

APPENDIX 2

TfL COMMENTS AND COUNCIL RESPONSE ON BROMLEY DRAFT LIP

LIP Section	Comment	Draft LIP Ref.	Council response
London Borough transport objectives and statutory context	More information required: a clear statement that all the objectives will be delivered during the lifetime of the LIP/MTS i.e. 2031, unless otherwise stated. If preferred, each objective can be allocated an individual timescale and if this is the case, it is probably worth doing this underneath each one on the list on page 21.	p25	A sentence has been added at the end of the LIP Objectives list.
Programme of Investment/Delivery Plan	However, some more information is required regarding the following:		
	a) timescales for the interventions (as per for local objectives above)	p29	Words to cover this have been added to the “timescales for delivery” section in the “Delivery Actions” section of the Delivery Plan.
	b) a paragraph or two are required on how the interventions are prioritised, including the process used	p29	A section has been added to the Delivery Plan
	c) the numbers/types of proposed cycle parking facilities to be installed over the first 3 years of the LIP are also required (as per the Guidance, page 81/82)	p37	A table has been added to the cycle parking section on the Mayor’s High Profile Outputs in the Delivery Plan
	d) more information on where the borough is in the process of submitting major scheme funding bids, for those identified as such in the Programme of Investment.	p28	Further detail has been provided in the “Better Streets” section of the Delivery Plan.

Performance Monitoring Plan	<p>More information is required, in the form of a simple graph for each target and further details on the proposed local targets (see specific comments under the Performance Management sheet). A long-term target also needs to be set for the total casualties indicator (which ideally should be set out separately from the KSI indicator to avoid confusion).</p>	p50-56	<p>Further information and graphs are now provided. The targets for casualties, and the setting of a baseline, have been reviewed in the light of dialogue with TfL officials and the Council's own adoption of challenging targets for casualties</p>
	<p>Two suggestions are that:</p> <p>(1) the borough may wish to review the 'ticks' reflecting the link between mandatory targets and the MTS Goals and</p> <p>(2) consideration should be given to the merit of including the national indicators as monitoring indicators, given that the previous national indicator set has been scrapped (will all of this data continue to be collected by the Council if it is no longer required?).</p>	<p>p49</p> <p>p56</p>	<p>This has been checked and the current tick location appears to be correct.</p> <p>The use of national indicators in the Performance Monitoring Plan has been reviewed. Most but not all of the indicators used have been retained as part of the government's single data list.</p>