Cope Road and The Avenue have also been identified for potential alterations; these two junctions are currently being investigated and will be reported on separately.

4. POLICY IMPLICATIONS

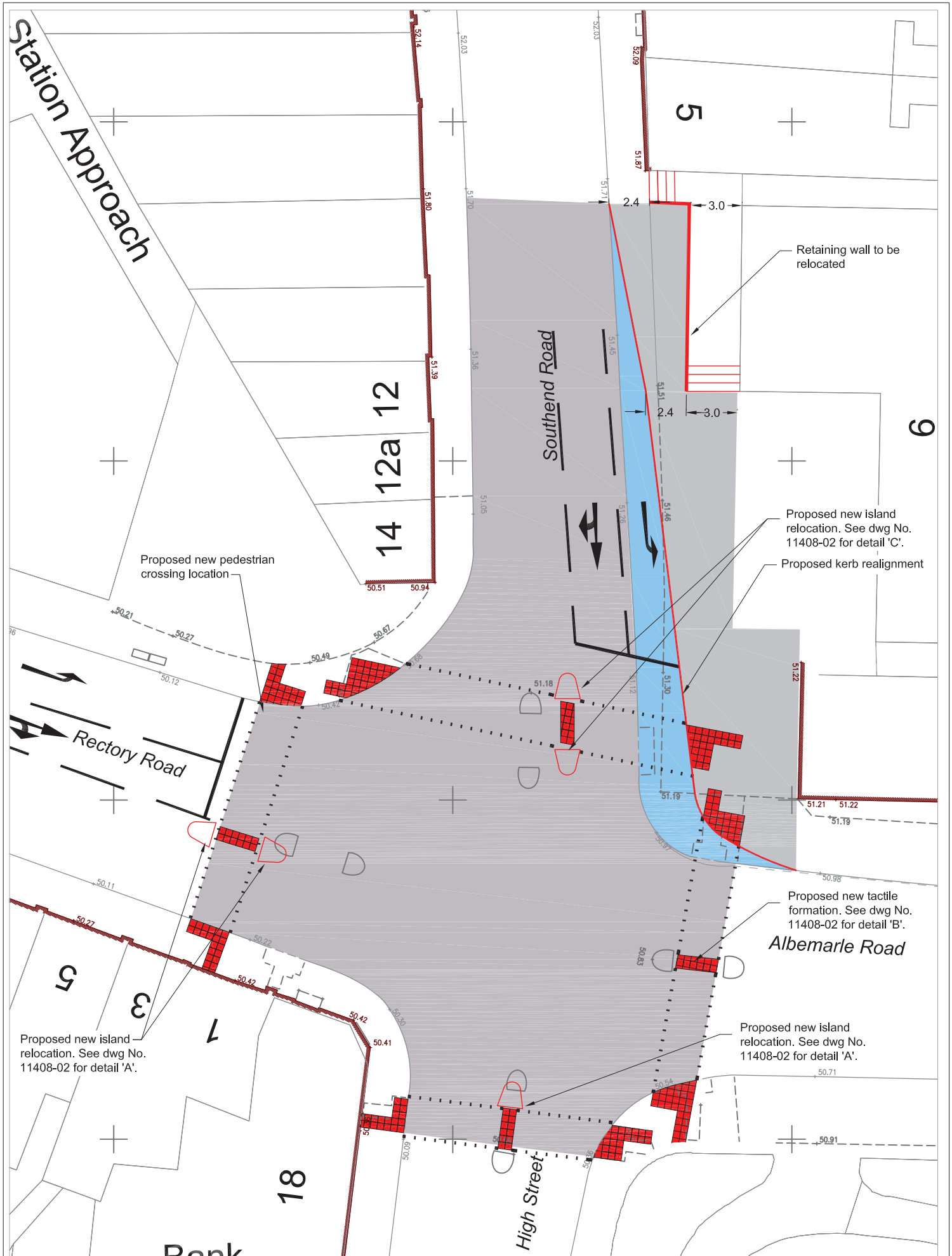
- 4.1 The Environment Portfolio Plan 2013/16 sets out the Council's aim; "To reduce peak time congestion and improve the road network and journey times for all users"

5. FINANCIAL IMPLICATIONS

- 5.1 The total cost of the works is £173k. Of this amount, £98k is required for the works to utility services assets at this location and £75k for the all other works.

5.2 The cost is to be met from the Transport for London LIP funding for congestion relief in 2013/14 which currently has an uncommitted balance of £173k.

Non-Applicable Sections:	Legal and Personnel Implications
Background Documents: (Access via Contact Officer)	Albemarle Road / High Street Junction (Technical Note) – SKM Colin Buchanan



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Job Title:
**SOUTHELD RD JCT RECTORY RD
 ALBEMARLE ROAD,
 BECKENHAM JUNCTION**

Drawing Title:
**PROPOSED JUNCTION
 REALIGNMENT INCORPORATING
 NEW TACTILE LAYOUT ON
 ALL 4 ARMS**



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Nigel Davies
 Executive Director of Environment &
 Community Services

Checked by:
 J.J.
 Page 165

Rev	Date	Description	By
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Drawing Number
 11408-01

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Report No.
ES13071

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment Portfolio Holder

For Pre-decision Scrutiny by the Environment PDS Committee on

Date: 1st October 2013

Decision Type: Non-Urgent Executive Non-Key

Title: PRIVATE STREET WORKS - THE FAIRWAY /
SOUTHBOROUGH LANE, BROMLEY: SECOND RESOLUTION

Contact Officer: Malcolm Harris, Team Leader, Traffic Engineering
Tel: 020 8313 4500 E-mail: malcolm.harris@bromley.gov.uk

Chief Officer: Nigel Davies, Executive Director of Environment & Community Services

Ward: Bickley

1. Reason for report

To obtain a Resolution of Approval under the Private Street Works Code, in respect of two sections of unadopted highway at The Fairway / Southborough Lane, Bromley. This will enable the street footways to be made-up and adopted, thereafter to be maintained at the public expense.

2. **RECOMMENDATIONS**

2.1 That the specification design details shown on Plan No. 1132-02-1, sections, estimate and provisional apportionment, which will be on display on the evening of Committee, be approved without modification.

2.2 That the specification design details shown on Plan No. 11324-02-3, sections, estimate and provisional apportionment, which will be on display on the evening of Committee, be approved without modification.

2.3 That the Portfolio Holder further resolves that the Council bears the whole of the cost of the street works, which will be met from funding provided by Transport for London under the provisions of s. 236(1) of the Highways Act 1980.

Corporate Policy

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

Financial

1. Cost of proposal: Estimated Cost: £72.5k of which £37.5k is for part 1 and £35k for part 2
 2. Ongoing costs: Non-Recurring Cost:
 3. Budget head/performance centre: TfL LIP funding for Local Town Centres 2013/14
 4. Total current budget for this head: £185k of which £141k is available.
 5. Source of funding: Transport for London
-

Staff

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: Estimated at 160 hours depending on whether or not objections are raised at provisional or final apportionment stages, or to the adoption of the works.
-

Legal

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

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): 500 pedestrians per day, based on observations.
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors' comments: Ward Members expressed support for this scheme when the first resolution report was presented. Any further update on Members' views will be provided to the PDS Committee.

3. COMMENTARY

- 3.1 Complaints about the condition of two unmade sections of footway in front of numbers 187-211, Southborough Lane to the west of The Fairway and numbers 213a-239 Southborough Lane, to the east of The Fairway have been received from residents and users of the local shopping parade for many years. On many occasions, the Council has been asked to exercise its discretionary powers to carry out urgent repairs to the street at its own expense, under s.230(7) of the Highways Act 1980, but currently there is no budget to enable such urgent repairs to be considered.
- 3.2 On 16 April 2013, the Environment Portfolio Holder received a report regarding the use and condition of the footways mentioned at 3.1 above. which have not been made up and adopted as highway maintainable at the public expense. They were detailed as Part 1 (from a point in line with the western flank boundary of 187 Southborough Lane to the west, to the western boundary of the highway known as 'The Fairway ' to the east) and Part 2 (from the eastern boundary of the highway known as 'The Fairway ' to the west, to a point in line with the eastern flank boundary of numbers 237-239 Southborough Lane, to the east).
- 3.3 The decision was made to progress the schemes and for officers to prepare a further report in order to obtain Resolutions of Approval. There are two sets of documents due to the legal requirement for two separate schemes under the PSW Code. Both schemes will join to the existing adopted highway, known as 'The Fairway'.
- 3.4 To enable the unmade footways to become highway maintainable at the public expense, the Council needs to adopt them. However it is only empowered to do this following improvements to the appropriate standards. The improvement works may be carried out under the provisions of the Private Street Works Code, but for this to occur the Council has to make two distinct Resolutions; a First Resolution to execute the necessary works giving details of those aspects of the street with which it is dissatisfied, and a second Resolution, a "Resolution of Approval". This Resolution approves plans and sections of the proposed works, a specification of the works required to bring the street up to a suitable standard, an estimate of the cost of such works, and a provisional apportionment of these costs amongst the owners of the land fronting onto the works.
- 3.5 The Portfolio Holder made a First Resolution under s. 205(1) of the Highways Act 1980, on 16 April 2013 (ES13036). The appropriate documents have now been prepared to enable a Resolution of Approval to be made, and these documents will be available for inspection at the meeting. This enables the Provisional Apportionment, which contains details of property ownerships, to be as up to date as possible.
- 3.6 The appropriate limit of works are detailed on both sets of plans.

4. POLICY IMPLICATIONS

- 4.1 Policy T14 of the Unitary Development Plan (UDP) adopted in July 2006 says that unadopted highways will normally be considered for making up and adoption, as resources permit, only following a referendum conducted in each road, in which the owners of the majority length of frontage are in favour. In exceptional circumstances, however, such as in this case a referendum maybe dispensed with.

5. FINANCIAL IMPLICATIONS

- 5.1 Usually it is for the frontagers to meet most of the cost of making up streets but in this case it is intended that the Council will meet the whole cost of the streetworks.

- 5.2 Funding is available from Transport for London funding for Local Town Centres to enable works to be undertaken in this financial year, in respect of those matters that were the subject of the dissatisfaction (i.e. the condition of the street) expressed by the Council in the First Resolution. The estimated cost of the total works is put at £72.5k. Of the original TfL allocation of £185k, an uncommitted balance of £141k is available to fund these works.
- 5.3 An amount of 15% of the estimated construction costs has been included to cover staff time associated with surveys, superintendence and notices relating to the works. This amounts to £9,447 and is included in the total cost of the scheme shown in 5.2 above.

6 LEGAL IMPLICATIONS

- 6.1 By making a First Resolution in respect of this scheme, the Proper Officer of the Council was required to prepare various documents in accordance with s.205(3) of the Highways Act 1980. These documents must now be approved by a second resolution, the Resolution of Approval if the scheme is to continue.
- 6.2 It is intended that the full cost of the scheme is met using TfL LIP funding, but to do this the Council must pass a resolution to this effect under s.236(1) of the Highways Act 1980.
- 6.3 In the period that a Notice under s.228 of the Highways Act 1980 is displayed, the owner (s) of the street is / are able to object to its adoption as a highway maintainable at public expense. In this case, the Council would be able to apply to the Magistrates Court for an order overruling the objection.

Non-Applicable Sections:	Personnel Implications
Background Documents: (Access via Contact Officer)	Report ES13036 dated 16 April 2013

Report No.
ES13084

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Resources Portfolio Holder

For Pre-decision Scrutiny by the Executive and Resources PDS Committee on 10th October 2013 and the Environment PDS Committee on

Date: 1st October 2013

Decision Type: Non-Urgent Executive Non-Key

Title: **PRIORY GARDENS AND ADJOINING FORMER PUBLIC TOILET BLOCK**

Contact Officer: Louise Simpson, Development & Partnerships Manager
Tel: 020 8461 7864 E-mail: Louise.Simpson@bromley.gov.uk

Chief Officer: Nigel Davies, Executive Director of Environment & Community Services
Marc Hume, Director of Regeneration and Transformation

Ward: Orpington

1. Reason for report

To suspend the marketing of the former Priory Gardens Public toilets to provide an opportunity for the Friends of the Priory Gardens to use this building as a base from which to operate a horticultural gardening volunteer programme.

2. **RECOMMENDATION**

That the Resources Portfolio Holder agrees:

- 2.1 To suspend the sale or demolition of the former toilets adjacent to the Priory Gardens, whilst officers investigate external funding opportunities to permit the Friends of the park to have use of this building for volunteer gardening related activities.

Corporate Policy

1. Policy Status: Existing Policy
 2. BBB Priority: Excellent Council Quality Environment Contributes to other BBB priorities
-

Financial

1. Cost of proposal: £1,500 for conversion to a bothy and £40,000 for an information centre should external grant be secured. This would free up £17,850 from the property planned maintenance budget to be used for other maintenance works. However, there is the potential loss of a capital receipt
 2. Ongoing costs: Between £600 and £2,200 per annum for business rates, utility and maintenance costs
 3. Budget head/performance centre: Park Partnership
 4. Total current budget for this head: £35,370
 5. Source of funding: Existing revenue budget for 2013/14, plus any additional external funding which can be secured to fund the information centre conversion
-

Staff

1. Number of staff (current and additional): 2
 2. If from existing staff resources, number of staff hours: 0.05 ft
-

Legal

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

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): all visitors to Priory Gardens, Orpington (difficult to quantify as no records kept)
-

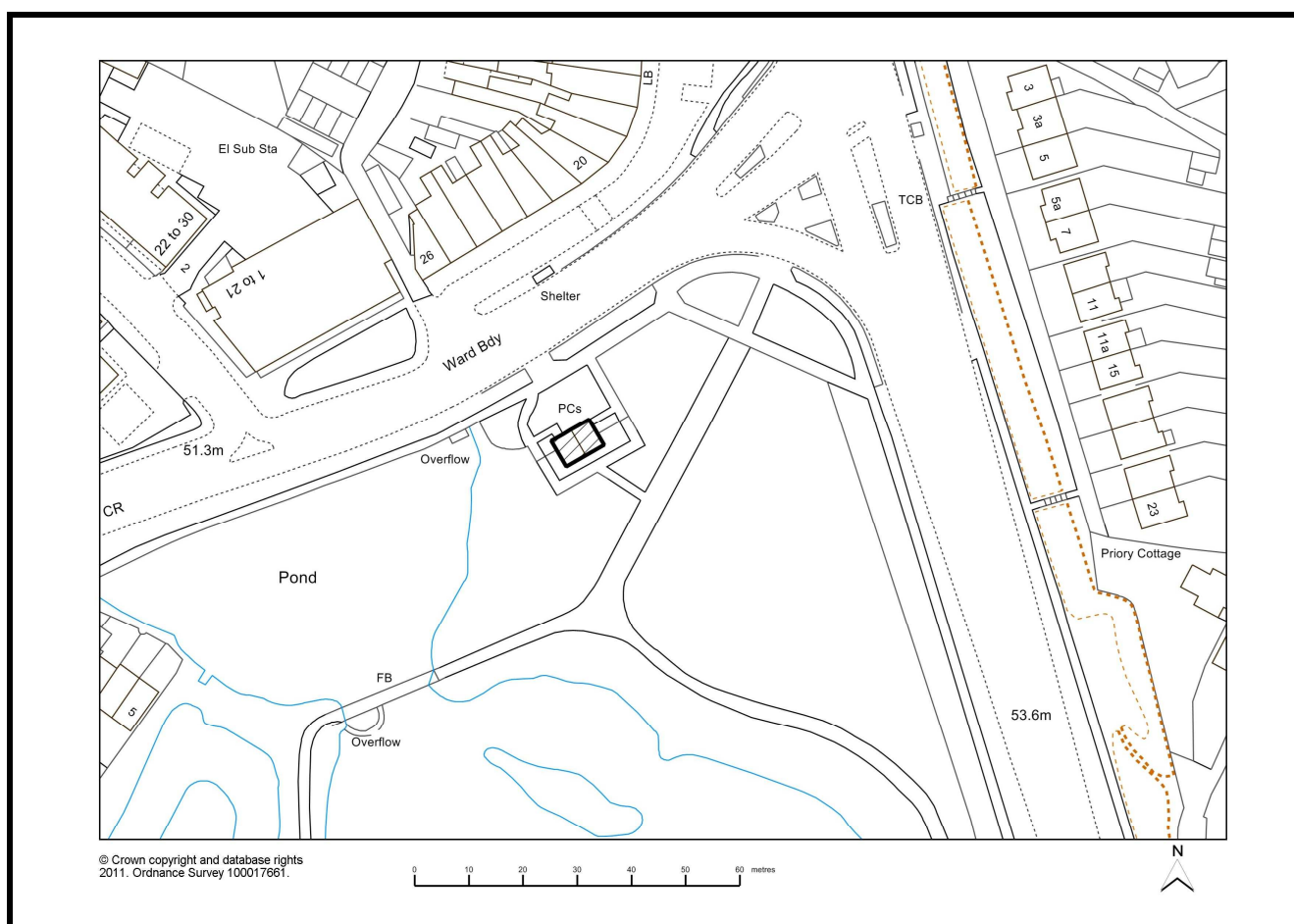
Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors' comments: Councillor W Huntington-Thresher supports the recommendation. Any further comments received from Ward Members will be reported to Committee and the Portfolio Holder:

3. COMMENTARY

- 3.1 Following the Environment PDS Committee on the 5th April 2011, the Environment Portfolio Holder agreed to the closure of the public toilet adjacent to Priory Gardens, Orpington. The Resources Portfolio Holder then agreed to their disposal or demolition on the 21st November 2012, following pre-decision scrutiny by the Executive and Resources PDS Committee. The Priory Gardens public toilets building has not been marketed so far, whilst the alternative option outlined in this report is considered.
- 3.2 At this site, both the sale and demolition options are complicated by the fact that the electricity supply to the building is shared with the park. Therefore a separation of the service will be required, which would be costly and expected to be met by any prospective purchaser should the property be sold. The cost of the demolition and separation of the electricity systems is £17,750 and was to be funded from the planned maintenance programme

Priory Gardens, Orpington



- 3.3 The Council has a long and successful record of working with the community, with over 50% of all of Bromley's parks now being supported by individual Friends Groups.
- 3.4 Working in partnership with the Borough's grounds maintenance contractor, *The Landscape Group*, officers have generated local resident interest. A new volunteer gardening team has formed and begun to maintain these historic gardens. To enable this group to develop, there is now a requirement to provide a tool store for their gardening equipment, as well as shelter, a bothy and a toilet.

- 3.5 This building provides an ideal location for this proposed facility adjoining to the park. By spending £1,500 from existing revenue budgets, this property can be easily adapted into a bothy with shelving for tools, a facility to make hot drinks and will include additional security measures. External funding will be sought within a 24 month period to expand on the modifications to provide a complete upgrade of the facility to include a kitchen and information centre at an estimated cost of £40,000. A similar adaptation of a former toilet block, to create a Friends work store, small kitchen and information centre, was created recently in Kelsey Park, Beckenham, and is managed solely by the Friends of Kelsey Park. A further example is the Friends of Keston who have utilised the former toilet block at Westerham Road to provide tools storage, a kitchen and toilet facility for their practical work days.
- 3.6 There is an additional cost of £1,600 p.a. for business rates to occupy this building, which will be funded from within the Parks and Green Space budget. However this may become void if it can be proved to the District Valuer that the building's use has been adapted for parks related activities. It is estimated that annual utility costs of up to £600 may be incurred which will be funded from within the existing Parks and Greenspace budgets.
- 3.6 Officers will seek to secure external funding to make the Priory Gardens facility into a showcase information centre and Friends' work store. Such a building would also provide additional security for the site and would attract more users to the park.
- 3.7 If the application for external funding is unsuccessful and/or if the Friends volunteer group has no further need of the former toilet block at some point in the future, then the building could then be offered for sale or demolition as originally agreed. A capital receipt would be generated through the sale of this property, but in view of its unique nature it is very difficult to anticipate interest or to estimate the value for the building. To date sale prices for toilets have ranged from £42,000 to over £100,000, but only where alternative uses have been possible. An alternative use for the Priory Gardens toilet block has not been identified.

4. POLICY IMPLICATIONS

- 4.1 The Council's aims include being a Council which manages its assets well.
- 4.2 The Council seeks to empower communities by working with individuals and groups to improve their local environment. One of the key aims set out in the Environment Portfolio Plan 2013/16 is to "Promote the activities of Friends groups in enhancing the Borough's parks and street scene".

5. FINANCIAL IMPLICATIONS

- 5.1 The Resources Portfolio Holder on 21st November 2012 agreed that the public toilet in Priory Gardens was to be demolished or disposed of. The cost of the demolition together with the separation of the electrical system is estimated at £17,850 and was to be funded from the property planned maintenance budget.
- 5.2 This report is recommending that the sale or demolition of the premises be suspended for up to 24 months to enable officers to investigate whether external funding could be secured to convert the premises into an information centre and to be used by the Friends group during the period.
- 5.3 Should external funding be secured then there will be a saving of £17,850 within the planned maintenance budget that could be re-allocated to undertake other maintenance works.
- 5.4 It would also mean that the Council would forgo generating a capital receipt, the value of which cannot be estimated at this moment in time.

- 5.5 The cost of altering the toilet block to make it suitable for use as a shelter, toilet and tool store for volunteers is estimated to be £1,500 which can be funded from within the existing Parks and Greenspace budget for 2013/14.
- 5.6 Additional revenue costs for the business rates and utilities will be incurred up to an estimated total of £2,200 which again can be contained within the parks budget. This annual cost may reduce to £600 per annum should the business rates not become payable.
- 5.7 Any major improvements to convert the building to an information centre will cost approximately £40,000 and officers will investigate whether external funding can be secured to meet these costs.
- 5.8 Should Officers be unsuccessful in securing the external funding, a report will be brought back to the Resources Portfolio Holder for a decision about the future of the building.

6 LEGAL IMPLICATIONS

- 6.1 Section 123 of the Local Government Act 1972 requires a local authority to secure the best consideration reasonably obtainable when it disposes of land (other than on a lease of seven years or less)

Non-Applicable Sections:	Personnel Implications
Background Documents: (Access via Contact Officer)	Environment PDS Committee, Friends Annual Report 25 th June 2013 Executive and Resources Policy Development and Scrutiny Committee Former Public Toilets, 21 st November 2012 Environment PDS Committee - Public Toilet Provision, 5 th April 2011

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Report No.
ES12023

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment Portfolio Holder

Date: Following Environment PDS Committee on 1st October 2013

Decision Type: Non-Urgent Executive Non-Key

Title: CONGESTION RELIEF SCHEME: WENDOVER ROAD /
MASONS HILL, BROMLEY - JUNCTION IMPROVEMENTS

Contact Officer: Malcolm Harris, Team Leader, Traffic Engineering
Tel: 020 8313 4500 E-mail: Malcolm.Harris@bromley.gov.uk

Chief Officer: Nigel Davies, Executive Director of Environment and Community Services

Ward: Bromley Town

1. Reason for report

To improve the junction of Wendover Road with Masons Hill (A21) in order to reduce traffic congestion

2. **RECOMMENDATIONS**

2.1 That the Portfolio Holder approves consultation on a highway scheme to improve traffic flows out of Wendover Road.

2.2 That the Portfolio Holder delegates decisions regarding details of any design to the Executive Director of Environment and Community Services, in consultation with Ward Members and the Portfolio Holder, and having regard to the outcome of public consultation.

Corporate Policy

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

Financial

1. Cost of proposal: Estimated Cost: £30k
 2. Ongoing costs: Non-Recurring Cost:
 3. Budget head/performance centre: Section 106 funds
 4. Total current budget for this head: £30k
 5. Source of funding: Section 106 funds from the agreement relating to the Bristol Street Motors development
-

Staff

1. Number of staff (current and additional): One
 2. If from existing staff resources, number of staff hours: 60 hours
-

Legal

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

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): All road users which pass through this junction on route either to Bromley High Street or towards Hayes.
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments: No comments have been received to date, but any received will be reported before or at the meeting.

3. COMMENTARY

- 3.1 The junction of Wendover Road with Masons Hill has seen an increasing number of vehicle movements which cut through the east side of Bromley Town from Widmore Road in order to avoid Kentish Way. Traffic can either turn left towards Hayes Lane or right towards Bromley High Street. However, it currently only has a single lane exit, thus long queues can build up at peak times when a vehicle is waiting to turn right across busy traffic in Masons Hill.
- 3.2 The junction of Wendover Road with Masons Hill has always been recognised as a localised problem for exiting vehicles, as there is not enough width for two safe exit lanes. However, if the carriageway in Wendover Road were to be slightly widened then two exit lanes could be implemented to provide one lane for left turning vehicles and another for right turning vehicles. The carriageway would be widened by slightly reducing the current width of the footways.
- 3.3 Transport for London will need to be closely involved in this project due to the proximity of Wendover Road to Masons Hill which is on the Transport for London Road Network.
- 3.4 Drawing number 11371-01 shows a layout for the junction indicating reduced footway widths and 3m vehicle exit lanes.
- 3.5 Statutory utility services have been investigated and it is not currently anticipated that any will need to be moved in order to widen the carriageway under the current footways. Trial holes will be dug in the normal way to ensure this to be the case.

Consultation

- 3.6 TfL have been informally consulted, as Masons Hill is a Red Route, and have raised no objections but have made some minor observations.

4. POLICY IMPLICATIONS

- 4.1 The proposals in this report are within existing policy. In ' Building a Better Bromley 2020 vision – Quality Environment ' one of the stated issues is: improving the road network for all users. In addition the Environment Portfolio Plan 2012/15 includes the key aim of improving the road network and journey times for all users.

5. FINANCIAL IMPLICATIONS

- 5.1 The estimated cost of the works is £30k. This will be funded from Section 106 monies that were secured as part of the agreement for the Bristol Street Motors development. An amount of £30k was provided towards highways works for the improvement of the Wendover Road / Masons Hill Bromley junction.

Non-Applicable Sections:	Legal and Personnel Implications
Background Documents: (Access via Contact Officer)	Drawing number 11371-01

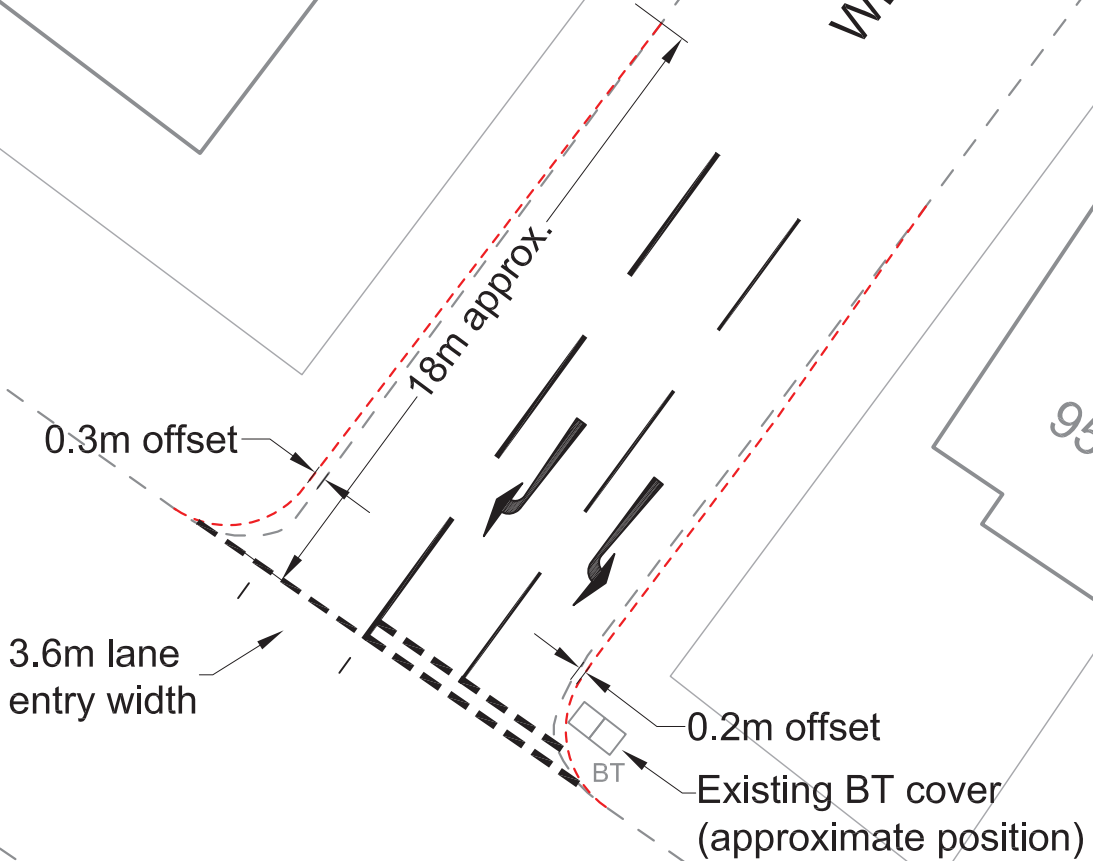
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Hardwick House

1 to 60

WENDOVER ROAD

95



MASONS HILL

Proposed kerbline - - - - -
 Existing kerbline - - - - -
 Please note this plan is indicative.

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Job Title: WENDOVER ROAD/ MASONS HILL BROMLEY	Drawing Title: PROPOSED CARRIAGEWAY WIDENING	 Environmental Services Civic Centre, Stockwell Close, Bromley, BR1 3UH Tel : 020 8464 - 3333 Fax : 020 8313 - 4555 Email : www.bromley.gov.uk	Scale @ A4	1:200				
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			Page 181					

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Report No.
ES13044

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment Portfolio Holder

Date: Following Environment PDS Committee on 1st October 2013

Decision Type: Non-Urgent Executive Non-Key

Title: **PARKING CHARGES: PLAISTOW LANE CAR PARK**

Contact Officer: Ben Stephens, Head of Parking
Tel: 0208 313 4514 E-mail: ben.stephens@bromley.gov.uk

Chief Officer: Nigel Davies, Executive Director of Environment & Community Services

Ward: Plaistow and Sundridge;

1. Reason for report

The introduction of charges at Plaistow Car Park has resulted in a migration of commuter parking from Plaistow Car Park to on-street locations in the immediate vicinity. Income from parking charges only just covers the cost of cash-collection. Additional congestion and parking difficulties for local residents has resulted which needs to be addressed.

2. **RECOMMENDATION**

That the Environment Portfolio Holder agrees:

- 2.1 **That Plaistow Lane Car Park should revert to being a free car park, to encourage commuter parking and ease on-street parking congestion.**

Corporate Policy

1. Policy Status: Parking Strategy 2012
2. BBB Priority: Vibrant, Thriving Town Centres: Quality Environment

Financial

1. Cost of proposal: One-off costs of £500
 2. Ongoing costs: Net loss of income of £300 p.a.
 3. Budget head/performance centre: Off-street car parks
 4. Total current budget for this head: £6.7k, p.a. (Plaistow Lane car park)
 5. Source of funding: Existing revenue budget 2013/14
-

Staff

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: Less than 0.1 fte
-

Legal

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

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): All users of the car park, over 1,000 p.a.
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments: Ward Members support the recommendation.

3. COMMENTARY

- 3.1 Prior to 2011 the Plaistow Lane car park was a free facility, requiring a subsidy of about £6.7k p.a. mainly to cover the costs of NNDR. In order to reduce this deficit a decision to introduce charges for the Plaistow Lane car park was taken by the Environment Portfolio Holder in April 2011. In light of the continued cost of the free facility, the decision to introduce charges was subsequently confirmed by the Executive.
- 3.2 The car park has had low usage by shoppers, compared with usage either by commuters and people working locally, both prior to the introduction of charges and subsequently. An initial free stay period was however agreed in order to provide an incentive for shoppers to use the facility.
- 3.3 Charging commenced in September 2011 at £3 per day. A reduction in usage of the car park followed, with displacement onto nearby residential streets. Local residents complained of increased commuter parking and in January 2012 a questioner/survey was undertaken involving those living in the surrounding roads including Lansdowne Road, Minster Road, Edward Road, Lodge Road, Garden Road and Lawn Close. Residents were asked about the effect of charging at Plaistow Road car park, and any views they had about the introduction of additional parking restrictions. The findings showed that where parking problems were reported they stemmed from the introduction of charging at Plaistow Road Car Park, and residents favoured returning the car park to free use rather than the introduction of new parking restrictions.
- 3.4 A reduction in the daily charge to £1 followed to try to encourage commuters back into the car park, but this met with only limited success.
- 3.5 The cost of managing the car park is approximately £4.3k p.a. which covers enforcement, cash collections, and the supply of tickets and maintenance of the machine. It also covers surface maintenance including minor works, plus signs and lines. This cost is only incurred because we charge i.e. it would not have to be paid to the contractor, Vinci, if the car park was free. If the car park reverted to free use, there would be a one-off cost of about £500 for removal of the Pay and Display machine and associated signs. The machine would be held in stock for future use, and the works paid for from within the existing contract repair and maintenance budget.
- 3.6 Income from charges currently exceeds the management fee cost by only about £300 p.a., taking account of mobile phone payments. Given that NNDR costs have to be met as well, the facility continues to make a substantial financial loss of about £6k p.a., together with the opportunity cost of not using the land for other potential purposes.
- 3.7 There are three charging options for the car park:
- Stay as we are – with net income from charges generating only £300 towards business rate costs
 - Increase prices to those originally agreed (from the current £1.50 per day to £3), and eliminating the initial free period, albeit risking further displacement into nearby streets
 - Return to free parking and accept that while it remains operational the facility will lose about £6.7k p.a.
- 3.8 Taking into consideration the views of residents, the increase in street parking the introduction of charging has caused, and the marginal income generated from charging, it is proposed to remove the charge for parking at this car park with immediate effect.

4. POLICY IMPLICATIONS

4.1 The proposals in this report are consistent with the policy and operational objectives of the Council's Parking Strategy agreed in January 2012:

Policy objectives

- To improve the safety of all road users.
- To provide sufficient affordable parking spaces in appropriate locations to promote and enhance the local economy.
- To assist in providing a choice of travel mode, and enable motorists to switch from unnecessary car journeys, to reduce traffic congestion and pollution.
- To ensure effective loading/unloading for local businesses.
- To provide the right balance between long, medium and short stay spaces...
- To provide a turnover of available parking space in areas of high demand.
- To assist the smooth flow of traffic and reduce traffic congestion.
- To enable residents to park near their homes.
- To assist users with special requirements, such as the disabled.

Operational objectives

- To set a level of charges which balances demand and supply for parking spaces across the borough.
- To provide an efficient service which offers Best Value.
- To control the budget within prescribed limits.
- To be seen as fair and responsive to customer needs.

5. FINANCIAL IMPLICATIONS

5.1 Income from this car park is almost all used to pay for the costs of cash collection and therefore abolishing charges would have a negligible financial effect.

Expenditure

Management Costs (inc enforcement, cash collections and maintenance). £4.3k

Income

Receipts from Pay & Display and Mobile Phone payments. £4.6k

Net Income

£0.3k

5.2 There are one-off costs of £500 to remove the pay and display machine and change the signage. This cost will be met from the parking contract budget.

5.3 Note that the cost of NNDR for this facility amounts to £7k p.a. It will therefore continue to operate at a significant loss, whether charges are re-introduced or not.

Non-Applicable Sections:	Legal and Personnel.
Background Documents: (Access via Contact Officer)	London Borough of Bromley's Parking Strategy. Report ES12003, 18 th January 2012 Committee Report ES 11016, 5 th April 2011, Parking Enforcement and Management Issues; Committee Report RES 11014, 19 th May 2011 - Call-in of introduction of charges for Plaistow Lane Car Park.

Report No.
ES13051

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment Portfolio Holder

Date: Following Environment PDS Committee on 1st October 2013

Decision Type: Non-Urgent Executive Non-Key

Title: PARKING IN CHISLEHURST

Contact Officer: Andrew Hollingsworth, Senior Operations Officer
Tel: 020 8313 4509461 7635 E-mail: andrew.hollingsworth@bromley.gov.uk

Chief Officer: Nigel Davies, Executive Director of Environment & Community Services

Ward: Chislehurst;

1. Reason for report

This report reviews parking tariffs in Chislehurst. It recommends a reduction in the all day charge for the town centre's car parks to attract more usage, and an increase in the hourly rate for on-street parking charges to ensure a sufficient turn-over of spaces to meet parking demand and reduce congestion.

2. **RECOMMENDATIONS**

That the Environment Portfolio Holder agrees:

- 2.1 To a reduction in the maximum all day charge at the Hornbrook House and High Street car parks, Chislehurst from the current £3.50 to £2.00 as set out in paragraph 3.15 and 3.16; and
- 2.2 To an increase in the hourly charge for on-street parking in Chislehurst by 10p per hour, i.e. from 60p to 70p per hour.

Corporate Policy

1. Policy Status: Existing Policy:
 2. BBB Priority: Quality Environment; Vibrant, Thriving Town Centres:
-

Financial

1. Cost of proposal: Estimated Cost - £500 implementation costs
 2. Ongoing costs: Recurring Cost None - cost neutral
 3. Budget head/performance centre: Parking
 4. Total current budget for this head: £216,350 parking income from Chislehurst
 5. Source of funding: Existing revenue budget 2013/14
-

Staff

1. Number of staff (current and additional): 2
 2. If from existing staff resources, number of staff hours: Less than 0.2 fte
-

Legal

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

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Residents, visitors and businesses in Chislehurst
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors' comments: Cllr Boughey's comments are set out in paragraph 3.20.

3. COMMENTARY

- 3.1 The Council last reviewed parking charges in April 2012 (ES12029, 28th Feb 2012 Parking Charges report). The Environment Portfolio Holder agreed to increases in a number of locations, including Chislehurst town centre.
- 3.2 Prices across the borough were broadly increased in line with the effects of inflation since the previous round of charge increases during 2004-2008, and the overall charging structure was simplified. This means that charges are now set consistently across the borough, classified under four broad charging groups. The report agreed that a review of the new parking charges would be undertaken and that this would provide the Council the opportunity to take corrective action if demand fell significantly at particular locations or if other significant problems have arisen. This report examines the current parking situation in Chislehurst town centre and makes recommendations on adjusting charges there in the light of experience.
- 3.3 The charges in Chislehurst were banded in charging group 4 (off-street car parks outside Bromley town centre). The previous charges per hour of 30p (High Street), 40p (Hornbrook House) and 20p (Red Hill) were changed to 40p per hour for all three car parks, consistent with the new approach set out in the report. On-street charges were increased by 10p from 50p to 60p per hour.
- 3.4 The all-day charge at the High Street car park was increased from £1.50 to £3.50 per day. The all day charge at Hornbrook House was increased from £2.00 to £3.50. This was a significant increase in the all-day charge at these facilities.

The current situation

- 3.5 The price increases do appear to have had an impact on use of the High Street and Red Hill car parks, with some displacement to Hornbrook House car park. The table shows usage for the 12 months before the charge increase and for the 12 months afterwards.

Car Park Usage	High Street	Hornbrook House	Red Hill	Total
Before	97,737	59,751	30,406	102,432
After	85,956	61,095	26,463	98,173
% Change	-12%	2%	-13%	-4%

- 3.6 In response to the increases the Council, was contacted by the Chislehurst Society and the Chislehurst Town Team which is developing proposals for the improvement of the town centre. They voiced their concern that the increase in car parking charges may have impacted on local businesses and visitors, and may have led to an increase in parking in local streets where no charge is made.

Consultation with Chislehurst traders

- 3.7 In response, consultation has been undertaken by the Council with local traders and businesses on options for a further limited review of parking charges in Chislehurst.

- 3.8 The Council's aim is to encourage longer stay motorists to use car park facilities (off-street), which would contribute to higher turnover and availability of pay and display bays (on-street).
- 3.9 This would not only benefit shoppers and visitors to the town, but also traders and businesses relying on the availability of nearby on-street parking spaces to facilitate access for their customers.
- 3.10 The following options are available for consideration.
- Adjust the current charging structure for both pay & display bays and car parks to meet parking demand and reduce congestion; or
 - Leave all charges as they are.
- 3.11 Local traders were asked to complete a questionnaire and return by Thursday 28th March 2013.
- 3.12 90 questionnaires were distributed to all shops and businesses in High Street, Chislehurst on 14th March 2013. 36 completed questionnaires were returned by the 28th March. The following questions were asked:

1	Is there a problem of parking availability near your business?			Yes	No
2	Would you support an increase in on-street parking charges?			Yes	No
3	If yes, what level per hour would you consider reasonable?			70p	80p
4	Would you support a linked decrease in all-day car park charges?			Yes	No
5	Where do you and your staff currently park?	In a public car park	On-street	Other	
6	Are you aware that parking season tickets are available?			Yes	No
7	Other comments				

Summary of analysis

3.13 Of all respondents:

1. Almost 60% indicated that there is a parking availability problem near their business.
2. Over half would support an increase in on-street parking charges.
3. Of those that supported an increase, the most popular option was 70p per hour.
4. A clear majority (almost 90%) would support a linked decrease in all-day parking charges in nearby car parks.
5. Less than 20% are using our car parks.
6. Half (exactly 50%) did not know that season tickets were available.

3.14 Some additional comments on parking issues were made and these are being addressed.

The way forward

3.15 It appears from the consultation exercise that the majority of traders would support a decrease in all-day parking charge in car parks in combination with a small increase in on-street charges. It is also evident that the availability of season tickets is not widely recognised.

3.16 It is therefore recommended that the following changes be implemented: -

- Increase the on-street charges to 70p per hour
- reduce the all-day charges in the High Street and Hornbrook House car parks from £3.50 to £2.00 (Red Hill car park is not directly affected as it has a 4 hour maximum stay), with a new charging structure as follows:

0 – 1 hour	£0.40
1 – 2 hours	£0.80
2 – 3 hours	£1.20
3 – 4 hours	£1.60
Over 4 hours	£2.00

- Advertise the capability to pay by the minute at on-street P&D bays.
- Advertise mobile phone parking (through RingGo) by leaflets to all traders following this consultation
- Advertise the availability of parking season tickets.

3.17 The sale of season tickets at the High Street car parks is low, with only 19 season tickets sold during the 2012/13 financial year, and none being sold at Hornbrook House car park. Only one season ticket has been sold this financial year at the High Street car park.

3.18 Although a reduction in the all-day charge could adversely affect income, this would be mitigated if demand for car park spaces increased or if more users bought season tickets.

3.19 The proposed tariff changes are consistent with the underlying principles of the Parking Charges strategy agreed in report ES 12029 (28th February 2012). On-street charges in Chislehurst would in effect move into the charging band shared by Orpington and Beckenham town centres; whilst charges within all three Chislehurst car parks would remain consistent with each other.

3.20 **Ward Member Comments**

Cllr Boughey has commented:

“When the parking increases were introduced it was agreed a review be undertaken to monitor the effect and consequences. With regard to Chislehurst Village & High Street there is strong evidence that increased charges have had a detrimental impact on the parking habits of drivers, resulting in more long term on-street parking in local residential roads.

“It would encourage the take up of season tickets if the savings were more widely publicised. At present, motorists have to phone a number to obtain this information. May I suggest if the proposed reduced charges are accepted, the new signs also display the cost of a season ticket. The more aware motorists are of the savings, the more likely they are to take up the option.

“I support the proposed new parking tariff to encourage the use of off-street car parks.”

4. POLICY IMPLICATIONS

- 4.1 The proposals in this report are consistent with the objectives of the Council's new Parking Strategy, agreed by the Environment Portfolio Holder following Environment PDS Committee on 18th January 2012. They are also consistent with the objective of the Environment Portfolio Plan 2013-16 to "ensure that good parking facilities and reasonable charges support the vitality of the borough's town centres".

5. FINANCIAL IMPLICATIONS

- 5.1 **Summary:** Taking all factors into account, it is considered that the changes proposed in this report would be cost neutral.
- 5.2 The number of motorists parking in the High Street car park for short periods has not changed significantly. However, the number parking all day has reduced from over 9,500 to fewer than 2,000. This shows that drivers have accepted the 10p increase in the hourly rate for shorter stays, but have rejected the all-day charge. The decrease in demand for all day parking has reduced the corresponding income from approximately £15,000 to just under £6,400. A change in the all-day tariff may encourage an increase in car park use and a reduction in on-street parking.
- 5.3 Income from on street parking following the price increase was not as high as expected due to users staying for shorter periods. It is likely that a further 10p increase may have some negative impact on overall demand for on-street bays, but it is hoped that this would be mitigated by migration from the on-street parking bays back to the car parks. Assuming a similar rejection rate as experienced after the 10p increase in 2012, the impact of a further 10p per hour rise in on-street charges could be an increase in income of around £8,200.
- 5.4 The reduction in the all day charge in the car parks to £2.00, assuming the number of users does not change, could result in a loss in annual income of:
- about £4,100 for the High Street car park,
 - about £5,200 loss of income for Hornbrook House

Therefore the total income loss from car parks could be in the region of about £9,300.

- 5.5 The proposed tariff changes would therefore reduce income by about £1,100 if: there were no migration to car parks; and rejection levels for on-street were similar to the 2012 experience.
- 5.6 Realistically, however, the reduction in the all day charge for car parks could encourage some users back to the car park. If, say, 25% of 'rejected' users returned, income would increase by £3,800.
- 5.7 There is also a possibility that the increase in the hourly rate for on street parking should encourage many of these motorists to return to park in the nearby car parks. If most of these users pay the car park hourly rate of 40p instead of the current on-street 60p charge, this could reduce income by a further £2,500. Taking all factors into account, it is therefore considered likely that the changes proposed in this report would be cost neutral.
- 5.8 The one-off cost of implementing these changes is £500 and this can be funded from the parking contract budget which has an amount of £16,300 set aside for tariff changes.

6. LEGAL IMPLICATIONS

- 6.1 To implement the changes to the charging structure it will be necessary to amend The London Borough of Bromley (Off-Street Parking Places) Consolidation Order 2008 and any relevant On-Street Parking Orders
- 6.2 In relation to on-street parking, the service is required to operate in a tightly restricted legal environment. Although the Mayor's Transport Strategy has now superseded earlier Traffic Management and Parking Guidance for London, the boroughs continue to rely on the TMPG document as an authoritative interpretation of the legal framework. It advises:

“(2.23) The level of parking charges must be set for traffic management reasons, such as to ration available space and ensure that there is a rapid turnover of parking spaces, rather than to maximise revenue. This is because section 122 of the Road Traffic Regulation Act 1984 does not include the maximisation of revenue from parking charges as one of the relevant considerations to be taken into account in securing the safe, expeditious and convenient movement of traffic”.

Non-Applicable Sections:	Personnel Implications
Background Documents: (Access via Contact Officer)	(ES12029 28 th Feb 2012 Parking Charges report

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Agenda Item 9

Report No.
ES13106

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment PDS Committee

Date: 1st October 2013

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

Title: **DEALING WITH EMERGENCIES INVOLVING UTILITY COMPANIES**

Contact Officer: Stephen Lewis, Emergency Planning Manager,
Tel: 020 8313 4388 E-mail: stephen.lewis@bromley.gov.uk

Chief Officer: Nigel Davies, Executive Director of Environment and Community Services

Ward: All

1. Reason for report

- 1.1 The report describes a specific incident and its aftermath, and examines the circumstances of this incident in respect of the role of Thames Water Authority. It reviews the emergency arrangements between the utility companies, the emergency services and London Borough of Bromley when an incident occurs within its boundaries.
-

2. **RECOMMENDATION**

2.1 **That Members note and comment on:**

- a. the details on this incident; and
- b. the current arrangements in place when dealing with utility companies

Corporate Policy

1. Policy Status: Existing Policy
 2. BBB Priority: Safer Bromley, Quality Environment
-

Financial

1. Cost of proposal: Not Applicable:
 2. Ongoing costs: Not Applicable:
 3. Budget head/performance centre: N/A
 4. Total current budget for this head: N/A
 5. Source of funding: N/A
-

Staff

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

Legal

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

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): An emergency could potentially impact on any part of the borough
-

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 request to prepare this report for Environment PDS Committee was made by Councillor Nicolas Bennett to explain the circumstances surrounding this recent event.
- 3.2 This incident occurred on Sunday 28th July 2013 in Corkscrew Hill, West Wickham, near the junction with Bencurtis Park. A six inch water main burst, resulting in a substantial flow of water pouring down Corkscrew Hill, causing significant damage to the surrounding road surface and pavements.
- 3.3 The disruption to the water supply was such that it took some four hours to establish where the pipe had burst and to activate repairs. Although this matter was not signed off until late the following day it is the initial period to which this report refers.
- 3.4 In total some 251 residential properties were directly affected by this incident, including the Glebe Housing Association premises in Bencurtis Court which houses 200 vulnerable elderly residents. The burst water main in Corkscrew Hill resulted in these properties either having very low water pressure or in some cases no water at all.
- 3.5 Over this period the water supply was turned off whilst Thames Water Authority repaired a faulty pressure valve. The water pressure was so low that residents were deprived of drinking water and were unable to prepare fresh food, wash and flush their toilets. Thames Water was not aware of the vulnerable group living in Bencurtis Court until this was drawn to their attention by its own staff.
- 3.6 According to Glebe Housing the Bencurtis Court residents were badly affected by this event. Thames Water's response to the request for water at the site was the delivery of 40 bottles which was considered inadequate for their residents needs according to Graham Lilley their Chief Executive. Additional water was also purchased by staff of the Housing Association at a local supermarket.
- 3.7 Normal water pressure was restored to the area on 30th July, and road repairs completed on 30th July by a contractor (Optimise).
- 3.8 In a response about this incident to the Council's Emergency Planning Unit, Thames Water stated that:
 - a. if customers are struggling with supplies they will only provide advice in the first instance;
 - b. based on the information they receive they will prioritise their work;
 - c. during these type of events every effort is made to restore the water supply within 6 hours;
 - d. currently they only give notice to customers where the supply is being stopped for more than 4 hours; and
 - e. at present they are not obliged to give notice to customers nor the local council in the case of an emergency.
- 3.9 The exception to this is where customers are listed on their records needing 'special requirements' or enlisted on their 'special care programme'. According to their records had the Glebe Association been so registered then a supply of bottled water would have been delivered without being prompted. This has now been addressed with Thames Water.

- 3.10 Although Bromley Council were notified of the incident at the time, this occurred via the Council's out-of-hours provider and was purely in respect of damage to the highway and the temporary diversions needed. The Council was not made aware at the time of the impact on the residential housing. The Emergency Planning Unit was not informed of the full circumstances until the following Tuesday, by which time the incident had been dealt with and therefore it was too late for Bromley to make a response.
- 3.11 As can be seen from the Appendix Bromley Council is well versed in responding to emergencies across the borough, and maintains a capability to respond to such an event on a 24/7 basis in accordance with its statutory responsibility as set out in the Civil Contingencies Act 2004 (CCA).
- 3.12 Notification to relevant agencies of any such incidents is required by the CCA 2004, which states that there should be local arrangements to deal with civil protection. Utility Companies are listed as Category 2 responders and do not have the same communication channels, as they are not obliged to react in the same way as those in the Category One list - such as the Police, Fire Brigade and the Council . They each have their own guidelines and do not have any legal responsibility to notify local authorities of any emergencies; and they have their own operating procedures which are dependent on the scale of the incident.
- 3.13 Since the Act's inception, communication channels have been well tested. The Council supports the emergency services as well as the wider community in order to mitigate the effects of any emergency.
- 3.14 Generally speaking if a wide area is affected utility companies will notify the local authority concerned as a matter of courtesy. The scale of the Corkscrew Hill / Bencurtis Park incident would not fall into this broader category.
- 3.15 However, each utility company has its own 'Priority Service Register' for those of their customers who require special arrangements and are deemed to be vulnerable. These range from the elderly to those chronically sick and / or dependent on medical equipment. The onus is for these individuals or residencies to register themselves on each of the Utility company databases.
- 3.16 In any emergency identifying and caring for the vulnerable is a priority and the Council recognises this important priority. It is always one of the initial actions undertaken when notification of an emergency is received and is one of the chief objectives outlined in the council's Major Emergency Plan.
- 3.17 This can only be achieved however, if the emergency services and the utility companies notify the council of any emergency within the borough.
- 3.18 Finally, it must be noted that whilst Bromley Council's Streetworks team were made aware of the incident on Monday 30th July, there was nothing to indicate the scale or extent of the impact on residents, so no information was passed to the Emergency Planning Unit. Utility companies are permitted to respond to emergencies without prior consent of the council, but must notify us with 2 hours of starting work on site. With around 4000 streetwork activities per year it is not possible for the council as regulator to know which would constitute an emergency in this context – the onus on this sits firmly with the utility company. Where the Streetworks team become aware of a large scale incident, they will however, contact the Emergency Planning Team.

4 LEGAL IMPLICATIONS

- 4.1 The Civil Contingency Act 2004, is the key legal framework under which a local authority, as Category One responders, discharges its duties to ensure - so far as is reasonably practicable -

that if an emergency occurs it is able to perform the functions requested by the emergency services. This also applies to Category Two responders, which would incorporate Utility Companies and therefore Thames Water.

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

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Emergency Planning Unit – London Borough Bromley

2007	Incident (4)
March	Fire – Part -evacuation of Orpington High Street; flats , houses and offices – Gas cylinders involved
June	Biggin Hill Air Show x 2 days
September	Chemical spill – Monks Orchard Road
2008	Incident (12)
January	Fire – Malcolm Primary School
February	Fire (multiple premises) – Penge High Street Fire (single premise) – Penge High Street
March	Farnborough Air Crash – death of five persons
May	Gas leak at Petrol Station – Widmore Road Hand grenade - Farnborough
June	Biggin Hill Air Show x 2 days Fire – Sydenham Sub Station – power cut
October	Hand grenade – Chislehurst Gas leak – Beddington Lane, St Pauls Cray
December	Fire – Warehouse Beckenham High Street
2009	Incident (16)
January	Fire – Shire Lane depot
February	Snow event – borough wide Fire – Royston School
April	Fire (cylinders involved) – Ruxley Garden Centre
May	Fire (chemicals) – derelict warehouse, St Mary Cray
June	Biggin Hill Air Show x 2 days Swine Flu – Pandemic started in UK
July	Flooding – St Pauls Cray Power outage – SE20 & BR6
August	Air crash / emergency landing Bickley Primary School
October	Fire – warehouse, Chelsfield
November	Building collapse + Evacuation - Warren Court, London Road, Bromley Flooding – Anerley Hill
December	Burst water main & flooding - A21 / Crown Lane

	Snow – borough wide Swine flu concluded
2010	Incident (10)
January	Snow event – borough wide
February	Fire / evacuation – Hatton Court, Chislehurst
June	Water contamination Ravensbourne Norman Park. EA to prosecute Biggin Hill Air Show x 2 days Flooding, burst water main, Hayes Lane
August	Fire (cylinders involved) – Stables, (nr Bromley Football Club) Norman Park
October	Fire – Knockholt Railway Station – eight lorries burnt out in depot adjacent to station arson suspected
November	Snow event – borough wide
December	Snow event – borough wide
2011	Incident (13)
February	Suspect package – Glassmill Lane / Bromley Park
March	Power outage (EDF) – Bromley (BR1 area) Fire (cylinder involved) residential, Crystal Palace Park Road, WW2 UXB? – Abbotsbury Road, Coney Hall Fire (cylinders involved) Waldens Road, St Mary Cray
May	Fire - Valley Road, Shortlands – embankment on fire, trains stopped Bromley South lines
August	Riots / Looting – Bromley borough Air accident – Biggin Hill
September	Fire/ evacuation - Bourdon Road, SE 20 block of 9 flats Biggin Hill – Airport Family Day LLAG – OOH activation
November	Burst water main and flooding A21 Chlorine leak / Evacuation of Health Club
December	Major industrial fire – Cornwall Drive (1)
2012	Incidents (8)
January	Fire – Beckenham High Street; Residential / Arson
March	Chemical Incident – Cray Avenue, Orpington Factory premises near to Nugent Shopping Centre
April	Burst water main and flooding; High Street, St Marys Cray

May	Major fire and evacuation; Wessex Court, Beckenham Road, Beckenham
July	Torch Relay
August	Olympic Games Paralympic Games
December	Gas disruption; Farnborough, Orpington
2013	Incidents (17)
Jan	Gas disruption; Farnborough, Orpington (cont) Snow event; borough wide
Feb	Major fire; Croydon Rd, Penge Major fire; Luddesdown Hse; St Mary Cray Snow event; borough wide
March	Structural damage; Central Bromley Major fire; Cornwall Drive (2)
April	Major fire; Cornwall Drive (3) Burst water main & flooding; A21 / Homesdale Rd Major fire; Cornwall Drive (4) Major chemical fire; Green Street Green
May	Major fire; The Alders, West Wickham Oak Processionary Moth, Bromley
June	Major fire; Cornwall Drive (5)
July	WW2 UXB? – Bromley North Rail Burst water main; Corkscrew Hill
August	Major fire; A21 Farnborough, car + skip + gas cylinders

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Report No.
ES13079

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Environment PDS Committee

Date: 1st October 2013

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

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

Contact Officer: Gavin Moore, Assistant Director Parking & Customer Services
Tel: 020 8313 4539 E-mail: gavin.moore@bromley.gov.uk

Chief Officer: Nigel Davies, Executive Director of Environment and Community Services

Ward: Borough Wide

1. Reason for report

Members are asked to review the Committee's draft work programme for 2013/14 and to consider:

- progress on requests from previous meetings of the Committee; and
 - the contracts summary for the Environment Portfolio
-

2. **RECOMMENDATIONS**

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: Not Applicable
 3. Budget head/performance centre: Environment Portfolio 2013/14 approved budget
 4. Total current budget for this head: £31.4m and £6.3m of LIP funding from TfL.
 5. Source of funding: 2013/14 revenue budget and 2013/14 LIP funding agreed by TfL
-

Staff

1. Number of staff (current and additional): 192.4 fte
 2. If from existing staff resources, number of staff hours: N/A
-

Legal

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

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Whole borough
-

Ward Councillor Views

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

3. COMMENTARY

Forward Programme

- 3.1. The table in **Appendix 1** sets out the Environment Forward Programme for 2013/14, 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.
- 3.2 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.

Previous Requests by the Committee

- 3.3 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.

Contracts Register

- 3.4 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 responsible for setting its own 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 2013/14 http://sharepoint.bromley.gov.uk/default.aspx

APPENDIX 1

ENVIRONMENT PDS COMMITTEE FORWARD PROGRAMME FOR MEETINGS 2013/14

Environment PDS – 19 Nov 2013		
Forward Work Programme, Matters Arising from Previous Meetings and Contracts Register	P&CS	PDS Committee
Budget Monitoring 2013/14	Finance	For pre-decision scrutiny
Environment Portfolio Plan 2013/14 – Six Month Progress Monitoring	P&CS	PDS Committee
Report of Parking Working Group	P&CS	PDS Committee
Designation of Pitches and Goods for Street Trading	SS&GS	For pre-decision scrutiny. For GP & L decision on 4 Feb 2014.
Transportation Highways And Engineering Consultancy Services	T&H	For pre-decision scrutiny PART 2
Sevenoaks Way – Scoot System	T&H	For pre-decision scrutiny
Site Supervisors	SS&GS	For pre-decision scrutiny
XFOR Update	SS&GS	PDS Committee
Planned Maintenance Programme	T&H	For pre-decision scrutiny
Environment PDS – 29 Jan 2014		
Forward Work Programme, Matters Arising from Previous Meetings and Contracts Register	P&CS	PDS Committee
Budget Monitoring 2013/14	Finance	For pre-decision scrutiny
Scrutiny of Street Cleansing	SS&GS	PDS Committee
Parking Bailiff Arrangements	P&CS	For pre-decision scrutiny

Environment PDS – 25 Mar 2014		
Forward Work Programme, Matters Arising from Previous Meetings and Contracts Register	P&CS	PDS Committee
Budget Monitoring 2013/14	Finance	For pre-decision scrutiny
Environment Portfolio Plan 2014/15	P&CS	For pre-decision scrutiny

APPENDIX 2

Progress Report on Previous Requests of the Committee

PDS Cttee Date	Committee Request	Progress
25.06.13	Provide data from all three tranches of street cleansing inspections during 2012/13, and for future monitoring reports.	Information was provided immediately after PDS Committee; future monitoring reports will contain this data as a matter of course
25.06.13	Convey the Committee's views on the Green Chain Management Plan to the boroughs' Joint Officer Working Party	This was scheduled to be reported to the Green Chain Joint Officer Working Party at its meeting on 10 September 2013
25.06.13	Convene a Highways Working Group to consider a Highway Maintenance Policy issue before referral to the Portfolio Holder	Meeting was convened and the Working Group's views were included in the report to the Portfolio Holder.

Contracts Register Summary

Appendix 3

Contract	Start	Complete	Extension granted to	Contractor	Total Value £	Annual Value £	Environment PDS
Removal of Abandoned Vehicles	01.10.10	30.09.13	Extended for twelve months to 30.09.14	Pick a Part	33,800	10,600	Waiver for one year extension to 30.09.14 recorded
Playground Maintenance	01.01.08	31.12.13		Safeplay	369,300	61,550	Extension (6+2+2 to December 2017) and other options under consideration
Transportation Consultancy	01.12.09	30.11.13	TfL have option to extend to 30.11.15	TfL Framework	1.2m (if six years)	200,000	Option to extend to 30.11.15. <i>Report to Environment PDS November 2013</i>
Parking Bailiff Services	1.10.11	31.03.13	12 month extension to 31.03.14	JBW, Swift, Chandlers, Phoenix	625,000 est.	250,000 est.	Cost neutral. Now have four contractors
<i>Parking Bailiff Services</i>	<i>1.04.14</i>	<i>31.03.17</i>	<i>n/a</i>		<i>750k est.</i>	<i>250k est.</i>	<i>Environment PDS – Jan 2014</i>
Removal of Surface Vegetation from Public Rights of Way	30.04.13	29.04.14		Holwood GM Ltd	25,000	25,000	
Hanging Baskets Contract A&B	30.05.11	31.04.14	Extended for twelve months to 30.09.14	CJS Plants Ltd	124,657	40,657	Waiver for one year extension to 31.04.14 recorded
Rural Grass Cutting	30.05.11	29.05.14		Earth Matters, DMC Landscapes, Landmark Services	142,000	47,000	Original two year contract extended for a further year. Waiver recorded
Council Fleet Hire	05.11.06	04.11.12	05.11.14	London Hire	674,383	85,000	
Ambulance Hire	05.11.07	04.11.13	05.11.14	London Hire	2.03m	339,000	
Depot Security	01.04.10	31.03.15	N/A	Sight and Sound	630,000	126,000	
Street Works (NRSWA)	01.04.13	31.03.16	Option for 1 or 2 x 2 yr extns	B&J Enterprises	871,920 based on three year contract term	290,640	
Parking	01.10.06	30.09.11	30.09.16	Vinci Park	£11.6m	£2.3m	
Parking ICT	01.04.13	30.09.16		ICES Ltd.	£245,281	£70,080	

Contract	Start	Complete	Extension granted to	Contractor	Total Value £	Annual Value £	Environment PDS
Street Environment Contract	29.03.12	28.03.17		Kier (public toilets);	281,983	56,397	Five year contract with the option of a two year extension at the Council's discretion.
				Community Clean (graffiti removal);	1,221,800	244,360	
				Veolia (Gully cleansing)	1,463,538	292,708	
				Kier (Cleansing, Highway Drainage)	15,798,212	3,159,642	
Maintenance & Repair of Vehicles	01.04.10	31.03.17		Kent CC	940,000	134,000	Option for two year extension
CCTV Repair & Maintenance Contract	01.04.12	31.03.17		Eurovia Infrastructure Services Ltd	214,256	42,852	
CCTV Control Room Monitoring	01.04.12	31.03.17		OCS Ltd	1,263,258,	252,652	
Highway Maintenance – Minor & Reactive	01.07.10	30.06.17		O'Rourke	17m	2.4m	Option for one year extension
Arboriculture	18.07.08	17.07.17		Gristwood and Toms	5.12m	568,860	
Coney Hill Landfill Site Monitoring	28.07.10	27.07.17		Enitial	952,000	136,000	Option for two year extension
Highway Maintenance – Major	01.10.10	30.09.17		FM Conway	26m	3.7m	Option for one year extension
Grounds Maintenance	01.01.08	31.12.17		Landscape Group	26.1m	2.75m	
Waste Collection	01.11.01	31.03.19	Extended to March 2019	Veolia	127.5m	8.5m	
Waste Disposal	24.02.02	31.03.19	Extended to March 2019	Veolia	147m	10.5m	
Parks Security	01.04.10	31.03.20		Ward Security	4.2m	420,000	
Street Lighting Maintenance and Improvements	01.04.13	31.03.23	Option for 1 year extension	May Gurney (Cartledge)	16.95m; Yr 1/ 2 invest to save £8.5m	£845k per annum	