

Decision Maker: Environment Portfolio Holder

For Pre-Decision Scrutiny by the Environment PDS Committee on:

Date: 1st July 2014

Decision Type: Non-Urgent Executive Non-Key

Title: STATION ACCESS PROGRAMME: IDENTIFICATION OF PROJECTS

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

Wards: All

1. Reason for report

Local Investment Plan (LIP) funding, of the order of £150k over each of the next 3 years, has been earmarked for station access improvements across the borough. Improvements for all modes of travel to and from stations can be considered: walking; cycling; public transport interchange; parking; drop off and pick up; and disabled access to the station buildings themselves. However there is insufficient funding to implement schemes at every station, and therefore priority needs to be given to progress works.

2. **RECOMMENDATION(S)**

That the Environment Portfolio Holder:

2.1 **Confirms the suggested priority rationale set out in section 3.2 and Appendix 1, and that the first priority stations should be:**

- Elmstead Woods
- Penge East
- Petts Wood
- Shortlands

Corporate Policy

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

1. Cost of proposal: Estimated Cost: up to £150k per annum over 3 years
 2. On-going costs: there may be some recurring costs, however these will be identified and addressed as each scheme is progressed
 3. Budget head/performance centre: TfL LIP Funding for Public Transport Interchange and Access
 4. Total current budget for this head: £150k p.a. from 2014/15 to 2016/17
 5. Source of funding: TfL LIP formula funding 2014/15 to 2016/17
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Staff

1. Number of staff (current and additional): 2
 2. If from existing staff resources, number of staff hours: 100
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Legal

1. Legal Requirement: None:
 2. Call-in: Applicable:
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Customer Impact

1. Estimated number of users/beneficiaries (current and projected): There were 35 million passenger journeys to/from station in Bromley in 2013. Individual stations have up to 6 million passenger journeys per annum.
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Ward Councillor Views

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

3. COMMENTARY

Background

- 3.1 As part of the 3 year LIP programme 'access to stations' was identified as an area in need of investment, in order to ensure the future viability of Bromley as a location to commute from and as a place to visit. There are over 35 million passenger journeys made using stations in Bromley, making them a very significant part of the transport network in the borough. However, most stations have not seen any significant investment for some time. As a result many of Bromley's stations are not as easy to get to/from as they could be and/or have safety issues which need to be addressed. In addition, many stations are not particularly welcoming, meaning that for some visitors their first impression of the borough is not good.
- 3.2 The main aim of the programme is, therefore, to seek to address priority access issues to stations over the next 3 years. Access in this context is meant in the widest possible sense, meaning that all modes of travel to and from stations are to be considered: walking; cycling; public transport interchange; parking; drop/off and pick up; as well as disabled access to the station buildings themselves.
- 3.3 The programme would look in each case at areas slightly beyond the immediate vicinity of each station along routes to and from it, and would consider safety, security and aesthetic issues. Schemes could include improvements to crossings, lighting, CCTV and street furniture, as well as forecourt improvements.
- 3.4 In Greater London this work was previously undertaken by the sub-regional partnerships (in Bromley's case, SELTRANS), but this funding stream has no longer been available since the partnerships were re-organised and given a different remit.

Prioritisation

- 3.5 There are 26 stations in the borough. However, there is insufficient funding for schemes to improve each and every station, therefore priority needs to be given to progress works. Funding is of the order of £150k over each of the next 3 years. A prioritisation methodology is proposed using the following criteria:

Criteria 1 – Recent Investment

Some stations have already seen improvement works in recent years (e.g. Bromley South and Ravensbourne). Others already have works scheduled in the coming months or years (e.g. New Beckenham and Beckenham Junction). Given that these eight stations have already received significant investment, it would be appropriate to invest in improvements at other stations. These eight stations are shown in Appendix 1.

Criteria 2 – Usage and Facilities

There are a lot of factors that could be used to develop a priority list. These are set out in Appendix 1, which lists the following for each station within the Borough:

- Annual passenger usage (and rank within the Borough)
- Bus routes, for interchange, (and rank)
- Car parking spaces (and rank)
- Cycle parking spaces (and rank)

- 3.6 Of these, the key criterion is passenger usage. Schemes at those stations with the largest passenger usage could provide a better level of return than those with smaller numbers of passengers. Stations in the borough have been allocated to 4 priority groups based on usage. This is shown in Appendix 1.

- 3.7 Having said this, there could be another valid reason to increase the prioritisation of a particular station. There are two stations with particularly low cycle stand facilities, for example, which could be moved up to a higher priority. Again, these are highlighted in Appendix 1.
- 3.8 Taking all factors into account, the proposed first priority stations in the Borough are:
- Elmstead Woods
 - Penge East
 - Petts Wood
 - Shortlands

Development of Schemes and External Funding

- 3.9 Assuming that approval is given to a priority ranking for stations, officers would then undertake a more comprehensive analysis of the top priority stations in 2014/15 and develop schemes accordingly.
- 3.10 The intention is to look at both LB Bromley and railway land, with the aim of using external (railway) funding for measures taking place on the railway land. Officers have already been in contact with the main two train operators in Bromley – Southeastern and London Overground - and these organisations have agreed to work with LB Bromley. The advantage of looking at the area around each station holistically is that schemes should provide the best connections on the desire lines, and there is the ability to remove all unnecessary impediments or obstructions, not just those within the station forecourt.
- 3.11 It is not possible at this stage to say exactly what each scheme will entail. It is hoped that LB Bromley’s leading role will provide a greater opportunity to realise imaginative and forward thinking designs than if the train operators were required to develop schemes in isolation.
- 3.12 Each scheme at individual stations would be subject to Member approval in the normal way once the initial designs are complete and we have estimated costs.

4. POLICY IMPLICATIONS

- 4.1 The draft Environment Portfolio Plan 2014/17 includes the aims “Help to ...make transport interchanges safer and easier to use”, and “Ensure that parking provision near ... railway stations balances the needs of residents, visitors and commuters”. This programme of works will help achieve these aims.

5. FINANCIAL IMPLICATIONS

- 5.1 £150k per annum has been set aside for the next three years, 2014/15 to 2016/17 from the TfL LIP Formula funding to develop and implement station access schemes.
- 5.2 Individual schemes will be reported back to Members with details of the design and implementation costs together with any potential on-going costs and funding.

Non-Applicable Sections:	LEGAL IMPLICATIONS
	PERSONNEL IMPLICATIONS
Background Documents: (Access via Contact Officer)	LIP funding 2014/15

Appendix 1: Station Usage, Facilities, and Suggested Priority

	Station	Operator	Line/ Destination	Usage	Usage Rank	Bus Routes (no.)	Bus Route Rank	Cycle parking Spaces	Space/ 100k pass jny	Space/ pass jny rank	Car Park Spaces	Recent work?	Existing proposals	Priority
1	Anerley	L. Overground	Overground, L.Bridge - Caterham	688,000	19	4	9	6	0.8721	19	0			3
2	Beckenham Junction	Southeastern	L. Bridge - Beck Jn, Victoria - Oprington	2,677,000	3	5	6	24	0.8965	18	88		Y	N/A
3	Bickley	Southeastern	Thameslink, Victoria - Oprington	814,000	16	4	9	14	1.7199	8	46			3
4	Birkbeck	Southeastern	L. Bridge - Beck Jn	86,000	26	3	14	2	2.3256	5	0			4
5	Bromley North	Southeastern	Grove Park shuttle	635,000	20	9	2	21	3.3071	1	220			3
6	Bromley South	Southeastern	Victoria - Orpington, Chatham, Maidstone, Thameslink	6,014,000	1	9	2	55	0.9145	16	0	Y		N/A
7	Chelsfield	Southeastern	L. Bridge - Sevenoaks, T Wells	924,000	15	2	19	10	1.0823	15	37			3
8	Chislehurst	Southeastern	L. Bridge - Sevenoaks	1,128,000	11	2	19	14	1.2411	13	148			2
9	Clock House	Southeastern	L. Bridge - Hayes	1,100,000	12	4	9	10	0.9091	17	0			2
10	Crystal Palace	L. Overground	Overground, SL Line, L Bridge - Beck Jn, Victoria - Sutton	2,202,000	4	5	6	6	0.2725	26	13	Y		N/A
11	Eden Park	Southeastern	L. Bridge - Hayes	526,000	21	3	14	14	2.6616	4	0			4
12	Elmers End	Southeastern	L. Bridge - Hayes	1,063,000	13	3	14	8	0.7526	23	108			2
13	Elmstead Woods	Southeastern	L. Bridge - Sevenoaks	1,260,000	9	1	23	17	1.3492	12	64			1
14	Hayes	Southeastern	L. Bridge - Hayes	1,156,000	10	5	6	10	0.8651	20	117			2
15	Kent House	Southeastern	L. Bridge - Hayes	800,000	18	3	14	12	1.5000	9	6	Y		N/A
16	Knockholt	Southeastern	L. Bridge - Sevenoaks	367,000	23	2	19	10	2.7248	3	39			4
17	New Beckenham	Southeastern	L Bridge - Hayes, L Bridge, Beck Jn	801,000	17	1	23	16	1.9975	7	0		Y	N/A
18	Orpington	Southeastern	Victoria - Orpington, L. Bridge - Sevenoaks, T Wells	5,239,000	2	15	1	40	0.7635	22	319	Y	Y	N/A
19	Penge East	Southeastern	Victoria - Orpington	1,337,000	8	4	9	20	1.4959	10	0			1
20	Penge West	L. Overground	Overground, L.Bridge - Caterham	507,000	22	6	4	4	0.7890	21	0			4
21	Petts Wood	Southeastern	Victoria - Orpington, L. Bridge - Sevenoaks	2,059,000	5	6	4	30	1.4570	11	197			1
22	Ravensbourne	Southeastern	Thameslink, Victoria - Chatham	159,000	25	1	23	5	3.1447	2	0	Y		N/A
23	Shortlands	Southeastern	Thameslink, Victoria - Orpington, Chatham	1,471,000	6	3	14	16	1.0877	14	39			1
24	St Mary Cray	Southeastern	Thameslink, Victoria - Orpington, Chatham	1,461,000	7	4	9	10	0.6845	24	31	Y		N/A
25	Sundridge Park	Southeastern	Grove Park shuttle	275,000	24	1	23	1	0.3636	25	15			4
26	West Wickham	Southeastern	L. Bridge - Hayes	943,000	14	2	19	21	2.2269	6	135			3

pass jny = passenger journeys