

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: Thursday 16 November 2023

Decision Type: Non-Urgent Executive Key

Title: LIP FUNDED TRAFFIC AND ROAD SAFETY PROGRAMME

Contact Officer: Angus Culverwell, Assistant Director Traffic and Parking
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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 to Transport for London for the financial year 2024/25.

2. **RECOMMENDATION(S)**

- 2.1 The Portfolio Holder is recommended to approve the draft 2024/25 transport improvement programme set out in Appendix A of this report 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.
- 2.2 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:
 - (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: N/A
 2. Ongoing costs: N/A
 3. Budget head/performance centre: TfL LIP Capital Budget for Transport Improvement Schemes
 4. Total current budget for this head: £1,490,000 in 2023/24
 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: The proposals seek to enhance transport options for those who wish to travel by methods that will reduce overall carbon emissions.
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Customer Impact

1. Estimated number of users or customers (current and projected): All road users in the Borough
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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 To that end, a number of reports have been presented to this committee in the last year that set out the Council's approach to road safety, supporting transport options for residents and the related matter of managing parking on and off street. *(See Background Documents at the bottom of this report, plus the APCOA report also on today's agenda.)*
- 3.3 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 bus route improvements and cycle parking.
- 3.4 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 annual allocation of a minimum £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 on an annual basis, plus additional amounts for special projects such as Liveable Neighbourhoods.
- 3.5 TfL funding to boroughs has fallen drastically since 2020 and the amount allocated to Bromley for 2022/23 was £1.285M, plus smaller amounts for cycle training (£110k), cycle route development (£5k) and cycle parking (£66k).
- 3.6 In September this year a funding letter was received by Bromley setting out how much Bromley is likely to receive next year. The wording was as follows: *"At present we are unable to confirm how much LIP funding will be available until we confirm our Business Plan later this year. We are therefore asking you to plan against the amounts that were published in the TfL Business Plan last December. Please be aware that this year's business plan is in progress and any changes are subject to discussions with Government about funding major capital renewals. Based on an annual allocation of £35.9m for Safer Corridors and Neighbourhoods, your formula allocation will be £1.285m. In addition, you should plan for £54k for Cycle parking and £76k for Cycle training"*.
- 3.7 These amounts, guaranteed this year and intended for next year, are obviously 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 teenage drivers.
- 3.8 Bromley has also received an indication that funding for bus route improvements will be allocated in 2024/25 to the sum of about £320k. This is primarily for the proposed bus lane in Anerley Road and Anerley Hill which will also include pedestrian and road safety improvements at cluster sites along the route. Additional funding may also be available for a cycle route connecting Kent House Station with Croydon. This will be an extension to the Lower Sydenham to Kent House scheme recently completed. Funding for this is likely to be in the region of £215k.

- 3.9 Based on the indicated amount of funding expected in 2024/25, the Portfolio Holder has agreed with Officers to take forward the projects set out in Appendix A. Although most of these projects have already received provisional funding approval from TfL, the list must be submitted to TfL for final approval and may also be subject to variances in the TfL business plan, as mentioned in 3.6 above. The TfL approval process involves TfL checking that all planned projects are in line with Bromley's own LIP3 document and the Mayor of London's Transport Strategy. Bromley's submission is now due to be sent to TfL and the results of their deliberations should be known in December or January.
- 3.10 The projects listed in Appendix A are now subject to the scrutiny of this committee and may therefore be subject to change if Members propose alterations that are agreeable to the Portfolio Holder and are also in line with the LIP3 and the Mayor of London's Transport Strategy.
- 3.11 Members are asked to review the draft programme for 2024/25 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

- 5.1 Environment and Community Services Portfolio Plan for 2023/24
Priority 5: Improve Travel, Transport & Parking (Transport, Highways & Road Safety Portfolio)
- 5.2 "Rising numbers of cars as the number of residents and households increases leads to congestion, parking issues and a reduction in air quality. Lack of connectivity and investment in transport prevents access to opportunities and services. We will seek to address these issues by promoting sustainable, safe and active travel, improving our road network, lobbying for improved public transport and managing on and off-street parking to balance the needs of motorists, residents and businesses".
- 5.3 It is important that bids for transport investment in the Borough are successful to reduce the burden on Council funds.

6. FINANCIAL IMPLICATIONS

- 6.1 Members are asked to review the LIP funding programme of works and suggest any changes so these can be built into the final programme depending on resources available.
- 6.2 If agreed, then the programme of LIP works will need to be reflected in the Environment capital programme in the next update to Executive.
- 6.3 There are no direct financial implications from this report as the funding has been agreed (if not finalised) and will be received from TfL for the 2024/25 financial year, the report is simply agreeing a programme of works which will be contained within this funding envelope.

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.

<p>Non-Applicable Headings:</p>	<p>PERSONNEL IMPLICATIONS, LEGAL IMPLICATIONS, PROCUREMENT IMPLICATIONS, PROPERTY IMPLICATIONS, WARD COUNCILLOR VIEWS, CUSTOMER IMPACT</p>
<p>Background Documents: (Access via Contact Officer)</p>	<p>TRAFFIC AND ROAD SAFETY POLICIES (November 2022)</p> <p>COMPREHENSIVE REVIEW OF ROAD SAFETY IN L. B. BROMLEY (June 2023)</p> <p>LOCAL ROAD SAFETY AND HIGHWAY IMPROVEMENT INITIATIVES (September 2023) – the use of low-cost measures to support road safety and general minor highway improvements where there are not specific casualty clusters (such as South Eden Park Road)</p> <p>LIP3: Bromley’s transport for the future - local-implementation-plan-lip3- (bromley.gov.uk)</p>

Appendix A – Bromley's Draft LIP Programme for 2024/25

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: £477k</p>	<p>Collision remedial schemes at: + Addington Road/Corkscrew Hill, West Wickham (consultation) + The Avenue, Pickhurst Lane (build) + Penge High Street / Oakfield Road (design & consult) + Penge High Street / Maple Road (design & build) + Sevenoaks Road/Glentrammon Road (build) + Sevenoaks Way/Broomwood Road (build) + Elmers End Rd / Ash Grove / Bourdon Rd (build) 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 non-motorised travel modes. Full Year Allocation: £500k</p>	<p>Pedestrian improvements at: + Crofton Road/Starts Hill Road Locksbottom pedestrian crossing (build) + Manor Road, Bromley Road, Wickham Road crossing improvements (build) + Plaistow Green crossing points (design and consultation) + Copers Cope Road crossing points and speed reduction (build) + Crofton Schools crossing facilities (study) + Brackley Road pedestrian crossing near Worsley Bridge School (build) + Mays Hill Road / Queen's Mead Road footbridge lighting (build) + Worsley Bridge Road near Lower Sydenham Station (consultation) + Leasons Hill pedestrian crossing near Leasons Primary School (study) + Blakeney Road / Rectory Road improved crossing facility (build) + Main Road, SMC, pedestrian crossing near Riverside School & park (build) + Park Avenue improved crossing facility by St Olaves School (study & design) + Station Road pedestrian refuge near The Drive (study) + Warren Road / Station Approach Chelsfield new footway and crossing facility (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. Allocation: £405k</p>	<p>Cyclist infrastructure improvements: + Kent House Station to Croydon via South Norwood Country Park + Cycle permeability schemes at various locations + Bike hangars in residential areas plus cycle stands in town centres Cycle training: for top juniors, secondary school pupils and adults at Bikeability Levels 1 to 3; plus accompanied rides.</p>
<p>Bus reliability improvements: Additional Funding: £320k *</p>	<p>Bus reliability improvements: + Access improvements at problem bus stops (build) + Anerley Hill bus lane and public realm improvements (build) *subject to further funding for bus priority</p>
<p>Junction Improvements: signal modernisations for more efficient operation and better traffic flow Allocation: £66k</p>	<p>Junction improvements at: + Willow Grove / Chislehurst High Street + Westmoreland Road / Masons Hill</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. Allocation: £117k</p>	<p>Parking Schemes: + Shortlands area CPZ extension and revisions + Green Street Green town centre CPZ consultation + Numerous individual junction safety improvements</p>
<p>Development of schemes for future bids and review of existing schemes. Allocation: £65k</p>	<p>Preparation of schemes for 2025/26, to possibly include: - Pedestrian improvements in Croydon Road near to Eden Park Avenue - West Street Bromley - parallel zebra crossing - Ravensbourne Station area parking controls - Scotts Lane bus stop & footway improvement - Heathfield Road bus stop & footway improvement</p>