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**Decision Maker:** Environment Portfolio

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

**Date:** 4th November 2014

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

**Title:** **ORPINGTON RAILWAY STATION: IMPROVED ACCESS AND BUS STOP ENHANCEMENT**

**Contact Officer:** Malcolm Harris; Traffic Engineer, Transport & Highways  
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**Chief Officer:** Nigel Davies, Executive Director of Environment & Community Services

**Ward:** Farnborough and Crofton

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Reason for report

1.1 This report seeks approval for S106 monies, associated with the development of Earls Way, Orpington by Tesco Stores Ltd., to be allocated for access and bus stop improvements as part of the Orpington railway station car park and forecourt scheme. The report also seeks approval to proceed with informal public consultation on the proposed traffic flow improvements to Crofton Road.

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**RECOMMENDATIONS**

**That the Environment Portfolio Holder:**

- 2.1 Approves the allocation of £80k of S106 monies towards access and bus stop improvements as part of the Orpington railway station car park and forecourt scheme, subject to TfL agreement;**
- 2.2 Agrees that informal consultation proceed based on the proposed changes to Crofton Road identified on drawing number ESD/11745-02; and**
- 2.3 Delegates authority to the Executive Director of Environment and Community Services to implement the detailed scheme design following consultation with the Environment Portfolio Holder and Ward Members.**

## Corporate Policy

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

1. Cost of proposal: Estimated Cost – £130k
  2. Ongoing costs The new lay-by and carriageway will require maintenance from within existing budgets.
  3. Budget head/performance centre: S106 funds and 2014/15 LIP budget for Public Transport Interchange and Access
  4. Total current budget for this head: £80k from S106; £50k from LIP 2014/15 budget.
  5. Source of funding: Funds obtained under S106 of the Town and Country Planning Act 1990 (Tesco Development) and LIP funding from the 2014/15 LIP budget for Public Transport Interchange and Access.
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## Staff

1. Number of staff (current and additional): One
  2. If from existing staff resources, number of staff hours: 75 staff hours to prepare relevant preliminary and detailed design to facilitate construction of the bus lay-by.
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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): The proposal will benefit all road users near this location by assisting with the free flow of traffic. Residents in the immediate area will also benefit from the increased supply of parking at the rail station, with an anticipated reduction in the demand for on-street parking in the surrounding roads.
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## Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments: See paragraphs 3.18 to 3.20.

### 3. COMMENTARY

- 3.1 S106 scheme no.203 is associated with the re-development of a former multi-storey car park for Tesco Stores Ltd. in Orpington (Earls Way). As a condition attached to the planning approval, £80k was set aside to enhance bus stops within the Orpington area. This money is held by LB Bromley on behalf of TfL. It is now proposed to use this money to facilitate the changes to the bus stop outside nearby Orpington Railway Station, if agreement can be obtained from TfL. £50k is also available from the LIP budget for Public Transport Interchange and Access.
- 3.2 Network Rail has received a Lawful Development Certificate in order to enlarge the car park at Orpington Station. This confirms that planning permission is not required because the expansion of the car park is classified as 'permitted development rights.'
- 3.3 Network Rail's plans will increase parking capacity on the rail station site to 445 spaces. The car park will consist of a steel superstructure with open galvanized steel support columns
- 3.4 The scheme will expand the existing car park by over 150 spaces by installing a decked platform above the existing parking area. It will also help alleviate parking pressure on nearby residential roads.
- 3.5 As part of the wider associated development it is proposed to relocate the existing forecourt taxi rank to Crofton Road. This will provide the space required for the dedicated disabled persons parking bays.
- 3.6 The proposal to relocate the forecourt taxi rank will allow the installation of a new bus stop and lay-by on Crofton Road, thereby improving traffic flow along this busy road.
- 3.7 Orpington station is currently served by bus services 61, 208, 353 and R2.
- 3.8 The existing bus stop is located directly adjacent to the carriageway, and buses are at present required to stop directly on the main carriageway. This often results in vehicles queueing whilst they wait to overtake the bus when a suitable gap in the opposing traffic can be observed.
- 3.9 The creation of the new bus lay-by will enable buses to access the relocated bus stop in a lay-by adjacent to the main carriageway. This will significantly contribute to the free flow of traffic as traffic will be able to continue to flow past the bus, as the bus in turn allows passengers to board and alight.
- 3.10 The construction of the lay-by will necessitate the construction of a retaining wall structure which will be sited within the existing curtilage of the station forecourt.
- 3.11 The existing forecourt parking arrangement provides enough parking spaces for 13 Hackney carriage taxis to wait in a rank for a fare.
- 3.12 The new forecourt arrangement will provide space for no more than 5 taxis to wait in a rank for a fare.
- 3.13 Additional on-street parking has been identified for Hackney carriage taxis, requiring the repositioning of the existing zebra crossing on Crofton Road. This will enable the construction of a new lay-by for 2 vehicles to be designated as a stand for Hackney carriage taxis. This will be introduced via a Traffic Management Order.

- 3.14 Additional on-street parking for a further 5 Hackney carriage taxis has been identified by: extending the existing dedicated loading bay on Crofton Road (adjacent to York Rise); and amending the Traffic Management Order to permit loading Monday to Saturday 8am to 5pm, and to dedicate it as a Hackney carriage taxi stand Monday to Saturday 5pm to midnight and all day Sunday.
- 3.15 The existing times of operation of the loading bay are Monday to Saturday 7am to 7pm.
- 3.16 The total Hackney carriage taxi rank provision, subject to approval of the proposals for Crofton Road, will be 12 spaces; 5 will be provided within the station forecourt and a further 7 spaces (split 5 and 2) on Crofton Road.
- 3.17 Drawing number ESD/11745-02 shows the preliminary design for the proposed bus lay-by, carriageway widening and amendments to Crofton Road, including the repositioned zebra crossing.
- 3.18 Details of the Section 106 agreement and the proposed works are as follows: -

Planning Ref	Development	S106 Agreement Clause	Amount & how money will be spent
06/01277	Multi Storey Car Park, Earls Way, Orpington (Tesco)	Payment of £80,000 towards the cost of carrying out improvements to bus stops in the vicinity of the Site. 4.7 To pay the Bus Stop Enhancement Contribution to Transport for London.	This proposal is to improve the major bus stop outside the rail station, one-third of a mile from the Earls Way car park, to enhance the bus-rail interchange and the waiting environment. In addition, the slight relocation of the bus stop will help reduce congestion in the vicinity and improve journey time reliability for buses. Discussions are ongoing with TfL to secure the S106 funds.

### Consultation

- 3.19 Drawing number ESD/11745-02 was forwarded to Ward Councillors and the Portfolio Holder in an email dated 29<sup>th</sup> August 2014.
- 3.20 Councillor Joel has provided comments on the proposal. His comments are summarised below;
- i. *The provision of the bus lay-by will be an improvement.*
  - ii. *The Network Rail emergency depot is located at the rear of the station car park; if the existing traffic flow to the emergency depot is retained would the two taxi bays impede the visual site lines? High sided vehicles and possibly more importantly employees ... private vehicles could have sight lines affected by the provision of the two vehicle Hackney carriage stand on Crofton Road.*

Response: an assessment has concluded that a sight line in the region of 70 metres could be achieved, in spite of the presence of a two Hackney carriage taxis using the feeder rank.

- iii. *What controls will be introduced for the drop off/pick up bays? Motorists could use Crofton Road and the Station Forecourt as a roundabout.*

Response: It will be almost impossible to completely prevent this behaviour. However it is anticipated that the natural flow of traffic along Crofton Road past the forecourt entrance/exit will deter or even prevent this. A limited waiting Traffic Management Order could be made to restrict waiting in the dedicated drop off/pick up bays; however this would require the agreement of Network Rail.

- 3.21 It is understood that Ward Members welcome the proposal to construct the new car park.

#### **4. POLICY IMPLICATIONS**

- 4.1 The Environment Portfolio Plan 2014/17 includes a specific commitment to “Work with Southeastern and Network Rail to improve parking at Orpington rail station, increasing capacity and improving access”.
- 4.2 Policy T5 of the Unitary Development Plan states: “The Council will seek to improve the environmental quality, capacity and safety of local roads where appropriate, either by minor improvement or suitable traffic management schemes”.
- 4.3 Bromley’s agreed Parking and Enforcement Plan refers to the need “to regulate the location and use of on-street parking facilities where this is necessary to safeguard the efficiency and safety of the road network for all road users, to support the local economy, or to meet the needs of residents or other priority users.”
- 4.4 In “Building a Better Bromley 2020 Vision – Quality Environment”, two stated issues to be tackled are: (i) Promoting safe parking provision; and (ii) Improving the road network for all users.

#### **5. FINANCIAL IMPLICATIONS**

- 5.1 The estimated implementation cost of the proposal is £130k. It is intended to fund these costs from the 2014/15 LIP budget for Public Transport Interchange and Access and the S106 monies from the Orpington Tesco development .
- 5.2 An allocation of £71.5k was set aside for this scheme from the 2014/15 LIP budget and an uncommitted balance of £50k is available to part fund this scheme.
- 5.3 S106 funds of £80k are available for the improvement to bus stops within the vicinity of the site, from the legal agreement concerning the Tesco development at Station Road, Orpington. There is no specified date when these monies have to be spent by, however, these monies can only be used if agreement is given by TfL.

#### **6. LEGAL IMPLICATIONS**

- 6.1 It will be necessary to undertake highway improvement works under powers granted through The Highways Act 1980 Part V.
- 6.2 It will be necessary to amend existing and implement new Traffic Management Orders under powers granted through The Road Traffic Regulation Act 1984.

6.3 The Section 106 funds available for bus stop improvements within the vicinity of the site can only be used subject to the agreement of Transport for London and shall be used in accordance to the terms of the agreement and for no other purpose.

<b>Non-Applicable Sections:</b>	Personnel Implications
Background Documents: (Access via Contact Officer)	London Borough of Bromley and Orpington Station Road Limited DEED, made pursuant to Section 106 of the Town and Country Planning Act 1990 and other relevant powers relating to Development at Station Road, Orpington.