

## Summary of changes to draft Bromley LIP3 post consultation

A number of changes have been made to the LIP following consultation, these changes are summarised in the two tables below.

### Response to TfL comments

Ref.	Description of change
2.2	Reworded this section of the LIP to make it clearer that this will be through high quality infrastructure for walking, cycling and public transport
3.1	Borough objective boxes have had a summary of proposals for each outcome added
	<b>Outcome 1</b>
3.2.2/ 3.2.3	Section on Walking to School has been revised to include further details of the Council's proposals including the use of School Streets, and STARS, including how the STARS programme will be linked to the development of healthy routes to schools
3.2.4	The Council does not believe that business travel planning has been successful in the past so is not willing to use limited resources on a major programme of it, instead a proposal has been added to the vibrant and attractive town centres section to work with Business Improvement Districts to change the travel behaviour of their members
	<b>Outcome 2- This Outcome has been updated and reworded to reflect the latest available data</b>
3.3.2	Section on Work related road risk added to outcome 2 explaining the role of the Council's Transport Operations Section in ensuring safe vehicles and safe drivers on Council business
3.3.3	Further details on what will be delivered under action on cluster sites has been added
3.3.4	Commitment to TADS added
	<b>Outcome 3</b>
3.4.2	Clarified to show that the Council sees car clubs as an important tool for enabling residents to reduce their car ownership and use
	<b>Outcome 4</b>
3.5.2	Clarified to explain that micro-consolidation is only at the feasibility and trial stage during LIP3 and will only proceed if it is financially viable. Reference also added explaining how it could reduce HGV movements thereby improving air quality
3.5.3	Reference added to encouraging businesses to reduce vehicle use and clarification of how rapid charge infrastructure will be targeted to encourage businesses to switch to cleaner fuelled vehicles
	<b>Outcome 6</b>
3.7.2	Reworded the section regarding Bus Stop accessibility to show how its approach to delivering value for money and prioritisation can contribute to the 95% target of urban stops being accessible by 2025

	<b>Outcome 7</b>
3.8.2	Language in Figure 17 and supporting text has been clarified to make clear that bus reliability schemes will lock in benefits for bus reliability and ensure that the capacity is not quickly 'back-filled' through induced demand. Schemes will also try to be designed to deliver other LIP objectives e.g. zero KSIs
3.8.3	Wording relating to bus lane times clarified and table of potential bus lane retiming added
	<b>Outcomes 8 &amp;9</b>
3.9.2	Wording added to link proposals in the LIP to supporting Good Growth
3.9.3	Wording added to outline the Council's current parking standards as adopted in the Local Plan including the flexibility these provide to permit. Also refers to the Council's understanding of the need to be in general conformity with planning policy.
3.9.4	Clarification added to demonstrate that highway improvements will be based on the principles of the LIP
3.9.5	Clarified link between car club provision and reducing car ownership
	<b>Borough Targets</b>
4.1	Local targets are under final review
4.2	KSI targets have been revised based on the backcast baselines but these reflect the 'global' i.e. London wide 65% reduction target.
4.2.1	Targets are now set to the two backcast baselines
4.2.2	Targets are now set to the two backcast baselines
4.2.3	Backcast figures are now used throughout the LIP
4.2.4	2041 target of zero added
4.2.5	Noted and used for the revision of the draft LIP
4.2.6	Text added to outcome 2
4.3.1	Values are now in '000s
	<b>The Delivery Plan</b>
5.1	Language for Keston Mark junction improvements and Chislehurst Bus Reliability scheme clarified
6.1 and 6.2	One-year and three-year programmes have been revised to better reflect the greater clarity the Council now has about higher value LIP schemes and approvals received for multi-year schemes
7.1	As above

## Other changes to draft LIP post-consultation

Section of LIP	Description of change
<b>Outcome 1</b>	
Building a cycle network	Revised wording clarifying that it is intended to upgrade the LCN and Borough support for TfL's plan for a unified brand of high quality cycle routes.
Cycle parking	Proposal for town centre hubs replacing car parking added. Reference to cycle parking for larger cycles and electric cycles added
Walking infrastructure	Addition of ref. to City Planner tool and Walk London enhancements
Local Neighbourhood schemes	Section reworked and ref to Mottingham removed with Elmers End moved to Outcome 4
Communities	Clarified proposals to offer free road closures for community events at set times of the year
<b>Outcome 2</b>	
Overall	N.B. This Outcome has been updated and reworded to reflect the latest available data
Road Safety Education and smarter choices promotion	Section on Road Safety posters and work with the Police added
<b>Outcome 3</b>	
Outcome 3 Challenges and opportunities	Minor revision to wording ref to supporting economic growth
Parking	More detail about proposed Parking Strategy review added
CAVS	Reference added to potential detrimental impact on active travel and minor rewording of congestion reference
<b>Outcome 4</b>	
Anti-idling	Wording changed to reflect the fact that the Borough has asked to take part in the MAQF anti-idling project
	Reference added to encouraging Council employees to reduce vehicle use for Council business
Major schemes	Moved Elmers End Ref to outcome 3 and added ref to Bromley TC AQ focus area and Birbeck LEN
<b>Outcome 5</b>	
Delivering more capacity	Section on delivering more rail capacity added to Outcome 5
Trams	Reworded text regarding interchange with BRT to refer to interchange with the proposed Beckenham to Bexley orbital express and limited stop bus corridor
Buses	Changes made to clarify aspirations for buses to Biggin Hill

Station access	Section on walking added. Reference to cycle parking for larger cycles and electric cycles added
Outcome 7	
Bus reliability	Addition of Bus usage and reliability table



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