

Appendix G

Common Statements (LBPN; LCN+; NORP; Sweltrac; LoBEG; BPRN Structures)

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London Bus Priority Network – Led by the London Borough of Bromley

Introduction

The London Bus Priority Network (LBPN) was originally an 865km network of borough roads across London that complemented the Priority (Red) Routes. It was developed in 1994 by the 33 boroughs and London Transport who jointly developed in liaison with the Government Office for London (GOL) and the then Traffic Director for London, a cross boundary bus network for the whole of London. To aid boroughs with funding and to assist buses off the original Network from 2003, the LBPN covers all borough roads that carry buses. The LBPN partnership is well established and recognised by TfL and boroughs alike.

The LBPN is now in its eleventh year and has been preparing a consistently accepted annual bid on behalf of boroughs for bus priority.

PROJECT DEVELOPMENT

The cost for the implementation of bus priority schemes on the London Bus Priority Network should continue to be financed at no cost to the local authorities. Over the eleven years the project has been allocated a total of £146.65 million and the recent announcement of a further £19 million for expenditure in 2005/06 is testimony to the success of the LBPN as a partnership delivering effective bus priority schemes across the Capital Up to the end of March 2004 the LBPN as a project has resulted in the boroughs implementing over 3,500 bus priority schemes.

CONTINUING SUPPORT FOR THE LBPN PARTNERSHIP

The London Borough of Richmond upon Thames is committed to the continued support for the LBPN as a partnership that will:

- allow a co-ordinated approach to bus priority and provide a Londonwide strategy that all boroughs could follow.
- ensure that the management structure remains in place to allow the boroughs to retain their independence but at the same time provide a co-ordinated approach and effective working on the project.
- Co-ordinate future year's package bids for funding through the appropriate bidding processes

LCN+**STATEMENT OF COMMITMENT TO THE LONDON CYCLE NETWORK (LCN+)****Policy Context**

The Mayor's vision is to make London a city where people of all ages, abilities and cultures have the incentive, confidence and facilities to cycle whenever it suits them. Cycling is integral to the Mayor's vision to develop London as an exemplary sustainable world city.

The Mayor's Transport Strategy (MTS) includes a commitment to prepare a plan to guide the development of cycling initiatives. To meet this commitment Transport for London published the London Cycling Action Plan (LCAP) in February 2004. LCAP includes a target increase in cycling of at least 80% by 2010, and 200% by 2020 when compared to year 2000 levels.

LCAP sets out a balanced package of measures that will help achieve the Mayor's vision and deliver all the economic, social and environmental benefits of an increase in cycling.

Objective 1 in LCAP is to complete the delivery of the London Cycle Network+ (LCN+) by 2009/10. This is to be a 900 Km long network of strategic routes that will provide cyclists with fast, safe and comfortable conditions.

This authority is committed to the implementation of LCN+ network links numbered 167, 168, 170, 172, 173, 174, 175 and 176 on land under its control (maps are available through LCN+ at the LB Camden). We confirm that these routes and sites are safeguarded, to give protection against contrary proposals.

Additionally this authority commits to working with TfL's Lead Borough (London Borough of Camden, LBC) and TfL and other stakeholders to achieve this.

The Traffic Management Act imposes a network management duty on all local traffic authorities to secure the expeditious movement of traffic (including pedestrians and cyclists) on their road networks, and to facilitate the expeditious movement of traffic on other authorities' networks.

In fulfilment of its responsibility to deliver LCN+ schemes, this authority is committed to securing the expeditious movement of traffic (including pedestrians and cyclists), and will ensure a balance of network capacity and safety for all modes. Given that cyclists are particularly vulnerable road users, this borough undertakes to pay particular attention to accommodating their needs through sites where works are taking place.

Programme

LCN+ is programmed to be substantially completed by 2009/10.

The table below is an outline programme to deliver the LCN + network over this period.

Link Number	Crisp Study (yr)	Works commence (yr)	Works complete (yr)
167	2006/7	2008/9	2009/10
168	2005/6	2006/7	2007/8
170	2005/6	2006/7	2007/8
172	2006/7	2007/8	2008/9
173	2006/7	2007/8	2008/9
174	2005/6	2006/7	2007/8
175	2006/7	2008/9	2009/10
176	NA	2007/8	2008/9

Process

The LCN+ programme for the London Borough of Richmond will be developed with our officers and the LCN+ team at LBC.

In order to ensure that the LCN+ network requirements are to be met, the individual scheme proposals will be initiated through the Cycle Route Implementation Stakeholder Plan (CRISP) process. This is a feasibility assessment on an LCN+ link that is intended to support this borough in scheme planning, programming, design and implementation by engaging stakeholders at an early stage. Using information gathered on existing conditions, opportunities and constraints, the CRISP assessments will recommend strategic solutions on each link. This borough is committed to use the CRISP process.

Additionally, this borough is committed to ensuring that schemes are designed in accordance with the TfL's London Cycling Design Standards (LCDS).

In pursuance of this commitment, this borough will send scheme design proposals to TfL's Lead Borough (LBC) for checking using the 'LCN+ Design Check Procedure'.

All the links within the LCN+ network will have been subject to a CRISP assessment by 2007/8.

This borough commits to using existing and new processes that may be developed to support the delivery of this programme, including for example: the Monthly Monitoring (MM) reporting forms and the variation pro-forma, for network and scheme change control.

This borough commits to using road safety audit procedures on cycling schemes.

Monitoring and Performance

Delivery of LCN+ by 2009/10 is a key task in LCAP as a contributor to the achievement of the LCAP objective of an 80% increase in cycling in London.

Progress on the LCN+ programme will be measured by:

- the number of CRISP assessments completed,
- schemes designed and ready for implementation,
- additional route length delivered.

A method for measuring additional route length (based on measures of level of service) is being developed by TfL

The above is reported through the LCN+ Annual Report produced for TfL by LB Camden.

Another action arising from LCAP is the need to support highway authorities to maintain cycling routes and facilities to give confidence and demonstrate the long term commitment of TfL. A pilot asset management initiative was undertaken in 2004/05 and this will be reviewed and developed further in 2005/06.

Common Statement from LB Richmond-upon-Thames: The North Orbital Rail Partnership (NORP)

Purpose and Membership

NORP consists of a partnership of all 18 Boroughs served by the existing Silverlink Metro franchise and will liaise with TfL to obtain the best results from investment to ensure improvement to the train services and stations. The current membership list is:

- Hertfordshire County Council
- London Borough of Barking and Dagenham
- London Borough of Brent
- London Borough of Camden
- London Borough of Ealing
- London Borough of Hackney
- London Borough of Hammersmith and Fulham
- London Borough of Haringey
- London Borough of Harrow
- London Borough of Havering
- London Borough of Hounslow
- London Borough of Islington
- London Borough of Newham
- **London Borough of Richmond-Upon-Thames**
- London Borough of Tower Hamlets
- London Borough of Waltham Forest
- London Borough of Wandsworth
- Royal Borough of Kensington and Chelsea.

These local authorities form the NORP Steering Group, which will meet at least twice a year, although currently it is around four times a year.

NORP has a Lead Borough (currently the London Borough of Brent) and an Executive Group which includes officers from the London Boroughs of Brent, Camden, Hackney, Hammersmith & Fulham, and Waltham Forest and the SWELTRAC Partnership. The Executive Group will meet approximately every three months, although currently it is around six times a year.

Aim

NORP's aim is to influence the outcome of three main strands of work affecting North London Railway services to be undertaken by TfL over the next few years, which are:

- Safety, CCTV, lighting, information and related enhancements on Silverlink Metro trains and within stations.
- Route Corridor Plans—providing the optimum mix of frequency, capacity and route network.
- The refranchising of the Contract currently held by Silverlink Metro.

Activities

NORP encourages more use of an enhanced group of train services on the Watford DC, West London and Gospel Oak—Barking lines, i.e. the North London Railway. This is

designed to reduce car dependency, improve the urban environment, stimulate regeneration, sustain town centres and reduce social exclusion; the Partnership will develop proposals for improving accessibility, safety, security and other improvements on the approaches to stations, in conjunction with TfL London Rail and other organisations as appropriate.

NORP also lobbies Network Rail, TfL London Rail and DfT to ensure that sufficient line capacity is provided for North London Railway trains so that TfL London Rail and the NORP Partnership can achieve their objectives.

On behalf of all the London Boroughs that are members of NORP, NORP will submit Funding Bids as part of its own Local Implementation Plan to TfL Borough Partnerships for off-station and other schemes that are complementary to TfL London Rail's current on-train and on-station investment programmes.

The aim of the Funding Bids will be to secure projects in the areas surrounding and on the approach to stations served by TfL London Rail–North London Railway stations.

NORP will particularly encourage Funding Bids for projects that have match-funding from non-TfL sources. These sources will include Section 106 grants from developers of redevelopments close by, or associated with, stations on the North London Railway.

The projects will need to be complementary to the enhancements that TfL London Rail will be achieving for the stations on the North London Railway. The projects will also be complimentary to other enhancements that the relevant London borough(s) will themselves be co-ordinating in the area of, and on the approach to, the stations. These could include schemes such as:

- Town Centre regeneration schemes.
- Area based schemes.
- Fulfilment of London Opportunity Areas, as defined in the London Plan.
- Traffic Calming schemes that encourage the increased use of non-private transport and especially rail.
- Major and minor developments that are either in the area of the station or will affect the usage of the station.

NORP intend to ensure that as TfL London Rail-led enhancements to stations and services on the North London Railway are achieved that the areas outside of, and on the approach to those stations will be enhanced at the same time. The object of co-ordinating these enhancements (i.e. both inside and outside the stations) would be to:

- Further increase the use of railway services.
- Achieve better integration between different rail services and between rail and all non-private modes of transport in London, mainly including buses, taxis, cycling and walking.
- Increase the level (and perception) of safety whilst using public transport.
- Reduce some of the increasing passenger demands on LUL services by encouraging people to use services to North London Railway stations instead of the Underground.

SWELTRAC (The South and West London Transport Conference) The Sub Regional Strategy

1. Introduction

SWELTRAC (the South and West London Transport Conference) is a well established sub regional partnership comprising all the key organisations and transport operators which are engaged in transportation across the south and west London area. The partnership includes ten London Boroughs, Surrey County Council, Spelthorne Borough Council, Transport for London, Network Rail and train and bus operating companies. The London Borough of Richmond upon Thames acts as lead authority.

Over the last 10 years, the partnership has delivered an increasing number of schemes which have had a real impact on travel patterns in south and west London. Recent major schemes at railway stations have included Brentford, Barnes, Clapham Junction, Olympia, Twickenham and West Drayton. SWELTRAC has had a major role in the development of the Overground Network ('on'), formerly known as the South London Metro, and in the provision of better orbital bus transport. This has resulted in better train information for passengers, improved accessibility at a number of stations and increased frequencies on certain parts of the railway network.

One of SWELTRAC's key work areas remains access to Heathrow and it continues to work with CROSSRAIL, AirTrack, and local bus networks to achieve better provision for travellers and those working at the airport.

2. Existing transport issues for SWELTRAC

2.1. The transport context

The SWELTRAC region covers a large geographical area with a total residential population of some 2.1m people. The transport context is very diverse. The issues facing our inner London Boroughs like the Royal Borough of Kensington and Chelsea (such as the proposed extension to the congestion charge zone) are very different to the issues facing our outer London Boroughs like Hillingdon and the Royal Borough of Kingston upon Thames. There is however common ground between the Boroughs and this is where SWELTRAC is best placed to make a difference. The key projects that SWELTRAC has worked on, over the last 10 years, such as interchanges, the 'on' network, orbital bus routes, industrial areas, town centres and travel planning, are relevant to all of the Boroughs in varying degrees.

2.2. Access to Heathrow Airport

SWELTRAC owes its existence in part to the need for strengthened links to Heathrow Airport for a variety of trip purposes. As a member of the Heathrow Area Transport Forum, SWELTRAC has been involved in developing a number of projects to enhance sustainable travel opportunities to Heathrow. With the development of Terminal 5 and associated rail links, SWELTRAC anticipates an ongoing role in developing transport improvements for this very important part of the sub region.

2.3. Orbital Travel

The lack of alternatives to the car for orbital travel within the region has been a significant issue for SWELTRAC since the inception of the partnership and although much of the bus network is now within LBPN, SWELTRAC will continue to work for improvements to the network, having particular regard to orbital travel.

2.4. Rail developments for the 'on' network (the South London Metro style services)

The development of the 'on' network (Over ground Network) will continue to be a key long term priority for SWELTRAC and the partnership will continue to seek higher frequency services, particularly in the evening. SWELTRAC will continue to work with its members to improve safe and easy access to stations and for interchanges between rail and bus services.

2.5. Interchanges especially regarding access for the mobility impaired

There are more than 80 main line stations within the SWELTRAC Boroughs. Many of these are old and have had limited investment and improvements to their infrastructure. There is a common need across the SWELTRAC region to bring the stations up to a common standard for accessibility, train information, interchange information, walking access and safety for pedestrians. When the stations were first built they had many staff to assist passengers. The overall design did not need to consider some of the present problems such as dark and potentially dangerous pedestrians corridors to access the station from the surrounding area, the difficulties for the disabled and those with child push chairs, or the need for transport interchanges to other modes.

3. SWELTRAC proposals for MTS priority areas

3.1. Orbital bus routes

A core activity for SWELTRAC since its inception has been its corridor approach to bus service and infrastructure improvements. In the past, SWELTRAC has concentrated on those orbital routes which would not necessarily be selected for LBPN or LBI schemes but which have important sub regional impacts. The quality route corridor approach has proved to be very effective, particularly where a number of Boroughs have worked together to achieve significant upgrades along the whole length of route.

Although bus priority has become predominantly the role of the TfL through the LBPN. SWELTRAC needs to maintain projects that assist orbital travel and access to and from town centres, hospitals, business and industrial estates as well as providing local bus traveller information and developing demand responsive measures on less used services.

3.2. Travel Awareness and Travel Plans

The contribution that SWELTRAC can make in reducing traffic congestion is through modal shift away from the use of single occupancy vehicles and by helping to achieve network efficiency. This modal shift will be achieved through a combination of travel awareness initiatives and workplace travel plans. Road space is finite and assuming the increase in population and employment that is planned in the London Plan, an increasing number of trips will need to be by walk, cycle, bus and train modes. Achieving modal shift by voluntary methods and persuasion as well as by price will be a major challenge which SWELTRAC will continue to address. Naturally the Boroughs

will be involved but there are benefits from a wider programme over our whole area which links awareness programmes with several Boroughs.

The SWELTRAC travel awareness programme provides coordination of marketing, assists Boroughs with their own travel plans and carries out travel plans for hospitals, industrial sites and businesses. Partnership activity would continue to concentrate on these areas as well as travel awareness events and promotional campaigns across Borough boundaries.

3.3. Freight

Efficient distribution of goods assists all sections of the local economy. The development of a Freight Quality Partnership (MTS 4K.Pr2) will increase measures to assist distribution and reduce local environmental problems. It makes good sense to do this at the partnership level which has itself been recognised by the Mayors Transport Strategy. The work done under this topic heading links with priority area (iv) (improving the working of parking and loading arrangements). SWELTRAC wish to continue to develop the Freight Quality Partnership. Projects will include:

- Mapping
- Information for HGV drivers
- Loading and unloading
- Information on vehicles movements and deliveries
- The effect and need for weight restrictions
- Development of consolidation areas

3.4. Improving access to industrial estates

SWELTRAC will continue to work to improve access to industrial estates. The South London Partnership has identified 8 major industrial sites in the Boroughs of Croydon, Merton, Kingston, Sutton and Wandsworth. SWELTRAC will have funded some £450k of improvements at 4 of the sites by March 2005. The sites are in the Wandle Valley which is identified as an area for industrial regeneration in the London Plan.

The continued improvement of all industrial estates and work places is a key policy for London and therefore for SWELTRAC and the Boroughs. This is a strong topic area for SWELTRAC and any improvements will link with travel awareness, freight, bus access and personal security.

In addition to the major industrial areas, there are several small industrial sites in most Boroughs. Each could be improved in terms of lighting, site environment, freight signage and access and personal security between transport interchange and place of work.

3.5. Improving access to town centres and regeneration areas

The appropriate involvement for SWELTRAC in MTS priority area (g) is to address the issue of access to town centres and regeneration areas. Most major town centres have a catchment area which is outside the Borough boundary and therefore the involvement of the partnership will have benefits beyond the normal course of Borough working. Any transport related improvements have an effect over wide areas. Where access to the town centre or regeneration area is an important or dominant part of the redevelopment the scheme could be a joint Borough and SWELTRAC project.

The redevelopment of town centres involves not only the physical changes but also the need to incorporate improvements such as bus lanes, interchanges, safer walking routes, priority for freight loading and unloading and parking controls. Also, local transport services between town centres and local employment sites such as hospitals, business parks and colleges need to be better defined and the public better informed. The Wandle Valley is designated as a development area in the London Plan and transport projects will relate to several potential developments in that corridor and in other areas in the region such as Richmond upon Thames

There are a number of town centres within the SWELTRAC area which have been identified as having potential for future Partnership projects. These include the ten centres studied for the SWELTRAC PDMI Town Centre Review late in 2002.

Hayes	Teddington
Richmond upon Thames	Tolworth *
Kingston *	Tooting *
Mitcham Urban Village *	Twickenham *
Morden	Wallington *
New Malden	Wandsworth *
Richmond	Wimbledon *
Sutton *	Yiewsley/West Drayton

* = centre identified in PDMI report 2002

3.6. Interchanges and the 'on' network

Transport interchanges are a major work area of the SWELTRAC programme. There is a need to link with rail operational improvements, address walking trips, disabled access and personal security which can be efficiently undertaken at the sub regional level. The proposed change to the overall organisation of rail in London would have an effect on SWELTRAC activities. SWELTRAC will continue to seek improvements to bring train services and stations up to metro style standard.

The Station Access programme includes an area up to 500 metres from actual station entrances. SWELTRAC has had many schemes in the past and much more work is needed to improve access from a wider area, as well as the immediate access on the roads around the station entrances. As at present, SWELTRAC should concentrate on routes, and in this context the priority will be:

- Interchange stations
- Stations on the existing 'on' network
- Stations on any extension of the 'on' network
- Orbital routes, e.g. the North London line and the stations for the East London Line
- Stations which have disabled access to make sure that external facilities are at least up to the standard of those inside the station.

3.7. Walking

SWELTRAC is committed to encouraging walking as a mode of transport within the region for both work and leisure trips. SWELTRAC is already involved with a programme of work along the Wandle Trail and will commence work in 2005/06 on the Grand Union Canal. The work that the partnership undertakes with regards to

travel plans and travel awareness links into encouraging walking, particularly as a commuting trip. We would expect these locations, along with the Crane Valley, to form a key part of any walking bids made through the Partnership in the coming years.

3.8. Cycling

SWELTRAC is committed to encouraging cycling as a mode of transport within the region for both work and leisure trips. There are potential cycle routes which are not part of LCN+ but which are multi Borough and provide good routes for cyclists getting to work and for leisure use. The Partnership would particularly expect to be involved in developing schemes within the Wandle Valley and along the Grand Union Canal.

3.9. Community Transport

Accessibility is a key part of the Mayors Transport Strategy and is an area of policy that lends itself well to partnership working. In 2005/06, SWELTRAC will be working on a project to improve community transport in Richmond upon Thames and Kingston upon Thames. It is often the case the people need to cross borough boundaries to access key services and SWELTRAC are in a strong position to co-ordinate between the boroughs to implement a programme of accessible transport.

3.10. Links to Mayors Transport Strategy

The schemes set out above are linked to the Mayors Transport Strategy as demonstrated by the table below:

SWELTRAC project	MTS references	MTS priority	LIP priority area for implementation
Orbital bus routes	4F.Pr 2,3,4, 6,7,8,11	(c) – Making radical improvements to the bus services across London, including increasing the bus system's capacity, improving reliability and increasing the frequency of services (i) – Improving the accessibility of London's transport system	ii) Improving bus journey times and reliability v) Improving accessibility and social inclusion on the transport network
Travel Awareness and Travel Plans	3.Pr1,2 4G.Po2, PR12 4H.Pr3 4I. Pr 6,8 4J.Pr 1,3,4,7,8 4L. Po6 4P.Pr4	(a) – Reducing traffic congestion (f) – Improving journey time reliability...whilst reducing car dependency by increasing travel choice (g) – Supporting local transport initiatives, including walking and cycling schemes (i) –Improving the accessibility of London's transport system	iii) Relieving traffic congestion and improving journey time reliability. v) Improving accessibility and social inclusion on the transport network. vi) Encourage walking viii) Encourage cycling
Freight	4K.Pr 2, 3,4,5	(a) – Reducing traffic congestion (h) – Making the distribution of goods and services in London more reliable, sustainable and efficient, whilst minimising negative environmental impacts	iii) Relieving traffic congestion and improving journey time reliability iv) Improving working of parking & loading arrangements

APPENDIX G: Common Statements (LBPn; LCN+; NORP; Sweltrac; LoBEG; BPRN Structures)

Local Implementation Plan

London Borough of Richmond-upon-Thames

SWELTRAC project	MTS references	MTS priority	LIP priority area for implementation
Improving access to industrial estates	4G.Pr1,12,15,16,17 4H.Pr 2	(a) – Reducing traffic congestion (f) – Improving journey time reliability whilst reducing car dependency by increasing travel choice (g) – Supporting local transport initiatives, including access to town centres and regeneration areas (h) – Making the distribution of goods and services in London more reliable.	iii) Relieving traffic congestion iv) Improving the working of parking and loading arrangements vi) Encourage walking vii) Encourage cycling viii) Bringing transport infrastructure to a state of good repair
Improving access to town centres	4G. Po6 4G.Pr1,10,11,15,16,17 4H.Pr 3 4I, PR 2,7,8 4J, PR 7	(a) – Reducing traffic congestion (h) – Making the distribution of goods and services in London more reliable (g) – Supporting local transport initiatives, including access to town centres and regeneration areas (f) – Improving journey time reliability whilst reducing car dependency by increasing travel choice	iii) Relieving traffic congestion iv) Improving the working of parking and loading arrangements vi) Encouraging walking vii) Encouraging cycling viii) Bringing transport infrastructure to a state of good repair
Interchanges	3.Pr1 4D.Pr5,6,7 4E.Pr7,8,9,10,13,14 4O. Po1 4O.Pr9,13 4P. Po2, 4P.Pr3,5	(i) – Improving the accessibility of London's transport systems (j) – Bringing forward new integration initiatives	v) Improving accessibility and social inclusion on the transport network
Walking	3.Pr2 4I. Pr2,3,4,6-8,10	(g) – Supporting local transport initiatives, including walking and cycling schemes	vi) Encouraging walking
Cycling	3.Pr2 4J Po1 4J.Pr1,3,4-8 4P. Po2	(g) – Supporting local transport initiatives, including walking and cycling schemes	vii) Encouraging cycling
Community transport	3Pr1 3Pr7 4O.Po1 4O.Pr1 4O.Pr2	(i) – Improving the accessibility of London's transport system	v) Improving accessibility and social inclusion on the transport network.

LOBEG LONDON PACKAGE APPROACH**COMMON STATEMENT 2006-07**

The Royal Borough of Kingston upon Thames is the Lead borough on behalf of LoBEG for this project.

- **2005-06 Outcome:**

In the last financial year the provisional final outturn for Bridge Assessment and Strengthening in London was £11,144,000 split as follows:

Assessment	– £966,000
Interim Measures	- £734,000
Strengthening	- £8,700,000
Other Structural Maintenance	– £2,000
Administration (incl BCI)	- £742,000

Major projects started/continued/completed included Kilburn High Road Bridge, and Temple Mills Road Bridge in Hackney. Additionally LoBEG have continued to refine the web based monitoring system for London that is used to provide fast and accurate monitoring returns to TfL.

BridgeStation key points:

2006-2006:

- Automatic generation of Form A reports for boroughs.
- Recording of more detailed reasons for each variance.
- Recording of and reporting on milestone dates.
- Final monitoring round conducted using web site.

- **2006-07 Programme:**

The allocation for Bridge Assessment and Strengthening in London for 2006-07 is currently set at £11,800,000 split as follows:

Assessment	- £633,000
Interim Measures	- £441,000
Strengthening	- £9,052,000
Other Structural Maintenance	– £1,032,000
Administration (incl BCI)	- £630,000

We are required by TfL to provide regular monitoring of scheme progress & spend from the allocation provided and to provide timely advice TfL where changes to individual project allocation are required or which new schemes should begin based upon the current Prioritisation List. We continue to maintain a schedule of actual and expected committed schemes for the following year.

The dates when monitoring is due to be entered onto the website are listed below:

B1	26/05/06
B2	26/07/06
B3	26/09/06
B4	24/11/06
B5	26/01/07
B6	23/03/07

Boroughs are required to submit their monitoring via the website by these dates for each monitoring period. During the coming year we will maximise the use of the website for exception reporting (ad hoc monitoring), forward monitoring of future commitments along with close scrutiny of scheme milestone dates i.e. tender, contract and start of works dates. In addition to the above, boroughs are advised to continue to update details and information and manage their structures and assets via Bridgestation.

We have also introduced new monitoring procedures to endeavour to reduce the likelihood of underspend during the financial year. A key element of this is the close monitoring of Network Rail schemes.

BridgeStation key points:

2006-2007:

- Further evolution of financial web site.
- Possibility to record more information regarding schemes
- More reporting at all levels.
- Automated email reminders when milestones fall due.
- Improved mechanism for recognising excess funds and redistributing.
- Introduction of Bridgestation on the Web enabling LoBEG and TfL to have a real time picture of the condition of bridges and structures in London

• **2007-08 Bid:**

The bids for funding in 2005-06 have now been received from the London Local Authorities and total £29,071,000, split as follows:

Assessment	- £547,000
Interim Measures	- £347,000
Strengthening	- £20,579,000
Other Structural Maintenance	- £6,763,000
Administration (incl BCI)	- £835,000

We are at present collating these bids and preparing the prioritisation list for 2007-08. Boroughs will be advised as to their priority scores and ranking shortly so that they may include this information in their BSP submission. It can be seen from the total bid for Structural Maintenance by the boroughs that there is still a considerable backlog of maintenance work. It is to be hoped that with evidence provided by the Bridge Condition Index Project

(BCI), and continued lobbying by LoBEG, that some funding will be made available for this work.

Future BridgeStation Developments:

- Unified Prioritisation system to take account of condition data (BCI).
- Processing of national KPIs.
- Possible extension of the prioritisation system to include Network Rail structures nationwide.

Condition Survey of BPRN Structures - Project Statement by Lead Borough

TfL, jointly with LoTAG & LoBEG, are developing an Asset Management Strategy for the Transport for London Road Network (TLRN) and the Borough Principal Road Network (BPRN). A fundamental objective of the Asset Management Strategy is to establish, and then continuously measure and monitor, the condition of the highway assets.

It was decided that the CSS Bridge Condition Indicator (BCI) procedures should be adopted to establish the condition of BPRN structures because:

1. They provide guidance on the condition inspection of highway structures.
2. They provide guidance on how to evaluate a Condition Indicator for a stock of structures.
3. They have been adopted by the majority of highway authorities in the UK.
4. It is likely that the Condition Indicator will be used as a Best Value Performance Indicator (BVPI) by the Department for Transport.

The following sub-sections briefly describe the tasks and deliverables for the BPRN Structures Condition Survey for financial years 2004/05, 2005/06 and 2006/07.

2004/05 Structures Condition Survey

The 2004/05 surveys was carried out for approximately £300,000 and the key achievements were:

1. BCI inspection procedures updated for BPRN structures.
2. Inspection of structures with difficult access (ie. Over railways, CCTV) completed.
3. Condition score for BPRN structures updated with the information from the condition inspections.
4. Interim Condition/Funding Projection model produced
5. LoBEG prioritisation model updated for BCI and KPIs
6. BridgeStation updated to cover the above developments
7. Report describing the work carried out and key recommendations for 2005/06.

2005/06 Structures Condition Survey

The 2005/06 survey aims to continue with regular condition inspections and adopt 6-year inspection cycle. The 2005/06 budget is estimated to be £550,000, the project tasks/deliverables are:

1. On-going condition inspections and data collection for KPIs
2. Prepare contract documents for the procurement of inspections
3. Develop Asset Management Plan for the BPRN structures
4. Development of Asset Valuation procedures appropriate for BPRN structures.
5. Finalise interim condition/funding projection model
6. Review LoBEG prioritisation procedures
7. Revisions to BridgeStation to cover items 1 to 4.

2006/07 Structures Condition Survey

The 2006/07 Condition Survey project will continue to develop and implement the Asset Management tools initialled in previous years. The 2006/07 budget is estimated to be £575,000 and the main tasks/deliverables are envisaged to be:

1. On-going General and Principal Inspections, including associated data collection to align with the Good Management Practice defined in the Code of Practice.
2. Calculating the Benchmark asset value of the BPRN structures, which will include:
 - a. Deriving replacement unit rates for the BPRN structures.
 - b. Agreeing the rules (and maintenance unit rates) to be used for calculating depreciation.
 - c. Developing a simple spreadsheet to support the calculation of asset valuation (this procedure will then be transferred to BridgeStation).
3. Refinement and implementation of the Condition/Funding Projection Model, including:
 - a. Incorporating uncertainty and finalised KPIs.
 - b. Trialling model on a sample of Borough structure stocks (including Kingston, Bexley and Westminster)
 - c. Programming model in BridgeStation and trialling.
 - d. Holding workshops with LoBEG engineers to refine lifecycle plans, deterioration models, maintenance options and maintenance costs.
4. Revise LoBEG prioritisation system in order to align it with the recommendations in the Code of Practice. This will include:
 - a. Developing a procedure (that can be fully automated) for the prioritisation of individual maintenance needs.
 - b. Providing guidelines on Value Management workshops (which are used to assess the prioritised needs) and developing outline schemes from the list of prioritised needs.
 - c. Revising the existing prioritisation system to include BCI and KPIs in the prioritisation of the outline schemes.
5. Finalise structures AMP and incorporate financial projections based on finalised Condition/Funding Projection Model.
6. Revisions to BridgeStation to support items 1 to 4.