

**Decision Maker:** ENVIRONMENT AND COMMUNITY SERVICES PORTFOLIO  
HOLDER

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

**Date:** 28 August 2019

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

**Title:** LIP PROGRAMME 2020/21

**Contact Officer:** Alexander Baldwin-Smith, Transport Planning Manager  
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**Chief Officer:** Colin Brand, Director of Environment & Public Protection

**Ward:** All

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1. Reason for report

This report is to seek approval for the Local Implementation Plan programme submission (Proforma A) to Transport for London for the financial year 2020/21.

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2. **RECOMMENDATION(S)**

1. That the Portfolio Holder agrees to officers submitting the Implementation Plan programme for 2020/21 to TfL.

2. To delegate any amendments to the programme, once the final allocation is confirmed by TfL, to The Director of Environment & Public Protection in consultation with the Portfolio Holder for Environment & Community Services.

## Impact on Vulnerable Adults and Children

1. Summary of Impact: A full equalities impact assessment was prepared alongside the development of the LIP3 in 2018/19.
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## Corporate Policy

1. Policy Status: Existing Policy: Bromley's Third Local Implementation Plan (LIP3) sets out the Borough's transport investment from the TfL LIP allocation for the three years of LIP3 from 2019-2022.
  2. BBB Priority: Quality Environment Vibrant, Thriving Town Centres Healthy Bromley Supporting Independence: Transport has a key role to play in delivering these BBB objectives, for example, projects to enhance walking and cycling infrastructure will be used to improve the public realm of town and local centres providing a quality environment and creating places that people want to spend time in thereby supporting vibrant, thriving town centres. By providing attractive walking and cycling infrastructure, residents will be able to undertake exercise as part of their everyday routine, improving their health and reducing the chance of disease. Infrastructure such as benches and improved walking routes help to ensure that older residents can remain active, thereby supporting independence and also promoting a healthy Bromley.
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## Financial

1. Cost of proposal: Estimated Cost: If the TfL LIP allocation remains the same as previous years the Borough will receive £2.176m of LIP formula funding, however, a review of the funding formula could see this allocation change.
  2. Ongoing costs: Not Applicable:
  3. Budget head/performance centre: Capital Programme – TfL funded schemes
  4. Total current budget for this head: Allocation to be confirmed by TfL
  5. Source of funding: TfL LIP Formula Funding and Local Transport Fund
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## Personnel

1. Number of staff (current and additional): No additional staff are required to implement the 2020/21 LIP programme, current FTE for delivering transport projects is 39.25
  2. If from existing staff resources, number of staff hours: Not Applicable
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## Legal

1. Legal Requirement: Section 151 of The GLA Act requires Boroughs to deliver the proposals set out in their LIP document.
  2. Call-in: Applicable:
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## Procurement

1. There are no direct procurement implications as the schemes are 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.

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### Customer Impact

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

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### Ward Councillor Views

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

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## **3. COMMENTARY**

- 3.1 Bromley receives LIP Formula Funding from TfL to implement the proposals set out in its LIP3, which was finalised earlier in 2019.
- 3.2 If the LIP funding formula remains the same as 2019/20, Bromley is expecting an allocation of £2.076m to implement the projects proposed as set out in its LIP3. This funding allocation is confirmed by TfL on an annual basis following the submission of the programme to TfL. A further £100k of Local Transport Fund is also expected from TfL.
- 3.3 The existing formula for the 'Corridors, neighbourhoods and supporting measures' funding, which calculates each boroughs' share, was agreed in 2010 when the previous Mayor's Transport Strategy (MTS) was adopted. The current formula reflects the priorities of that strategy which, with the third MTS and Borough LIP3s, raises the question of whether the existing formula is still fit for purpose.
- 3.4 TfL has therefore undertaken a review of the formula, which was agreed with London Councils Transport and Environment Committee (TEC) at the meeting on 11 October 2018. One option would see the existing formula retained but the data within it updated but under this option the Borough would lose £21k of funding. The second option is for a completely new funding formula which would better reflect the priorities of the new MTS and be based on each Borough's needs. If this second option is taken forward Bromley would gain £182k per annum resulting in a new annual LIP total of £2,258K.
- 3.5 The programme has been based on retaining the 2019/20 level of funding however; the recommendation would allow the programme to be adjusted to reflect the finalised allocation. The recommendations are set out in the table below along with a brief explanation of the key projects in the programme.

<b>Programme heading</b>	<b>Commentary</b>	<b>Recommended Allocation</b>
Liveable Neighbourhoods Match Funding	Assuming a successful submission to TfL's Gate 2, Bromley's Liveable Neighbourhood project in Shortlands, known as the Shortlands and Bromley Friendly Streets Project will move to detailed design and the first stages of implementation in 2020/21. This is therefore a significant part of the Borough's match funding for this major project to improve the area around Shortlands for	£465,000

	walking, cycling and road safety as well as creating new public spaces in the area to create a vibrant and thriving village centre.	
Local Cycle Infrastructure	To unlock the demand for cycling and promote mode shift in 2020/21, the Borough will continue to deliver high quality cycle infrastructure. Proposals include the detailed design and Phase 1 implementation of the Orpington to Green Street Green cycle route, fulfilling a LIP3 target to deliver at least one local cycle route by 2022 (L3LT 1.4). In the Penge area, localised interventions will be undertaken to improve permeability for cyclists. The Borough will continue to provide new cycle parking where there is demand at shops along with residential Bikehangars.	£301,000
Casualty & Road Danger Reduction	<p>This allocation will allow the Borough to continue to address collision cluster sites where there is a treatable pattern of collisions and seek to implement infrastructure measures to reduce collisions, thereby working towards its zero KSI target.</p> <p>A study will be undertaken to investigate options to address long standing concerns about safety in Copers Cope Ward, assessing options to reduce casualties at the junctions of Southend Road with Foxgrove Road and Park Road and the junction of Southend Road with Copers Cope Road and The Avenue. Additionally this study will consider options to address resident concerns about road danger across Westgate Road Bridge. This work will complement the development of the Lower Sydenham to Bromley Cycleway, to be delivered by 2024.</p> <p>To address concerns about speed and road danger an allocation has been made for speed management and road danger reduction schemes that will see the implementation of localised measures to address community concerns about speeding. A Local Neighbourhood will be developed working with the community in Clock House, around Birkbeck Station, to improve conditions for walking and cycling, especially to schools, and support an extension of the Greenwich to Kent House Cycleway to the boarder of LB Bromley with LB Croydon, which was identified in Bromley's LIP3.</p>	£365,000
Walking Infrastructure Development	In 2020/21 it is planned to continue to investigate the demand and feasibility of new pedestrian crossings throughout the Borough, with a view to delivering new and upgraded facilities to promote more walking for local trips. Locations for benches to support walking amongst older residents will be identified to enable them to continue to walk in the Borough, helping to reduce isolation, a key Council priority.	£185,000 plus £100k LTF

	<p>Planning will be undertaken to investigate options to improve the quality of footpaths in Chislehurst and along the Cray Valley trail for both walking and cycling, in order to encourage mode shift.</p> <p>Additionally, improving conditions for active travel to school is a key area of investment for the Council's Local Transport Initiatives funding. This will be achieved through the delivery of Healthy Routes to Schools by delivering infrastructure enhancements that STARS (Sustainable Travel: Active, Responsible, Safe, school travel plan programme) Gold Accredited schools have identified in their travel plans as important for encouraging more pupils to walk or scoot to school. Consideration may be given to the delivery of School Streets where these are likely to benefit mode share and reduce the impact of peak school time traffic on residents, this may include the procurement of further School, Keep Clear marking enforcement cameras. It is recommended that this is a use for the Local Transport Fund.</p>	
Public Transport Interchange & Access	<p>This programme is to improve multi-modal interchange between rail, buses, walking and cycling. In 2020/21 it is planned to deliver upgraded station cycle parking, building on the Borough's cycle to rail priority. An allocation has also been made to deliver enhanced bus stops which will be prioritised using the approach set out in Outcome 6 focusing on the locations of highest need and best value along with working closely with bus operators to identify locations in need of improvement to assist the reliability and safety of bus services.</p>	£220,000
Parking Controls & Kerb Side Space Management	<p>This is a programme to deliver schemes that effectively manage parking in the Borough. It is intended to deliver strategic parking projects such as Pay &amp; Display controls and Controlled Parking Zone (CPZs) around stations and town centres. Individual Parking Assessments (IPAs) will be delivered to respond to residents' or councillors' concerns regarding unsafe or inconsiderate parking. The assessment will determine if the issue raised requires remedial action. If action is required IPAs may lead to the development of small scale reactive schemes such as corner protection at junctions and in some cases they may develop into more strategic schemes to control parking.</p> <p>An allocation has also been made to develop the car club network and fund the development of Electric Vehicle (EV) charging infrastructure, not otherwise funded by external bodies.</p>	£162,000
Road Safety Education & Behaviour	<p>These are a package of 'soft' measures aimed at changing behaviour rather than new infrastructure. They are important in encouraging mode shift, safer road</p>	£378,000

Change	<p>behaviour and supporting the infrastructure the Council is delivering to improve conditions for walking and cycling and in turn reduce casualties. This includes Bikeability cycle training and road safety education in schools.</p> <p>Behaviour change measures such as these have an important role in supporting and promoting new cycling and walking infrastructure, which is anticipated to accelerate during the course of the LIP3 with the introduction of Cycleways and Local Cycle routes. Therefore, this allocation will also allow for the delivery of behaviour change launch packages and mode shift marketing for major new active travel infrastructure.</p>	
<b>Total LIP and LTF</b>		<b>£2,176,000</b>

#### 4. IMPACT ON VULNERABLE ADULTS AND CHILDREN

4.1 A full equalities impact assessment was prepared alongside the development of the LIP3.

#### 5. POLICY IMPLICATIONS

5.1 Approval of this programme of investment will allow the Borough to continue to deliver its LIP3 strategy for transport and help achieve the targets set in that document.

#### 6. FINANCIAL IMPLICATIONS

6.1 The Borough is expecting to receive £2.076m of LIP Formula funding plus £100k of Local Transport Fund. However the final allocation is dependent on the outcome of the review of the LIP funding formula.

6.2 Other TfL funding such as the TfL contribution to the Liveable Neighbourhood, Cycleway funding and funding to develop Bus reliability schemes is provided separately to the IP formula funding.

#### 7. LEGAL IMPLICATIONS

7.1 Section 151 of The GLA Act requires Boroughs to deliver the proposals set out in their LIP document.

#### 8. PROCUREMENT IMPLICATIONS

8.1 There are no direct procurement implications as the schemes are 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.

<b>Non-Applicable Sections:</b>	PERSONNEL IMPLICATIONS
Background Documents: (Access via Contact Officer)	Bromley's Transport for the Future, Bromley's Third Local Implementation Plan