

Decision Maker: Environment Portfolio Holder

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

Date: 5th October 2017

Decision Type: Non-Urgent Executive Non-Key

Title: TFL FUNDED WORK PROGRAMME 2018/19

Contact Officer: David Bond, Transport Planning & Traffic Engineering Manager
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Chief Officer: Nigel Davies, Executive Director of Environment & Community Services

Ward: All Wards

1. Reason for report

- 1.1 This report confirms the Bromley's LIP allocation from Transport for London (TfL) for 2018/19 will be £2.432m and provides details of officer proposals on how the funding for 2018/19 will be allocated and to which particular schemes.

2. **RECOMMENDATION(S)**

The Environment Portfolio Holder is recommended to agree that:

- 2.1 The programme of schemes for 2018/19 contained in the Enclosure is to be approved for submission to Transport for London, and;
- 2.2 To note that TfL have withdrawn the Funding of £100k for Local Transport Priorities with effect from 2018/19;
- 2.3 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.

Impact on Vulnerable Adults and Children

1. Summary of Impact: None
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Corporate Policy

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

1. Cost of proposal: Estimated Cost: £2.432m plus funding for major schemes
 2. Ongoing costs: Non-Recurring Cost :
 3. Budget head/performance centre: Capital Programme – TfL funded schemes
 4. Total current budget for this head: £2.432m plus funding for major schemes, Principal Road maintenance, as well as Bridges and Structures which is still to be confirmed
 5. Source of funding: TfL allocation for 2018/19
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Personnel

1. Number of staff (current and additional): 32
 2. If from existing staff resources, number of staff hours: Not Applicable
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Legal

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

1. Summary of Procurement Implications: Not Applicable
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Customer Impact

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

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

3. COMMENTARY

- 3.1 Eligibility for TfL funding is authorised 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 LIP was approved on behalf of the Mayor of London on 9 January 2012. A revised LIP with a new Delivery Plan for 2014/15 – 2016/17 and updated Performance Monitoring Plan was approved by the Portfolio Holder on 21 October 2013 and submitted to TfL.
- 3.2 Due to the Mayoral election in 2016, which resulted in a change of administration, the new LIP (LIP3) was delayed and the current LIP (LIP2) was agreed to remain in place until the new Mayor's Transport Strategy, currently being consulted upon, is adopted. This means that there are two interim years, between LIP2 and LIP3, 2017/18 and 2018/19 (the latter being the purpose of this report) with LIP3 being implemented with effect from 2019/20 and will be in place for a period of three years, up until 2021/22.
- 3.3 Boroughs receive two types of funding from TfL for local transport investment: formula-based and non-formula based funding. Formula-based funding is determined by a formula in line with achievement of the respective Mayor's Transport Strategy objectives and outcomes. The formula assesses need based on four key transport themes – public transport; road safety; congestion & environment; and accessibility – and the indicators used reflect the scale of the borough and its transport demand/network, as well as policy outcomes and severity of transport problems. Non-formula based funding from TfL is ring-fenced funding to support a number of other programmes. This support is based either on a London-wide assessment of need or is the result of successful bids for one-off programmes.
- 3.4 In preparing their submissions, each borough must take account of a number of key policies and developments as set out in the Mayor of London's 'A City for All Londoners' (October 2016) which forms the basis of the draft Mayor's Transport Strategy.
- 3.4 This year's proposed LIP allocation of £2.432m is £50k less than the 2017/18 settlement, which represents a 2% reduction. 17 of the 33 London Boroughs will receive less funding next year although Bromley's compares well with the average reduction of 3.65% across those 17 boroughs, the range being from a 1% to a 10% reduction.
- 3.5 Regrettably TfL has also announced that the Local Transport Fund (LTF), which has been used to support local transport priorities and resulted in an additional £100k of funding each year has been withdrawn with effect from 2018/19.
- 3.6 Bromley's indicative allocation for 2018/19 is shown in the table below alongside the current allocation for 2017/18.

Programme	2017/18 Allocation £000	2018/19 Allocation £000
Corridors, Neighbourhoods and Supporting Measures	2,482	2,432
Local Transport Fund	100	0
Major Schemes (Liveable Neighbourhoods)	1,400	TBC
Other TfL funding	312	TBC
TOTAL	4,294	TBC

- 3.7 The London-wide needs based programmes are Principal Road Maintenance and Bridges & Structures.
- 3.8 Approval of the recommended list for submission to TfL does not imply the approval of any physical scheme for implementation. The process of developing and consulting upon schemes can generate technical and financial changes, and also result in implementation delays or

changed priorities. Recommendation 2.0 (b) of this report suggests a mechanism by which officers would be able to make those changes where necessary, following consultation with the Portfolio Holder.

- 3.9 All such schemes will be subject to consultation and Member approval in the usual way.

Congestion relief

- 3.10 The proposed available budget for these schemes is £738.5k. The “Congestion Relief” heading combines projects, primarily intended to tackle road network pinch points which cause delays to all road users. The Council’s full list of pinch points was presented to members in 2010/11 for approval as the basis for this programme and a progress report was presented to Members at the June 2016 PDS, including new schemes, which subject to Members’ approval, is intended to form the basis of a rolling programme of LIP schemes. The vast majority of the “quick win” and cheaper schemes have now been delivered and, consequently, schemes are now increasing in size and complexity. Some of these larger schemes are likely to remain outside the scope of these funded programmes and will form one-off bids to TfL.
- 3.11 Schemes due for implementation in 2018/19 include interventions in the Keston to Biggin Hill corridor and Bromley, High Street/Westmoreland Road/Masons Hill junction.

Network infrastructure

- 3.12 This programme invests directly in the Council’s own network assets. For 2018/19, it is proposed to maintain spending on bus route resurfacing at £100k, the same level as 2017/18
- 3.13 The decluttering programme, aims to make the Borough’s roads more attractive, whilst reducing the number of assets in need of maintenance. Decluttering, which has an allocation of £12.5k, can also make the roads safer, as unnecessary clutter is removed to give road users a better awareness of key hazards and too much information can confuse drivers.

Parking

- 3.14 An allocation of £138.5k has been made for Parking schemes. Funds under this programme enable 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. They also enable introduction of new or expansion of current Controlled Parking Zones (CPZs) These staff-intensive minor schemes are popular and make a huge difference to local residents.
- 3.15 Schemes proposed for 2018/19 include parking reviews and expansion of CPZs, eg, Bromley South CPZ review and Elmstead Woods parking review.

Road Safety Education and Training

- 3.16 A total budget of £505k has been allocated. The Council’s cycle training schemes for children, adults and families remain popular with demand continuing to grow. Cycle training builds confidence in cycle use, increasing the use of the bicycle in place of alternative transport modes for local journeys and £195k is allocated for this purpose. The rest of the total allocation is made up of £140k for school travel plans and £170k for road safety education.
- 3.17 The travel planning programme continues the Council’s success in encouraging and supporting school travel plans, along with providing advice on voluntary workplace travel plans. The programme also assesses and monitors travel plans required by the development control process, the benefit of which is recognised by the National Planning Policy Framework at reducing the transport impacts of developments.

- 3.18 School and driver education programmes, particularly targeting new drivers and children entering secondary school, continue to increase awareness of road safety. Road casualty data for Bromley, up until 2015 had been showing a continuing significant decline although 2016 has seen an increase in the number of KSIs in Bromley of 19% which compares with 20% across Greater London. Officers are currently in discussion with TfL to try and understand what factors may be responsible for the overall deterioration.

Casualty reduction

- 3.19 The total budget for casualty reduction is £171k, split as follows; Cluster sites (analysis, selection and implementation), £82k; Skidding accident sites, £25k; Speed management, £50k and Signs and carriageway markings, £14k. Scheme reduction locations are identified using the 'accident cluster' method which ensures schemes are implemented where the greatest reduction in casualties is likely to take place.
- 3.20 Spend is prioritised on the basis of whether the funds will maximise the reduction of injury accidents, particularly serious and fatal accidents. After successful interventions the number of serious accidents at any one location has decreased markedly in recent years. The current method of selecting sites involves identifying clusters of similar accidents of any severity (sites with five or more accidents within a diameter of 50m, over 3 years), ranking these clusters by severity and then choosing potentially treatable sites.
- 3.21 Mass action programmes are those where similar measures are applied at a large number of site to tackle a known, but often dispersed, problem. It is proposed to continue previously successful anti-skid and speed management programmes. Some of the older permanent vehicle-activated signs still require replacement as they are beyond economic repair. These will be replaced with mains powered units which reduce overall maintenance costs. The other mass action scheme involves the low cost refreshing of road markings in locations where small numbers of accidents have occurred, or where local hazards have been identified.

Cycling and Walking schemes

- 3.22 The budget for these schemes is £454k and includes a rolling programme of pedestrian crossings and minor walking schemes, (including measures near schools), cycle parking, new cycle hubs and cycle route maintenance. 2018/19 will see the delivery of new cycle routes between Bromley South and Shortlands and the completion of the design for the Green Street Green and Orpington cycle route. The latter has the potential to be a reserve scheme for 2018/19 should another scheme be delayed.
- 3.23 The Council continues to press TfL for improvements to the cycle facilities along A21 as part of proposed junction capacity improvements and in support of the regeneration of Bromley town centre. The Quietway route between Lower Sydenham, although funded in full directly by TfL, outside the LIP, is programmed to be constructed during 2018/19. £20k has been allocated for a review of controlled crossings to increase traffic flows and achieve savings on maintenance costs by potential conversion to Zebra Crossings

Public Transport Interchange & Access

- 3.24 The budget for 2018/19 to implement these works is £240k. Given the high proportion of rail journeys starting and finishing in the Borough, work continues to assess access improvements including parking, drop off/pick up, security, lighting, walking and cycling routes both immediately at stations and in their surrounding areas with major improvements proposed for the station forecourts at Clock House and Shortlands.
- 3.25 The report presented to the July PDS Committee, 'Proposals for improvements to the Orpington and cycling and walking network', which was approved at that meeting, places significant

emphasis on improved pedestrian and cycle links to Orpington Station and the scheme for Crofton Road and the Green Street Green to Orpington cycle route are examples of that strategy being implemented.

Scheme Development and Review

- 3.26 A total budget of £85k has been allocated split into £50k to enable investigation, assessment and feasibility work to be undertaken in order to prioritise potential schemes for development and consultation, £30k to allow recently implemented projects to be monitored and assessed, with a view to improving the effectiveness of future schemes. In 2015/16 TfL appointed BluePoint London to take forward the roll-out of EVs on behalf of the Boroughs across London and, to date, there are now 22 recharging points at 10 sites across the Borough. A small budget of £5k has been allocated for officer time spent on liaison and site selection with BluePoint.

Local Transport Priorities

- 3.27 Since 2009/10, TfL have awarded each borough the sum of £100k per year to spend on local transport priorities without having to obtain advance authorisation from TfL. Regrettably this funding will cease with effect from 2018/19 and alternative funding arrangements will need to be put in place in order to maintain the ability to continue to fund those other priorities.

Major Schemes (Liveable Neighbourhoods)

- 3.28 The Major Schemes programme of transformational public realm projects will be replaced from 2018/19 by the 'Liveable Neighbourhoods' programme. No new Major Scheme submissions will be accepted on to the programme though schemes already underway, eg, Beckenham town centre, will continue to be funded through to completion.
- 3.29 According to the Mayor of London, the Liveable Neighbourhoods programme provides a new funding stream that is intended to make streets places where people choose to walk and cycle, rather than drive. A Liveable Neighbourhoods scheme will deliver attractive, healthy and safe neighbourhoods for people, not vehicles, and support the projects that local people want to see. It will involve changes to town centres and their surrounding residential areas and improve conditions for walking and cycling and to reduce traffic dominance.

4. IMPACT ON VULNERABLE ADULTS AND CHILDREN

- 4.1 Positive.

5. POLICY IMPLICATIONS

- 5.1 The 2017-20 Environment Portfolio Plan includes a number of aims in support of the planned outcomes, *'To improve the road network and journey-time reliability for all users', 'To improve connectivity (getting to places you couldn't previously reach easily) and 'integration' (linking different modes of transport), 'To reduce congestion and carbon emissions by promoting cycling, walking and public transport journeys, 'To promote safe and secure travel and provide accessible, affordable, fair and effective parking services'*.
- 5.2 TfL funding is required to meet the commitments made in support of achieving these aims and outcomes
- 5.3 The 2018/19 programme of works also continues to sustain previously agreed LIP policy objectives and the delivery of schemes identified within.
- 5.4 A new LIP (LIP3) will be required with effect from 2019/20 and will be in place for three years, up to and including 2021/22. The programme accords with the Council's LIP2

6. FINANCIAL IMPLICATIONS

- 6.1 The provisional TfL formula allocation to Bromley for 2018/19 totals £2.432m which is £50k less than the 2017/18 allocation.
- 6.2 Members should note that TfL has announced the withdrawal of the £100k for Local Transport Priorities with effect from 2018/19.

7. PERSONNEL IMPLICATIONS

- 7.1 The delivery of the programme can be met from existing staff resources

Non-Applicable Sections:	Legal and Procurement Implications
Background Documents: (Access via Contact Officer)	'2018/2019 LIP Guidance', Environment PDS Committee, July 2017 'Proposals for improvements to the Orpington cycling and walking network', Environment PDS Committee, July 2017