

Decision Maker: ENVIRONMENT & COMMUNITY SERVICES PORTFOLIO HOLDER

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

Date: Wednesday 10 October 2018

Decision Type: Non-Urgent Executive Key

Title: LIVEABLE NEIGHBOURHOOD PROPOSALS

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

Ward: Bromley Town, Shortlands and Copers Cope

1. Reason for report

To inform members of the progress made developing the Shortlands, Ravensbourne and Bromley Better Villages (SRBBV) bid proposal and to seek approval for these to be submitted as a Liveable Neighbourhoods bid to TfL.

2. RECOMMENDATION(S)

- 2.1 That the Portfolio Holder approves the submission of the Shortlands, Ravensbourne and Bromley Better Villages (SRBBV) bid proposal as the Borough's Liveable Neighbourhood bid to TfL for 2019/20.**

Impact on Vulnerable Adults and Children

1. Summary of Impact: The proposals are intended to support independence and improve opportunities for travel to school.
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Corporate Policy

1. Policy Status: Existing Policy: Supports Outcome 5 of the 2016-19 Environment Portfolio Plan
 2. BBB Priority: Quality Environment Safe Bromley Supporting Independence Healthy Bromley:
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Financial

1. Cost of proposal: Estimated Cost: Up to £10m is available per bid from Boroughs
 2. Ongoing costs: Non-Recurring Cost:
 3. Budget head/performance centre: LIP3 funding if approved
 4. Total current budget for this head: £TBC when funding is known
 5. Source of funding: TfL LIP3 and Liveable Neighbourhoods
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Personnel

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: 50
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Legal

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

Summary of Procurement Implications: If the bid is successful the borough will consider how the design and feasibility is undertaken; if outsourced this will require a procurement exercise to take place. It is anticipated that the scheme would be built by the Council's term contractor for highways, JB Riney.

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): TBC
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillor's comments: Officers have met with ward members and the respective Portfolio Holders for Environment and Regeneration & Renewal to discuss the potential for a bid. Given their support officers have engaged with an experienced transport

consultant who have won LN bids in the previous funding round, to work to develop the bid for the 30th November submission deadline. Ward Members have also been part of the Stakeholder Management Group and been on a walkabout of the area. Given the scale of the project Ward Members will continue to be engaged in the design and development process if the bid is successful.

3. COMMENTARY

Shortlands, Ravensbourne and Bromley Better Villages (SRBBV) bid proposal

- 3.1 Ward Members for Shortlands, Bromley Town and Copers Cope as well as residents have over a number of years raised concerns about the conditions for walking and cycling, road safety and congestion in the area around Shortlands station and surrounding streets.
- 3.2 The level of improvement required is outside of the Council's usual funding streams; however the opportunity has arisen to take a strategic area wide view of the neighbourhood and to bid from funding from TfL's Liveable Neighbourhood funding pot.
- 3.3 For clarity, Liveable Neighbourhoods is TfL's name for their funding stream which Boroughs can bid for to implement exemplar projects to enhance the street environment to make it easier for residents to choose to walk, cycle or use public transport, with funding of up to £10m per bid available to boroughs.
- 3.4 Bids must demonstrate how they are solving local issues that have been identified by key stakeholders and the community. The bid will support local Borough transport priorities of reduced congestion through better journey time reliability at key junctions and congestion relief through mode shift for short trips, increased levels of walking to school, reduced causalities and the development of vibrant and thriving town centres.
- 3.5 A key part of the scheme would be improvements to the area around Shortlands station, to improve journey time reliability and improve crossings for pedestrians as well as improve the safety of the cycle Quietway proposed to run through Shortlands. Other key improvements would include better crossings and footpaths to encourage walking to school and measures to reduce KSIs, a key Borough priority.
- 3.6 The exact scope of the scheme is still to be fully determined. At present experienced transport consult Sustrans, working for the council, is engaging with key stakeholders to understand their concerns and aspirations for the area via a Stakeholder Management Group. They are also hosting on street 'Pop Ups' to engage with a wider audience of residents to understand their views about the area.
- 3.7 Liveable Neighbourhood schemes are managed using a gateway process where sufficient funding is released to proceed to the next gateway once the proposals from the previous gateway are developed and are shown to meet the objectives of the project.
- 3.8 At present the Borough is at Gate 0, which consists of the development of the Liveable Neighbourhoods bid. After successful submission, the Borough will pass to Gate 1, which consists of the assessment of the Liveable Neighbourhoods applications submitted by the boroughs. Announcement of successful bids is expected in February 2019. If successful at the bid stage, sufficient funding would be released to proceed to Gate 2 which includes feasibility study and design work.

4. IMPACT ON VULNERABLE ADULTS AND CHILDREN

- 4.1 The proposals are intended to support independence and improve opportunities for travel to school. The impacts will be considered as specific interventions are developed.

5. POLICY IMPLICATIONS

- 5.1 The Shortlands, Ravensbourne and Bromley Better Villages (SRBBV) bid proposal supports Outcome 5 of the 2016-19 Environment Portfolio Plan, which aims to:

- 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 greenhouse gas emissions by promoting cycling, walking and public transport journeys
- To promote safer travel, and reduce the number and severity of road accidents
- To provide accessible, affordable, fair and effective parking services

6. FINANCIAL IMPLICATIONS

- 6.1 Some element of match funding is required to support the bid and is part of the overall value for money calculation TfL makes to decide which bids to fund. It is proposed that this is taken from the Borough’s LIP allocation, with an allocation made each year of LIP3 (2019/20 £50k, 2020/21 £340k, 2021/22 £360k). This has been reflected in the draft LIP programme in Report ES18060. Officers are also reviewing Section 106 funds to understand which of these could be used to support the project as match funding.
- 6.2 It should be noted that up to £10m is available per bid for Authorities.
- 6.3 Officers have also asked the Renewal, Recreation & Housing Portfolio Holder to consider making an allocation from the Local Parades improvement fund to support some of the public realm elements of the project in Shortlands Village.
- 6.4 If the Borough’s bid is unsuccessful then this allocation will be used to deliver aspects of the Liveable Neighbourhood that are provided for that level of funding. Consideration would also be given as to whether to resubmit a bid in a future year.

7. PERSONNEL IMPLICATIONS

- 7.1 It is anticipated that a project officer will be appointed to run the project if the bid is successful, however the cost of this can be covered from the project funding.

8. PROCUREMENT IMPLICATIONS

- 8.1 Sustrans has been procured via ‘Corporate Contract Authorisation Form 04 Contract Exemption (Planned) below £50k’ for the bid development due to their experience of the area from their role as Quietways delivery partner although the procurement of future design work if a bid is successful will require further procurement to take place.
- 8.2 There are no direct procurement implications as the scheme is to be implemented by the Council’s term highways contractor. This is provided for by the inclusion of this type of work, within an EU compliant tender, and therefore there is not a requirement to tender this work separately.

Non-Applicable Sections:	Legal Implications
Background Documents: (Access via Contact Officer)	CONSIDERATION FOR AGREEMENT TO AWARD VIA EXEMPTION FROM COMPETITIVE TENDERING THE CONTRACT FOR Liveable Neighbourhood bid development TO Sustrans