

**Decision Maker:** Environment Portfolio Holder

**For Pre-Decision Scrutiny by the Environment PDS Committee on:**

**Date:** 19th November 2013

**Decision Type:** Non-Urgent Executive Non-Key

**Title:** **CRAY AVENUE: PROPOSED NEW CYCLE FACILITY**

**Contact Officer:** Malcolm Harris, Team Leader, Traffic Engineering  
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**Chief Officer:** Nigel Davies, Executive Director of Environment & Community Services

**Ward:** Cray Valley East and Cray Valley West

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1. Reason for report

A new off road cycle facility is being proposed in Cray Avenue, Orpington, to provide improved facilities for cyclists between the junctions of Poverest Road and St Mary Cray Station Approach.

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2. **RECOMMENDATIONS**

2.1 **The Portfolio Holder agrees the proposal to implement a new cycle facility, as detailed in the drawings (to be submitted at the meeting); and**

2.2 **Authority is delegated to the Executive Director of Environment and Community Services, in consultation with the Portfolio Holder and Ward Members, for any specification changes considered necessary at the detailed design stage.**

## Corporate Policy

1. Policy Status: Existing Policy:
  2. BBB Priority: Quality Environment Safer Bromley:
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## Financial

1. Cost of proposal: Estimated cost £30k
  2. Ongoing costs: No additional revenue costs
  3. Budget head/performance centre: TfL LIP funding
  4. Total current budget for this head: £1.8m of which £49k was allocated to this project. An uncommitted balance of £37.6k is available.
  5. Source of funding: Transport for London (LIP formula funding: cycling and walking schemes)
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## Staff

1. Number of staff (current and additional): 1
  2. If from existing staff resources, number of staff hours: 30
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## Legal

1. Legal Requirement: Non-Statutory - Government Guidance:
  2. Call-in: Applicable:
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## Customer Impact

1. Estimated number of users/beneficiaries (current and projected): 500 cyclists per week.
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## Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments: Any comments will be reported verbally to Committee.

### **3. COMMENTARY**

- 3.1 The purpose of this scheme is to link the current cycle route to the south and the current route to the north with an off-road cycle facility. This will also reduce the extent of cyclists on the carriageway mixing with free flow traffic, particularly at the Nugent Centre.
- 3.2 Cray Avenue is part of the A224 Orpington bypass. It has a high number of vehicles which can be quite intimidating for some cyclists, particularly inexperienced ones. Previously a bus lane existed in Cray Avenue providing alternative carriageway space for cyclists. However, when Orpington Road was closed for bridge repairs, Cray Avenue was part of the diverted route and this bus lane was suspended.
- 3.3 The carriageway space previously provided for the bus lane has now been incorporated within the new signalised junction for the Nugent Centre; report number ES 13021, dated 16/4/2013 refers to these details.
- 3.4 Cray Avenue is very wide, in terms of highway extent, along this stretch of the A224. Therefore there is the opportunity to provide a specific off-road facility for cyclists, which could also provide a safe bypass away from the busy road junction at the Nugent Centre.
- 3.5 Off road cycle schemes have previously been implemented both to the south of Poverest Road, and also to the north at St Mary Cray Station Approach. A new facility would link the two previously built facilities, providing a continuous linked off road route for cyclists.
- 3.6 There are quite a lot of trees, along with surface tree roots, along this section of the A224. In light of this a mix of some shared and adjacent paths is being proposed. The design will provide separate space for pedestrians and cyclists, keeping conflicts to a minimum, particularly along tree-lined stretches. The segregated paths towards the north St Mary Cray Station Approach have the cycle path on the kerb side. This convention has been kept at the Poverest Road junction, due to some surface tree roots. However the path would be shared at some locations, due to existing features such as drop kerbs at pedestrian refuges and road crossing points. The cycle path will also run behind the bus shelter, as this should reduce conflicts with pedestrians to a minimum here.
- 3.7 There is a short section of a carriageway cycle lane at the junction with Poverest Road, which would be removed. This is detailed on the attached drawing. The cycle lane on the opposite side of the carriageway would be retained for the benefit of cyclists.
- 3.8 To the south there is a shared cycle facility on both sides of the road by River Side Gardens, and to the north there is another facility running towards St Mary Cray Station and on towards Bexley. Both of these schemes were implemented toward the late 1990's.
- 3.9 There is a cycle route, Cray Valley Greenways, which runs behind the Nugent Centre. The new signal junction would provide a safer crossing opportunity for cyclists to get from one route to the other.
- 3.10 In line with current policy, no trees would be removed; however some cut back is desirable in places.

### **4. POLICY IMPLICATIONS**

- 4.1 In the Building a Better Bromley 2020 Vision, one of the stated issues to be tackled was: Improving the road network for all users. The Environment Portfolio Plan 2013/16 includes the key aim 'Promotion of cycling, walking and public transport...'

## 5. FINANCIAL IMPLICATIONS

- 5.1 At this stage detailed costs have not been developed; however no statutory utilities would need to be moved, and the estimated cost of £30k has been based on the path length and the area of new path.
- 5.2 The estimated cost will be met from the 2013/14 TfL LIP funding for cycling and walking schemes. An amount of £49k has been allocated for this scheme and an uncommitted balance of £37.6k is available to fund this proposal.
- 5.3 There is no necessity to increase the existing frequency of street cleansing in this area and therefore there are no additional revenue costs as a direct result of implementing this proposal.

## 6. LEGAL IMPLICATIONS

- 6.1 Current Traffic order for removal of existing cycle lane.

<b>Non-Applicable Sections:</b>	Personnel Implications
Background Documents: (Access via Contact Officer)	