







Bexley Local Implementation Plan

2014/15 to 2016/17





June 2014

LONDON BOROUGH OF BEXLEY

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Introduction

Introduction

Travelling about our borough and beyond is a key element of our everyday lives, affecting almost everything that we do. As a result, it is very important that we secure the best transport network we can.

This Local Implementation Plan reflects the Council's continuing commitment to supporting local people and businesses through transport improvements. The Plan aims to address the many demands placed on the local transport network and to meet the needs of all residents, workers and visitors to access goods, services and opportunities. It contributes to the wider vision of the Council to make Bexley a better place to live and work through making the borough safer, protecting the environment, helping those in need and enabling growth and regeneration.

This Plan forms part of the Council's statutory duty to contribute towards implementing the Mayor's Transport Strategy and its format and structure follows that set out in the Mayor's guidance. It has retained the priorities and objectives set out in the Council's previous Local Implementation Plan; and it updates the delivery plan and targets up to 2017.

The last three years have seen transformational improvements in the borough with continued investment in the public realm. The award-winning first phase of the Bexleyheath Town Centre Revitalisation project has hugely improved the street environment and has proven to be popular with shoppers, local businesses and visitors. Similar works in Sidcup and Welling have also reinvigorated these local centres.

The Council has embraced the Mayor's other transport aspirations for the Capital. We have secured funding from the Mayor's Vision for Cycling programme to transform parts of the borough into areas that are attractive for cycling whilst grant monies to improve the Queen's Road Junction in Erith have been approved in principle. Work on Crossrail is gathering pace and the Council is ensuring that the full benefits of this exciting new rail link are felt by Bexley and its people. The Council also continues to invest its own money in maintaining its roads, footways and street lighting.

This Plan sets out a wise and prudent approach to improving our local transport network and will deliver those services that local people value most.



Each London borough is required, under the Greater London Authority Act 1999, to produce a Local Implementation Plan (LIP), setting out how they will deliver better transport in their area and contribute to the goals and objectives of the Mayor's second Transport Strategy (MTS2). The LIP must therefore be mindful of MTS2.

Bexley's first LIP was submitted in 2005 and covered the period 2005/06 to 2010/11. The second LIP (LIP2) was adopted in November 2011 and included a Delivery Plan covering 2011/12 to 2013/14.

The GLA Act enables the Mayor to issue statutory guidance on the information required in the LIP and his guidance for the second LIP stated that boroughs would be required to prepare a new Delivery Plan in 2013, for the period 2014/15 to 2016/17 (or longer for proposed Major Schemes) and update their interim targets to cover the period to 2016/17. This was confirmed in the Submission Guidance, issued by Transport for London (TfL) in May 2013.

This Plan[1] is the Council's response and updates LIP2 for the three-year period 2014/15 to 2016/17. It sets out the Council's commitment to deliver the Mayor's Transport Strategy, in conjunction with the needs and aspirations of the local community.

LIP2 was specifically objective-led and the Council is not required by TfL to review and revise the LIP2 objectives for this Plan. These retained LIP2 objectives are set out below:

Objective 1	Work towards improved transport systems that support regeneration and economic development in the borough
Objective 2	Support growth needs in the borough's spatial development strategy
Objective 3	Secure a more comprehensive, high-quality and integrated public transport system to overcome the current constraints
Objective 4	Maximise the benefits of regional transport developments to fully utilise funded investment for improving the borough's connectivity
Objective 5	Optimise the efficiency of the existing transport network and improve and maintain the existing transport infrastructure
Objective 6	Support residents, visitors and businesses in choosing sustainable modes of travel to reduce the use of the car and traffic congestion leading to a better environment
Objective 7	Promote the safety and security of road and transport users
Objective 8	Improve and enhance access to jobs, services, health and leisure facilities
Objective 9	Make the transport system accessible to all with a view to improving social exclusion
Objective 10	Reduce the borough's carbon footprint from transport to address the issue of climate change

1. Note: this LIP 2014/15 to 16/17 is referred to as 'the Plan' in this document

This Plan is presented in five chapters. The first chapter presents the borough and its people and how the borough could change and develop in the future. It then explains the local transport network and travel behaviour in Chapter 2. The third chapter covers the policy context for this Plan, and sets out the transport problems, challenges and opportunities, concluding with the LIP2 objectives. The Delivery Plan is described in Chapter 4 and the final chapter proposes new interim targets for the mandatory LIP indicators.

The Programme of Investment (PoI) includes five programmes, based on the Mayor's guidance and the indicative funding levels set by TfL:

1. Corridors, Neighbourhoods and Supporting Measures
2. Local Transport Funding
3. Principal Road Maintenance
4. Bridge Strengthening
5. Major Schemes

New interim targets have been set for seven mandatory indicators:

1. Mode share - cycling
2. Mode share - walking
3. Bus service reliability
4. Highway asset condition
5. Road casualty reduction – killed and seriously injured (KSI)
6. Road casualty reduction – all casualties
7. Reducing carbon (CO_2) emissions

A full Equality Impact Assessment has been carried out during the Plan's preparation and is attached in Annex A.

This Plan was prepared by the Council's Transportation Planning Team, in partnership with other LB Bexley service providers and stakeholders. If you would like to discuss any aspect of the Plan, please contact us at:

Transportation Planning Team
London Borough of Bexley
Civic Offices
Bexleyheath
DA6 7AT
Tel: 020 8303 7777

Email: transportation.planning@bexley.gov.uk

Programme of Investment 2014/15 to 2016/17

Programme of Investment 2014/15 to 2016/17

Programme area		Delivery actions	Funding source	Ongoing scheme?	Funding (£'000s)				MTS2 goals					LIP Objectives
					2014/15	2015/16	2016/17	Total	Economic development & population growth	Quality of life	Safety and security	Opportunities for all	Climate Change	
Integrated Transport (including CNSM)	1	School and Local Safety Schemes - Identification and Development	LIP allocation	✓	38	40	40	118		✓	✓			6 7
	2	School and Local Safety Schemes - Implementation	LIP allocation	✓	432	475	500	1,407		✓	✓			6 7
	3	Sidcup Town Area Renewal (Phase 3)	LIP allocation	✓	384	400	400	1,184	✓	✓	✓	✓		1 2 7 8 9
			Section 106		281	0	0	281						
	4	Slade Green Bus Right Turn	LIP allocation	✓	48	0	0	48	✓	✓		✓	✓	1 2 3 6 8 10
			Section 106		132	0	0	132						
	5	Bexleyheath Town Centre Traffic Management and Safety Measures	LIP allocation	✓	50	250	250	550	✓	✓	✓	✓		1 2 3 5 7 8 9
	6	Bus Stop Accessibility	TfL Funding	✓	180	180	50	360	✓	✓	✓	✓	✓	
	7	Child Pedestrian Training	LIP allocation	✓	20	20	20	60		✓	✓			6 7 9 10
	8	Borough Cycling Programme*	TfL Funding	✓	237	272	382	891		✓	✓	✓	✓	
	9	Cyclist Training	LIP allocation	✓	77	80	80	237		✓	✓		✓	6 7 9 10
	10	Road Safety Campaigns and Exhibitions	LIP allocation	✓	20	20	20	60		✓	✓			6 7 9 10
			Council Revenue	✓	20	20	20	60						
	11	School Crossing Patrols	LIP allocation	✓	34	34	35	103		✓	✓			6 7 9 10
			Local Transport Fund		100	100	100	300						
	12	School Travel Plans	Council Revenue	✓	24	24	24	72	✓	✓	✓	✓	✓	
	13	Controlled Parking Zones including Abbey Wood Station	LIP allocation		48	30	20	98	✓	✓	✓	✓		1 2 4 6 7 8 10
	14	Travel Awareness Campaign for Bexley	LIP allocation	✓	20	20	20	60	✓	✓		✓	✓	1 2 4 5 6 8 10
	15	Station Accessibility	LIP allocation		10	10	10	30	✓	✓	✓	✓	✓	1 2 3 5 6 7 8 9
	16	Local Area Accessibility	LIP allocation	✓	61	105	210	376		✓	✓	✓		5 6 7 8 9
	17	Traffic Schemes	Council Revenue	✓	87	87*	87*	261*		✓	✓	✓		3 5 6 7 8 9
			Council Capital		50	50*	50*	150*						
	18	LIP Funded Scheme Enhancements	LIP allocation		0	7	20	27		✓	✓			5 7
	19	Yarnton Way Streetscape, Thamesmead	LIP allocation		0	35	70	105	✓	✓	✓	✓	✓	1 2 3 4 5 6 7 8
	20	Secondary Town Centre Improvements	LIP allocation		288	100	0	388	✓	✓	✓	✓		1 2
	21	Transport and Regeneration Strategy	LIP allocation		129	0	0	129	✓	✓	✓	✓	✓	1 2
Integrated Transport total					2,770	2,222	2,271	7,076						

Programme of Investment 2014/15 to 2016/17

Programme area		Delivery actions	Funding source	Ongoing scheme?	Funding (£'000s)				MTS2 goals					LIP Objectives
					2014/15	2015/16	2016/17	Total	Economic development & population growth	Quality of life	Safety and security	Opportunities for all	Climate Change	
Maintenance	22	A207 Albion Road: Gravel Hill to Townley Road	LIP allocation		100	0	0	100	✓		✓			1 5 7
	23	A2016 Bronze Age Way: Church Manorway to Bexley Road (Eastbound)	LIP allocation		250	0	0	250	✓		✓			1 5 7
	24	A2016 Eastern Way: Harrow Manorway to Norman Road	LIP allocation		100	0	0	100	✓		✓			1 5 7
	25	A206 Fraser Road: Erith Road to Pembroke Road	LIP allocation		200	0	0	200	✓		✓			1 5 7
	26	A2016 Queen's Road: Bexley Roundabout to James Watt Way	LIP allocation		50	0	0	50	✓		✓			1 5 7
	27	A2041 Eastern Way: Roundabout	LIP allocation		0	0	0	0	✓		✓			1 5 7
	28	A222 Hurst Road, Sidcup: Shirley Avenue to Camden Road	LIP allocation		150	0	0	150	✓		✓			1 5 7
	29	A223 Edgington Way, Foots Cray: Crittalls Corner to Maidstone Road	LIP allocation		0	0	0	0	✓		✓			1 5 7
	30	A221 Penhill Road: Hurst Road to Bladindon Drive	LIP allocation		100	0	0	100	✓		✓			1 5 7
	31	A2041 Harrow Manorway: Knee Hill roundabout to Overton Road	LIP allocation		0	0	0	0	✓		✓			1 5 7
	32	A223 North Cray Road: High Beeches to Barton Road (Southbound)	LIP allocation		175	0	0	175	✓		✓			1 5 7
	33	Non-principal Road maintenance	Council Revenue	✓	1,500	1,500	1,500	4,500	✓		✓			1 5 7
	34	Maintenance Schemes (to be identified)	LIP allocation		0	1,446	1,446	2,892	✓		✓			1 5 7
	35	Bridge Strengthening: Bridge Road, Bexleyheath*	TfL Funding		0	1,800	0	1,800	✓		✓			1 5 7
	36	Bridge Strengthening: Church Road, Bexleyheath*.	TfL Funding		0	0	1,600	1,600	✓		✓			1 5 7
	37	Bridge inspections and maintenance	Council Revenue	✓	146	146	146	438	✓		✓			1 5 7
Maintenance total					2,771	4,892	4,692	12,355						
Major Scheme	38	Bexleyheath Town Centre Revitalisation (BTCR) Phase 2*	TfL Funding	✓	500	1,500	1,250	3,250	✓	✓	✓	✓		1 2 3 5 7 8 9
	39	Mayor's Cycling Vision*	TfL Funding		tbd	tbd	tbd	tbd	✓	✓	✓	✓	✓	1 2 3 5 7 8 9
	40	Abbey Wood Station Public Realm Improvements	TfL Funding	✓	6	tbd*	tbd*	4,500†	✓	✓	✓	✓		1 4 5 8
			Council Capital		20∞	150∞	1,500∞							
			Other third party		tbd	tbd	tbd							
	41	Queen's Road Junction Improvement*	GLA Funding		5,316		0	5,316	✓	✓	✓	✓	✓	2 5 8
			Council Capital		829		0	829						
			Section 106		171		0	171						

* subject to bids for funding

∞ maximum contribution

† estimated implementation cost (2016/17) excluding design fees

Chapter One

The Land Use and Socio-Economic Context

Land Use and Development Patterns

1.1 Bexley is an outer London borough situated at the heart of the Thames Gateway (London) sub-region in south-east London and covers an area of about 64 square kilometres or 6,400 hectares. Its location is shown in Figure 1.1. Bexley's location on the A2 and A20 corridors makes it a gateway to London from the Channel Ports of Dover and Ramsgate and the Channel Tunnel, via the M2/A2 and M20/A20. There is also good access to Stansted, Gatwick, Heathrow and London City Airports, and Ebbsfleet International station is just a few miles away. The nearest Thames crossings are the Woolwich Ferry, Blackwall Tunnel and Dartford Crossing.



1.2 Land use in the borough is predominantly residential with many areas of open space and several large areas of industrial activity. There is less office development compared to most of London. The borough has a five-mile frontage onto the River Thames in the north, which includes the Belvedere Employment Area, one of the largest concentrations of industrial activity in London. Bexley is one of the greenest boroughs in London, with over 100 parks and open spaces covering 638 hectares



1.3 Bexley has four major district centres - Crayford, Erith, Sidcup and Welling – and one strategic town centre, Bexleyheath. Bexleyheath has experienced a major expansion in recent years, resisting the challenge of Bluewater, and is considered one of the major town centres in London. Over the last ten years or so, the Council has been undertaking initiatives to improve the accessibility and environment of its town centres. It is seeking to ensure that the full growth potential of the town centres is realised and that development is achieved sustainably.



1.4 In addition to the Belvedere Employment Area, there are eight Primary Employment Areas. These are the Council's preferred locations for light industry, manufacturing, warehousing and distribution, which offer a wide range of unit sizes to meet the needs of small, medium and large firms.

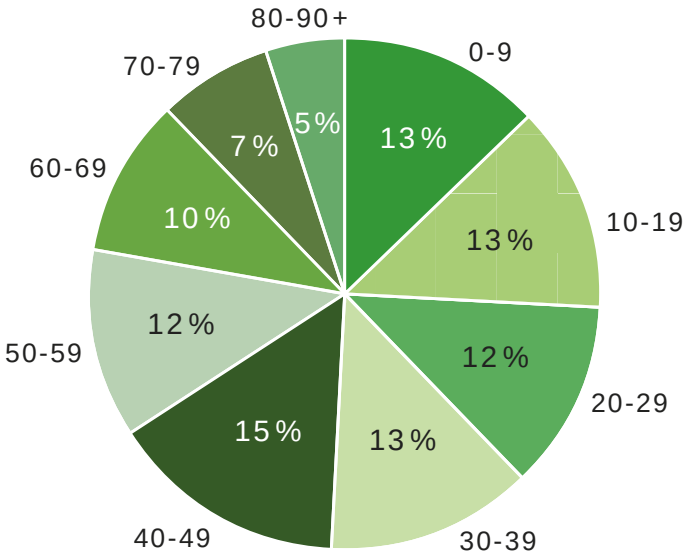
Figure 1.1: Location of Bexley within Greater London



Population and Socio-Economic Features

1.5 After remaining static for many years, the borough's population is showing a slightly rising trend. In 2011, Bexley had a population of 232,000[2]. A breakdown by age group is shown in Figure 1.2. The Council's current projections show a population increase in Bexley to around 245,823 by 2026.

Figure 1.2: Age profile of Bexley's population (ONS 2011)



2 Office of National Statistics (2013), Census 2011

1.6 The Census shows that, in 2011, the London Borough of Bexley had a minority ethnic population of 22.7% (excluding White British), which was slightly higher than the national average (19.5%) but significantly lower than the average for London (55.1%). These figures vary significantly across the borough from 59.8% in Thamesmead East ward to 11.1% in Blackfen and Lamorbey ward. There are 13 main ethnic groups, of which the largest populated group is Asian/Asian British. Over 42 different languages are spoken in the borough.



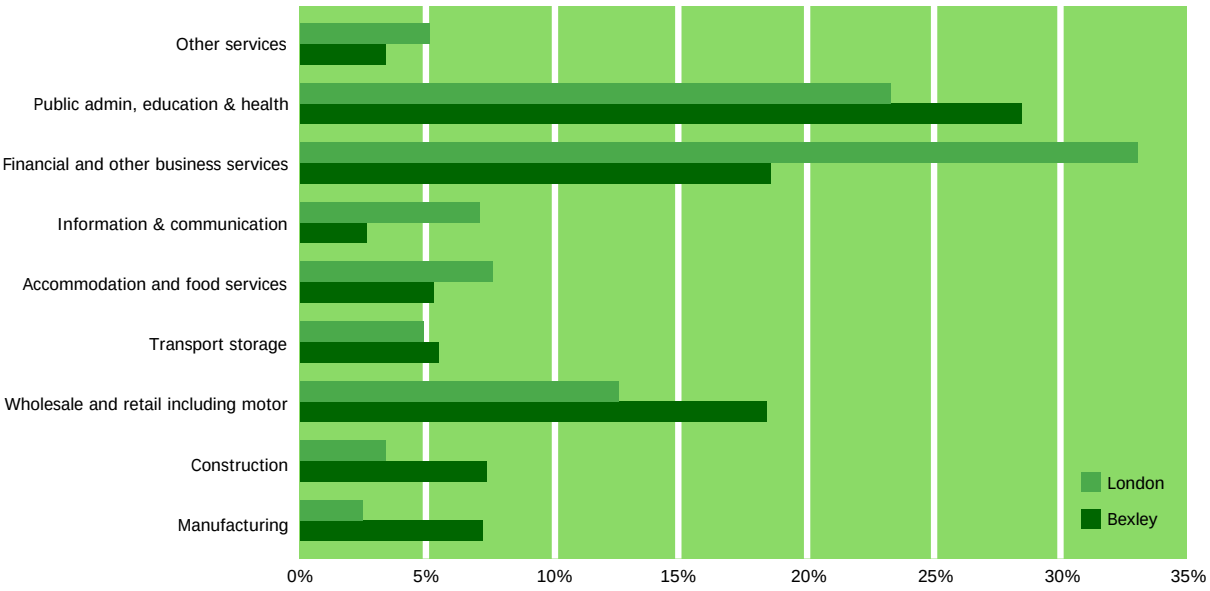


1.7 The 2011 Census shows there were 91,452 households in the borough, an increase of 3.5% from 2001[3]. The number of dwellings increased by 4% to 95,114 during the same period. Nearly 98% of these dwellings are occupied; 72.5% are either owned outright or with a mortgage or loan, a decrease of 4% from 2001. This has been accompanied by an 83.6% increase in private rented households, from 5,750 to 10,556.

1.8 The latest figures from the ONS Official Labour Market Statistics (2012-13) show that Bexley has an economically active population of 117,300, of which 108,300 are in employment. Of those in employment, 86.2% are employees and the remainder are self-employed. The survey has also shown that the borough has fewer people in managerial and professional occupations (40.4%) than the London average (54.8%) and higher numbers of people in skilled trades (11.7% compared with 7.2% across London) or administrative occupations (18.3% compared with 10.7% across London). Journeys to work are discussed in Chapter 2.

1.9 According to the Business Register and Employment Survey (BRES), there were 63,400 jobs in Bexley in 2011, accounting for 1.48% of London's total jobs. Figures show that, of those employed in Bexley, there is a higher proportion of people working part time (35.7%) compared to the London average (26.1%).

Figure 1.3: Percentage of Bexley and London residents in employment by occupation 2012 (ONS Official Labour Market Statistics 2012)



3 London Borough of Bexley (2013), Bexley Intelligence Briefing: 2011 Census Second Release

1.10 Unemployment for the borough as a whole is lower than the London average (8.1% compared to the London average of 8.7%[4]). There are small pockets within the borough where the numbers are significantly higher.

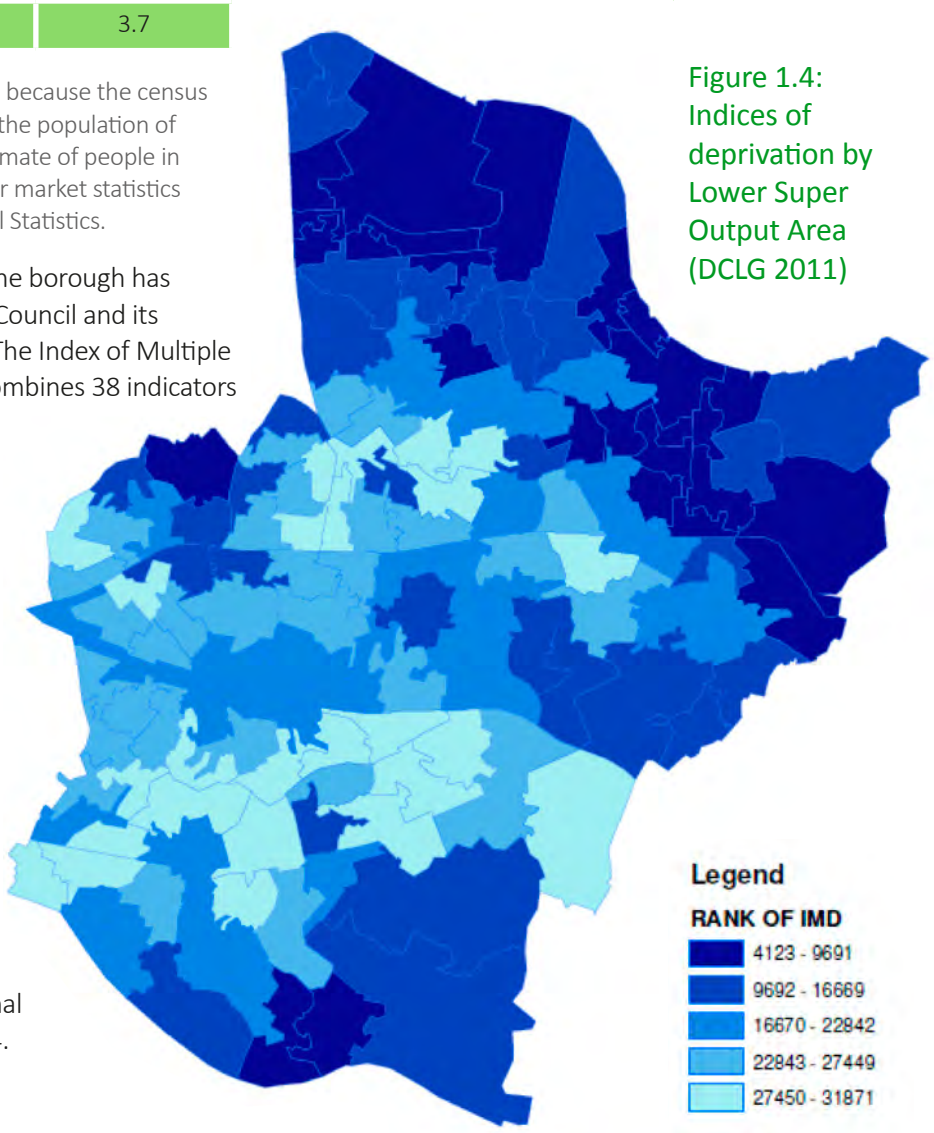
Table 1.1: Unemployment by ward (Census 2011)

Ward	Unemployment rate (%)	Ward	Unemployment rate (%)
Thamesmead East	8.3	Danson Park	3.6
North End	7.9	Northumberland Heath	3.6
Erith	6.1	St Michael's	3.5
Colyers	5.7	Christchurch	3.4
Belvedere	5.4	Longlands	3.4
Lesnes Abbey	5.1	Blackfen and Lamorbey	2.9
Crayford	4.6	Blendon and Penhill	2.8
Cray Meadows	4.3	Sidcup	2.8
East Wickham	4.3	Brampton	2.7
Falconwood and Welling	3.9	St Mary's	2.7
Barnehurst	3.7		

Due to definitional differences, and because the census questionnaire is self-completed by the population of England and Wales, the census estimate of people in employment differs from the labour market statistics published by the Office for National Statistics.

1.11 The overall picture shows that the borough has pockets of deprivation that the Council and its partners are working to tackle. The Index of Multiple Deprivation 2010 (IMD 2010) combines 38 indicators covering different aspects of deprivation, into a single score for each small area in England known as Lower Super Output Areas (LSOA). This allows each area to be ranked relative to one another according to their level of deprivation. The different indicators cover Income, Employment, Health and Disability, Education, Skills and Training, Barriers to Housing and Services, Living Environment and Crime. These are weighted and combined to create the overall IMD 2010 for areas in Bexley and these national rankings are shown in Figure 1.4.

Figure 1.4: Indices of deprivation by Lower Super Output Area (DCLG 2011)



4 Official Labour Market Statistics (2014), Employment and Unemployment (Oct 2012 – Sep 2013)

Development Opportunities

1.12 There are major short-term development opportunities in Bexley. Belvedere and Erith are important industrial locations, which seek to attract new uses and activities, which will generate significant employment opportunities. The Belvedere Employment Area, Slade Green and Crayford are endowed with sizeable employment locations.

1.13 In 2011, there were approximately 63,400 jobs in Bexley[5]. Overall employment decreased by 3% between 2008 and 2011, although Belvedere saw an increase of 35% (2,000 jobs) during the same period[6]. Retail, education and health each employ 12% of the workforce, followed by business administration at 11% and manufacturing at 7%. Although traditional manufacturing industry has declined in line with national trends, Belvedere is the third largest manufacturing area in London and is becoming increasingly important for the logistics/distribution sector.

1.14 The Mayor's London Plan (July 2011) has identified 33 Opportunity Areas, defined as "the capital's major reservoir of brownfield land with significant capacity to accommodate new housing, commercial and other development linked to existing or potential improvements to public transport accessibility". The borough has two such Opportunity Areas, Bexley Riverside (relating to parts of Erith, Crayford, Slade Green and Belvedere) and Thamesmead and Abbey Wood, which lies partly within Bexley.

1.15 The Council's Core Strategy has identified these Opportunity Areas, as well as parts of Bexleyheath, Welling, Sidcup and Old Bexley, as sustainable growth areas in the borough. The Council has also adopted a number of Planning Briefs to aid redevelopment including the Erith Western Gateway area. This 5.5 hectare site represents a unique opportunity to deliver significant regenerative benefits through the development of a new highly sustainable riverside community; providing a mix of housing, employment and retail/leisure uses.

Sub-Regional Development and the Impact of Regeneration

1.16 Bexley's location at the heart of the Thames Gateway (London) sub-region offers it a unique opportunity to promote regeneration in the north of the borough. The previous Government's Sustainable Communities Plan identified the Thames Gateway as a major growth area with potential for accommodating over 120,000 new homes and over 200,000 jobs by 2031. The Mayor's London Plan supports the development of the Thames Gateway as one of the two growth areas designated by National Government and which fall partly within London. The Mayor has also recognised that, in the Thames Gateway, there is 'particular scope for strategically coordinated consolidation and/or reconfiguration of parts of some Strategic Industrial Locations'.



1.17 New housing and employment growth will have implications for local services and infrastructure and will also impact on existing residents and businesses. The challenge for the Council and its partners is to use the opportunities presented by investment in Thames Gateway to improve the area's attractiveness for businesses and enhance the quality of life of new and existing residents of the borough.

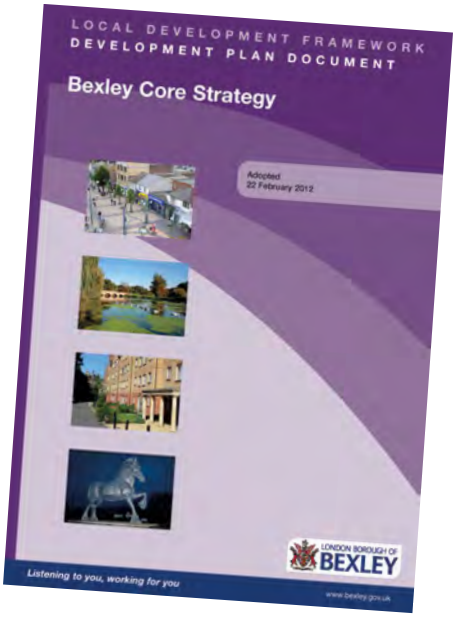
5 BRES (2011), Business Register and Employment Survey

6 Annual Business Inquiry (ABI) and BRES 2003-11

1.18 Through the London Plan, the Mayor has adopted a sub-regional structure (with five sub-regions) and Bexley and nine other boroughs are placed in the East Sub-region. In developing a Sub-Regional Transport Plan for East and South East London, in February 2010, TfL published an interim report on 'challenges and opportunities'. According to this report, East London has one of the greatest challenges of all the London sub-regions – to accommodate significant levels of new housing and jobs while enhancing existing neighbourhoods and creating new mixed communities. The report has demonstrated that the challenge for East London Sub-region is to drive forward sustainable regeneration that can benefit local residents as well as playing a vital role in supporting London's growing population and labour market for the next 20 years. Bexley shares this vision.

1.19 Following publication of TfL's first sub-regional transport plan (SRTP) for this sub-region in December 2010, TfL produced a draft addendum to the SRTP in March 2012 for comment by the member boroughs, which included the latest thinking on new river crossings in east London. TfL published their most recent East and South East Sub-regional Transport Plan (SRTP) update report in June 2013. It set out issues that had arisen over the preceding 12 months, what was committed, and what future opportunities existed to address the remaining challenges.

Local Plan: Bexley Core Strategy



1.20 The Council's Core Strategy was adopted in February 2012. This document sets out a spatial planning framework for the long term development of the borough, ensuring that investment decisions are not made in isolation, but are properly coordinated, with a focus on promoting the principles of sustainable development. Spatial planning goes beyond traditional land use focused planning. It includes policies and proposals for meeting the community's economic, environmental and social needs in the area, and integrates policies for the development and use of land with other policies and programmes that influence how places look, feel and function.

1.21 In view of the need for an integrated approach to land use and transport planning, the Core Strategy has informed the preparation of this Plan.

Local Economic Assessment

1.22 The Council has formulated a Local Economic Assessment (LEA) of the borough. The aim of this LEA is to ensure that Bexley's economic development and related strategies are informed by a robust evidence base. This includes identification of the local constraints on economic growth and employment and the risks to delivering sustainable economic growth. The study highlights the immensity, complexity and urgency of the challenges facing the borough and its businesses and public sector partners.

1.23 Transport was an integral element of the study and the research identified the important need for close linkage between good transport provision and economic development and employment. The findings of the LEA informed the preparation of the LIP for 2011/12 to 2013/14.

Chapter Two

The Local Transport Context

Introduction

2.1 The previous chapter has set out the land use and socio-economic context of the borough. This Chapter explains the current travel behaviour of residents and visitors and the transport network.

Table 2.1: Key travel statistics (London Travel Demand Survey 2010/11 to 2012/13)

Transport Statistic	Bexley Area
Total of daily trips	446,058
Trips made by car (driver and passenger)	260,919
Trips made by public transport	61,549
Average trip rate per person	2.42 trips/day
Trip rate related to work per person	0.48 trips/day
Trip rate related to shopping and leisure per person	1.44 trips/day

Car Ownership

2.2 Bexley has the fifth highest level of car ownership in London, with an average of 1.172 cars or vans per household; compared to the lowest, Hackney, with only 0.41 cars or vans per household[7]. According to the 2011 Census, 30.9% of the borough's households possess two or more cars. The proportion of the borough's households that do not have access to a car has remained at 23.7% (compared to the London average of 41.6%) between the 2001 and 2011 Censuses. Car ownership does, however, vary across the borough; in particular, wards in the north have a higher than average percentage of households without a car.







7 ONS (2013), Census 2011 Car or van availability, local authorities in England and Wales

Trips and Mode Share

2.3 Cars and motor cycles form the main modes of transport for Bexley residents (59% of all journeys), significantly more than the London average of 36%[8]. The car is the main mode of transport for getting to work. This is partly a reflection of the high car ownership in the borough and partly because public transport accessibility falls away quickly from urban centres. The 2011 Census showed that 47% of Bexley residents drive to work in a car or van, with another 3% as a passenger. This compares to a London average of only 28% and 2% respectively.

2.4 Table 2.2 shows the distribution of all trips by mode in the borough compared with London as a whole. As the borough is outside the London Underground network, public transport use is relatively low.

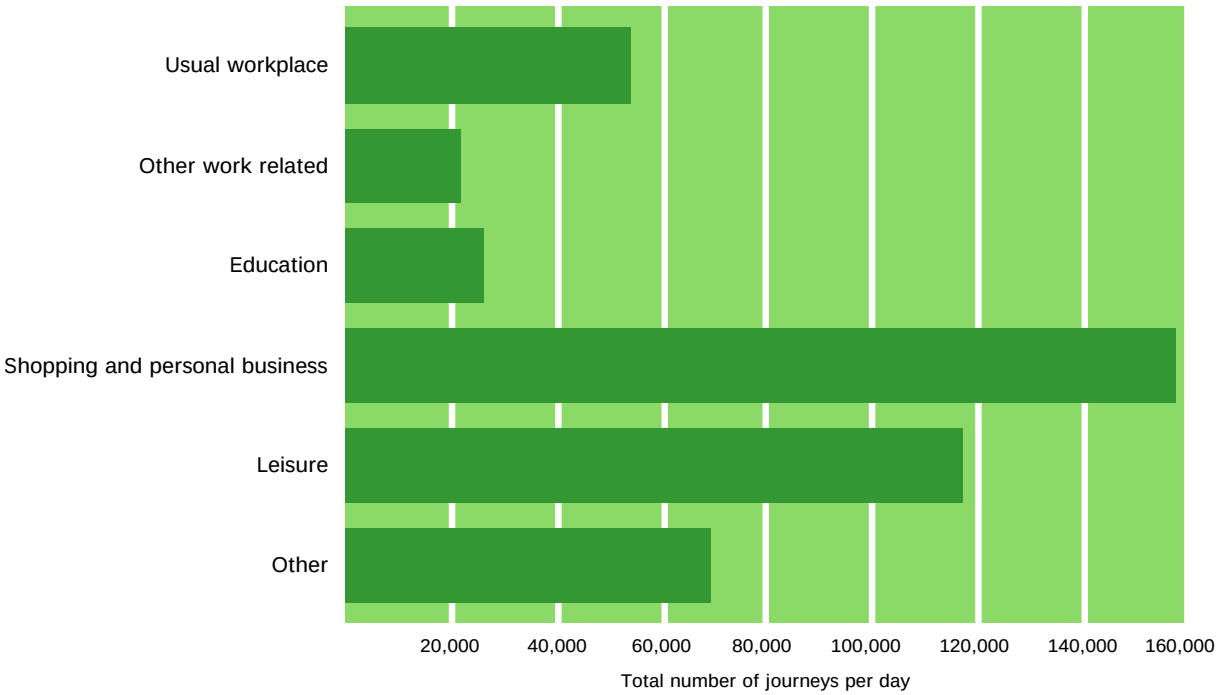
Table 2.2: Percentage of trips by main mode, average day (seven-day week) 2010/11 to 2012/13

	Rail	Bus/Tram	Underground & DLR	Taxi/ other	Car & motorcycle	Bicycle	Walk
Bexley	4%	10%	0%	1%	59%	1%	26%
Greater London	5%	15%	8%	1%	36%	2%	32%

Source: London Travel Demand Survey (January 2014)

2.5 Taking travel as a whole, shopping/personal business and leisure trips are the principal journey purposes for Bexley residents, representing approximately 275,000 trips per day (61%). With 54,000 trips, work commuting represents 12% of all trips.

Figure 2.1: Journey purpose of Bexley residents 2010/11 to 2012/13



Source: London Travel Demand Survey (January 2014)

2.6 As regards access to jobs, 40% of Bexley residents work locally (2008 figure). The great majority of the remainder travel into inner London and a minority commute into Kent. Figure 2.2 illustrates the borough's sub-regional connectivity and Figure 2.3 shows the borough's transport geography and the major trip attractors.

8 Transport for London (2014), Borough Local Implementation Plan (LIP) performance indicators

Figure 2.2: Sub-regional transport connectivity

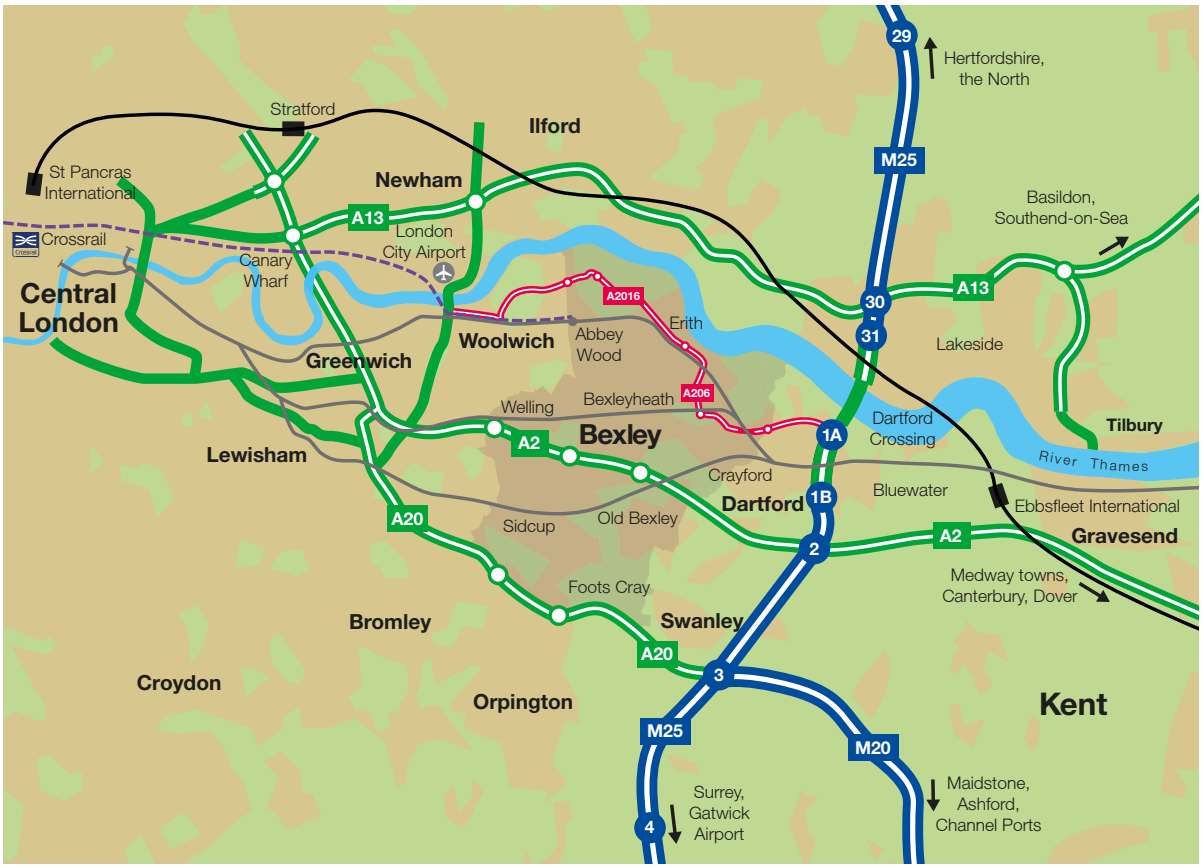
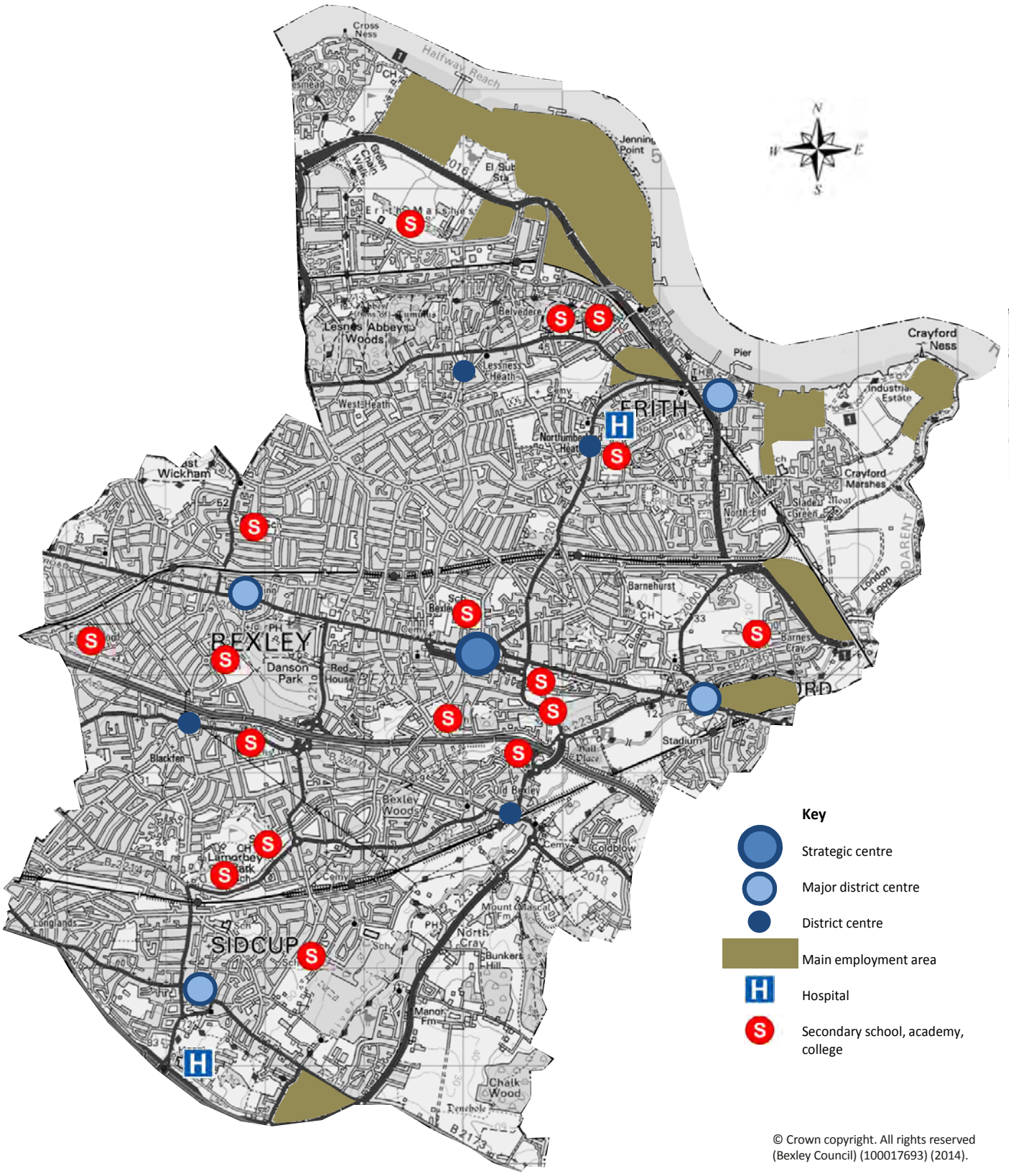






Figure 2.3: Bexley's transport geography/trip attractors



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Road Network

2.7 There is a total of 519 km of public highway in the borough, including dual carriageways, busy high streets with wide pavements, tree-lined avenues, quiet cul-de-sacs and industrial estate roads, as well as footways and cycle ways. These roads are classified into a hierarchy based on their function; main roads look to enable the flow of traffic, some may be used predominantly for shopping whilst others provide access to local places. This hierarchy of roads was adopted in the Unitary Development Plan (UDP) and updated to show the revised classifications proposed in Regional Guidance. The major routes linking Bexley with the national road network are shown in Figure 2.4.

2.8 The Council is responsible for traffic and transportation matters relating to all roads in the borough with the exception of the Transport for London Road Network (TLRN) roads, which are the A2 and A20, for which TfL is the Local Traffic Authority. The agreement of TfL is needed for certain proposals that affect the operation of the Strategic Road Network (SRN), which are main roads where the Mayor has additional powers to work with the borough to minimise disruption caused by road works.

2.9 Some main traffic routes pass through town centres, residential and conservation areas, resulting in congestion and/or environmental damage. Particular problems exist in Bexley Village and in Crayford Town Centre, where distributor roads, which are part of the Strategic Road Network (SRN), pass through the main shopping and conservation areas.

2.10 The A2 is at or near capacity for extended peak hours, which leads to drivers using local roads as alternative routes. The A2 carries as much as 100,000 vehicles per day[9], of which 4,500 per hour are in the evening peak period. The opening of the Dartford Northern Bypass (Bob Dunn Way) has led to traffic levels on the A206 Thames Road increasing by more than 50% and there are extensive queues in the peak periods. Proposed developments in the north of the borough and the Kent Thameside area could potentially result in further delays and congestion. This situation has been improved after the completion of the Thames Road Improvement project, although there is still a pinch point at the Cray Mill railway bridge that carries the North Kent Line.

2.11 To maximise the benefit of the improvements to Thames Road, it is important to improve Queen's Road junction (A220/A2016/A206). The junction is at capacity with significant congestion and queuing in peak hours. Increasing bus journey times into and out of Erith town centre is also a growing concern. A scheme to increase capacity has been prepared that includes the construction of an additional bridge over the railway at Bexley Road. Detailed design and liaison with stakeholders (including TfL, EDF and Network Rail) to obtain the remaining consents are ongoing. The Council has submitted a funding bid to the GLA and approval in principle has been granted.



2.12 Many roads in the borough are of limited width and north-south routes, in particular, offer limited scope for increasing capacity. Some housing is close to the carriageway, with limited space for off-street parking. Consequently, in some roads, the Council has allowed parking on footways. The narrow roads and lack of any alternative space make it difficult to introduce widespread bus priority measures.

9 DfT (2014), Traffic Counts

2.13 Bexley has the second largest Principal Road Network in London. In recent years, the Council has commissioned the London Borough of Hammersmith and Fulham, as part of the TfL LoTAG[10] Roads 2000 project, to carry out condition surveys on this network. Those principal roads in the worst condition are prioritised for renewal works; these works are coordinated with other street works to minimise overall disruption. Only 4% of the principal road network is in need of structural maintenance, an improvement on previous years. Bexley sits in the top quartile of London boroughs for the percentage of its principal road network in need of repair and aims to maintain this outstanding performance. The Council also provides funding for the maintenance of the non-principal road network and for 'non-structural' repairs on principal roads.



Traffic in Bexley

2.14 Figure 2.5 illustrates the main traffic flows on the borough's roads. According to the Department of Transport's National Road Traffic Survey, vehicle flows on major roads in Bexley increased by over 18% between 1993 and 2004, declined by 4.8% between 2004 and 2008, rose again in 2009 but then dropped by 6.4% from 2009 to 2012.

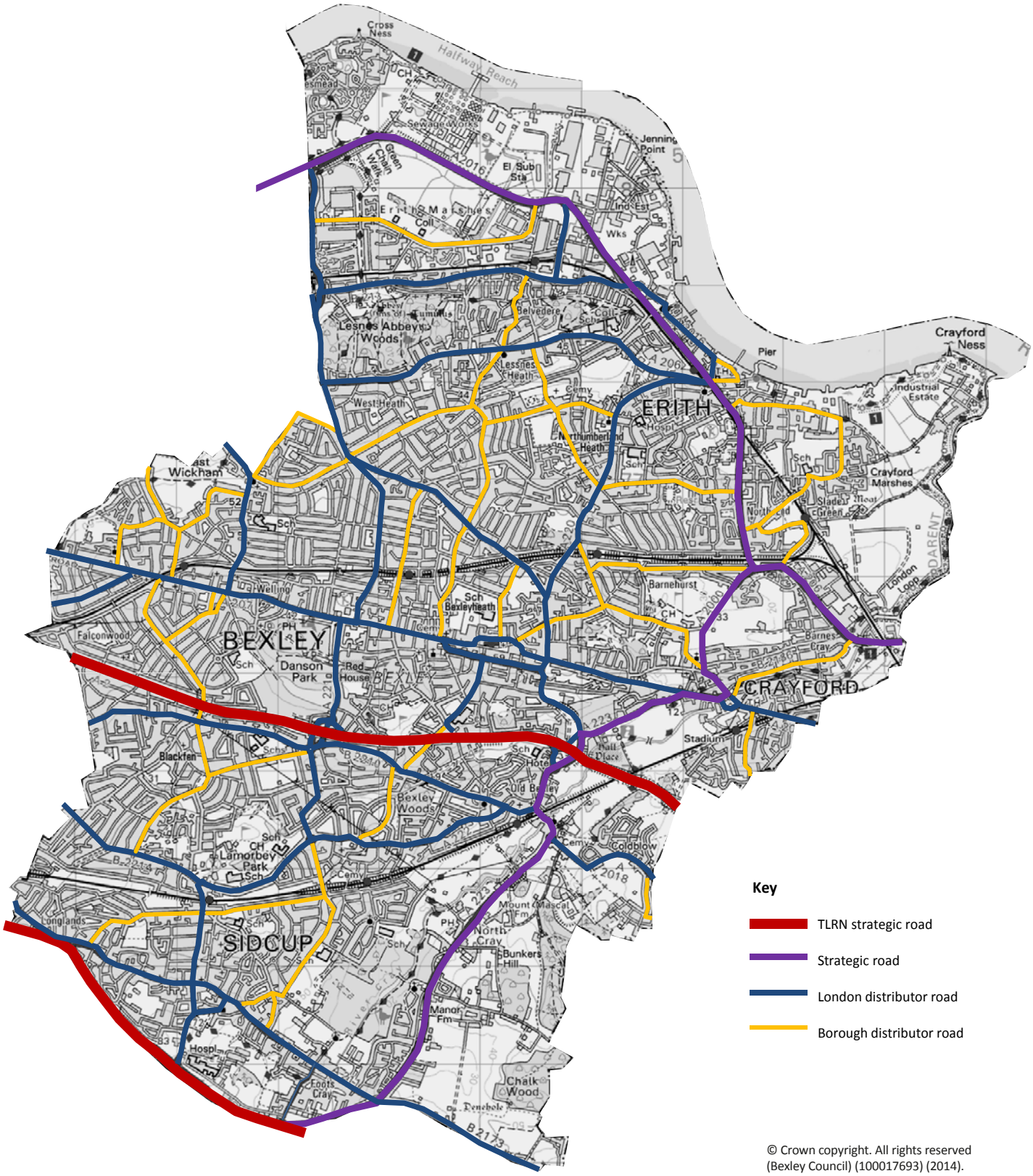
2.15 As the Local Traffic Authority, the Council commissions an annual journey time survey along ten routes that cover most of the major road network. This provides a useful comparison with previous years and gives some idea on how well the road network is operating. Figures 2.6 to 2.8 illustrate average journey times in the AM, PM and inter peak period during 2012.

2.16 The results of the survey show that average vehicle speeds across all routes have shown only minor changes since 2011, with the % change in average vehicle speed during the AM, Inter and PM peaks being -2.6%, +0.4% and -0.8% respectively. This equates to total average speeds of 14.5 mph in the AM peak, 17.4 mph in the inter peak and 15.8 mph in the PM peak. Overall, there were 13 routes where average speeds increased and 17 routes where average speeds decreased.



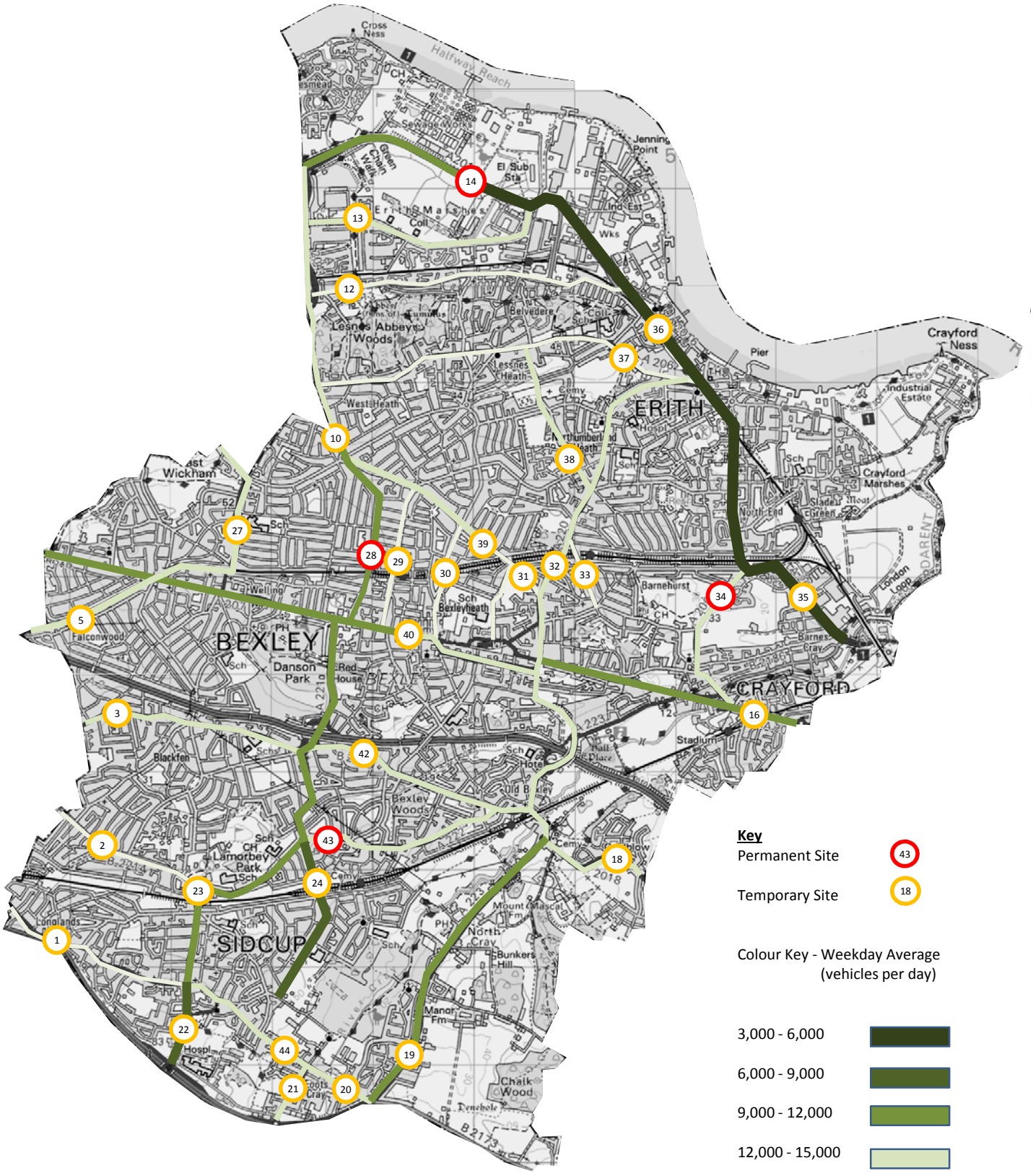
10 (LoTAG) London Technical Advisers Group - maintains a technical network for local government professionals and co-opted members across London in the highway and transport fields

Figure 2.4: The distributor road network



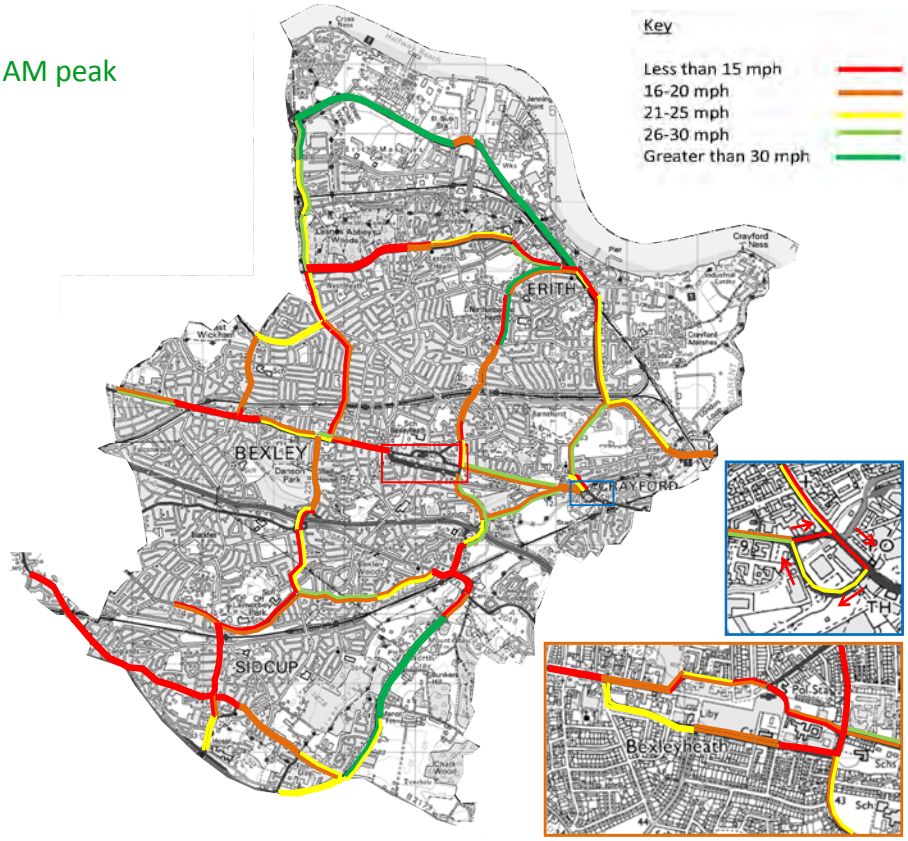
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Figure 2.5 Traffic flows on major routes 2013



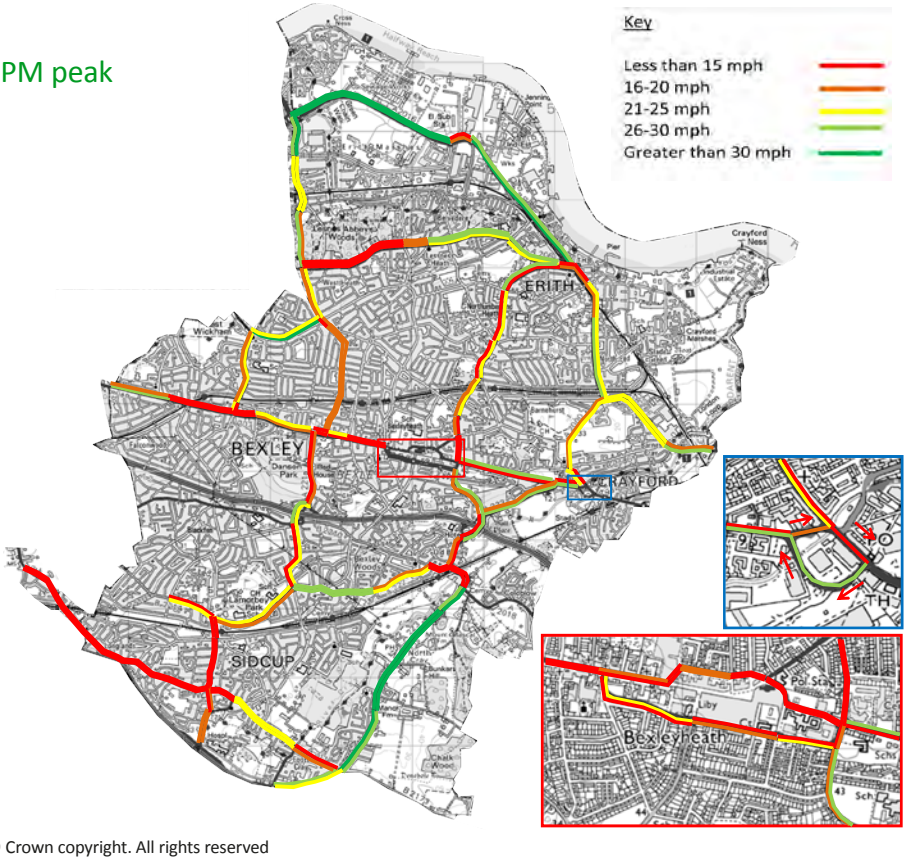
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Figure 2.6:
Average vehicle speed AM peak



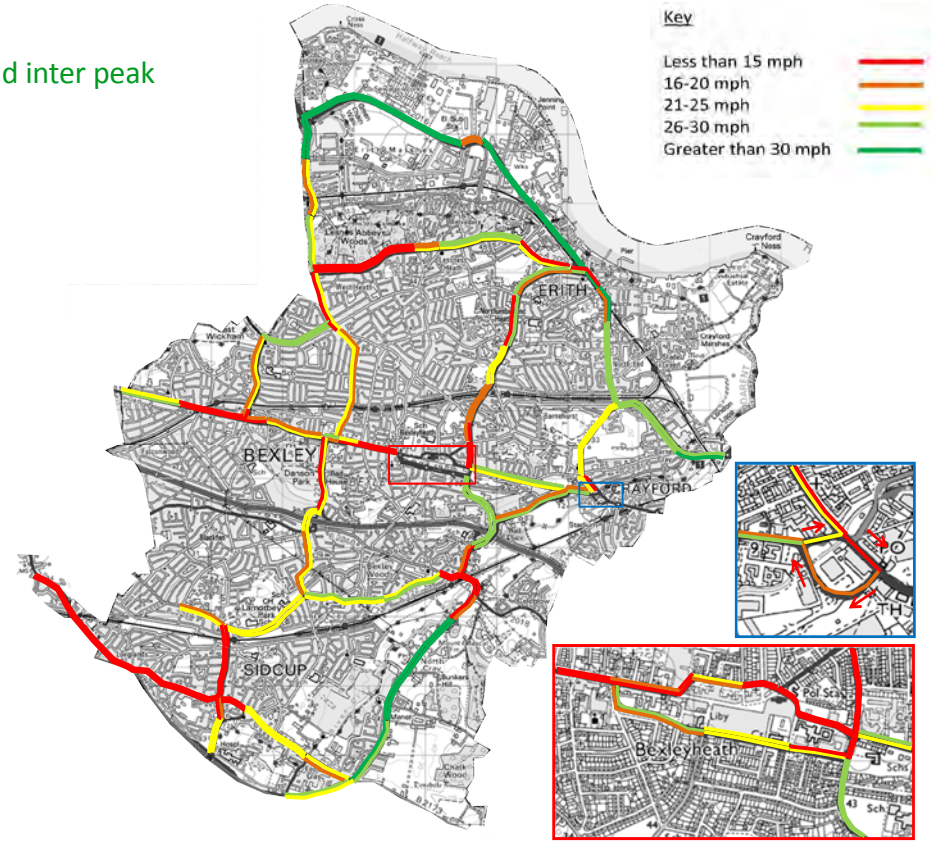
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Figure 2.7:
Average vehicle speed PM peak



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Figure 2.8:
Average vehicle speed inter peak



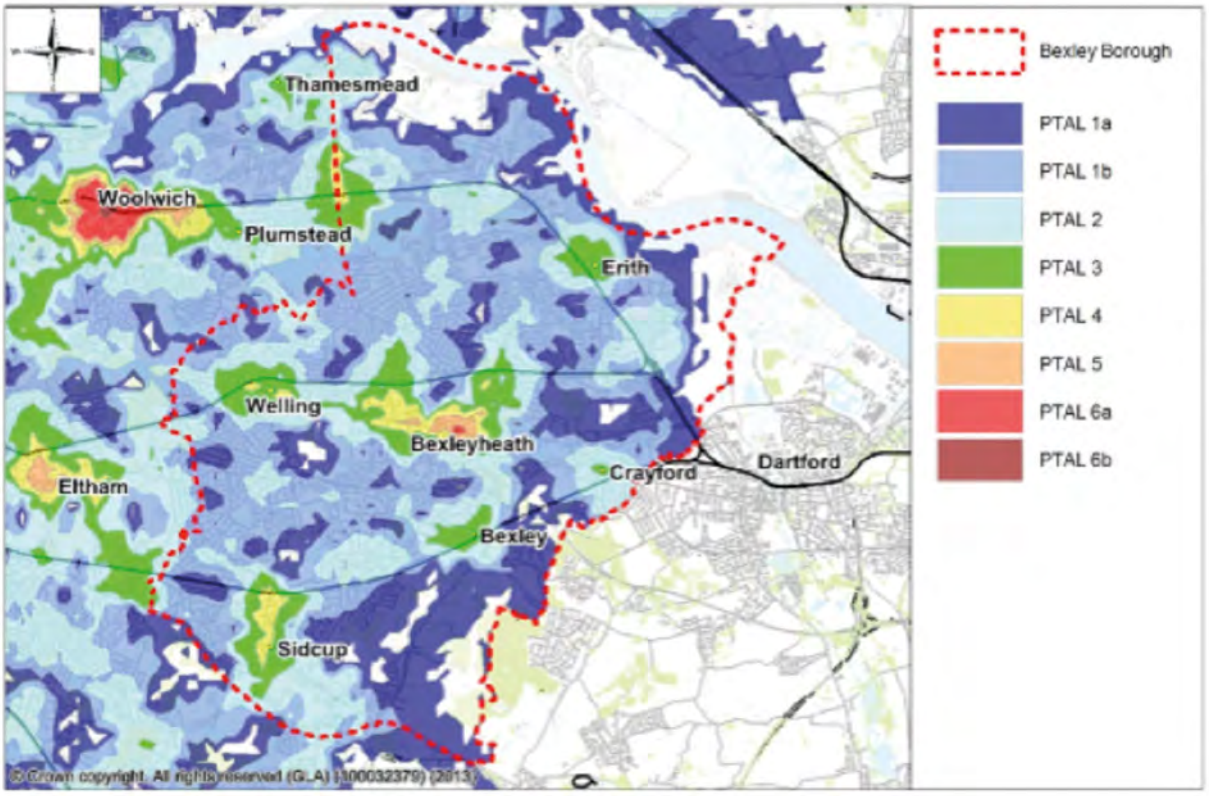
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Public Transport

2.17 Inadequacies in the borough's public transport services have been a matter of considerable concern for many years. One obvious limitation of Bexley's public transport network is that the London Underground network does not serve the borough. Provision of high-quality public transport facilities in the borough is therefore considered a high priority by the Council.

2.18 Figure 2.9 shows the relatively low public transport accessibility level (PTAL) in the borough. This is based on the TfL's computer model that ranks the scheduled service of buses and trains during the weekday peak period on an ascending scale of 0 to 6b (6b being the highest level of accessibility). The model also takes into account the time and difficulty of walking to the nearest bus stop or train station. It can be seen that parts of the borough are better served than others. The highest level of public transport accessibility in the borough at present is level 6a in Bexleyheath town centre. Most business centres in Bexley have a PTAL score of 3-4.

Figure 2.9: Public transport accessibility levels in Bexley



The Rail Network

2.19 Figure 2.10 shows the rail network in the borough, which takes the form of three east-west radial lines out of central London towards Dartford, Gravesend and the Medway Towns. Services are operated by Southeastern and travel demand is predominantly to/from central London. Whilst there are no direct north-south lines, 'loop' services provide links between the three lines and hence provide some north-south connectivity.

2.20 The development of the railways meant that many stations are not close to the main town centres and commercial areas of the borough. When considering ease of access to rail stations, the borough compares unfavourably with other London boroughs. Only 40% of the borough's population live within 800 metres of a rail station ranking Bexley 31st out of 33 boroughs. Only Havering and Hillingdon have lower figures. Despite the distance to stations, a significant proportion of residents travel by train. Data from the 2011 Census shows that 25% of residents who travel to work use the train as the primary mode of transport; the third highest of any London borough. There is, therefore, a clear need to improve connectivity to stations through bus, cycling and pedestrian links.



2.21 Southeastern has begun to introduce some 12-car trains in the morning peak to alleviate crowding and more are to be brought in over time. After campaigning by local councillors and residents, some platforms have been lengthened so that all stations in the borough can accommodate these 12-car trains.

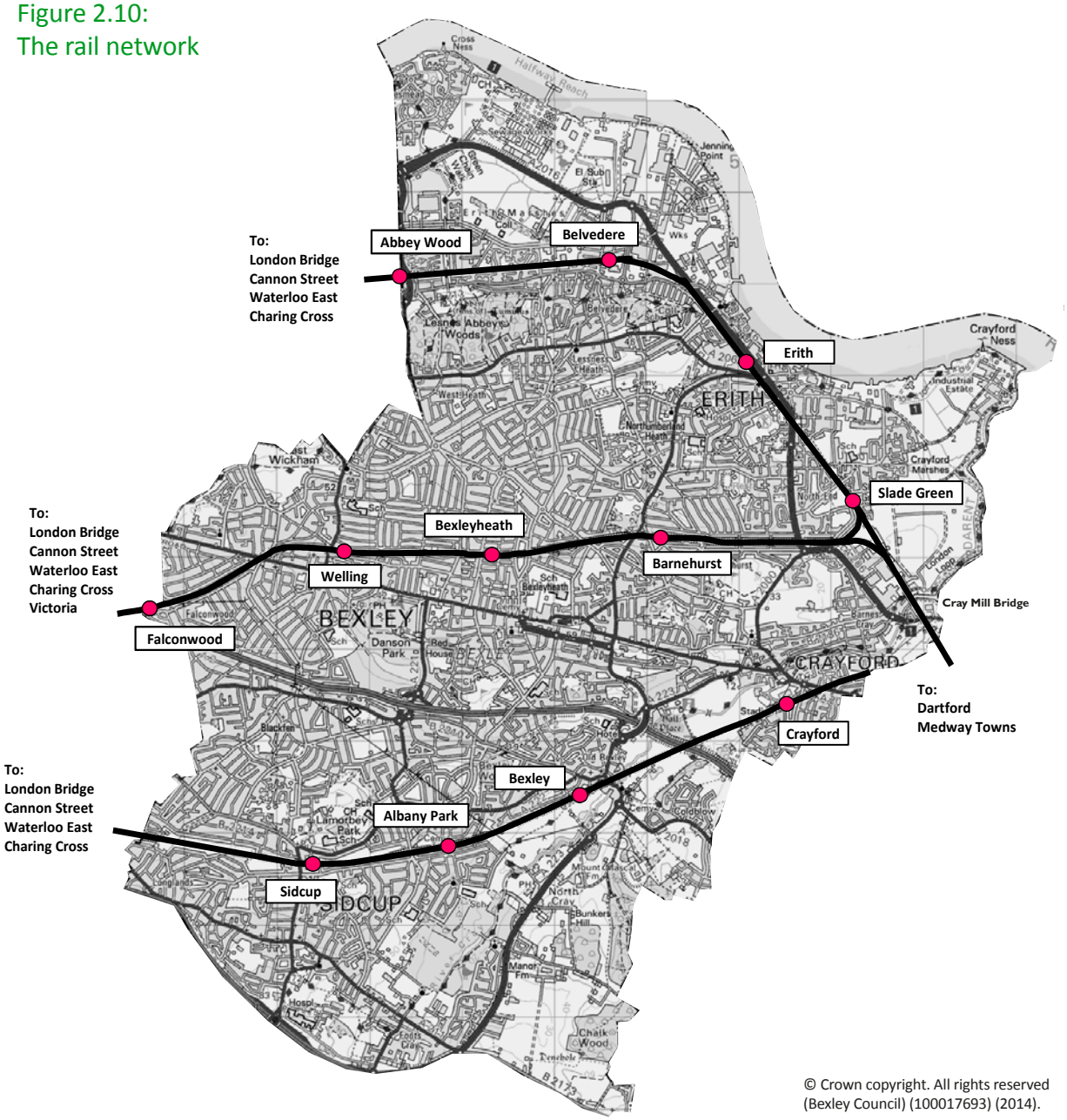
2.22 Lewisham station is an important interchange with DLR for Bexley's residents, especially for the growing workforce based at Canary Wharf. However, because of capacity constraints, around half the trains on the Sidcup line bypass Lewisham. The Council would like to see capacity issues at Lewisham resolved in order to allow more trains to call there.

2.23 The introduction of Crossrail services to/from Abbey Wood from December 2018 will provide a huge improvement in public transport accessibility, especially benefitting the north of the borough, with high frequency services and shorter journey times to Docklands, the City, the West End and Heathrow Airport. A new station will be built at Abbey Wood, the design of which will accommodate the increased number of passengers that Crossrail will bring to the area. The Council and its partners want to see significant investment in the public realm around the station, which could be in place as early as 2016/17.

2.24 Thameslink Project works at London Bridge station are planned for completion in 2018. Whilst the project will deliver much needed additional capacity through that station for both Thameslink and Southeastern train services, the Council is concerned about the considerable disruption to services through London Bridge between 2015 and 2018. The Council will work with partners to ensure this disruption is minimised and the best possible information is provided to commuters.

2.25 The Council continues to work with Southeastern and Network Rail to secure improvements to service provision and facilities at stations. A particular priority is to gain the best possible benefits out of Crossrail coming to Abbey Wood and to improve access at all stations for those with disabilities.

Figure 2.10:
The rail network



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The Bus Network

2.26 In the absence of any Underground, DLR or light rail/tram services in the borough, bus services are particularly important in Bexley, especially for the 24% of households that don't have access to a car (Census 2011). There are 36 bus routes serving Bexley, providing links within the borough and to neighbouring areas. Of these, 27 operate daily (one of these is a 24-hour service), six run on school days only and there are three Night Bus routes. Buses provide the majority of local north-south public transport links.

2.27 Figure 2.11 shows bus routes in the borough and daytime frequencies for weekday services. Some 92% of the borough's population live within 400 metres of a bus stop, similar to the average across London.

2.28 Historic bus route patterns (many being based originally on radial routes out of central London) and the shape of the local road network mean that the borough's bus network is more versatile for east-west movement, with north-south links being less well served. The opportunity needs to be taken to review this overall pattern, to improve north-south links and to place more emphasis on bus and rail integration (especially when Crossrail services begin).



2.29 The Council continues to work with TfL to secure improved bus service provision in the borough. Changes in patterns of healthcare provision, particularly the centralisation of hospital services, continue to give rise to concerns about public transport connectivity to NHS facilities. Likewise, changes in land use patterns, school travel demand, employment opportunities etc. require a flexible bus network that can respond to changing demand.

2.30 The borough's main centres (Bexleyheath, Sidcup, Welling and Thamesmead) tend to be relatively well served by buses. Bexleyheath, with a PTAL value of 6a, also acts as a hub for interchange between services around the borough. Service reliability performance in recent years has been good and improving, although some individual routes still give cause for concern.

2.31 The Belvedere industrial area in the north of Bexley is poorly served by bus. The area needs significant improvement in its bus links, especially as new employment opportunities arise. It is important that this is addressed so that people wishing to access jobs in this growth area are not hindered by the lack of public transport links.

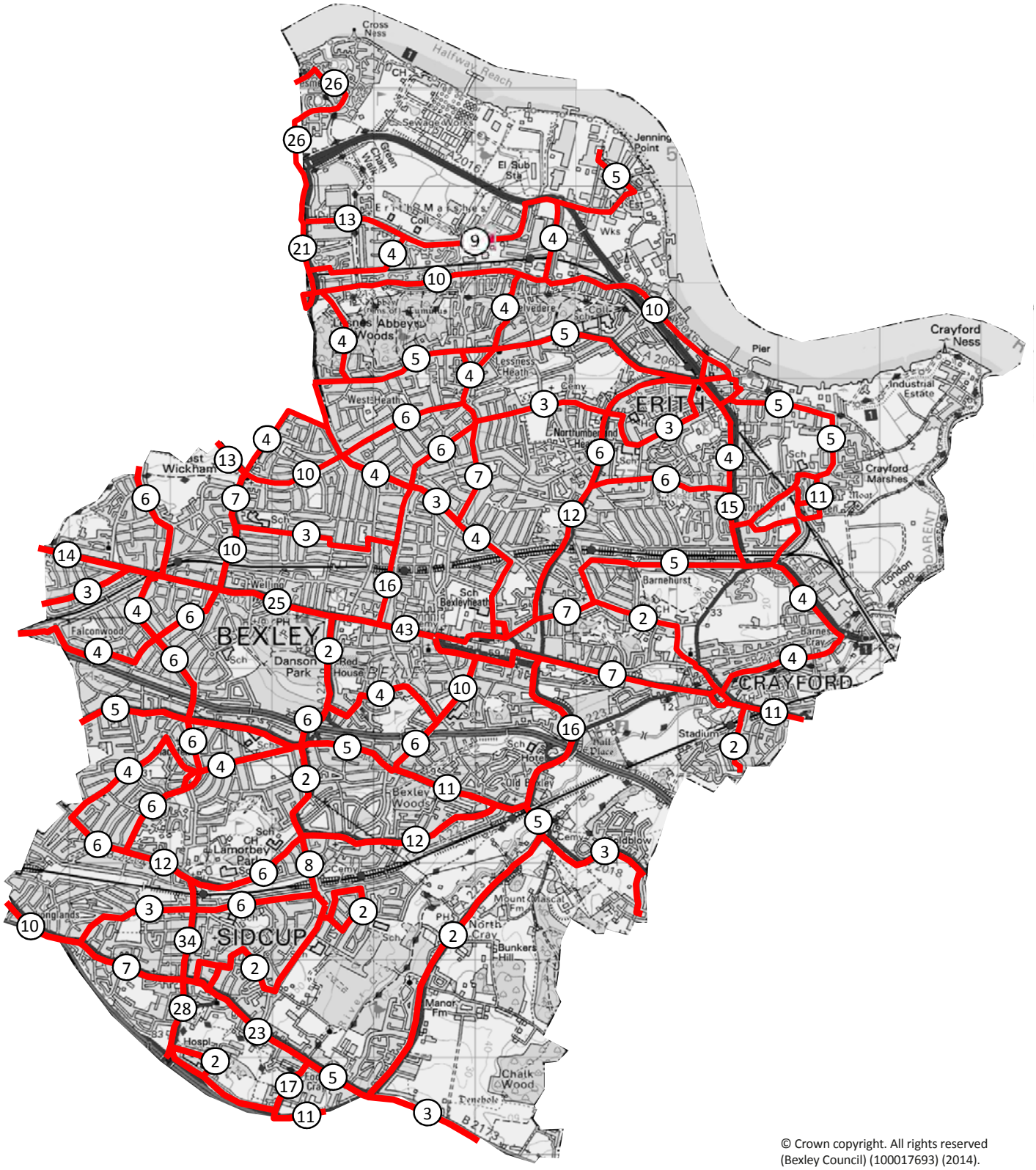
2.32 Abbey Wood station will have an even more important role as a bus/rail interchange once Crossrail services start in 2018. There is the prospect of significantly more people needing to make feeder journeys by bus – including from places not currently linked to Abbey Wood by bus. There is a need for a thorough review of the bus network in the north of the borough (including links to/from the south) and Crossrail is the prime catalyst for this. The emergence of the O2 Arena at North Greenwich emphasises the need for late-night bus services to Bexley.

2.33 Countdown signs have been installed at bus stops in the borough and opportunities to expand this will be pursued. TfL offers real-time bus information online and passengers can also text their local bus stop code and TfL will reply with real-time bus arrival information for that stop. The possibility of 'virtual screens' displaying bus arrival information at railway stations and supermarkets will further improve information available to bus users.

2.34 The main issues for bus services in Bexley are:

- Heavy reliance is placed on bus travel for non-car users.
- A number of the borough's town centres suffer from relatively poor levels of public transport accessibility
- A lack of public transport links between the north and south of the borough
- The need for good integration between rail and bus services to improve orbital connectivity; and
- A requirement for bus services to be in place to serve new developments and changing patterns of demand.

Figure 2.11: Bus routes and hourly weekday day-time frequencies



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Freight Movement



2.35 The South Thames Development Route (A206/A2016) carries the second highest flow of HGVs in the borough (the A2 has the highest). The widening of the majority of Thames Road to dual-carriageway has helped freight movement in this corridor. The proposed improvements at Queen's Road roundabout will bring about further improvements.

2.36 Problems of access for freight vehicles have been identified in Bexley for town centres and for industrial areas. The main issue for town centres is a lack of off-street and on-street loading bays/areas. Complaints have been received from freight operators about finding industrial premises and identifying suitable routes. Although the primary route signing improvements have been completed, the complementary local road signing remains to be updated.

Parking Provision

2.37 Off-street car parks provide convenient parking and are much more suitable for particular types of use, e.g. short stay parking in shopping centres and long stay parking around stations. They contribute to the attraction of shopping centres and minimise the impact of parking on the environment and the free flow of traffic. The Council controls 19 public car parks, providing over 2,600 off-street spaces. Wherever possible, car parks associated with major developments are made available for public use, with appropriate controls to mitigate the impact on adjacent roads.

2.38 The Council has introduced CCTV and other security measures into several of its car parks as part of its drive to obtain "safer car park" status and to give motorists more confidence in using them.

2.39 The Council assists disabled persons holding a Blue Badge by:



- Providing free parking and 4% reserved spaces in Council car parks
- Creating special parking areas including a small car park for the exclusive use of disabled visitors to Bexleyheath
- Having a rolling programme of improvements to car parks to provide better access for disabled people; and
- Allowing free parking without time limit in all permitted parking places on the borough's roads, including parking meter bays and residents' bays.

2.40 Criteria have been adopted for the provision of on-street parking bays for disabled persons and a significant number of requests for bays are processed and met each year. The Council's parking standards are informed by the principles set out in the London Plan and local circumstances. The Council is currently undertaking a Strategic Parking Review; details are provided in paragraph 4.34.

Other Major Infrastructure Projects

2.41 A number of other major infrastructure projects in the sub-region have significant implications for the borough's transport network and these are described below.

Crossrail

2.42 The proposal to develop and implement Crossrail – a new east-west rail service across London – has great potential to provide a major boost to the provision of public transport facilities for Bexley. Crossrail will be a high frequency, high capacity metro service. The Council welcomes the fact that its two proposed lines in East London serve Thames Gateway (London) and thus support the regeneration objectives of the area. Whilst the route of Crossrail to Shenfield has a strong transport case by relieving congestion, the major regeneration benefits arise from the route across the Thames to Abbey Wood with potential for extension to Ebbsfleet. The route to Ebbsfleet would allow people living to the south of the river to quickly access jobs in Canary Wharf and Docklands and the opportunity to create support industries south of the river. It will also permit reverse commuting by providing access to jobs in Woolwich, Belvedere and Dartford to people north of the river and to provide good transport connections with the Channel Tunnel Rail Link services at Ebbsfleet. Reverse commuting will also be facilitated for London residents going to the proposed Ebbsfleet Garden City.

2.43 However, the Government's decision to terminate services of the southeast branch of Crossrail at Abbey Wood rather than Ebbsfleet was very disappointing. The original proposal (for Crossrail to Ebbsfleet) would bring about a significant increase in accessibility to the north of the borough with reduced journey times to central London, Docklands and Heathrow. It is seen as an essential element of Bexley's regeneration strategy and its ability to contribute to the Department for Communities and Local Government's objectives of sustainable communities in the Thames Gateway. The decision to drop the Abbey Wood to Ebbsfleet extension, reduces the benefits of the scheme as well as the Council's ability to deliver the Government's regeneration objectives for the Thames Gateway.



2.44 Belvedere is identified in the London Plan as a Preferred Industrial Location and Bexley Riverside is identified as an Opportunity Area with growth estimates for 7,000 new jobs and 4,000 new homes by 2031. Public transport accessibility and connectivity is a major obstacle to development in Belvedere. The London Plan states that Opportunity Areas should be supported by improved public transport and with respect to Bexley Riverside, adds that improvements in accessibility through Crossrail will support regeneration and intensification. With Crossrail stopping at Abbey Wood, the current development objectives for Belvedere/ Erith could only be met if alternate transport improvements are introduced for example:

- Improved services on the North Kent Line;
- Improved bus services;
- The extension of the Docklands Light Railway to Bexleyheath via Erith;
- North Bexley Transit;
- The long-term extension of Underground services to parts of the borough.

DLR Extension

2.45 The continued growth of east London and the inner Thames Gateway requires that the Docklands Light Railway (DLR) has a new strategy to ensure that the railway is prepared for the challenges ahead and has provided for its future development and expansion.

2.46 Progress has recently been made in developing and implementing extensions of the DLR to London City Airport, Woolwich Arsenal and Stratford International. With the development of the Eastern Docklands as part of the Thames Gateway initiative and the London 2012 Olympics, several extensions and enhancements are under construction, being planned or being discussed. DLR is now running longer three-carriage trains; Bexley considers it important that the DLR should be extended into the Bexley riverside area.

Thameslink

2.47 The £6bn Thameslink Programme will offer more trains and better journeys for passengers on the Thameslink route running north-south through London. This route is one of the busiest and fastest growing, covering 140 miles and 50 stations, stretching from Bedford to Brighton. Begun in October 2008, the Thameslink Programme would allow for an increase in frequency on the core section between St. Pancras and Blackfriars from 15 to 24 trains per hour at peak times and provide cross London services to an increased number of destinations, with longer, 12-car trains. Although under the original proposals it was expected that some services would run through Bexley, it now seems unlikely that Thameslink services will run through the borough.

2.48 In November 2010, the Secretary of State for Transport confirmed that the Thameslink Programme would be delivered in its entirety, meaning extensive works at London Bridge, with completion due by December 2018. Whilst this project will deliver much needed additional capacity through London Bridge station for both Thameslink and Southeastern train services, the Council is concerned about the considerable disruption to services from Bexley through London Bridge during the long construction period between 2015 and 2018.

Fastrack

2.49 Fastrack is the high quality bus rapid transit (BRT) system serving Kent Thameside (the northern parts of Dartford and Gravesham boroughs), linking Dartford and Gravesend town centres with the planned growth areas, regeneration sites, the local hospital and Bluewater. The Council welcomes the opportunity to work with Dartford and Greenwich Councils and TfL to explore the future scope to integrate Fastrack proposals and improve public transport connectivity cross-boundary. Bexley will continue to pursue opportunities to bring Fastrack to the borough and consider a potential link through the Howbury Rail Freight Interchange site.

New River Crossings

2.50 Between October 2012 and February 2013, the Mayor carried out a public consultation on options for new river crossings in East and South East London, taken from the Mayor's London Plan and Transport Strategy. These options were:

- Silvertown Tunnel - a road tunnel between the Greenwich Peninsula and Silvertown; and
- The Gallions Reach Ferry - a vehicle ferry between Thamesmead and Beckton, potentially replacing the Woolwich Ferry.



2.51 The Council supports, in principle, a crossing at Silvertown, and is generally supportive of a further crossing east of Silvertown, but in an appropriate location. In this context, the Council is seeking crossing locations that bring real regeneration to the area while protecting the environment and residential amenity and avoiding congestion on the local road network.

Improved North-South Links in Bexley

2.52 An Integrated Transport Study for Bexley has identified that a step change in demand for public transport and related reduction in traffic volumes and delay could be delivered by measures such as a direct link to the London Underground network. It also highlighted the radial nature of Bexley's rail network and the poor north-south links. The study has demonstrated that the best long-term option for the borough is to connect the south of the borough (in particular Bexleyheath) with the London Underground network.

Chapter Three

Vision and Objectives

The Framework

3.1 Bexley's approach to transport planning, objective setting and the formulation of the Programme of Investment takes into account the Mayor's priorities alongside the needs and aspirations of the local community. These priorities and aspirations are set out in a range of documents which are listed below.

Bexley Corporate Plan

3.2 The Council's priorities are set out in its Corporate Plan 2011-2014 and clearly state the Council's commitment to delivering the best service with the resources available.

3.3 The goal for transport is for "Managing, maintaining and improving Bexley's transport network"; looking to keep roads, footways and street lighting in the best possible condition and looking for ways to make the most of all investment opportunities to improve local transport networks. The Plan also sets out the following measures of success:



- The Local Implementation Plan has been delivered
- Transport and public realm improvements in Bexleyheath, Barnehurst and Crayford have been introduced, and traffic flow smoothed through Welling
- The Belvedere Link Road is complete
- The third phase of the Sidcup Town Area Renewal has been completed
- Traffic lights have been removed to reduce congestion and improve the environment

3.4 A new Corporate Plan is in development and is due to be adopted by the new administration. This will cover the period 2014-18.

National Policy Context

Local Transport White Paper (2011)

3.5 In January 2011, the Government published a White Paper – Creating Growth Cutting Carbon - Making Sustainable Local Transport Happen, which set out how local transport initiatives can contribute to its vision for:

"a transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities".

3.6 The Government believes that targeting investment in projects that promote green growth will build the balanced, dynamic low carbon economy that is essential to future prosperity. It also believes that local action is best placed to deliver the early reduction in carbon emissions through the promotion of sustainable transport modes like walking, cycling and public transport which also facilitate access to local jobs that will boost economic growth.

3.7 Therefore, the Government's priority for local transport, is to:

"Encourage sustainable local travel and economic growth by making public transport and cycling and walking more attractive and effective, promoting lower carbon transport and tackling local road congestion."

National Planning Policy Framework

3.8 The DfT's vision has been carried forward into the Government's new National Planning Policy Framework (NPPF), which has replaced the previous suite of Planning Policy Guidance and Planning Policy Statements. The NPPF emphasises the importance of rebalancing the transport system in favour of sustainable transport modes, whilst encouraging local authorities to plan proactively for the transport infrastructure necessary to support the growth of ports, airports and other major generators of travel demand.

3.9 The NPPF recommends that Transport Assessments and Travel Plans should accompany applications for developments that generate significant amounts of movement, although it recognises that the opportunities to maximise sustainable transport solutions will vary from urban to rural areas. Paragraph 32 sets out three tests that development plans and decisions should take account of. These are whether:-

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost-effectively limit the impact of development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

The Traffic Management Act 2004

3.10 This Act imposes a duty on all local traffic authorities to secure the expeditious movement of traffic on their road networks, and to facilitate the expeditious movement of traffic on other authorities' networks. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty; part of the arrangements must be the appointment of a "Traffic Manager". Bexley has made all necessary arrangements to carry out this duty in association with the London Councils and TfL.

Regional and London-wide Policy Influence

3.11 The key London-wide plans that this Local Implementation Plan supports are the Mayor's strategies for transport and spatial development, along with Mayor's objectives for economic development and air quality. These have been given particular consideration in formulating the transport objectives of this Plan.

The Mayor's Transport Strategy

3.12 In May 2010, the new Mayor's Transport Strategy (MTS2) was published. Defining the Mayor's transport policy framework over the next 20 years, MTS2 sets out 36 'strategic policies' and 130 transport proposals for implementation up to 2031.

3.13 The Mayor's overarching vision for London is to 'lead the world in its approach to tackling urban transport challenges of the 21st century', which is intended to be implemented through six goals:

- Support economic development and population growth
- Enhance quality of life
- Improve safety and security
- Improve transport opportunities
- Reduce transport's contribution to climate change and improve its resilience; and
- Support delivery of the London 2012 Olympic Games and its legacy.

3.14 The MTS2 also seeks to respond to all of the London Plan objectives (in particular, the one relating to accessibility and efficient transport system) as well as national transport policy. The Strategy indicates the Mayor's intention to consider network improvements 'whether funded or not'.



3.15 The Council's transport goals, objectives, and programme of investment presented in this Local Implementation Plan have been presented in the light of the goals, policies and proposals of the Mayor's Transport Strategy. Table 3.2 demonstrates this linkage.

The Mayor's Vision for Cycling

3.16 Building on the increases in cycling and the high profile of cycling success for Team GB at the London 2012 Olympics, the Mayor proposed that the main cross-London physical legacy of the 2012 Olympic Games would be a proper network of cycle routes throughout the city. The key outcomes to achieve his vision for cycling are:

- A Tube network for the bike - a network of direct, high-capacity, joined-up cycle routes in parallel with key Underground, rail and bus routes, These will be created by more Dutch-style, fully-segregated lanes and junctions; more mandatory cycle lanes, semi-segregated from general traffic; and a network of direct back-street Quietways, with segregation and junction improvements where they meet busier roads.
- Safer streets for the bike - London's streets and spaces will become places where cyclists feel they belong and are safe, particularly at junctions, and a range of radical measures will improve the safety of cyclists around large vehicles.
- More people travelling by bike – the aim is that cycling across London will double in the next 10 years. We will 'normalise' cycling, making it something anyone feels comfortable doing. Hundreds of thousands more people, of all ages, races and backgrounds and in all parts of London, will discover that the bike has changed their lives.
- Better places for everyone - cycling will transform more of our city into a place dominated by people, not motor traffic. The new bike routes are a step towards the Mayor's vision of a 'village in the city', creating green corridors, even linear parks, with more tree-planting, more space for pedestrians and less traffic.

3.17 The Mayor has set aside more than £900m over the next ten years for cycling and a third of this is being made available to London borough's through investment frameworks such as Mini-Hollands, Quietways and the Borough Cycling Programme.

Safe Streets for London

3.18 The Mayor's vision is to establish London as the best big city on earth, welcoming and attractive to all who live, work and visit here, and a safe road network and urban realm where everyone feels safe, is an essential part of achieving that vision. In response, the Mayor launched his Safe Streets for London plan in June 2013, which will be delivered through a partnership of all those who design, build, manage and use London's roads, underpinned by more than a doubling of funding. The Mayor has set a new target to cut the number of those killed or seriously injured by a further 40 per cent by 2020. In real numbers, that is a total reduction of 10,000 casualties over the life of the plan. The programme of actions will focus on delivering safe roads, safe vehicles and safe people.

3.19 He will achieve this by targeting London's most notorious junctions, making full use of the very latest technology, improving the safety of cyclists, establish a London Vehicle Innovation Task Force, increasing policing and enforcement and offering cycle training to every school pupil in London.

The London Plan

3.20 Under the legislation establishing the Greater London Authority (GLA), the Mayor has to produce a spatial development strategy (SDS) which is known as 'the London Plan'. It provides the overall spatial vision for the entire region, identifying the broad locations for growth, often by identification of sub-regions, major infrastructure requirements, together with the housing numbers to be provided for in borough's Local Plans. It brings together the geographic and locational (although not site specific) aspects of the Mayor's other strategies including the MTS2.

3.21 Boroughs' Local Plan documents have to be 'in general conformity' with the London Plan, which is also legally part of the development plan that has to be taken into account when planning decisions are taken in any part of London, unless there are planning reasons why it should not.

3.22 The Mayor carried out a full review of the London Plan in 2008, leading to the formal publication of a replacement plan in 2011. A number of alterations have been made to the plan since 2011 to keep it as up-to-date as possible.

Improving the Health of Londoners – Transport Action Plan

3.23 This health improvement action plan identifies TfL's immediate actions over the next three years to ensure that they deliver the health commitments of MTS2. This also supports London boroughs who have taken on new public health responsibilities.

3.24 The transport system plays a very important part in people's health. It enables Londoners to access jobs, education, shops, recreation, health and social services as well as travel to see friends and family. It is also a key way in which people can stay active through walking and cycling, which offer many other advantages including cleaner air, less noise, more connected neighbourhoods, less stress and fear, and fewer road traffic injuries.

3.25 TfL is taking a 'whole-street' approach to make streets more inviting for walking and cycling and better for health. They will assess progress through a range of measures including Health Impact Assessments, supporting boroughs to improve the health of their populations through their transport plans and investment and working with public health intelligence specialists and academics.

Sub-Regional Transport Plan

3.26 The East London sub-region consists of the London Boroughs of Barking & Dagenham, Bexley, Greenwich, Hackney, Havering, Lewisham, Newham, Redbridge and Tower Hamlets. In February 2010, TfL published an interim report on the Regional Plan for East London: Developing a sub-regional Transport Plan: Interim Report on challenges & opportunities (ESRT Interim Report). The purpose of this document is to articulate the goals of the Mayor's Transport Strategy in the context of east London and also to set out more specific challenges for the sub-region within this framework. It also outlines examples of potential schemes and policy options for addressing these challenges.

3.27 The ESRT Interim Report identifies the following challenges and opportunities:

- Improving connectivity to and within key locations to support existing communities;
- Reducing the physical barrier to travel including the River Thames in east London, and improve the resilience of the transport network;
- Supporting the efficient movement of goods and encouraging sustainable freight movement;
- Ensuring that the benefits of funded transport investment are maximised; and
- Managing highway congestion and public transport crowding and make efficient use of the transport network.

3.28 TfL published their most recent East and South East Sub-regional Transport Plan (SRTP) update report in June 2013. It sets out what has happened over the last 12 months, what is committed, and what future opportunities exist to address the remaining challenges. The opportunities identified for the borough are:

- Local links including bus priority at Abbey Wood
- Queen's Road Junction Improvement
- Crossrail Extension to Ebbsfleet/Gravesend

Local Policy Context

3.29 The Council's approach to an integrated transport network has been to offer the greatest choice, encourage the use of the most appropriate mode and to maximise the efficient use of existing infrastructure, while diverting traffic away from sensitive areas. This has meant investing in public transport, walking and cycling to make these modes more attractive and to reduce the reliance on the private car. It has also meant integration with land use planning activities to ensure that development is located where there is good public transport provision. At the same time, existing infrastructure must be maintained and managed to ensure that it remains safe and effective. Bexley is seeking better transport links across the borough and with the neighbouring areas. It is particularly anxious to reduce social exclusion and promote access to employment opportunities, goods and services. The Council has attached a high priority in securing the provision of high-quality public transport infrastructure for the borough.

Local Plan: Bexley Core Strategy

3.30 The Council's transport objectives are integrated with its spatial planning policies as set out in the Council's Core Strategy (see para 1.20 for further details). The Core Strategy aims to 'Promote sustainable forms of transport and seek to reduce the need to travel by ensuring that jobs and other facilities are easily accessible to homes, and work towards a more comprehensive, high-quality and integrated transport system, which better meets the needs of residents, businesses and visitors to Bexley'.

Bexley Cycling Strategy and Action Plan

3.31 The London Borough of Bexley was selected by TfL as one of the ten outer London boroughs to participate in the Mayor's Biking Borough Initiative in 2010. As a result, the borough has produced an innovative, evidence-based local cycling strategy and action plan. This provides a fresh basis for the development of cycling in the borough and replaces the Cycling Action Plan included in the first LIP.

3.32 Measures identified include smarter travel initiatives, promotion and marketing, infrastructure and facilities, partnership working and organisational commitment. The core target is for a 300% increase in cycling to achieve a 3% mode share by 2020. To help achieve this, the revised action plan categorises all necessary measures for implementation, subject to availability of funding from TfL and other sources.

Borough Investment Plan

3.33 The London Borough of Bexley has published its Borough Investment Plan, describing the opportunities and challenges for securing investment to meet the borough's regeneration requirements The Council is fully committed to working with local and regional partners to promote the borough and Thames Gateway (London) communities as a choice location for funding and investment in areas such as housing and jobs creation, as well as seeking to realise aspirations for infrastructure investment that offer significant regeneration potential. It has been estimated that the borough has scope for a sensitively managed release of 45 to 50 hectares of industrial land for re-zoning and redevelopment.

3.34 Working in partnership with the Invest Bexley Board, which was established in 2006 as the Council's Thames Gateway Delivery Vehicle, the Council is making every effort in taking forward the Bexley Investment Plan. So far, some £218 million of investment has been identified over the period 2009 to 2015 from a variety of sources, covering housing, regeneration, education, health and transport. The Homes and Community Agency has been a key partner, investing more than £150m during the period 2011-14.

Road Safety Plan

3.35 The Council continues to consider road safety a key priority in achieving the overall corporate goal of improving the quality of life in the borough and aims to 'work towards Bexley being the safest borough in London'. In addition to supplementing the Council's strategy to achieve a sustainable transport system in the borough, road safety work also contributes to the corporate aims in Bexley's Community Strategy to build a strong, sustainable and cohesive community.

3.36 To this end, Bexley produces annually a Road Safety Plan. The latest plan is currently in draft form and sets out how the Council will work toward reducing road casualties and changing the way that journeys to and from schools are made, by working with its partners to deliver interventions targeted at issues and road user groups identified as higher risk.

Sustainable Modes of Travel Strategy

3.37 The Education and Inspections Act 2006 placed a general duty on Local Authorities to promote the use of sustainable travel and transport for journeys to and from school, with a view to improving the physical well-being of those who use them and the environmental well-being of the wider area. One of the elements of this duty is to publish a Sustainable Modes of Travel Strategy. This strategy details the current infrastructure and activities which support sustainable school travel in Bexley. It identifies how the Council and its partnership groups plan to develop this infrastructure and tackle any identified barriers to sustainable travel in the future. The overall aim of the strategy is to encourage safe and sustainable long-term modal shift away from unshared private cars for school journeys.

Air Quality Action Plan

3.38 Transport is the largest single contributor to air pollution in London. The Mayors' Air Quality Strategy has therefore suggested a coordinated approach between TfL, London boroughs and the Highways Agency to reduce emissions on 'those roads predicted to exceed the national air quality objectives'. Following a review and assessment of local air quality in 2007, the entire borough was declared an Air Quality Management Area for particulates (PM_{10}) and nitrogen dioxide (NO_2). The fifth round Updating and Screening Assessment of air quality was completed in March 2013. The report identified that:

- For carbon monoxide, benzene, 1,3-butadiene, lead and sulphur dioxide, there is not a significant risk of the objectives being exceeded in the Council's area.
- For nitrogen dioxide and particulates (PM_{10}), the findings from this report indicate that the AQMA should be maintained.

3.39 In view of the findings of the report, the Council will undertake the following actions:

- Undertake consultation with the statutory and other consultees as required
- Maintain the existing monitoring programme
- Continue with the implementation of its Air Quality Action Plan in pursuit of the AQS objectives; and
- Prepare for the submission of its next Air Quality Progress Report.

3.40 At present, Bexley carries out air quality monitoring at three permanent monitoring stations. Without further external funding, this level of monitoring will not be sustainable. There will be limited monitoring via the network of 200-plus nitrogen dioxide diffusion tube monitors located throughout the borough. The Council supports the London-wide co-ordinated Low Emission Zone scheme introduced by the Mayor in early 2008, intended to stimulate the uptake of 'cleaner' vehicle technology and to cut harmful emissions from the most polluting lorries, coaches and buses.

Local Problems, Challenges and Opportunities

3.41 Chapters 1, 2 and 3 have so far explained the context and policy framework for this Plan. The following paragraphs explain the transport problems, challenges and opportunities in some detail, arranged under those goals and challenges from the Mayor's Transport Strategy (MTS2) that they support.

MTS2 Goal: Supporting economic development and population growth

MTS2 Challenge: Support population and economic growth

3.42 As indicated in Chapter 1, the borough's population is predicted to grow and by 2026, there are expected to be around 245,823 people living in Bexley. Being located at the heart of the Thames Gateway, the borough has considerable growth potential and has sizeable employment locations. These are: the Thames Gateway Opportunity Area in the north of the borough, the district centres of Crayford, Sidcup and Welling and, in particular, the borough's strategic town centre, Bexleyheath.

3.43 Bexley's Core Strategy (February 2012) gives a clear indication of the need for sustainable growth in the borough. Whilst the opportunities for new, large-scale development are limited, the renewal of existing sites and consolidation of employment land have represented opportunities for redevelopment to other uses, such as housing. At the same time, the nature of employment in the borough is changing, with new sectors emerging or growing. Significant employment growth will be experienced, but the pattern of job distribution will be different.



3.44 Housing development represents a fundamental drive for change in the borough. It is central to achieving the amount and distribution of growth as set out in the Core Strategy vision, as well as many of the Core Strategy objectives.

3.45 This planned growth will need to be supported by a much improved sustainable transport system, in order to offset increased traffic and congestion. This is consistent with the Mayor's Transport Strategy.

3.46 TfL's Business Plan for the period 2010-2017 includes only one major transport proposal that benefits Bexley: Crossrail, due to be completed in 2018. However, regeneration proposals in the north of the borough will face serious constraints in the capacity of the existing transport network. This is because the extension of Crossrail to Ebbsfleet and Gravesend is not included in the current plan and the abandonment of the proposal for Greenwich Waterfront Transit has damaged the borough's prospect for the North Bexley Transit.



3.47 Furthermore, Abbey Wood has poor public transport accessibility from the south; arising in part from a lack of north-south rail services and in part from traffic congestion. Therefore, to improve north-south movement, the Council will explore alternative ways to secure sustainable transport improvements and enhance connectivity to and from the new station. This was recognised in the Council's Core Strategy, through Policy CS15.

In light of the above, a challenge for Bexley is to improve and enhance public transport capacity in the borough while maximising the current rate of utilisation and opportunities for sustainable travel. Accordingly, the borough will work towards an improved, better integrated transport system that supports regeneration and economic development as well as growth needs in the borough's spatial development strategy.

MTS2 Challenge: Improving transport connectivity

3.48 Chapter 2 provides an overview of the current transport network in Bexley. Whilst the borough is reasonably well served by bus, it is entirely outside the London Underground and DLR networks. The three rail lines provide east-west services to the borough but there are no direct north-south lines and north-south bus links are limited. As recognised in the Challenges and Opportunities Report of the East Sub-Regional Transport Plan, 'connectivity to Bexleyheath (town centre) remains a significant issue'. The report also accepts that investment for improved connections to the town centre will be needed.

3.49 However, in the long run, north-south links with connectivity to Bexleyheath town centre and London Underground, will require high-quality public transport infrastructure; this is currently absent from TfL's Business Plan and this omission has been raised with the Outer London Commission.

Bexley's challenge is to improve and enhance access to central London employment opportunities and to all parts of the borough and, in particular, its strategic town centre. Therefore, the Council will aim to secure a more comprehensive, high-quality and integrated public transport system and maximise benefits of regional transport developments.

MTS2 Challenge: Delivering an efficient and effective transport system for people and goods including maintenance

3.50 At present, rail services in the borough are very important in providing for the travel needs of the local community. The Council wishes to see rail services improved, in line with the South London Metro concept, to provide greater frequency and capacity and to offer a wider range of destinations.

3.51 With no London Underground service and only east-west railway lines, residents depend heavily on buses to meet local transport needs, especially for north-south journeys. The Council would like to see a comprehensive and improved bus network, serving town centres, places of interest, railway stations and other key destinations.

3.52 Bexley has a programme of improvements for bus passengers, including bus stop improvements and enhanced passenger facilities on all bus routes. Bexley is keen to co-operate with TfL and bus operators to review and improve the performance and reliability of its bus routes and continues to improve accessibility to bus services by implementing clearways at every stop, providing adequate height kerbs and improving the walking routes to stops as well as the stop itself. Personal safety and security on routes to and from bus stops and stations are tackled via programmes for walking, station accessibility, bus stop accessibility, lighting and CCTV.



3.53 Good interchange maximises the use and benefits of public transport and ensures that passengers have a seamless journey. This requires frequent, convenient and co-ordinated services, good information and high quality facilities. Interchange is particularly important at Bexleyheath, Erith and Sidcup town centres where many bus routes meet, and at rail stations at Sidcup, Bexleyheath, Barnehurst, Welling, Abbey Wood and Albany Park. The Council is also planning to provide travel information (train and bus arrival and departure times in real-time) in town centres including the possibility of providing information kiosks.

3.54 Bexley will continue to work with TfL and London Councils to raise awareness of local taxi firms in meeting the travel needs of disabled people.



3.55 There are approximately 1,800 roads in Bexley, measuring a total of over 519 km, including the second largest principal road network in London. Visual condition surveys have been conducted to prioritise improvements which are reviewed against other factors such as bus routes, regeneration and other road schemes. Each year, the three-year programme of work is updated. Street lighting columns and other highway structures are checked as part of the routine maintenance regime, with one-third inspected each year.

Bexley's challenge is to overcome current constraints of the transport network and strive to deliver to meet the borough's needs and aspirations. In doing so, the Council's objective is to improve and maintain the existing transport infrastructure and support residents, visitors and businesses in choosing sustainable modes of travel.

MTS2 Goal: Enhancing the quality of life of all Londoners

MTS2 Challenge: Improving journey experience

3.56 Bexley agrees with the MTS2 that making modes of travel efficient, reliable, comfortable and easier to use will make the journey experience less stressful and consequently improve health, wellbeing and quality of life of all residents and visitors.

3.57 Bexley regularly meets with TfL Buses to identify and overcome challenges and problems on the network, particularly journey time reliability. Within the framework of the Mayor's 'Better Streets' theme, area-based schemes are being pursued in the town centres, focusing on a clutter-free, better street environment, promoting safe pedestrian movements and providing better information on the choice of modes of travel. The borough has a Network Management Plan that aims to tackle disruption of traffic and resulting road congestion. Travel demand management measures are also being pursued.

Bexley's challenge is to offer satisfactory travel opportunities to all. In this regard, the borough's objective is to improve and maintain the condition as well as operation of the existing transport infrastructure.

MTS2 Challenge: Enhancing the built and natural environment



3.58 Bexley has green open spaces, woodland, historic buildings and industrial heritage, all of which contribute to the Borough's character and identity. The Council shares the Mayor's concern that transport's contribution to the character of the built and natural environments needs to be addressed carefully. The spatial objectives in Bexley's LDF Core Strategy pay due regard to the protection and improvement of the natural environment, making the borough a healthier place to live, maintaining and developing the natural environment, protecting open spaces and promoting their value, providing for bio-diversity and conserving Bexley's built and natural heritage.

3.59 Some transport schemes must also safeguard and improve leisure facilities as well as protect wildlife. Some examples are the River Cray Walkway and the Belvedere Link Road. The latter scheme has incorporated measures to improve wildlife and natural habitats for protected species like water voles. The overall impact on the natural environment and ecology of the area has been of paramount concern for the scheme and has involved extensive liaison with all stakeholders including the Environment Agency.

3.60 The public realm improvement schemes at Sidcup and Bexleyheath aim to improve the overall quality of the street scene through better pedestrian crossing facilities, removing clutter, planting trees and providing space for community events.

MTS2 Challenge: Improving air quality

3.61 Bexley recognises the need to reduce emissions in those roads predicted to exceed the national air quality objectives. Within this context, air quality management areas (AQMAs) have been designated for locations where air quality objectives are unlikely to be achieved. Manor Road, Erith was designated as the first AQMA, highlighting particulates as the major pollutant. The Stage 3 Air Quality and Assessment has been published and the whole of the borough has now been designated as an AQMA. The Council has prepared action plans, identifying the measures needed to reduce emissions in the AQMA.

3.62 Bexley will continue to raise awareness on air quality and encourage the use of zero emission forms of transport, such as walking and cycling as well as cleaner vehicles.

MTS2 Challenge: Improving noise impacts

3.63 The measures to deal with transport related ambient noise can be administered locally by (a) securing good, noise reducing surfaces on local roads,(b) better planning and design of housing, (c) promoting and using quieter vehicles (hybrid and electric), and (d) noise reduction in traffic management schemes.

MTS2 Challenge: Improving health impacts

3.64 In its Corporate Plan, the Council aims to help Bexley residents enjoy good health and well-being. A spatial objective in Bexley's Core Strategy is to make the borough a healthier place by working in partnership to provide access to health services, provide opportunities for sport and physical activity and promote development that encourages healthy lifestyles. With regard to transport's contribution towards this objective, the borough's efforts relate to the reduction of vehicle emissions, as well as the promotion of sustainable and physically active modes of transport. Bexley has accepted TfL's invitation to become one of the ten outer London 'Biking Boroughs' and to promote cycling as a serious mode of transport that brings positive health benefits.

3.65 The Bexleyheath Town Centre Area-Based Scheme includes proposals to improve and enhance walking facilities. The Council's annual Road Safety Plans have successfully delivered a reduction in road collisions. School Travel Plans help motivate children to walk and cycle to school, rather than being driven. In addition to addressing air pollution, this "active" travel helps reduce childhood obesity, supporting the Council's aims as set out in its recent Draft Obesity Plan[11].



MTS2 Goal: Improving the safety and security of all Londoners

MTS2 Challenge: Reducing crime, fear of crime and antisocial behaviour

3.66 One of the aims of the Council's Corporate Plan is to 'build safer and stronger communities'. The Bexley Community Safety Partnership Strategy 2011-2014, is produced by Bexley Community Safety Partnership, whose aim is "to keep people who live, work and visit Bexley, safe and help them to feel safe - Keep crime low, feel safe."

3.67 Resources allocated to deliver the strategic priorities of this plan include four Safer Transport Teams. One of the priorities is to maintain a high quality environment, ensuring Bexley is a clean and attractive borough that promotes the feeling of safety among its residents. Reducing fear of crime and anti-social behaviour on the borough's streets are also considered priorities.

3.68 Bexleyheath town centre (in particular, Market Place) was identified as a hotspot of anti-social behaviour, mainly from teenagers and school children. This has been tackled by setting up dedicated police patrols. The Bexleyheath Town Centre Revitalisation Phase 1 has created a pleasant and safe environment in the town centre with better street lighting, taxi ranks, public transport information and CCTV monitoring.

MTS2 Challenge: Improving road safety

3.69 Road safety continues to be a priority in improving the quality of life in the borough and the Council is working towards Bexley being 'the safest borough in London'.

3.70 Bexley's road safety and traffic management measures seek to improve the environment for pedestrians and reduce the risk of accidents to pedestrians and cyclists and help secure a continued reduction in road casualties in line with both the national and Mayoral policies. Bexley has a sustained record of high achievement in road safety and is one of the boroughs where the number of casualties each year has fallen the most.



3.71 The trends in the number of casualties who have been killed or seriously injured on all roads in the borough is illustrated in Figure 3.1 and Table 3.1 summarises the Council's progress in casualty reduction.

11 London Borough of Bexley (2013), 'Healthy Choices, Healthy Weight' - An Obesity Plan for Children and Adults in Bexley, Consultation Draft

Figure 3.1: Killed and seriously injured (KSI) (all roads including TLRN)

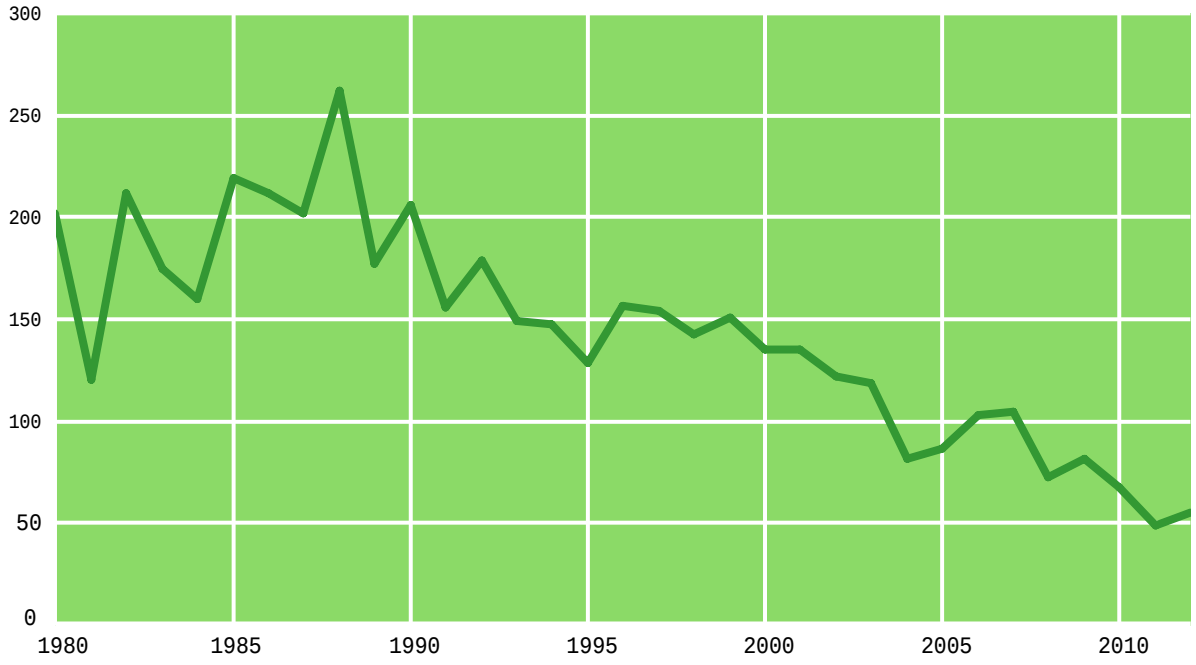


Table 3.1: Progress in casualty reduction on borough roads (including TLRN)

User group	Casualty numbers (all roads including TLRN)			Percentage change to 2012	
	2005/2009 average	2011	2012	2011	2005/2009 average
KSI (all ages)	90	49	55	+12%	-39%
KSI Children (under 16 years)	13	7	4	-43%	-70%
Slight injuries	553	521	476	-9%	-14%
KSI pedestrians	23	15	15	0%	-35%
KSI pedal cyclists	5	5	11	+120%	+120%
KSI powered two-wheelers	1	0	3	n/a	+200%

MTS2 Challenge: Improving public transport safety

3.72 Bexley Community Safety Partnership is committed to a reduction in crime on the transport network. A sub-group of the partnership considers Safer Travel and is chaired by the Metropolitan Police and attended by British Transport Police and TfL. Working with local transport providers, offences along bus and train corridors are key considerations for the Partnership when analysing crime and disorder on public transport.

3.73 Bexley will:

- Continue to review late night travel options to raise awareness of potential risks to late night travellers, especially young people leaving Bexleyheath Broadway bars, and pursue solutions to improve safety;
- Address disorder issues around loading of buses, principally on Bexleyheath Broadway at the end of the school day;
- Continue to deal with the issue of criminal damage on buses;
- Work with train operators to ensure the environment around the borough's stations support the continued reduction in the fear of crime for people using these facilities; and
- Continue to review the impact of transport-related street furniture (e.g. bus shelters and stops) on crime and disorder.

MTS2 Goal: Improving transport opportunities for all Londoners

MTS2 Challenge: Improving accessibility

3.74 Bexley strongly supports the Mayor's policy to improve the physical accessibility of the transport system, including streets, bus stops, stations and vehicles.



3.75 The Council liaises closely with Dial-a-Ride and Shopmobility services through its town centre management activities. Inspire Community Trust works in partnership with the Council to provide a shopmobility scheme in Bexleyheath town centre.

3.76 Accessible transport is an important part of Bexley's social inclusion agenda. At present, all buses operating in the borough are wheelchair accessible but many of the railway stations lack facilities for mobility impaired people. Lifts are being installed at Bexleyheath station and the new Crossrail station at Abbey Wood will be fully accessible. The Council has provided step-free access to the Kent-bound platform at Crayford and is campaigning for lifts to be installed at Erith station.

MTS2 Challenge: Supporting regeneration and tackling deprivation

3.77 There are parts of the borough, particularly in the north, that experience high levels of social deprivation but are designated as Opportunity Areas in the London Plan, and therefore have the potential for large scale development to provide substantial amounts of new employment and housing. These areas will be enhanced through estate renewal integrated with new housing, social and recreational facilities and open spaces.

3.78 Bexley has made significant contributions to attracting new investment, developing local skills, establishing new businesses and securing local employment as well as improving infrastructure in the deprived north of the borough. The Council has formulated an Invest Bexley Regeneration Framework for 2007 to 2016. This focuses on the areas of the borough which experience multiple deprivation and where intervention is needed to break a cycle of decline. These areas are in Bexley Riverside, including Erith, Crayford, Thamesmead, Abbey Wood, Belvedere, and Slade Green.



3.79 The PTAL score is fairly low in most parts of the borough, particularly in regeneration areas, and so a priority in Bexley's LIP is to implement a number of transport schemes that assist regeneration and tackle deprivation. Unsurprisingly, one of the seven key priorities of the Invest Bexley Board is to secure new public transport links.

MTS2 Goal: Reducing transport's contribution to climate change and improving resilience

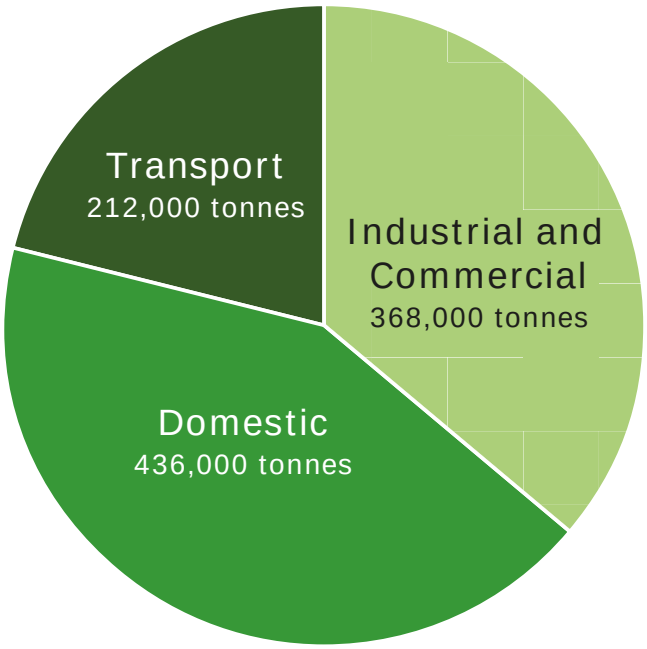
MTS2 Challenge: Reducing CO_2 emissions

3.80 It is likely that Bexley will be affected by a changing climate. Weather extremes will place a significant cost on local infrastructure, homes, businesses and the borough's health and environment. The location of Bexley, bordering the Thames, means that there is a risk of flooding from increased rainfall and flash storms. The increased flood risk will test flood defences and may cause serious property damage, with transport and communications also affected. In response to this challenge, the Council has produced a Climate Change Strategy, which considers the causes and effects of climate change and proposes action at a local level.



3.81 Data provided by the Department of Energy and Climate Change (DECC) for 2011 has identified the main contributors to CO_2 emissions in Bexley as shown in Figure 3.2. These proportions are similar to many other areas in the UK.

Figure 3.2: Bexley's CO_2 emissions in 2011 (DEC, 2013)



3.82 Road transport is both a major contributor to the carbon footprint of the borough and a major source of air pollution. The sector accounts for 21% of the total energy consumed in the borough. Car ownership in Bexley is relatively high compared to other London boroughs. This is partly due to the limited coverage of public transport that often fails to provide a viable alternative to the car. The car is therefore the main mode of transport for most people, although nearly a quarter of households do not have access to a car.

3.83 Action on climate change is a borough priority and these aims are reflected in the Council's Corporate Plan. In accordance with the Government's Climate Change Act 2008, Bexley's target is to reduce CO_2 emissions to a level 45% below the 1990 baseline of 1.6 million tonnes by 2025 and achieve an 80% reduction by 2050.



3.84 The Council supports moves towards a more sustainable transport system, as demonstrated through this Plan's objectives. These centre on offering choice and encouraging the use of the most appropriate mode to make best use of the existing network. The objectives support investment in public transport, walking and cycling to increase the attractiveness of the more sustainable modes of transport and to reduce reliance on the private car. Working with TfL, the Council aims to improve public transport and in turn, promote wider accessibility and social inclusion.

3.85 The Council supports the London-wide coordinated LEZ scheme, introduced by the Mayor in 2008, intended to stimulate the uptake of 'cleaner' vehicle technology and to cut harmful emissions from the most polluting lorries, coaches and buses. Bexley appreciates that the biggest opportunity for improvements is from uptake of lower-carbon vehicles and fuels, which alone could cut transport emissions by up to 5 million tonnes. It is also recognised that successful promotion of travel plans and travel awareness campaigns will help reduce car reliance and consequent pollution.

MTS2 Challenge: Adapting to climate change

3.86 The Mayor's second Transport Strategy recognises that some degree of climate change is inevitable. Bexley's transport infrastructure will therefore need to be more resilient to extreme weather conditions, both in the winter and summer months. The borough's highway maintenance programme is guided by appropriate policies and practices in this regard.

Summary of Borough Transport Objectives and consistency with the Mayor's Transport Strategy

3.87 As explained in the Introduction, the transport objectives proposed in LIP2 have been retained in full. They are listed in Table 3.2, showing their contribution to the Mayor's transport goals, the Sub-Regional Transport Plan challenges and opportunities and the Council's Corporate Plan priorities.

Table 3.2: Contribution of the LIP2 objectives to other goals and priorities

Bexley's LIP2 Objectives	MTS2 Goals					SRTP Challenges & Opportunities						Corporate Plan Priorities 2011-14			
	Economic Development and Population Growth	Quality of Life	Safety and Security	Opportunities for all	Climate change and resilience	Improving connectivity to and within key locations to support existing communities, growth & change and improved environment.	Reducing physical barrier to travel and improve resistance of the transport network.	Supporting efficient and sustainable movement of goods	Maximising the benefits of funded transport investment	Managing highway congestion and public transport crowding.	Growing the economy and protecting the environment	Helping young people and adults enjoy the best possible quality of life	Building safer and stronger communities	Making best use of public resources
1. Work towards improved transport systems that support regeneration and economic development in the borough	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2. Support growth needs in the borough's spatial development strategy	✓					✓		✓			✓	✓	✓	
3. Secure a more comprehensive, high-quality and integrated public transport system to overcome the current constraints	✓	✓		✓	✓	✓	✓		✓	✓	✓	✓		✓
4. Maximise benefits of regional transport developments to fully utilise funded investment for improving the borough's connectivity	✓	✓		✓		✓	✓	✓	✓	✓	✓	✓		✓
5. Optimise the efficiency of the existing transport networks and improve and maintain the existing transport infrastructure			✓			✓	✓	✓	✓	✓	✓	✓	✓	✓
6. Support residents, visitors and businesses in choosing sustainable modes of travel to reduce the use of the car and traffic congestion leading to a better environment	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
7. Promote the safety and security of road and transport users		✓	✓	✓		✓	✓		✓	✓	✓	✓	✓	✓
8. Improve and enhance access to jobs, services, health & leisure facilities		✓		✓		✓	✓		✓	✓	✓	✓	✓	
9. Make transport system accessible to all with a view to improving social inclusion	✓	✓	✓	✓		✓	✓		✓	✓	✓	✓	✓	
10. Reduce the borough's carbon footprint from transport to address the issue of climate change	✓	✓			✓	✓		✓		✓	✓	✓		

Chapter Four

Delivery Plan

Introduction

4.1 This section sets out the Council's Delivery Plan of schemes and initiatives for the next LIP three-year period (2014/15 to 2016/17), in accordance with TfL's Guidance.

4.2 The first part sets out an account of all the work that will be undertaken by the Council and its partners towards achieving its LIP Objectives. This includes not only scheme design and implementation but also transport studies, evidence gathering, public engagement, delivery improvement, partnership working, and other non-LIP transport schemes such as Bexleyheath Town Centre Revitalisation Phase 2, Crossrail and Queen's Road Junction Improvement.

4.3 The second part presents the Programme of Investment (PoI), showing the breakdown of funding for each of the three years, including non-LIP funding and where each scheme contributes to the MTS2 goals and the Bexley LIP Objectives. There is also commentary on how the PoI has been derived and the method of prioritisation adopted, as well as an assessment of risk and mitigation measures to reduce this risk.

Delivery Actions

Bexleyheath Town Centre Revitalisation Scheme

4.4 In October 2009, TfL approved funding for Phase 1 of the Council's Major Scheme for Bexleyheath, called the Bexleyheath Town Centre Revitalisation (BTCR) scheme. The Council's overarching vision is that Bexleyheath remains a vibrant town centre, achieves its full potential and attracts more businesses, while creating a more pleasant environment for visitors. Thus, the objectives of the BTCR are to:



- Improve access to local services, encouraging shorter trips and sustainable modes
- Strengthen and create new pedestrian links from surrounding residential areas to the town centre and stations
- Produce a true step-change in public realm local area character;
- Design out crime; and
- Contribute to economic objectives by improving accessibility and environment for local retailers and other businesses.

4.5 The project was divided into two distinct phases:

- Phase 1: Transport and public realm improvement focusing on a suitable shared space concept along the Broadway from its junction with Albion Road to its junction with Gravel Hill, as well as rationalisation of a walking route to Bexleyheath railway station from the town centre; and
- Phase 2: Transport and public realm improvements along Albion Road and the rest of the town centre.

4.6 Phase 1 work began on site in September 2012 and was completed in October 2013; winning the 'Excellence in Walking and Public Realm' category at the prestigious 2014 London Transport Awards. TfL have agreed funding for the preliminary work for the design and implementation of BTCR Phase 2 to start in 2014/15.

4.7 The extent of Phase 2 will include:

- Albion Road, from the new roundabout near Oaklands car park to its junction with Gravel Hill
- Bus stop improvements in Market Place
- The pedestrianised area of Broadway; and
- Broadway, between Church Road and Abbey Road.

4.8 The aims of the improvements are to:

- Albion Road – improve the permeability of this dual carriageway road by overcoming its current image as a 'concrete barrier' to pedestrian access to the town centre
- Albion Road/Gravel Hill junction – re-design to create a shared space and improve permeability for all users
- Highland Road – integration of public realm improvements from the proposed retail development to the east with the rest of the town centre to the west; and
- Broadway West – various public realm and highway improvement measures between the junctions of Church Road/Broadway and Abbey Road/ Broadway.

4.9 This Major Scheme is also supported by some public transport improvements and road safety measures in the Corridors, Neighbourhoods and Supporting Measures programme. Improvements to cycling facilities, particularly along Albion Road, will be the subject of bids to separately funded cycling programmes. The public transport improvements will be introduced in the Market Place/ pedestrianised area to re-organise bus stops to ease passenger congestion, provide public transport information displays and assist use of the civic space for market stalls, a "café culture" and public events.



Sidcup Town Area Renewal (STAR) Project

4.10 Following the completion of Phases 1 and 2, the Council is now moving ahead with Phase 3 of the STAR project along Sidcup High Street and the eastern end of Main Road. An early element of Phase 3 was brought forward owing to the completion of the Waitrose and Travelodge developments on the corner of St. John's Road. These works have seen the replacement of traffic signals with a mini-roundabout at the Sidcup High Street/Church Road junction. Pedestrian movements are now catered for by means of zebra crossings on each arm of the roundabout.

4.11 The Council has now commenced the Phase 3 proposals for the central section of the High Street (Station Road to Church Road), which are aimed at resolving concerns over bus stop positions, improving pedestrian crossing facilities, and enhancing the overall street environment by reducing clutter, planting trees, and providing seating with a space for local markets/ community events.

4.12 These improvements are being implemented in conjunction with the GLA's Outer London Fund (Round 2) project, aimed at helping to increase the vibrancy and growth of high street places across London. Measures in Sidcup include the "In Store For Sidcup" package of projects. The Phase 3 proposals align with the Sidcup Design and Identity Guide published in 2013 that aims to achieve a consistent approach to the design of the town's streets and shop fronts. Overall, these projects will bring significant investment to the area.

Secondary Town Centre Improvements

4.13 Bexley also has four third tier district centres; Bexley Village, Blackfen, Belvedere/Nuxley village and Northumberland Heath. These centres have smaller catchment areas and draw their trade mainly from their local population, with independently run shops and some specialist shops that draw from a wider catchment. They play an essential role in local communities, providing a range of important walk-to facilities but face challenges around the consolidation of retail activity in larger centres and the growth of online shopping.

4.14 The Council is looking to implement improvements to a number of these district centres to make them more accessible and attractive, thereby enhancing their function as local shopping and service centres, promoting more sustainable patterns of travel and supporting local economic development, renewal and regeneration. The good practice developed in major projects like BTCR and STAR will be carried over into these works, aimed at improving the highway and public realm. The types of measures proposed include better paving and street lighting, accessible bus stops, improved pedestrian facilities, cycle parking and reduced street clutter.

Yarnton Way Streetscape, Thamesmead

4.15 The South Thamesmead Regeneration Framework (STRF), developed by the Council, Gallions Housing Association and Trust Thamesmead, sets out plans for investment in South Thamesmead over the next 10-15 years and includes community-led projects, building refurbishments, new-build projects and improvements to parks and streets.

4.16 One of the principles of the STRF is for "a clearer neighbourhood layout, great streets and parks" with "a clear network of pedestrian-friendly streets and spaces". The most connected routes in the area are also the most difficult and unpleasant to use as a pedestrian or cyclist, since they were designed essentially for vehicular movement. This is especially true of Yarnton Way which runs east/west through the heart of South Thamesmead and links a number of important community facilities and schools.



4.17 The vision is that Yarnton Way should become a high quality linear parkway, connecting the neighbourhood hub at Harrow Manorway with the Bexley Business Academy and beyond. It will symbolise the transformational change currently happening in the area. With its generous width of up to 30m between frontages, Yarnton Way has the potential to become a true `Living Street' offering:

- High quality walking and cycling routes; re-engaging residents with the street through the demolition of high level walkways and by providing at-grade pedestrian facilities and generous footways;
- Fantastic access to public transport; improving bus stop provision, facilities and priorities;
- Inspiring play and social spaces, with a minimum of asphalt;
- Support to local businesses through formal on-street short stay parking and designing out indiscriminate parking;
- A safer environment where vehicle speeds are reduced and pedestrians and cyclists have priority; and
- Integrated ecological habitats with substantial 'green' planted verges incorporating native planting, shrubs and trees.

4.18 Workshops have revealed two alternative design options:

- Option One: Yarnton Boulevard – this option retains the boulevard character and basic cross section of the street but transforms its appearance through extended footways, planted verges and dedicated cycle lanes; or
- Option Two: Yarnton Parkway – this option is based on moving all traffic and buses onto the northern carriageway to allow the southern carriageway to be given over to a linear park, incorporating a cycle track, footways, and places to rest and play.

4.19 Further concept design and engagement with stakeholders will continue as final details are developed, with a view to starting work on site by 2015/16.

Queen's Road Junction Improvement

4.20 The Queen's Road roundabout junction in Erith is a key intersection on the A206/A2016 South Thames Development Route (STDR), which forms part of the London Strategic Road Network. It provides access from Kent/M25 to/from Southeast London. The Bexley Road western arm of the junction is one of the few railway crossings in the area. The junction is also the key gateway to Erith town centre and the Belvedere Employment Area and is in need of improvement, especially with the projected development in the area.

4.21 At present the junction is at capacity with significant congestion and queuing in peak hours to the detriment of its principal function as part of the Strategic Road Network. Increasing bus journey times into and out of the town centre is also a growing concern. A scheme to increase capacity and reduce congestion and queuing has been prepared that includes the construction of an additional bridge over the railway at Bexley Road to increase the number of traffic lanes and improve traffic flows.

4.22 Detailed design and liaison with stakeholders (including TfL, EDF and Network Rail) to obtain the required consents and land acquisitions are ongoing. The Council has submitted a funding bid to the GLA which has been approved in principle.

Crossrail

4.23 The Crossrail project represents a huge investment in London's transport infrastructure and, when finished, will increase the capital's overall public transport capacity by some 10%. Operation is due to commence from Abbey Wood in December 2018, with up to twelve trains per hour. From Abbey Wood, there will be significant journey time savings to Docklands, the City and the West End, as well as to Heathrow Airport.

4.24 Crossrail will more than double the level of train service at Abbey Wood. As the terminus of Crossrail's south east branch, a significant increase in footfall is expected, including people interchanging between North Kent Line and Crossrail services.

4.25 It has been reported that Crossrail could help create a major uplift in both residential and commercial property value along the whole route between 2012 and 2021[12]. At Abbey Wood, a substantial change in current development quantities and types of land use can be expected. Crossrail will be a major spur to local regeneration in the Abbey Wood/ Thamesmead/ Belvedere area and the Council wants to maximise those important benefits for the borough.

12 GVA: Crossrail Property Impact Study 2012

4.26 The works at Abbey Wood involve demolishing the existing station, moving the North Kent Line tracks to the south and providing two new lines for Crossrail on the north side. Ground level access to the Crossrail platforms will be available from the north. Access to the North Kent Line platforms will be via a new upper level concourse, which will be integrated with the Harrow Manorway flyover to provide direct interchange with buses.

4.27 Construction work started at Abbey Wood in August 2013. It is expected that the new station will be substantially complete in 2017 and will open then for North Kent Line services only, until Crossrail services commence at the end of 2018. Until then, temporary arrangements are to be made available to replace both the existing station building and the footbridge (and associated ramps) over the railway.

4.28 In the context of significant increased passenger demand, emphasis will be placed on enhancing the more sustainable feeder modes for journeys to the station. A very significant increase is expected in journeys by bus. The Council expects that, in addition to extra demand on existing routes, there will be a need for improved bus route connections to/from the south in particular. The Council will liaise with TfL and seek enhancements to bus services that will support the new travel patterns that will emerge once Crossrail opens. Considerably more cycle parking is also to be provided.

4.29 There is a major opportunity to spread the step change in quality into the public realm around Abbey Wood station. A master plan has been developed for this, taking in the ground level areas to both north and south of the station, as well as the Harrow Manorway flyover. The Council wants to see these public realm improvements delivered during 2016/17, so that they will be in place when the new station opens. To help secure this, the Council expects to make a bid to TfL's Crossrail Complementary Measures Fund in 2014/15.

Cycling

4.30 The Mayor of London's Cycling Vision includes significant funding over the next decade to implement transformational change in cycling use and attitudes throughout the capital. The Council has identified a programme of works that will form the subject of future bids for cycle vision funding as appropriate. The programme seeks to create a cycling network of hubs and spokes providing safe and direct routes to key local destinations, building on previous work under its Biking Borough programme. This will include interventions to overcome significant physical barriers, as well as junction improvements which give priority to cyclists. Allied to this will be a comprehensive programme of cycle education, training and promotion which will seek to change peoples' attitudes to the bicycle. Outcomes from this programme will be a significant modal shift to cycling, enhanced cycle safety and the creation of better places for all road users.



4.31 The Borough Cycling Programme incorporates cycle parking, including on-street, residential and at stations; pilot cycle to school partnerships; cycle training for children and adults; work with the haulage industry to improve safety and driving standards; and other soft measures such as awareness programmes.

School and Local Safety Schemes

4.32 Bexley has made good progress in cutting the number of casualties on local roads and this successful approach will continue during the next three years. The main areas of work are measures to improve safety at schools and implementing other local safety schemes where there is a record of casualties. The Council has adopted a key target of completing enough schemes to save at least 15 casualties each year on borough roads. Using data taken from the London Road Safety Unit's Collisions Database of personal injury collisions in the borough, the Council will continue to targets measures where the greatest savings in casualties can be made, taking into account the cost of the measures and prioritising school sites where the evidence suggests that pupils are at greatest risk of injury. The School and Local Safety Scheme Programme will be drawn up annually, based on the latest data received and arising trends.

4.33 This programme will be complemented with other engineering measures identified from school travel plans and the ongoing road maintenance programme. These programmes will be harmonised with others across the Council to maximise opportunities and minimise disruption to residents and businesses, as well as responding where necessary to new initiatives emerging from central Government, TfL and other key factors, such as school expansion requirements. Some funding has been set aside in the PoI for LIP-Funded Scheme Enhancements. These are minor improvements to existing measures made in response to concerns raised.

Strategic Parking Review

4.34 The Council commenced a strategic parking review in summer 2012, looking at all aspects of the Council's parking function. It takes into account the latest research, user surveys and public consultation which will inform a new Parking Strategy and Action Plan. Work is continuing to make sure the Council has a thorough understanding of the range of issues which have emerged from the review. It will also consider the changing national policy context and best practice developments from elsewhere. This will ensure the resulting strategy and action plan will be robust, deliverable and sustainable.



The Programme of Investment

4.35 The Council's Programme of Investment (PoI) for 2014/15 to 2016/17 is set out in Table 4.1. It includes details of how individual schemes will contribute to the Mayor's Transport Strategy Outcomes.

4.36 This PoI will be "refreshed" at least every year as part of the Council's ongoing commitment to delivering local transport improvements and to take account of the results of bids for additional funding. The schemes will be reviewed and the agreed programme adjusted as necessary, following publication of the latest condition survey results for principal roads, consideration of any emerging priorities and confirmation of the funding allocation by TfL.

4.37 Maintenance works in particular will be coordinated with or carried out at the same time as other highway works (such as traffic schemes, regeneration projects, bridge works or those required in connection with new developments). In addition it may be necessary to alter aspects of the programme to avoid conflict with utility companies street works maintenance or network upgrading and modernisation programmes.

Table 4.1: Programme of Investment 2014/15 to 2016/17

Programme area		Delivery actions	Funding source	Ongoing scheme?	Funding (£'000s)				MTS2 goals					LIP Objectives
					2014/15	2015/16	2016/17	Total	Economic development & population growth	Quality of life	Safety and security	Opportunities for all	Climate Change	
Integrated Transport (including CNSM)	1	School and Local Safety Schemes - Identification and Development	LIP allocation	✓	38	40	40	118		✓	✓			6 7
	2	School and Local Safety Schemes - Implementation	LIP allocation	✓	432	475	500	1,407		✓	✓			6 7
	3	Sidcup Town Area Renewal (Phase 3)	LIP allocation	✓	384	400	400	1,184	✓	✓	✓	✓		1 2 7 8 9
			Section 106		281	0	0	281						
	4	Slade Green Bus Right Turn	LIP allocation	✓	48	0	0	48	✓	✓		✓	✓	1 2 3 6 8 10
			Section 106		132	0	0	132						
	5	Bexleyheath Town Centre Traffic Management and Safety Measures	LIP allocation	✓	50	250	250	550	✓	✓	✓	✓		1 2 3 5 7 8 9
	6	Bus Stop Accessibility	TfL Funding	✓	180	180	50	360	✓	✓	✓	✓	✓	
	7	Child Pedestrian Training	LIP allocation	✓	20	20	20	60		✓	✓			6 7 9 10
	8	Borough Cycling Programme*	TfL Funding	✓	237	272	382	891		✓	✓	✓	✓	
	9	Cyclist Training	LIP allocation	✓	77	80	80	237		✓	✓		✓	6 7 9 10
	10	Road Safety Campaigns and Exhibitions	LIP allocation	✓	20	20	20	60		✓	✓			6 7 9 10
			Council Revenue	✓	20	20	20	60						
	11	School Crossing Patrols	LIP allocation	✓	34	34	35	103		✓	✓			6 7 9 10
			Local Transport Fund		100	100	100	300						
	12	School Travel Plans	Council Revenue	✓	24	24	24	72	✓	✓	✓	✓	✓	
	13	Controlled Parking Zones including Abbey Wood Station	LIP allocation		48	30	20	98	✓	✓	✓	✓		1 2 4 6 7 8 10
	14	Travel Awareness Campaign for Bexley	LIP allocation	✓	20	20	20	60	✓	✓		✓	✓	1 2 4 5 6 8 10
	15	Station Accessibility	LIP allocation		10	10	10	30	✓	✓	✓	✓	✓	1 2 3 5 6 7 8 9
	16	Local Area Accessibility	LIP allocation	✓	61	105	210	376		✓	✓	✓		5 6 7 8 9
	17	Traffic Schemes	Council Revenue	✓	87	87*	87*	261*		✓	✓	✓		3 5 6 7 8 9
			Council Capital		50	50*	50*	150*						
	18	LIP Funded Scheme Enhancements	LIP allocation		0	7	20	27		✓	✓			5 7
	19	Yarnton Way Streetscape, Thamesmead	LIP allocation		0	35	70	105	✓	✓	✓	✓	✓	1 2 3 4 5 6 7 8
	20	Secondary Town Centre Improvements	LIP allocation		288	100	0	388	✓	✓	✓	✓		1 2
	21	Transport and Regeneration Strategy	LIP allocation		129	0	0	129	✓	✓	✓	✓	✓	1 2
Integrated Transport total					2,770	2,222	2,271	7,076						

Table 4.1: Programme of Investment 2014/15 to 2016/17

Programme area		Delivery actions	Funding source	Ongoing scheme?	Funding (£'000s)				MTS2 goals					LIP Objectives
					2014/15	2015/16	2016/17	Total	Economic development & population growth	Quality of life	Safety and security	Opportunities for all	Climate Change	
Maintenance	22	A207 Albion Road: Gravel Hill to Townley Road	LIP allocation		100	0	0	100	✓		✓			1 5 7
	23	A2016 Bronze Age Way: Church Manorway to Bexley Road (Eastbound)	LIP allocation		250	0	0	250	✓		✓			1 5 7
	24	A2016 Eastern Way: Harrow Manorway to Norman Road	LIP allocation		100	0	0	100	✓		✓			1 5 7
	25	A206 Fraser Road: Erith Road to Pembroke Road	LIP allocation		200	0	0	200	✓		✓			1 5 7
	26	A2016 Queen's Road: Bexley Roundabout to James Watt Way	LIP allocation		50	0	0	50	✓		✓			1 5 7
	27	A2041 Eastern Way: Roundabout	LIP allocation		0	0	0	0	✓		✓			1 5 7
	28	A222 Hurst Road, Sidcup: Shirley Avenue to Camden Road	LIP allocation		150	0	0	150	✓		✓			1 5 7
	29	A223 Edgington Way, Foots Cray: Crittalls Corner to Maidstone Road	LIP allocation		0	0	0	0	✓		✓			1 5 7
	30	A221 Penhill Road: Hurst Road to Bladindon Drive	LIP allocation		100	0	0	100	✓		✓			1 5 7
	31	A2041 Harrow Manorway: Knee Hill roundabout to Overton Road	LIP allocation		0	0	0	0	✓		✓			1 5 7
	32	A223 North Cray Road: High Beeches to Barton Road (Southbound)	LIP allocation		175	0	0	175	✓		✓			1 5 7
	33	Non-principal Road maintenance	Council Revenue	✓	1,500	1,500	1,500	4,500	✓		✓			1 5 7
	34	Maintenance Schemes (to be identified)	LIP allocation		0	1,446	1,446	2,892	✓		✓			1 5 7
	35	Bridge Strengthening: Bridge Road, Bexleyheath*	TfL Funding		0	1,800	0	1,800	✓		✓			1 5 7
	36	Bridge Strengthening: Church Road, Bexleyheath*.	TfL Funding		0	0	1,600	1,600	✓		✓			1 5 7
	37	Bridge inspections and maintenance	Council Revenue	✓	146	146	146	438	✓		✓			1 5 7
Maintenance total					2,771	4,892	4,692	12,355						
Major Scheme	38	Bexleyheath Town Centre Revitalisation (BTCR) Phase 2*	TfL Funding	✓	500	1,500	1,250	3,250	✓	✓	✓	✓		1 2 3 5 7 8 9
	39	Mayor's Cycling Vision*	TfL Funding		tbd	tbd	tbd	tbd	✓	✓	✓	✓	✓	1 2 3 5 7 8 9
	40	Abbey Wood Station Public Realm Improvements	TfL Funding	✓	6	tbd*	tbd*	4,500†	✓	✓	✓	✓		1 4 5 8
			Council Capital		20∞	150∞	1,500∞							
			Other third party		tbd	tbd	tbd							
	41	Queen's Road Junction Improvement*	GLA Funding		5,316		0	5,316	P ✓	✓	✓	✓	✓	2 5 8
			Council Capital		829		0	829						
			Section 106		171		0	171						

* subject to bids for funding

∞ maximum contribution

† estimated implementation cost (2016/17) excluding design fees

Funding

4.38 The PoI will be delivered through a number of different funding sources, the largest confirmed contribution being LIP funding. The five TfL programme areas are incorporated in the three sections of the PoI as follows:

- Integrated Transport – This includes actions that fall within TfL's Corridors, Neighbourhoods and Supporting Measures (CNSM) programme, which are holistic or area-based interventions, including bus priority, cycling, walking, safety measures, regeneration, environment, accessibility and controlled parking zones. The programme also covers expenditure on cycle parking, cycle training, shared space, reduction of clutter, behavioural change, education, training and publicity, and includes measures supported by TfL's Local Transport Fund (a relatively small fund that boroughs can spend on any local transport scheme or issue and does not necessarily need to support the implementation of the Mayor's Transport Strategy);
- Maintenance – This includes TfL-funded planned maintenance to Principal Roads (excluding the TLRN roads, A2 and A20), as well as Council-funded maintenance of non-principal roads. This area also includes TfL-funded major bridge repairs and inspection and minor repair of bridges funded by the Council;
- Major Schemes – major area-based improvement scheme funding from TfL's Major Schemes programme, and other major projects supported by similar bids.

4.39 TfL confirmed the Council's funding for year one (2014/15) in December 2013, with the indicative funding for years two and three (2015/16 and 2016/17) given in the guidance issued by TfL in May 2013, as shown in Table 4.2.

Table 4.2: Bexley's LIP funding allocation 2014/15 to 2016/17

Programme Area	Confirmed Allocation (£'000s)	Indicative Allocation (£'000s)	
	2014/15	2015/16	2016/17
Corridors, Neighbourhoods and Supporting Measures	1,659	1,626	1,695
Local Transport Funding	100	100	100
Principal Road Maintenance	1,125	1,446	1,446
Bridge Strengthening*	0	1,800	1,600
Major Schemes*	500	1,500	1,250
Total	3,384	6,472	6,091

**No borough allocation - subject to bidding process*

4.40 Boroughs were encouraged to include non-LIP funding in their Delivery Plan where it supports LIP-funded schemes. Some of these will be future bids for complementary TfL funding and other sources. Examples of other funding streams currently available through TfL or the GLA include:

- Bus Stop Accessibility
- Borough Cycling Programme; and
- Big Green Fund.

Non-Mayoral Funding

4.41 Other funding sources for transport-related schemes, which may be used in conjunction with TfL or GLA funding, or in their own right, include the Council's capital and revenue budgets, developer contributions and other third party grants.

4.42 The Council also provides a range of everyday services that contribute to the LIP Objectives, particularly improving accessibility to services, reducing the need to travel and improved safety and security. Some of these are listed below:

- Online public services for residents and businesses;
- CCTV coverage of public spaces;
- Home library services;
- Bexley Accessible Transport Scheme;
- Bexleyheath Shopmobility; and
- Network management duty.

Developing the Programme of Investment

4.43 The schemes shown in the PoI are those that have been prioritised from a wider list. This prioritisation has been based upon the ability of schemes to deliver the transport goals and objectives of the Mayor and of the Council, as set out in the MTS2 and Bexley's LIP respectively.

4.44 Evidence for each scheme has been collected and assessed to allow a fair and thorough comparison. The evidence collected includes:

- Issues identified by the community and other stakeholders;
- Known parking and congestion hotspots;
- Analysis of the crash database;
- Outputs from walking and accessibility audits;
- Journey time and speed data; and
- Census data.

4.45 This evidence is also weighed against the needs and concerns of local communities, drawn from:

- Results of public consultation and engagement;
- Concerns raised through local Ward Councillors;
- Petitions submitted; and
- Lobbying by pressure groups and other organisations.

4.46 The evidence is then mapped to identify locations where links and synergies exist, and where value can be added and maximised. This is particularly true of those initiatives and programmes of work being planned by third parties. An assessment of the feasibility of the schemes is made and options are costed to assist with the prioritisation process.

Meeting the Mayor's High Profile Outputs

4.47 The PoI includes several schemes that address or support the Mayor's high profile outputs. These are demonstrated in Table 4.3.

Table 4.3: Meeting the Mayor's high profile outputs

Output	Proposal
Cycle parking	Bexley's proposals for public cycle parking will be mainly funded through TfL's Borough Cycling Programme, and a total of 278 cycle parking stands are planned for train stations, public buildings, community centres and local shopping parades. Further cycle parking will be provided as part of the public realm and regeneration schemes in the PoI, including Bexleyheath Town Centre Revitalisation Phase 2, Sidcup Town Area Renewal Phase 3, Yarnton Way Streetscape and Secondary Town Centre Improvements. Private cycle parking will be negotiated as part of development proposals.
Cycle Superhighways	While none of the planned Cycle Superhighways extend into Bexley, Route 4 will link Woolwich to London Bridge and the Council is keen, through the Quietways Programme, to connect with this Route using quiet streets and off-road opportunities, in collaboration with the Royal Borough of Greenwich.
Electric vehicle charging points	Electric vehicle charging points have recently been installed at the Thames Innovation Centre, but justifying their implementation is a challenge for the Council since electric car ownership is very low in the borough. Bexley will continue to work with TfL to identify the potential and business case for installing electric charging points at new large developments and in town centres. The provision of charging points will be included in the Council's Detailed Policies and Sites Local Plan which is in production.
Better Streets	The PoI has a number of schemes that aim to enhance the streetscape, improve the perception of the urban realm and therefore contribute to the 'better streets' agenda. These initiatives include Bexleyheath Town Centre Revitalisation Phase 2, Sidcup Town Area Renewal Phase 3, Yarnton Way Streetscape and Secondary Town Centre Improvements.
Cleaner local authority fleets	Nearly all the Street Services fleet (recycling & waste collection and street cleansing) will be replaced in the next two years, to meet the Euro VI standard. Serco, the Council's Street Services contractor, has a Carbon Reduction Commitment of 40% by 2020, which will be achieved through: ● Refuse and recycling rounds optimisation; ● Serco Minimum Miles™ – area-based resource scheduling and deployment in street cleansing operations; ● Use of bunkered 20% blended bio-fuels; ● Use of electric vehicles in street cleansing operations; ● Use of electric bin lifting mechanism across the core refuse fleet; and ● Use of carbon reduction fuel additive.
Street trees	Additional street planting has been identified within the measures for Bexleyheath Town Centre Revitalisation Phase 2 and Yarnton Way Streetscape. One option being considered for the Yarnton Way proposal is to replace extensive lengths of carriageway with a linear parkway, incorporating native planting, shrubs and trees.

Impacts of the 2014/15 Interventions on MTS2 Outcomes

4.48 Together, the schemes in the PoI deliver against all of the Mayor's Transport Goals, with most contributing directly to more than one of the MTS2 outcomes. The town centre enhancement schemes like BTCR, STAR and the secondary town centre improvements aim to support wider regeneration by smoothing traffic flow, enhancing streetscapes, facilitating increases in walking and cycling, reducing the number of casualties and improving access to services. The school and local safety schemes and the other road safety initiatives will reduce the number of casualties and facilitate an increase in walking and cycling. An important aim of the Yarnton Way Streetscape is to provide green spaces, which enhance the natural environment. Improvements to local area accessibility and station accessibility for pedestrians and cyclists will reduce CO_2 emissions from traffic. The investment in road maintenance will bring and maintain all assets to a good state of repair.

Risk Assessment and Mitigation

4.49 The Council recognises that there are various risks that it faces in delivering its services and that risk management is a crucial element of good management. The Council has adopted a Strategy for Managing Opportunity and Risk, which defines Risk Management as:

"Co-ordinated activities to direct and control an organisation with regard to risk."

4.50 Bexley's aim is to ensure that risk management becomes a natural component of its management processes and that risks are avoided, transferred or reduced to an acceptable level, and opportunities are seized.

4.51 The Council has a risk framework, consisting of six steps which all scheme promoters are encouraged to follow.

1. Knowledge of strategic or operational objectives;
2. Identifying and assessing risks and opportunities;
3. Compiling a corporate/departmental risk register;
4. Risk treatment;
5. Monitoring and reporting; and
6. Reviewing.

4.52 Through this, project managers prepare risk registers and risk management action plans (control measures), both at operational level and in strategic decision making. Many project managers are trained in and use formal project management systems like PRINCE2. This same approach will be applied to implementing the Programme of Investment and therefore the Council is confident that it can deliver all the proposals in the PoI by 31 March 2017.

4.53 This is, of course, subject to TfL's confirmation of future funding levels and any changes in priorities that cannot be identified at the time of preparing this Delivery Plan. The Council therefore welcomes the flexibility to change or update its LIP annual programme in response to delays, cost over-runs, stakeholder feedback and lessons learnt as confirmed in the Guidance.

Chapter Five

Performance Monitoring Plan

Introduction

5.1 New interim targets have been produced for the five performance indicators adopted in Bexley's 2011/12 to 2013/14 LIP, which are set out in this Performance Monitoring Plan (PMP). Revised trajectories to meet the new interim targets have been drawn up, based on:

- Analysis of the most recent performance data;
- Measures in the Programme of Investment;
- Non-LIP initiatives and investment; and
- Other factors that will influence transport activity in the borough.

5.2 Some of the interim targets have been made more challenging, some have been left unchanged and others have been revised downwards. They have been based on a scenario which assumes no LIP Major Scheme funding or other TfL funding. Much of the background to these indicators and the way in which they are monitored can be found in LIP2. These new interim targets are summarised in Table 5.1. The rest of the PMP provides updated information for each of the performance indicators.

Table 5.1: Schedule of performance indicators and proposed targets

Description	Indicator	Baseline	Proposed Targets
1. Mode share:			
(a) Cycling	Percentage share of trips by cycle	0.5% mode share of trips by cycle 2007/08 to 2009/10	0.7% mode share by 2016/17 (interim target) 3.0% mode share by 2031 (long term target)
(b) Walking	Percentage share of trips by foot	27% mode share of trips by foot 2007/08 to 2009/10	27.7% mode share by 2016/17 (interim target) 28.5% mode share by 2025 (long term target)
2. Bus service reliability	Excess wait time (EWT) for high frequency bus services	EWT = 1.0 minutes 2009/10	EWT not exceeding 1.1 minutes to 2016/17
3. Highway asset condition	Percentage of the principal road network in need of repair	6.4% of total length of principal road in need of repair 2009/10	Not exceeding 4% to 2016/17 (interim target) Not exceeding 5.8% to 2017/18 (long term target)
4. Road casualty reduction			
(a) Killed and seriously injured (KSI) casualties	Number of KSI casualties per annum	87 KSI casualties 2007-09 (3 year average)	57 KSI casualties by 2017 (interim target) 54 KSI casualties by 2020 (long term target)
(b) All casualties	Number of casualties per annum	615 casualties 2007-09 (3 year average)	529 casualties by 2017 (interim target) 492 casualties by 2020 (long term target)
5. CO_2 emissions	Tonnes of CO_2 emission from ground-based transport	231,700 tonnes of CO_2 in 2008	172,000 tonnes of CO_2 by 2016/17 (interim target) 127,600 tonnes of CO_2 by 2025 (long term)

Mode Share – Cycling

Progress to Date

5.3 The LIP for 2011/12 to 2013/14 recognised that Bexley has one of the lowest levels of cycling in London. The borough also has a lower proportion of trips that are potentially cyclable; 22% compared to the London average of 35%. One reason for this is that many trips that would start or end in Bexley are too long to be cycled. Under current funding arrangements, Bexley is unlikely to achieve the levels of cycling increase proposed elsewhere and, in response, a lower long-term target for cycling of 3% by 2031 (against the Mayor's target for a 5% share by 2026) was set.

5.4 Recent data supplied by TfL in July 2013, shows that the baseline figure for mode share of cycling should have been 0.5%, not 1% as originally set. In the following two years, there was a small increase from this revised baseline, but this performance is still well below the target trajectory; see Table 5.2.

Table 5.2: Mode share – cycling: progress to date

	2007/08 – 2009/10	2008/09 – 2010/11	2009/10 – 2011/12
Target	1.1	1.2	1.3
Actual	0.5	0.4	0.6

New Interim Target 2016/17

5.5 Taking Bexley's progress to date, the baseline has been revised to reflect the latest figures from TfL and the trajectory has been adjusted accordingly to reflect the rate of increase previously achieved. Figure 5.1 shows the revised trajectory and Table 5.3 provides details of the new interim target.

Figure 5.1: Mode share – cycling: revised trajectory

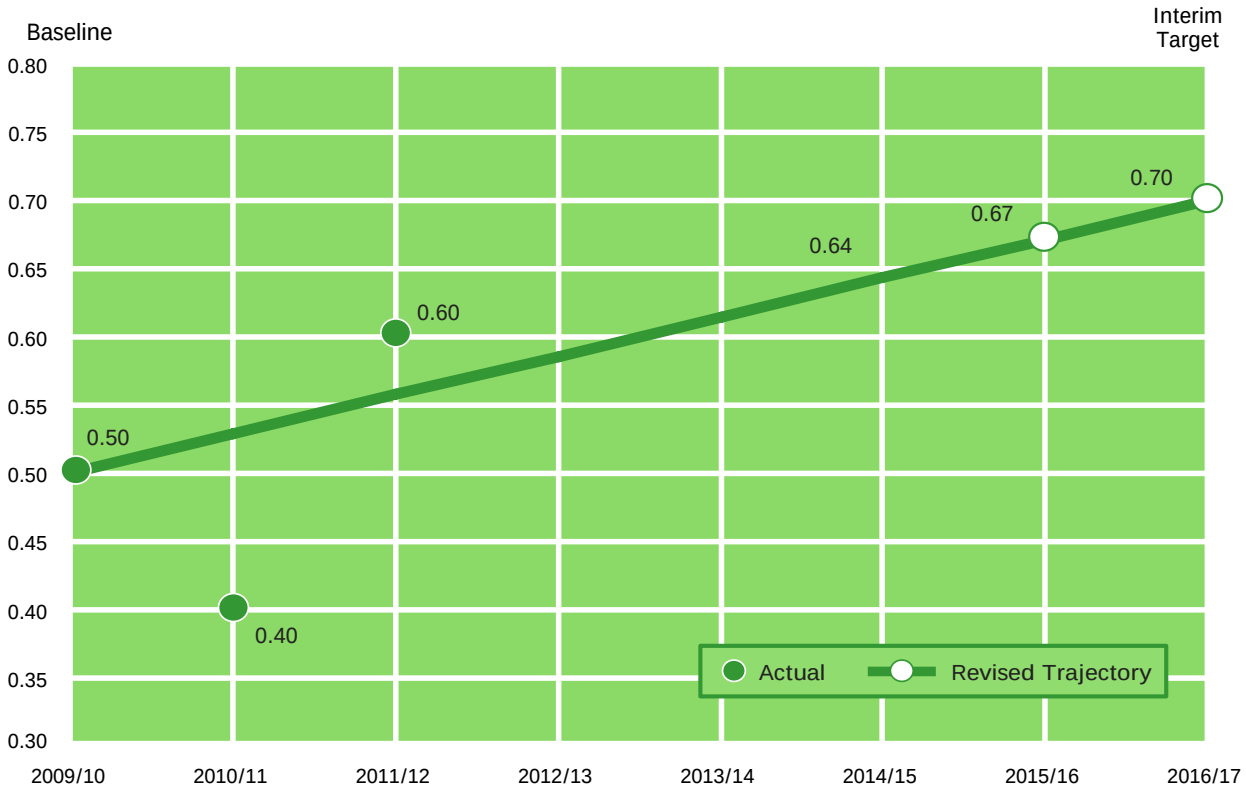


Table 5.3: Mode share – cycling

Item	Information
New interim target	Increase the % of journeys by cycle to 0.7% by 2016/17
Long term target	Increase the % of journeys by cycle to 3.0% by 2031
Data source	London Travel Demand Survey (LTDS) Data
Target trajectory	Linear projection indicated in Figure 5.1
Existing baseline	0.5% mode share 2007/08 to 2009/10 (LTDS)
Evidence that the target is realistic and ambitious	Bexley was awarded Biking Borough status in 2010 and has adopted the Bexley Cycling Strategy and Action Plan. The Action Plan provides a list of all the cycling schemes the borough intends to deliver should it be successful in securing additional funding. Over recent years, Bexleyheath has benefited from investment in cycle provision due to its importance as the borough's main town centre.
Key actions for the Council and any local partner, if applicable	To continue to focus on cycling initiatives in the borough. Key components are working closely with TfL and seeking additional funding through the Borough Cycling Programme. Securing future funding through other initiatives under the Mayor's Vision for Cycling or the Quietways programme will significantly enhance the borough's cycle infrastructure and associated measures and go a long way to help achieve and exceed the above targets. The other elements which will support the borough in achieving its targets include the following: ● Additional cycle parking proposed within Phase 2 of the BTCR; ● Supporting cycling initiatives in STAR Phase 3 and Yarnton Way; ● Promoting cycling as part of travel awareness initiatives; and ● Extending cycle training to adults as well as children. ● For monitoring purposes, it is intended to analyse LTDS data, school travel plans, and any additional local cycle counts. Additionally, the Council will continue to work with other organisations to promote cycling, such as the NHS, Sustrans, London Cycling Campaign, Bike It and Sport England
Principal risks and how they will be managed	Lower than expected level of behavioural change and unexpected levels of increases in traffic. Enhancement of public realm improvement schemes would provide mitigating opportunities. Another risk arises if funding for future schemes under Corridors, Neighbourhoods and Supporting Measures is significantly reduced.

Mode Share – Walking

Progress to Date

5.6 Similar to cycling, Bexley has low levels of walking, even in relation to other Outer London boroughs. The borough's low density suburban layout means that local services can be a good distance away and the lack of good public transport coverage reduces the potential of walking to feed other modes of transport. Recent data from TfL are shown in Table 5.4. The progress to date varies greatly above and below the trajectory, making it difficult to identify a trend.

Table 5.4: Mode share – walking: progress to date

	2007/08 – 2009/10	2008/09 – 2010/11	2009/10 – 2011/12
Target	27.1	27.2	27.3
Actual	27.5	28.3	25.0

New Interim Target 2016/17

5.7 As already stated, it is difficult to assess current performance using the results in Table 5.4. The existing trajectory from the LIP for 2011/12 to 2013/14 will therefore be retained and the interim target for 2016/17 is based on this. Table 5.5 provides details relating to Bexley's new interim target for walking mode share for 2016/17.

Figure 5.2: Mode share – walking: target trajectory

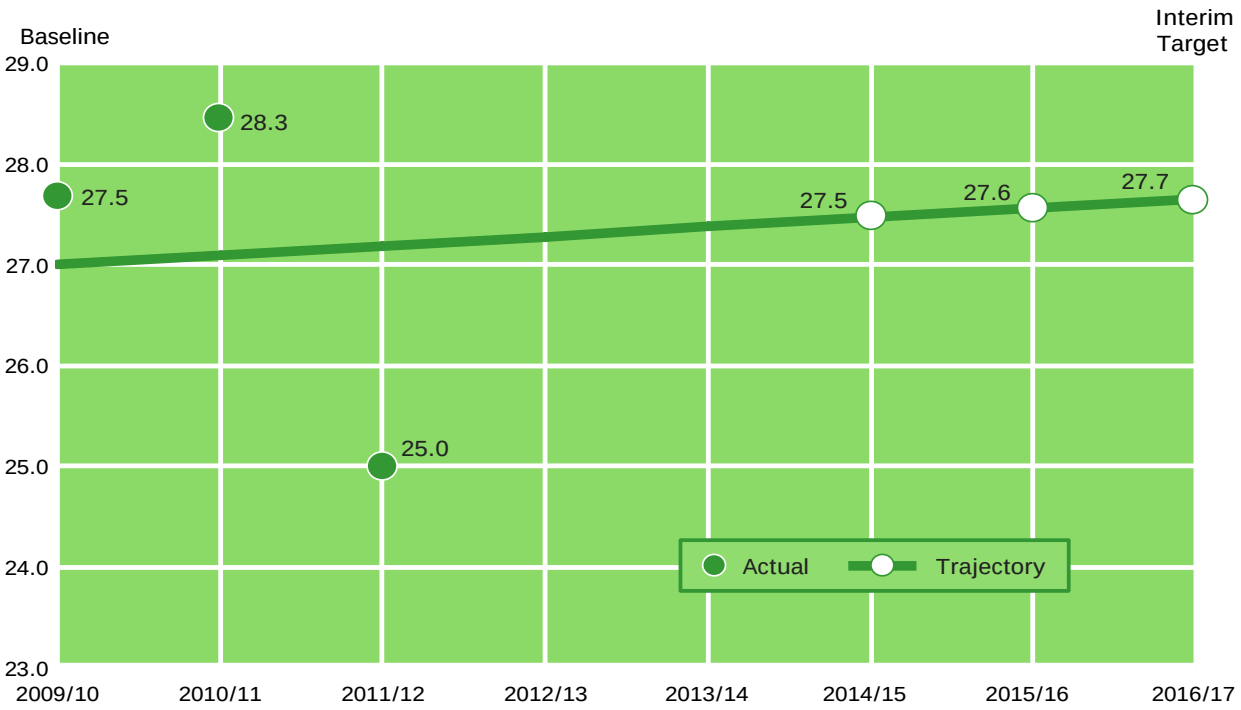


Table 5.5: Mode share – walking

Item	Information
Target	Increase the % of journeys by foot to: 27.7% by 2016/17 (interim target); and 28.5% by 2025 (long term target).
Data source	London Travel Demand Survey (LTDS) Data.
Target trajectory	Indicated in Figure 5.2.
Existing Baseline	27% mode share in 2007/08 to 2009/10 (LTDS).
Evidence that the target is realistic and ambitious	Based on LTDS data, Bexley is ranked in the lowest quartile of Outer London boroughs in the number of trips made by walking. Increasing the number of walking trips is a real ambition for Bexley, which is recognised within the Delivery Plan where commitments have been made to Walking and Accessibility schemes. These schemes will have an expected outcome of a) identification of walkability constraints; and b) improvements to the pedestrian environment in the borough. Bexley would like to be ranked higher in the number of walking trips per borough but recognises the pressure on future allocations as a barrier to achieving this. However, Bexley has set an interim walking target to increase to 0.7% and a long term target increase of 1.5% which is in line with the Mayor's target of 1.5% increase by 2025. This is a realistic target for Bexley to achieve considering it is a large Outer London borough with poor access to good public transport.
Key actions for the Council and local partners, as applicable	The key delivery actions will include the implementation of relevant schemes and the promotion of walking initiatives. The review of station accessibility will help identify the necessary measures required to improve access for pedestrians. Identification and development of school and local safety schemes will also go a long way in encouraging safer walking routes for pedestrians. The promotion of such schemes and initiatives like "Walk to Work Week" will continue to be a key action for the Council. Schools and local walking groups have an important role. The borough will also work with external organisations such as 'Living Streets' to encourage walking.
Principal risks and how they will be managed	Lower than expected level of behavioural change and unexpected levels of increases in traffic. Enhancement of public realm improvement schemes will provide particular mitigating opportunities.

Bus Service Reliability

Progress to Date

5.8 Bus service reliability for all high-frequency routes (five or more buses per hour) is measured through recording the mean Excess Wait Time (EWT). This indicator uses iBus data, which is based on a number of EWT measurement points located within each borough. The figures received from TfL, as set out in Table 5.6, show that the trajectory from the LIP for 2011/12 to 2013/14 is being achieved.

Table 5.6: Bus service reliability: progress to date

	2010/11	2011/12	2012/13
Target	1.0	1.1	1.1
Actual	0.9	1.1	0.9

New Interim Target 2016/17

5.9 In January 2013, work on the Bexleyheath Town Centre Revitalisation scheme saw the introduction of bus diversions affecting 16 routes and two night time services for a period of five months, yet many routes performed better than in the previous quarter and significantly better when compared with the same quarter in 2013. In the case of high frequency routes, combined results for Excess Waiting Time (EWT) equalled the best for the past three years. Since progress is currently "on track" and recent disruptions have had little impact on EWT, it has been decided to retain the current trajectory. Full details are set out in Table 5.7.

Figure 5.3: Mean excess waiting time for all high-frequency routes: target trajectory

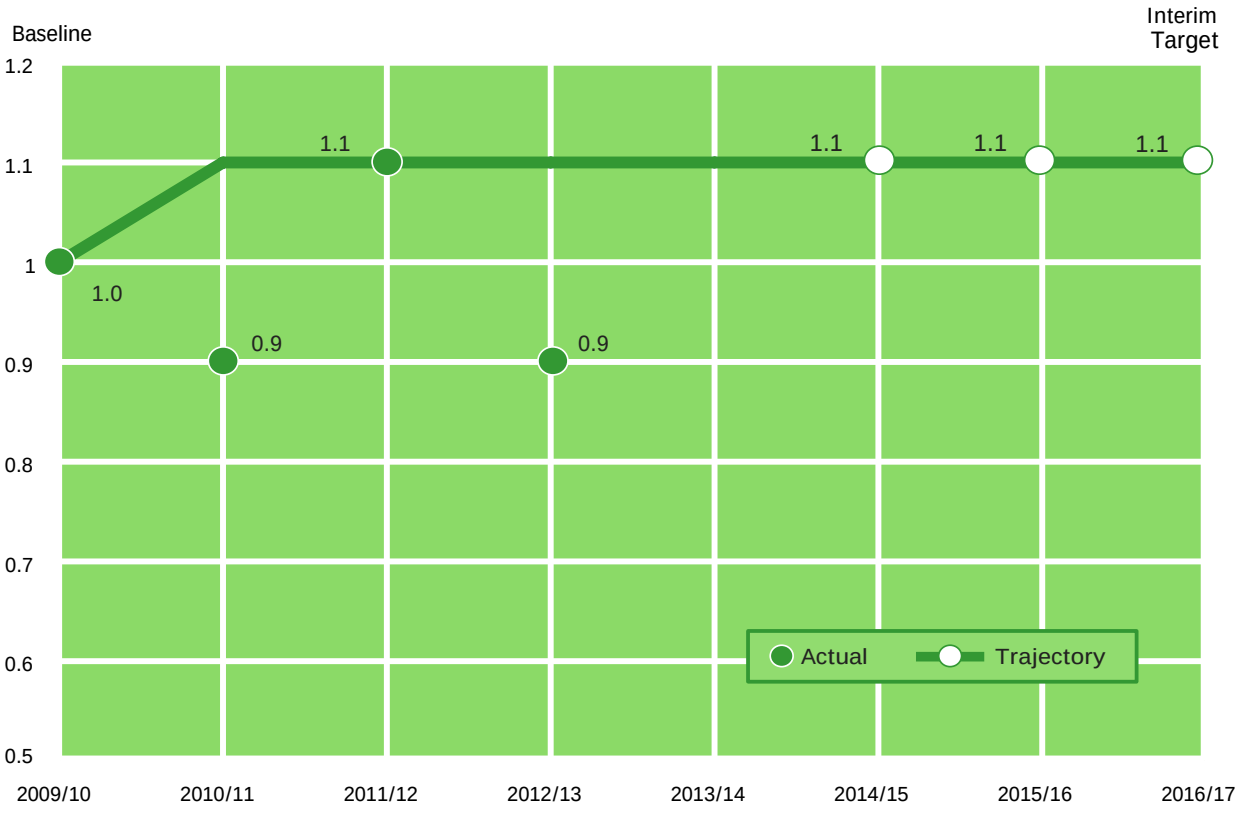


Table 5.7: Mean excess waiting time for all high-frequency routes:

Item	Information
New interim target	Maintain EWT target at 1.1 minutes until 2016/17 (interim target).
Data source	iBus data.
Target trajectory	Shown in Figure 5.3.
Existing baseline	1.0 minutes in 2009/2010.
Evidence that the target is realistic and ambitious	The baseline year of 2009/10 has been retained (EWT 1.0 minutes. Whilst EWT had been predicted to increase to 1.2 by 2011/12 across London and then stay at that level, actual EWT in Bexley has varied since then between 0.9 and 1.1 minutes (as shown in Figure 5.3). The target EWT for Bexley was set at no higher than 1.1 minutes up to 2016/17. It is intended to leave this target unchanged.
Key actions for the Council	The Council has implemented a number of schemes that have helped to improve bus reliability in the past, such as parking restrictions to control indiscriminate parking and linking of traffic signals to reduce congestion on bus routes. The Council will continue to identify and propose similar schemes in the future. Bexley will continue to implement measures to make more bus stops more accessible. The Council will continue to meet TfL to review bus performance and identify any specific issues for action.
Key actions for local partners	Local partners, including TfL and operators, will have a key role to play in helping to maintain good performance and identify areas for improvement.
Principal risks and how they will be managed	Increased traffic congestion may impede performance. The Council continually monitors congestion and seeks to rectify its causes as part of its Network Management Duty. Individual operators may not always deliver the required level of performance. The Council will continue to monitor Quality of Service indicators and hold low performing operators to account.

Highway Asset Condition

Progress to Date

5.10 This indicator relates to the structural condition of the principal road network and is measured by the percentage of the total length of the network in need of repair. Structural condition is monitored by the use of annual condition surveys and scanner and visual inspections. The target is to reduce the percentage length of principal roads with zero residual life and defective areas. The Council has performed well and is achieving its current LIP target to keep the percentage of principal road network in need of repair to below 6%, as shown in Table 5.8.

Table 5.8: Highway asset condition: progress to date

	2010/11	2011/12	2012/13
Target	5.0	5.1	5.2
Actual	5.0	4.0	4.0

New Interim Target 2016/17

5.11 Following the good progress made, it has been decided to make the new interim target more challenging and adopt a target of less than 4.0% for 2016/17. This is shown in Figure 5.4 and Table 5.9.

Figure 5.4: Highway asset condition: target trajectory

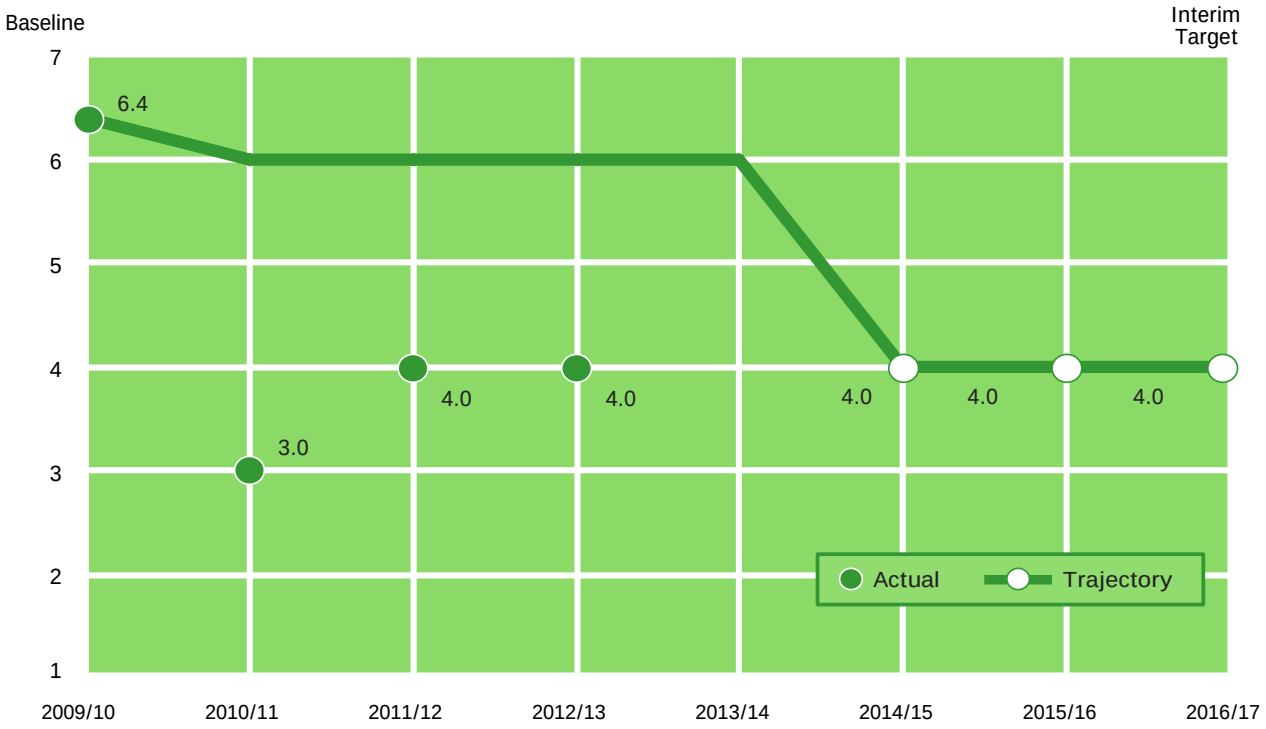


Table 5.9: Highway asset condition

Item	Information
New interim target	Keep the percentage of principal road network in need of repair below 4.0% up to 2016/17.
Data source	Detailed Visual Inspection data.
Target trajectory	As indicated in Figure 5.4.
Existing baseline	6.4% in 2009/10.
Evidence that the target is realistic and ambitious	Bexley sits within the top quartile of performance for % of principal road network in need of repair. As Bexley has the second largest principal road network in London, its efforts in utilising LIP allocations in highway maintenance and improvement have clearly been effective. Highway maintenance remains a priority for the Council who aims to build on its improved performance of 4%. Indicative funding levels set out in the LIP2 Delivery Plan Guidance show that they will remain static up to 2016/17 so it is felt that maintaining performance below 4% will be challenging.
Key actions for the Council and local partners	The Council will continue to apply an asset management approach to highway maintenance to improve the condition of the road network and deliver value for money.
Principal risks and how they will be managed	The main risk to performance is the recurrence of the winter conditions experienced in 2011/12 when severe frost and snow caused an increase in damage to road surfaces. Whilst this unusual weather cannot be avoided, forward plans will be authorised each December ready for implementing the following financial year so that delays to works towards the periods of bad weather will be minimised.

Road Casualty Reduction – Killed and Seriously Injured (KSI) Casualties

Progress to Date

5.12 The Council has a statutory duty under Section 39 of the Road Traffic Act 1988 to study accidents in its area and implement measures to prevent such accidents. This includes traffic proposals for controlling, protecting or assessing the movement of traffic; road safety training, education and enforcement; and ensuring that the design of new roads reduces the possibilities of such accidents when the roads come into use.

5.13 Progress on road casualty reduction in Bexley is measured against national targets and the Council's own local targets. The last 30 years have seen a continual decline in the number of people killed and seriously injured on Bexley's roads, with recent levels being well below the trajectory set in LIP2, as shown in Table 5.10.

Table 5.10: Killed and seriously injured (KSI) casualties: progress to date (rolling three year annual average)

	2010	2011	2012
Target	87	84	82
Actual	74	66	57

New Interim Target

5.14 'Safe Streets for London', the new London Road Safety Action Plan for London 2020 was published in June 2013 and includes a casualty reduction target. The new target for London is in line with the methodology used in the Strategic Framework for Road Safety which contains forecasts of expected casualty reductions at a national level from the 2005-2009 average. The London target is 'to achieve a 40 per cent reduction in KSI casualties by 2020, from a baseline of the 2005- 2009 average' and this long term target has been adopted, along with a corresponding interim target.

Figure 5.5: Killed and seriously injured casualties (all roads including TLRN): revised trajectory

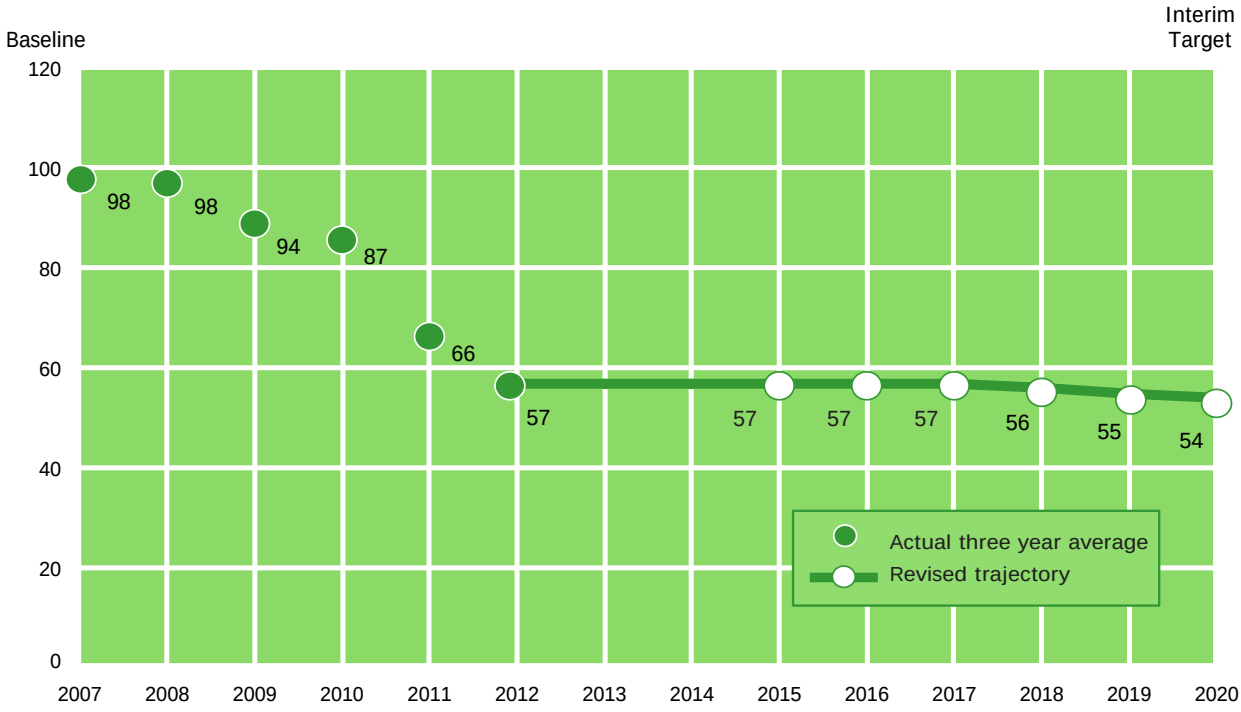


Table 5.11: Road casualty reduction – killed and seriously injured (KSI) casualties

Item	Information
New interim target	57 killed and seriously injured casualties per annum by 2017.
Long term target	54 killed and seriously injured casualties per annum by 2020.
Data source	London Road Safety Unit.
Target trajectory	Shown in Figure 5.5.
Existing Baseline	90 KSIs per annum (2005 to 2009 five-year average).
Evidence that the target is realistic and ambitious	In November 2001, the London Road Safety Plan set a target for a 40% reduction in KSIs. Bexley exceeded this target in 2010 and continues to reduce casualties. It is anticipated that this trend will continue into the future, although the rate of decrease will reduce as the number of identifiable collision clusters and 'at risk' user groups reduce and the zero point is approached. Bexley has adopted the target set by the Mayor in the Road Safety Action Plan for London 2020 and this interim target will act as a milestone towards that target.
Key actions for the Council	The planned delivery actions to achieve this target are set out in our Road Safety Plan and include: ● Continuation of our schools-focused ETP work; ● Publicity campaigns targeting identified 'at risk' road user groups; ● Delivery of training courses aimed at identified 'at risk road user groups; and ● Design and implementation of local safety schemes.
Key actions for local partners	Local partners including the Police, health service and local schools will need to support policies for improving road safety and implement their own initiatives. TfL in particular has the lead role in reducing casualties on the TLRN.
Principal risks and how they will be managed	The principal risks to the achievement of this target include delays to the implementation of safety schemes and increases in traffic levels above forecast. These will be managed by continuous review of collision and road user group patterns and our programme to enable expenditure to be focused where needed.

Road Casualty Reduction – All Casualties

Progress to Date

5.15 Bexley has successfully reduced casualties in all of the target groups and met or exceeded all of the national and regional casualty reduction targets with the exception of Pedal Cyclists KSI. The overall number of casualties has continued to decline and progress is well ahead of the adopted trajectory in LIP2. The figures presented here are for all roads in the borough and therefore include the TLRN.

Table 5.12: All casualties: progress to date (rolling three year annual average)

	2010	2011	2012
Target	623	603	590
Actual	615	597	563

New Interim Target

5.16 Casualty and collision analysis carried out in 2013 has shown that many of the education, training and publicity initiatives, designed to engender change in road user behaviour, seem to be having a positive effect on casualty reduction. The package of road safety interventions put in place from 2009 included:

- Increasing the number of practical cyclist training courses delivered from 2009 onwards;
- Developing and launching of a practical child pedestrian training scheme from 2010 onwards;
- Increasing in the number of school visits to deliver road safety education input from 2009 onwards; and
- Development of the 'Look Out!' campaign - a dual target campaign aimed at both pedestrians and drivers/riders of motor vehicles.

5.17 Following the introduction of these initiatives, there has been a significant decrease in child casualties. It is intended to continue delivering and building on these successful schemes. The analysis has also shown that adult cyclist casualties have been increasing steadily in recent years. There are also plans to increase the amount of cyclist training delivered to adults, supported by publicity campaigns aimed at this target audience.

Figure 5.6: All casualties (all roads including TLRN): target trajectory

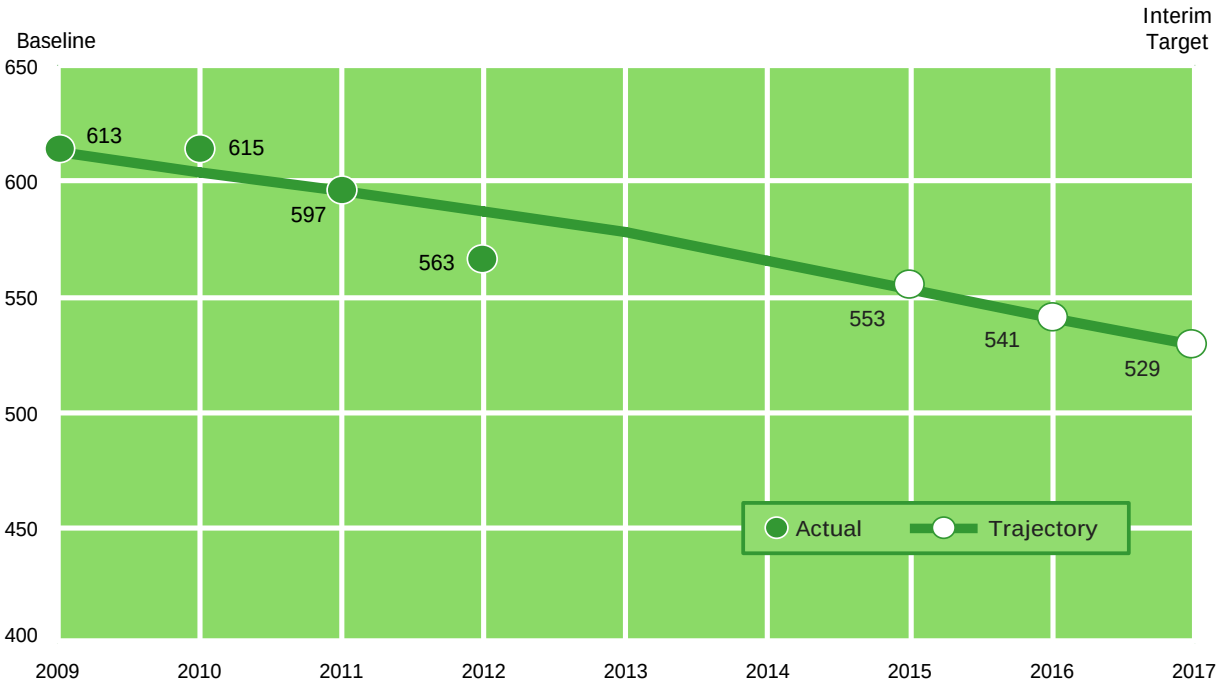


Table 5.13: Road casualty reduction – all casualties

Item	Information
New interim target	529 casualties per annum by 2017.
Long term target	492 casualties per annum by 2020.
Data source	London Road Safety Unit.
Target trajectory	Indicated in Figure 5.6.
Existing Baseline	615 casualties per annum (2007 to 2009 three-year average).
Evidence that the target is realistic and ambitious	Total casualties represents the total of all three injury categories (killed, seriously injured and slight), for which there is no national or regional target. Notwithstanding random variations, the overriding trend in Bexley has been for casualties to decrease since 1990. It is anticipated that this trend will continue into the future although the rate of decrease will reduce as the number of identifiable accident black spots and 'at risk' user groups reduces and the zero point is approached. The LIP target requires the borough to continue the previous trend.
Key actions for the Council	The planned delivery actions to achieve this target are listed in our Road Safety Plan and include: ● Continuation of our schools focussed ETP work; ● Publicity campaigns targeting identified 'at risk' road user groups; ● Delivery of training courses aimed at identified 'at risk road user groups; and ● Design and implementation of local safety engineering schemes.
Key actions for local partners	Local partners including the Police, health services and local schools will need to support policies for improving road safety and implement their own initiatives. TfL in particular has the lead role in reducing casualties on the TLRN.
Principal risks and how they will be managed	The principal risks to the achievement of this target include delays to the implementation of safety schemes and increases in traffic levels above forecast. These will be managed by continuously reviewing accident patterns and the programme, to enable expenditure to be focused where needed.

Reducing Carbon (CO_2) Emissions

Progress to Date

5.18 The London Borough of Bexley's policies to address the MTS2 challenge to improve air quality were set out in the LIP for 2011/12 to 2013/14, and are repeated in Chapter 3. Table 5.14 shows the progress to date.

Table 5.14: Reducing carbon (CO_2) emissions: progress to date

'000 tonnes CO_2 pa	2009	2010	2011
Target	224	216	209
Actual	226	219	212

New Interim Target

5.19 The Council is making good progress and is just slightly behind its trajectory on reducing CO_2 emissions but it is projected to be back on track by 2016/17. Measures have been identified in the PoI that should support this reduction in emissions and therefore, the current trajectory has been retained and the new interim target set accordingly. Figure 5.7 and Table 5.15 provides the details relating to the proposed trajectory for CO_2 reductions.

Figure 5.7: Reducing carbon (CO_2) emissions: revised trajectory

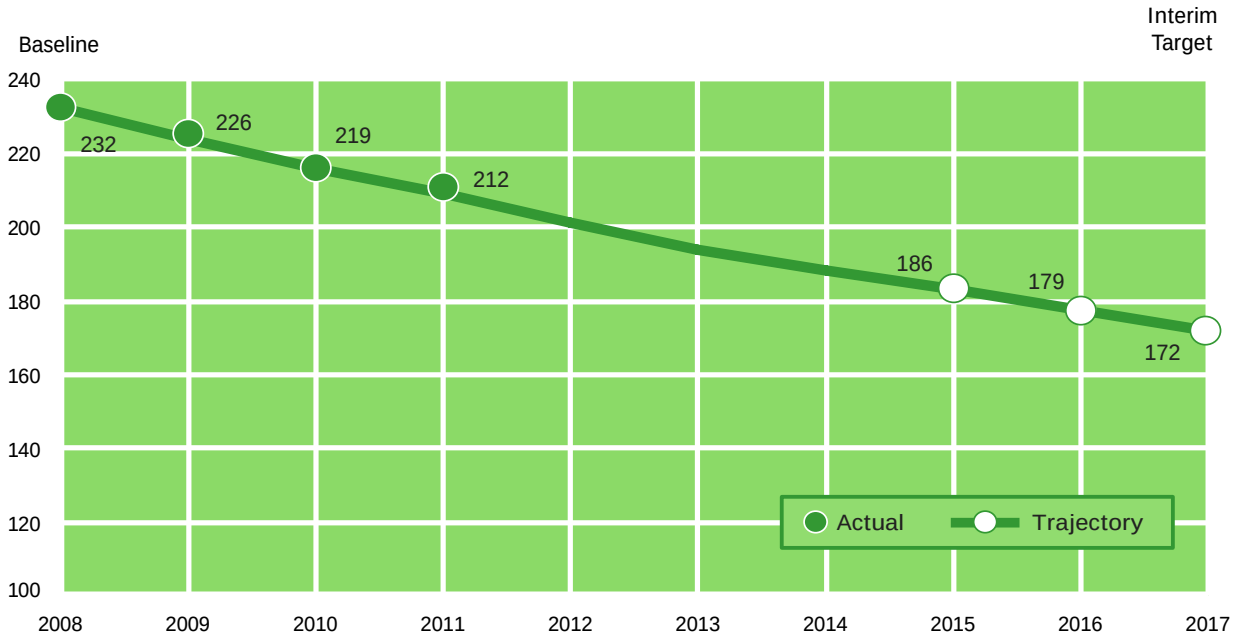


Table 5.15: Reducing carbon (CO_2) emissions

Item	Information
New interim target	172,000 tonnes of CO_2 per annum by 2016/17.
Long term target	127,600 tonnes of CO_2 per annum by 2025.
Data source	Department of Energy and Climate Change (DECC).
Target trajectory	Indicated in Figure 5.7.
Existing Baseline	232,000 tonnes of CO_2 emissions from ground-based transport in 2008.
Evidence that the target is realistic and ambitious	Based on the most recent data supplied by the Department of Energy and Climate Change (DECC) for 2011, Bexley has very slightly higher levels of CO_2 emissions per capita at 4.4 tonnes per person compared to Bromley and Greenwich (4.4) but significantly lower than Havering (4.8). This puts Bexley 13th out of 20 Outer London boroughs. Bexley continues to perform well in terms of CO_2 reductions and is on track to meet its long term target. As a borough with high car ownership and poor access to good public transport, the private car will continue to be a popular and convenient form of transport, so retaining this trajectory for the next three years is considered both realistic and ambitious.
Key actions for the Council and local partners as appropriate	Under Bexley's LIP Objective to reduce the borough's carbon footprint from transport and following on from the recent Air Quality Updating and Screening Assessment 2012, the Council will continue its programme of Local Air Quality Monitoring and will look to introduce mitigation measures where possible in the design of schemes and other changes to the transport network. Greener forms of transport will be promoted and supported, especially cycling. The major public realm proposals for Sidcup and Bexleyheath town centres, which support the Better Streets concept, will look to smooth the flow of traffic through these areas as well as encouraging walking, cycling and supporting those who are mobility impaired. The Council will also continue to carry out its Network Management Duty with the aim to minimise disruption and congestion for all road users and contribute to emission reduction
Principal risks and how they will be managed	Resource constraints in setting up the necessary monitoring stations and delay in providing improvements to the public transport facilities pose a risk. Progress will therefore be regularly reviewed.

Glossary

Accessibility This measures the ability of people to access services, goods and opportunities and can be improved either through close proximity or through the provision of transport links and facilities. In transport terms, accessibility can also refer to the physical barriers encountered by those with disabilities.

Air Quality Management Area (AQMA) This is an area, designated by local authorities (in London, the boroughs), where air quality is projected to exceed limits set out in the Air Quality (England) Regulations 2000. Following the designation of an Air Quality Management Area, a local authority is required to complete a further assessment and prepare an Action Plan aimed at improvement of air quality in the area.

Biking Borough The Biking Boroughs scheme, initiated by the Mayor of London in 2010, harnesses the potential for cycling in Outer London, making it even easier to replace unnecessary short car trips with pedal power and delivering health benefits, better air quality and encouraging the use of local shops and town centres. Bexley was identified as one of the first ten Biking Boroughs.

Biodiversity The diversity or variety of plants, animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value for human society.

Census The UK Census takes place every ten years and requires every household to complete a questionnaire which helps paint a picture of the nation and how it lives. The most recent census of the United Kingdom, known as the 2011 Census, took place on 27 March 2011.

Core Strategy A core strategy document is the key compulsory local development document specified in United Kingdom planning law. Every other local development document is built on the principles it sets out, regarding the development and use of land in a local planning authority's area.

Crossrail A proposed east-west rail link across London which will provide high-frequency services, linking Abbey Wood and Shenfield in east central London and Heathrow and Reading in the west, via Docklands, the City and the West End. The project, which was more than 50% complete by January 2014, will increase London's overall public transport capacity by 10%. Services are currently planned to commence from Abbey Wood in December 2018.

Deprivation Deprivation refers to unmet needs caused by a lack of resources of all kinds, not just financial. It is measured using a broader concept of multiple deprivation, which considers income deprivation, employment deprivation, health deprivation and disability, education, skills and training deprivation, barriers to housing and services, living environment deprivation and crime.

Equality Impact Assessment The purpose of an Equality Impact Assessment is to ensure an organisation's strategies, policies and projects do not discriminate and that, where possible, it promotes equality. It focuses on assessing and recording the likely equalities impact on certain groups of people known as equality target groups. It involves anticipating the consequences of policies and projects on these groups and making sure that, as far as possible, any negative consequences are eliminated or minimised and opportunities for promoting equality are maximised.

Greater London Authority (GLA) This authority was established in 2000 under the GLA Act 1999 to provide city-wide strategic government for London. It covers the area of 33 London boroughs, including the Corporation of London. It is made up of a directly elected executive Mayor and a separately elected Assembly, which primarily exercises scrutiny functions.

Local Plan The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.

London Plan The Mayor's strategic plan for London, sets out an integrated social, economic and environmental framework for development up to 2031. It replaced the Regional Planning Guidance. Unitary development plans and Local Plans of the London boroughs must be in general conformity with it.

Mayor's Transport Strategy It sets out the Mayor's transport vision for London and details how Transport for London and partners will deliver the plan over the next 20 years. It is a key part of a strategic policy framework to support and shape London's social and economic development. The second Mayor's Transport Strategy (MTS2) was published in May 2010 and covers the period up to 2031.

Opportunity Area An area designated in the Mayor's London Plan as having the potential for large scale development to provide substantial numbers of new employment and housing (each typically more than 5,000 jobs and/or 2,500 homes), with a mixed and intensive use of land and assisted by good public transport accessibility. There are currently two opportunity areas in the borough, Bexley Riverside and Thamesmead & Abbey Wood.

Public Transport Accessibility Level (PTAL) A measurement system, used by Transport for London, of the extent and ease of access by public transport from a particular location, related to the walking time to the nearest bus stop/train station and frequency of service.

Public Realm This is the space between buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces.

Road Hierarchy A way of categorising the road network, determined by the functions of each road, to balance the safe, effective and efficient movement of traffic against the needs of other transport and non-transport users.

Planning Obligation A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

Social Inclusion The provision of certain rights to all individuals and groups in society, such as employment, adequate housing, health care, education and training, etc

Strategic Road Network (SRN) Under Sections 60-63 of the Traffic Management Act 2004, the Government designated a new strategic road network for London. This is intended to give additional powers to the Mayor and TfL to work with boroughs to minimise the disruption caused by road works. In Bexley, this comprises the A2016, A206, A2000, and A223.

Sustainable Development Development which meets the needs of the present without compromising the ability of future generations to meet their own needs.

Thames Gateway This area, designated by the Government, for future growth in housing and employment, comprises a corridor of land on either side of the River Thames extending from east London through to north Kent and south Essex. In London, it extends eastwards from Deptford Creek and the Royal Docks and includes parts of lower end of the Lee Valley around Stratford. It includes parts of the boroughs of Barking & Dagenham, Bexley, Greenwich, Hackney, Havering, Lewisham, Newham, and Tower Hamlets as well as limited parts of Hackney and Waltham Forest.

Thameslink A north-south railway corridor across central London. The Thameslink Programme, which includes major redevelopment of London Bridge station, aims to increase the capacity of the central section of route to 24 trains per hour.

Traffic Calming Self-enforcing physical measures that are designed to reduce traffic speeds and discourage non-local traffic.

Train Operating Companies Companies that operate passenger train services on the National Rail network under franchise/agreement with the Department for Transport. Southeastern is the company that currently operates the train services through Bexley.

Transport Assessment A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

Transport for London (TfL) A body of the Greater London Authority, accountable to the Mayor for implementing his Transport Strategy, with responsibility for the operation of buses, the Docklands Light Railway, Croydon Tramlink, the Underground, the London Overground; regulating taxis and private hire vehicles; and operation of the Transport for London Road Network.

Transport for London Road Network Comprises 550km of London's red routes and other important roads. This network is also called the Greater London Authority Road Network (eg in the GLA Act 1999).

Unitary Development Plan (UDP) A statutory plan produced by each borough that provides a strategic and local planning policy framework for guiding future development and land use change. The UDP will be progressively replaced by the Local Plan.

Annex A

Annex A: Equality Impact Assessment

Checklist for Determining Relevance to Equality

The following checklist will assist you in determining if your function (or Discrete Service Element) is either:

- **Highly relevant to equality**
- **Relevant to equality**
- **Not relevant to equality**

Directorate: Environment and Wellbeing **Service area:** Strategic Planning and Transportation
Name of policy/service/function: Local Implementation Plan 2014/15 to 2016/17

1 Does the function work directly with a protected equality group known to experience inequality? E.g. providing a specific service to disabled residents or the elderly (so not a universal service such as refuse collection) **Yes**

2 Does the function affect different protected groups differently? i.e. are the majority of your users elderly/disabled/belong to a particular ethnic group? Does your equality monitoring data support this? **Yes**

3 Has previous engagement with residents/service users/staff identified the function as being important to a particular equality group? i.e. in previous consultations have a larger then proportional number of women or disabled people responded? Or you may have been directly informed of the importance of this function to a particular equality group. **Yes**

If you have answered Yes to Question 1, 2 or 3 your function is considered to be highly relevant to equality.

4 Does the function impact on any of the three aims of the Public Sector Equality Duty? See guidance note for further info

5 Is the function public facing with frontline contact with residents?

6 Does the function affect how other organisations that have an impact on equality operate? i.e. does it fund voluntary sector organisations that support disabled people to participate in public life?

7 Does your function support the delivery of the Council's Statutory Equality Objectives noted below:

8 Narrowing the attainment gap for children on free school meals

9 Narrowing the attainment gap for Children with Special educational needs

10 Does your function relate to an area where there are known inequalities in Bexley? – this could be based on any equality data you have access to for example Bexley's position on the EHRC 15 national equality challenges - http://democracy.bexley.gov.uk/documents/s31718/APPENDIX%20B.pdfhttp://democracy.bexley.gov.uk/documents/s31718/APPENDIX%20B.pdf

Has a previous PEIA indicated that a full EIA is necessary?

If you have answered Yes to any of questions 4-9 then your function is considered relevant to equality.

If you have answered No to all of questions 4-9 then your function is considered not relevant to equality.

Approved by Deputy Director  **Date:** 2 May 2014

Equality Impact Assessment/Equality Analysis pro-forma

This EqIA pro-forma has been designed to help you ensure that you are adequately meeting the requirements of the general Public Sector Equality Duty (PSED) when designing/changing/introducing services. Please use the Conducting Equality Analysis/EqIA guidance note in conjunction with this form. The form will act as written and dated evidence that equality analysis was conducted prior to policy changes being implemented and that 'due regard' has been given to all three aims of the general equality duty with respect to all 9 protected characteristics. The completed form will be published on the Council's website as is required by law.

For ease the term 'policy' is used as shorthand to refer the full range of services and functions that the PSED applies to i.e. policies/functions/services/projects/procurement etc

Part 1 – Describe the policy and it's relevance to equality

Name of policy	Local Implementation Plan 2014/15 to 2016/17
Trigger for EqIA (delete as appropriate)	New policy or change to existing policy ~~A pattern of complaints from a protected group has been identified~~ ~~It has been 3 years since the last EIA~~
Briefly describe the policy including: its purpose and aims main stakeholders (i.e. beneficiaries, service users, staff) if it is likely changes proposed may lead to organisational restructures (If the policy requires changes to staffing structures a separate staff impact needs assessment will need to be undertaken)	The Council has a statutory duty to submit a three year Delivery Plan to Transport for London (TfL) for local transport schemes with interim performance targets. The measures contained in the Plan aim to improve the quality of life of all residents and visitors in the borough by improving access to goods and services and mitigating the impacts of transport on local communities. Some of the specific issues addressed in the Plan include road safety, public realm improvements, promoting walking, cycling, public transport and road maintenance.
Equality Relevance (delete as appropriate) (Include link to published Determining Relevance to Equality checklist if available)	Highly Relevant to Equality ~~Relevant to Equality~~ ~~Not Relevant to Equality~~
Has the function been previously EqIAed? If so when and attach the publication link	Yes. A full EqIA was carried out on the original Local Implementation Plan (LIP2) in 2011 (attached PDF), following the Best Value Review of these services and a Scrutiny Review of Transport Accessibility in the borough in 2005. This EqIA influenced the policies and priorities adopted at the time and have remained as the basis for this Plan. The previous EqIA found that the Council's transport strategy and all associated policies in LIP2 have a positive impact on the EqIA target groups.

Summarise actions from previous EqIA and provide an update on their delivery	'all schemes are checked for impact on the Equality Target Groups (ETG) (e.g. in Sidcup) and new facilities must be compliant to the Disability Discrimination Act. As mentioned earlier, in identifying and finalising proposals for infrastructure, consultation is carried out with all sections of the community including the ETG. These consultations offer a translation service and have in the past, included on-street interpreters where response levels were low due to likely comprehension difficulties. However, in reviewing the progress of the LIP, it may be necessary to examine more closely how clusters of ETG have benefited from the measures implemented and if any opportunity has been missed' Update on delivery: translation services continue to be promoted and offered on public leaflets and during consultation 'Ethnic monitoring of the service users currently features in the normal monitoring activities of all service areas. For example, on the implementation of road safety engineering measures, surveys are conducted to assess the impacts on all sections of the community, with particular reference to the vulnerable road users, residents of the economically deprived areas and other equality target groups of the Borough. The Road Safety Consultative Committee receives frequent reports monitoring progress on the programmes of work and their impacts on the community.' Update on delivery: The impact of engineering measures on local communities continues to be assessed during each scheme's design, consultation, implementation and review and negative measures are mitigated where possible. There are no evidence-based data sources that can be reviewed to identify whether there are any adverse impacts of the Division's policies and services on different equality groups. There has been no need so far to commission any relevant research to determine any differential impact of the Division's policies and functions. No complaints have been received implying differential treatment in the delivery of the Division's services. 'The EqIA carried in each service area includes an action plan for mitigation measures. Previous reviews have resulted in improvements to the language information on leaflets, translators available at some exhibitions and improved recruitment monitoring. Selection of sites for schemes in most work areas is based on pre-published criteria such as accident rate and road surface condition. However, in other work programmes like area treatments, factors such as the degree of social deprivation are included in the criteria for selecting schemes. These schemes are coordinated with the Council's area of opportunity programme, which is targeted for reducing social exclusion.' Table A1.1 in LIP 2 clearly demonstrate that all the LIP objectives and the vast majority of measures have positive impacts for all groups. While some schemes have neutral impacts to some members of the ETG, no serious negative impacts resulting from the LIP polices and proposals have been discerned.

Part 2 – Evidence collection – what do you know?

Please describe the evidence you will use to make your judgement. What existing data for example (qualitative or quantitative) have you used to form your judgement? (Any evidence that is aggregated by protected characteristic to be noted below)	See information supplied below.

Protected Characteristic	Evidence
Age	Child casualties
Disability	LIP2 consultation,
Sex	There are no evidence-based data sources that can be reviewed to identify whether there are any adverse impacts of the policies and services on different equality groups. No complaints have been received implying differential treatment in the delivery of the services.
Gender reassignment	See above
Pregnancy & Maternity	See above
Race	See above
Religion & Belief	See above
Civil Partnerships & Marriage	See above
Sexual Orientation	See above

Part 3 (optional) – Consultation and engagement – what do those affected think?

Please note that there is no explicit legal requirement under the General Equality Duty to engage with people who share protected characteristics. The General Duty only requires public authorities to have an adequate evidence base for their decision-making and engagement is can assist in developing that evidence base. If you are highly relevant to equality then it is likely you will want to engage interested parties if you are proposing changes to an existing service. See EIA Guidance for more info.

Have you held any consultation/ engagement with service users/ interested parties likely to be affected by the policy?	Yes/~~No~~ If Yes please describe the engagement below – including type of engagement (website/focus group/Single Equality Group etc.) and take up. The consultation exercise on the draft LIP2 took place between 20th December 2010 and 7th March 2011. A consultation questionnaire was designed and distributed to help respondents in seeking their views on the contents of the Draft LIP and to provide a framework for analysis; the Bexley Association of Disabled People was directly consulted as well as local groups and other organisations. A copy of the Consultation Draft LIP was sent to libraries, appropriate Cabinet Members, Members of this Group, neighbouring Councils and TfL. The Draft LIP was also published on the Council's website to maximise the opportunity to comment and to increase the level of response. A presentation on the LIP2 was given to the Bexley Environmental Sustainability Board, consisting of representatives of Natural England, Environment Agency, Thanes Water, London Fire Brigade, South London Healthcare Trust, LA 21 Transport Group, Orbit Housing Association, Bexley Care Trust, businesses, school's representative and Council Members. In addition, the Draft Strategic Environmental Assessment of the LIP2 carried out by independent specialist consultants was circulated for consultation with statutory stakeholders – the Environment Agency, English Heritage and Natural England. In identifying and finalising transport schemes, consultation is carried out with all sections of the community including the ETG.
Have your client group/service users/interested parties been involved in drawing up the policy?	Yes – see above
How have you attempted to include traditionally hard to reach/hear groups? E.g. those with learning disabilities/Bengali women/Gypsy & Traveller communities etc.	No

Part 4 - What is your judgement? – analyse your evidence and describe the impact

(a) Aim 1 of the PSED – the duty to eliminate discrimination

Characteristic	Actual or likely impacts (negative/positive/no impact) and justification	Actions to be taken to mitigate potential negative impacts (include name of lead and estimated date of completion)
Age	23.7% of the borough's households do not have access to a car, leading to social exclusion. Younger and older people are more likely to be affected due to affordability, medical reasons or they are too young to hold a driving licence and therefore rely on public transport, walking and cycling. The Slade Green Bus Only Right Turn proposal looks to reduce bus journey times through the introduction of a signal control with a bus gate, to allow right turning for buses only out of Bridge Road. The proposals under the various town centre schemes include cycle parking and measures to make walking more attractive.	No negative impacts have been identified
Disability	Local Area Accessibility measures will improve accessibility for the more vulnerable road users, especially those with mobility and visual impairments, young children and the elderly at small local shopping parades, areas near libraries, pop in parlours, children centres etc. These measures include improvements to footways, lighting, and enhanced pedestrian crossing facilities and the removal of barriers along key routes. Similar measures will be introduced under the Station Accessibility programme. Some of the features of the Bexleyheath Town Centre Revitalisation Scheme and the Sidcup Town Area Renewal Phase 3 are improving pedestrian crossing facilities, reducing street clutter and improving access to public transport.	No negative impacts have been identified
Sex	No impact identified	No negative impacts have been identified
Gender reassignment	No impact identified	No negative impacts have been identified
Pregnancy & Maternity	Most of the benefits identified for those with a disability will also apply to pregnant women and to young parents pushing a pram/buggy. Measures to discourage car journeys to school may have a negative impact on parents who would prefer to drive their children to school. These measures, however, have positive impacts on those who do not have the use of a car, e.g. some BME and youth and children, while being neutral to the other categories of ETG.	No negative impacts have been identified
Race	No impact identified	No negative impacts have been identified
Religion & Belief	No impact identified	No negative impacts have been identified
Civil Partnerships & Marriage[1]	No impact identified	No negative impacts have been identified
Sexual Orientation	No impact identified	No negative impacts have been identified

1 Only applies to aim one of the PSED

(b) Aims 2 and 3 of the PSED – the duty to advance equality of opportunity & foster good relations

Protected Characteristic	How can this policy be designed to advance equality of opportunity	How can this policy be designed to foster good relations between groups
Age	Child Pedestrian Training currently offers practical roadside training in 18 primary schools for almost 1,000 year three children, reducing the number of child casualties. The Council provides cyclist training to the recognised National Standard. Trainees learn about the traffic system and how to interact with it as cyclists. The bulk of the training has been delivered to 10 and 11 year olds and to secondary and special needs schools. There are 38 established School Crossing Patrol (SCP) sites in the borough who ensure the safety of children and parents on their journeys to and from school. Road safety campaigns also take place in schools under the Junior Road Safety Officer scheme and other initiatives.	
Disability	See previous Table entry	
Sex	N/A	
Gender reassignment	N/A	
Pregnancy & Maternity	N/A	
Race	N/A	
Religion & Belief	N/A	
Sexual Orientation	N/A	

Part 5 – Completion and authorisation

Directorate & Service	Environment and Wellbeing, Strategic Planning and Transport
Date EIA completed	23rd April 2014
Name and Job Title of Officer completing EIA	Rob Smith – Transport Planning Consultant
Describe how you will monitor impact of your policy	The impacts of this policy will be monitored through the performance indicators for child casualties, the number of children receiving cycle training, the number of accessible bus stops and through engagement with the local community
Officer responsible for monitoring impact	tbd
Date EIA is scheduled to be reviewed	April 2017
DD responsible for policy	 Date 2 May 2014











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