

Decision Maker: Portfolio Holder for Transport, Highways & Road Safety

**FOR PRE-DECISION SCRUTINY BY THE ENVIRONMENT AND
COMMUNITY SERVICES POLICY DEVELOPMENT AND
SCRUTINY COMMITTEE ON:**

Date: Tuesday 22 November 2022

Decision Type: Non-Urgent Executive Key

Title: LIP FUNDED TRAFFIC AND ROAD SAFETY PROGRAMME

Contact Officer: Angus Culverwell, Assistant Director Traffic and Parking
Tel: 020 8313 4959 E-mail: angus.culverwell@bromley.gov.uk

Chief Officer: Director of Environment and Public Protection

Ward: (All Wards);

1. Reason for decision/report and options

This report is to seek approval for the Local Implementation Plan programme submission (Proforma A) to Transport for London for the financial year 2023/24.

2. **RECOMMENDATION(S)**

- 2.1 **Members of the Committee are asked to note the 2022/23 transport improvement programme set out in Table 4.**
- 2.2 **The Portfolio Holder is recommended to approve the draft 2023/24 transport improvement programme set out in Table 5 for submission to TfL for approval of funding, subject to any changes recommended by the PDS committee that are supported by the Portfolio Holder for Transport, Highways & Road Safety.**
- 2.3 **The Portfolio Holder is recommended to approve the delegation of 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 Transport, Highways & Road Safety.**

Impact on Vulnerable Adults and Children

1. Summary of Impact: Transport improvements take account of the needs of vulnerable road users.
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Transformation Policy

1. Policy Status: Existing Policy: The recommendations in this report are in line with the Borough's current Transport Plan – "Bromley's Third Local Implementation Plan – Bromley's transport for the future" published in 2019.
2. Making Bromley Even Better Priority (delete as appropriate):
 - (1) For children and young People to grow up, thrive and have the best life chances in families who flourish and are happy to call Bromley home.
 - (2) For adults and older people to enjoy fulfilled and successful lives in Bromley, ageing well, retaining independence and making choices.
 - (4) For residents to live responsibly and prosper in a safe, clean and green environment great for today and a sustainable future.

Further Details: Transport has a key role to play in delivering these MBEB 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. Above all, the safety of road users on our streets needs to be enhanced as far as is possible.

Financial

1. Cost of proposal: Not Applicable:
 2. Ongoing costs: Non-Recurring Cost:
 3. Budget head/performance centre: TfL LIP Budget for Transport Improvement Schemes
 4. Total current budget for this head: £1,520,000 in 2022/23
 5. Source of funding: Transport for London
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Personnel

1. Number of staff (current and additional):18FTE
 2. If from existing staff resources, number of staff hours: n/a
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Legal

1. Legal Requirement: Non-Statutory - Government Guidance: The Local Implementation Plan (LIP) is a statutory document prepared under section 145 of The GLA Act 1999 that sets out how boroughs will deliver the MTS locally; it is a requirement for boroughs to have a LIP approved by the Mayor.
 2. Call-in: Applicable:
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Procurement

1. Summary of Procurement Implications: n/a
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Property

1. Summary of Property Implications: n/a
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Carbon Reduction and Social Value

1. Summary of Carbon Reduction/Sustainability Implications:
-

Customer Impact

1. Estimated number of users or customers (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: Requests received for transport or highway improvements from Ward Members over the last year have been incorporated into the programme where possible.

3. COMMENTARY

TfL Funded Transport Improvement Programme

- 3.1 Traffic congestion, road safety and parking problems are a significant challenge for the Borough. Due to the potential for considerable growth in the local population, changing travel patterns and a desire to support active travel, we must have a sound policy for managing the traffic and parking demands that will arise in the future, whilst taking all reasonable measures to reduce road casualty numbers.
- 3.2 The majority of the funding utilised by Bromley Council to make transport improvements in the Borough has, for many years, come via Transport for London's (TfL) Local Implementation Plan (LIP) process, with the amount London boroughs are allocated each year decided by a formula. The LIP funding is often supplemented with other TfL funding for specific projects, such as the Liveable Neighbourhood.
- 3.3 Bromley receives LIP Formula Funding from TfL to implement the proposals set out in its Transport Plan, LIP3, which was finalised in 2019. Before the funding crisis hit TfL in 2020, Bromley was expecting an allocation of £2.076m to implement the projects proposed as set out in its LIP3. This funding allocation was confirmed by TfL on an annual basis following the submission of the programme to TfL. A further £100k of Local Transport Fund was also expected from TfL.
- 3.4 LIP funding to boroughs was suspended in May 2020. Since that time transport funding for London boroughs has come through from TfL or DfT in short funding windows, with funding often directed at specific projects. Last year TfL invited boroughs to submit an ambitious programme of transport improvements for funding in 2022/23, in the hope that LIP funding would be restored to previous level from April 2022. Bromley therefore submitted a draft list of schemes to TfL in the Autumn of 2021, with a total estimated cost of ~£2.7M (see Appendix A).
- 3.5 Due to ongoing financial pressures on TfL and difficulties agreeing a funding deal with the DfT, only £256k of funding was awarded to Bromley initially for 2022/23. The projects awarded funding are shown in Table 1 below.

TABLE 1 – Initial TfL LIP Allocation to Bromley 2022/23

Project	Funding
CHISLEHURST WAR MEMORIAL PEDESTRIAN IMPROVEMENTS (STUDY)	£7,000
WIDENING OF CROFTON ROAD (IMPLEMENTATION)	£77,000
SOUTHEND ROAD/PARK ROAD/FOXGROVE ROAD (DESIGN)	£5,000
CHINESE ROUNDABOUT SAFETY SCHEME (PRELIM DESIGN)	£11,000
BOROUGH CYCLE TRAINING	£20,000
STAFFING COSTS	£136,000

- 3.6 It was not until September this year that a funding deal was agreed between TfL and DfT. After TfL had considered the constraints that were imposed by DfT they then allocated a portion of the settlement to boroughs to spend on transport improvements.
- 3.7 £80M of the funding agreement between DfT and TfL is for TfL to spend on active travel projects on their network, for cycling and walking and not for bus improvements.
- 3.8 £69M is set aside for active travel in boroughs in 2022/23 but is also required to cover costs of borough cycling, bus priority, cycle training, some ongoing Liveable Neighbourhood projects that are "showing strong delivery", and for Crossrail complementary work. The £69M will also cover principal road maintenance funding for boroughs. The proportion of the £69M that will be available for what are known as "Corridors and Neighbourhoods" schemes (what we often

simply refer to as LIP schemes) will be £35.4M from the £69M.

TABLE 2 – Full Year TfL Funding for London Boroughs

Programme	2022/23		2022/23	2023/24
	Existing Spend (P1-P3)	Additional allocation (P4-P13)	Total allocation	Total allocation
	£	£	£	£
Borough Cycle Training	0.7	2.0	2.7	2.7
Corridors and neighbourhoods	7.5	27.9	35.4	35.4
Cycleways Network Development Programme	1.2	10.7	11.9	12.7
Cycling Parking	0.0	1.0	1.0	1.2
Liveable Neighbourhoods	0.5	1.5	2.0	2.0
Bus Priority Delivery Portfolio	0.4	4.8	5.2	9.5
Crossrail Complimentary Measures	0.3	2.8	3.1	0.3
Principal Road Renewal	0.0	2.1	2.1	2.1
Bridge Assessment & Strengthening	0.0	5.5	5.5	3.0
TfL Borough Support	0.0	0.1	0.1	0.1
Total DfT Funding	10.6	58.3	69.0	69.0

3.9 On 27/09/2022 a funding letter was received by Bromley setting out how much Bromley is to receive this year and next, as set out in Table 3 below.

TABLE 3 – TfL funding for Bromley (remainder of 2022/23 and for 2023/24)

Programme	2022/23 allocation Periods 4 - 13 (£'000)	2023/24 allocation where known (£'000)
Safer Corridors and Neighbourhoods	1,105	1,285
Cycleways Network Development	10	TBC
Bus Priority	61	TBC
Crossrail Complimentary Measures	0	0
Liveable Neighbourhoods	0	TBC
Cycle Training	56	TBC
Cycle Parking	32	36
Principal Road Renewal	TBC	TBC
Bridge Assessment and Strengthening	TBC	TBC
Total	1,264	TBC

3.10 These amounts are obviously far short of what Bromley received each year prior to the Covid pandemic and the impact of that on TfL funds. However, the positive is that there is now some degree of certainty allowing Officers to plan ahead to deliver a programme of infrastructure improvements such as improved pedestrian facilities, and behaviour change programmes such as road safety education for teenaged drivers.

3.11 The Portfolio Holder has agreed with Officers to take forward the following projects in the remaining six months of 2022/23, as set out in Table 4. These are predominantly a subset of projects from the submission made by Bromley in Autumn 2021 and agreed by TfL, although

there are a few minor changes in line with new priorities and with addressing the short timescale for delivery. This list of schemes has been substantially approved by TfL, although there are a few details yet to be finalised.

Programme Heading and Allocation	Description
<p>Road Safety Schemes: remedial schemes at identified casualty cluster sites, low cost danger-reduction schemes, plus targeted road safety education programmes. Full Year Allocation: £400k</p>	<p>Collision remedial schemes at: + Chinese Roundabout, Beckenham (study and concept design) + Southend Road/Park Road/Foxgrove Road, Beckenham (design and build) + Croydon Road at Evelina Road, Penge (study) + Monks Orchard roundabout Eden Park (design) + Grays Road, Darwin Ward (build) + Addington Road/Corkscrew Hill, West Wickham (study) + The Avenue, West Wickham (design & build) + Selby Road, Anerley (design & build) + Ramsden Area, Orpington (build) + Sevenoaks Road/Glentrammon Road (study) + Beckenham Road/Hayne Road (design & build) + Penge High Street/Oakfield Road (study) Road safety education programme at schools across Bromley targeting the more collision-involved age-groups, particularly new drivers.</p>
<p>Walking Schemes: improved pedestrian infrastructure, with some schemes for design and some for installation, plus "behaviour change" support for schools and residents to be able to access sustainable and active travel modes. Full Year Allocation: £300k</p>	<p>Pedestrian improvements at: + War Memorial junction, Bromley Road, Chislehurst (controlled crossing study) + Station Road, Shortlands (controlled crossing design and build) + Crofton Road/Starts Hill Road, Locksbottom (refuge study) + Beckenham Road/South Eden Park Road, West Wickham (crossing design and build) + Main Road, Biggin Hill (footway design) + Southborough Road/Oldfield Road, Bickley (footway design and build) School Travel Plans developed and supported at the majority of Bromley schools, with supporting measures such as Smart Movers and School Streets.</p>
<p>Cycling Schemes: improved cycling infrastructure including routes and cycle parking, plus cycle training for young people and adults. Full Year Allocation: £240k</p>	<p>Cyclist infrastructure improvements: + Kent House Station to Croydon boundary, via Ravenscroft Road (consultation) + Crittalls Corner to Hewetts Farm A224 Orpington (series of minor improvements) + Cycle permeability schemes at various roads in Penge (design and build) + Bike hangars in residential areas plus cycle stands in town centres Cycle training for top juniors, secondary school children and adults at Bikeability Levels 1 to 3.</p>
<p>Bus reliability improvements: Full Year Allocation: £180k</p>	<p>Bus reliability improvements: + Access improvements at problem bus stops (build) + Crofton Road at Orpington Station - widening by bus stand (build) + Anerley Hill bus lane and public realm improvements (study)</p>
<p>Parking Improvements: Development of CPZs to manage parking around railway stations and town centres and to support residents with no off-street parking, plus the introduction of parking controls to improve road safety, particularly at junctions. Full Year Allocation: £210k</p>	<p>Parking Schemes: + Clock House area CPZ review + Jackson Road area, Bromley Common, CPZ study + Chatterton Road area, Bromley Common, parking review + Chislehurst Town Centre CPZ implementation + Surrey Road/Sussex Road, West Wickham, CPZ implementation + Numerous individual parking assessments</p>
<p>Development of schemes for future bids and review of existing schemes. Full Year allocation: £190k</p>	<p>Preparation of schemes for 2023/24 and 2024/25 plus unassigned staffing costs</p>

3.12 The suggested list of schemes to be submitted to TfL for funding in 2023/24 is also predominantly a subset of projects from the submission made last Autumn, but with some changes. This list of projects, as set out in Table 5 below, has already been submitted to TfL as a draft, which TfL requested that they receive prior to 28th October. TfL are aware that the

programme is a draft programme that will be subject to the scrutiny of this committee and may therefore be subject to change if Members propose changes that are agreeable to the Portfolio Holder and are also in line with the LIP and the Mayor of London's Transport Strategy.

TABLE 5 – Bromley's Draft LIP Programme for 2023/24

Programme Heading and Allocation	Description
<p>Road Safety Schemes: remedial schemes at identified casualty cluster sites, low cost danger-reduction schemes, plus targeted road safety education programmes. Full Year Allocation: £596k</p>	<p>Collision remedial schemes at: + Chinese Roundabout, Beckenham (build) + Southend Road/Park Road/Foxgrove Road, Beckenham (post build audit) + Monks Orchard roundabout Eden Park (build) + Addington Road/Corkscrew Hill, West Wickham (design) + The Avenue, Pickhurst Lane (design) + Sevenoaks Road/Glentrammon Road (design) + Sevenoaks Way/Broomwood Road (study) + Monks Orchard roundabout (design and build) Road safety education programme at schools across Bromley targetting the more collision-involved age-groups, particularly new drivers.</p>
<p>Walking Schemes: improved pedestrian infrastructure, with some schemes for design and some for installation, plus "behaviour change" support for schools and residents to be able to access sustainable and active travel modes. Full Year Allocation: £545k</p>	<p>Pedestrian improvements at: + War Memorial junction Chislehurst controlled crossing (implementation) + Crofton Road/Starts Hill Road refuge, Locksbottom (design) + Main Road, Biggin Hill footway (implementation) + Farnaby Road junction realignment (design and build) + Manor Road, Bromley Road, Wickham Road crossing improvements (study) + Plaistow Green crossing points (study) + Copers Cope Road crossing points and speed reduction (design) School Travel Plans developed and supported at the majority of Bromley schools, with supporting measures such as Smart Movers and School Streets.</p>
<p>Cycling Schemes: improved cycling infrastructure including routes and cycle parking, plus cycle training* for young people and adults. Full Year Allocation: £87k</p>	<p>Cyclist infrastructure improvements: + Kent House Station to Croydon border via Ravenscroft Road (final design and phase 1) + Cycle permeability schemes at various roads in Penge (design and build) + Bike hangars in residential areas plus cycle stands in town centres <i>Cycle training for top juniors, secondary school children and adults at Bikeability Levels 1 to 3, subject to further funding announcement*.</i></p>
<p>Bus reliability improvements: Full Year Allocation: £5k</p>	<p>Bus reliability improvements: + Access improvements at problem bus stops (build) + Anerley Hill bus lane and public realm improvements (design) <i>*subject to further funding announcement regarding bus priority</i></p>
<p>Parking Improvements: Development of CPZs to manage parking around railway stations and town centres and to support residents with no off-street parking, plus the introduction of parking controls to improve road safety, particularly at junctions. Full Year Allocation: £58k</p>	<p>Parking Schemes: + Clock House area CPZ revisions + Chatterton Road area, Bromley Common, parking revisions + Sundridge Station area CPZ study + Chislehurst Town Centre CPZ study + Numerous individual parking assessments</p>
<p>Development of schemes for future bids and review of existing schemes. Full Year allocation: £30k</p>	<p>Preparation of schemes for 2024/25, to possibly include: - Southend Rd / Copers Cope Road safety scheme - West Street Bromley - parallel zebra crossing - Crofton schools pedestrian improvements - Green Street Green town centre parking study - Croydon Road Penge walking and cycling improvements - Brackley Road outside Worsley Bridge School - study for pedestrian crossing - Blakeney Road / Rectory Road improved pedestrian facilities - Lakeswood Road study</p>

3.13 Members are asked to review the draft programme for 2023/24 and to suggest any minor changes to it by the end of November, so that the suggestions can be reviewed by Officers and

the Portfolio Holder to see where they might sit in regard to current priorities and to ensure they are in line with Council and Mayoral transport policy.

4. IMPACT ON VULNERABLE ADULTS AND CHILDREN

Beneficial in respect to air quality and sustainable transport choices.

5. TRANSFORMATION/POLICY IMPLICATIONS

Consistent with the Council's objective from the 2021-2022 Environment and Community Services Portfolio Plan (section 5) of reducing traffic congestion: reduce traffic congestion, improve road safety (including public perception of improving road safety), and encourage walking and cycling.

6. FINANCIAL IMPLICATIONS

If agreed, then the programme of LIP works will need to be reflected in the Environment capital programme in the next update to Executive.

7. CARBON REDUCTION/SOCIAL VALUE IMPLICATIONS

All schemes proposed in this report are in line with the Council's agenda to promote active travel, support sustainable transport and reduce carbon emissions.

Non-Applicable Headings:	PERSONNEL IMPLICATIONS, LEGAL IMPLICATIONS, PROCUREMENT IMPLICATIONS, PROPERTY IMPLICATIONS, WARD COUNCILLOR VIEWS, CUSTOMER IMPACT
Background Documents: (Access via Contact Officer)	LIP3: Bromley's transport for the future - local-implementation-plan-lip3- (bromley.gov.uk)