

**Decision Maker:** Environment Portfolio Holder

For Pre-Decision Scrutiny by the Environment PDS Committee on

**Date:** 7th June 2016

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

**Title:** PENGE HIGH STREET IMPROVEMENTS

**Contact Officer:** Muazzam Shahid, Traffic Engineer  
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**Chief Officer:** Nigel Davies, Executive Director of Environment & Community Services

**Ward:** Penge & Cator

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1. Reason for report

- 1.1 This report details proposals to help alleviate congestion and improve road safety in High Street Penge and at the junction of High Street Penge / Green Lane / Croydon Road.

The scheme will also make significant improvements to the public realm in the High Street, which compliments schemes being undertaken by the Town Centre Planning & Regeneration Team in the Planning Department.

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2. **RECOMMENDATION(S)**

That the Portfolio Holder agrees:

- 2.1 That the proposed improvements to High Street Penge and at its junction with Croydon Road and Green Lane are implemented subject to a consultation with property owners and businesses adjacent to the scheme.
- 2.2 That approval be given to the scheme at a cost of £450k which will be met from the Borough's Local Implementation Plan (LIP) fund and Transport for London Bus congestion reduction / disability access funding, subject to final confirmation from TfL.
- 2.3 That authority to make any further minor modifications, which may arise as a result of proposed consultations, be delegated to the Executive Director of Environment and Community Services.

## Corporate Policy

1. Policy Status: Existing Policy
  2. BBB Priority: Quality Environment Safer Bromley Vibrant, Thriving Town Centres
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## Financial

1. Cost of proposal: £450k
  2. Ongoing costs: None
  3. Budget head/performance centre: TfL LIP Funding for Congestion Relief
  4. Total current budget for this head: £457.5k (£157.5k from LIP & £300k from other TfL funding sources, (subject to final confirmation)
  5. Source of funding: TfL LIP Funding 2016/17 & other TfL Funding sources (to be confirmed)
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## Staff

1. Number of staff (current and additional): 1
  2. If from existing staff resources, number of staff hours: 140
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## Legal

1. Legal Requirement: None
  2. Call-in: Applicable
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## Customer Impact

1. Estimated number of users/beneficiaries (current and projected): The scheme will benefit all Pedestrians, Motorists, Bus Passengers, Residents and Shoppers at this location
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## Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillor's comments: Ward Members are supportive subject to accommodating the views of local residents and businesses where possible.

### **3. COMMENTARY**

#### **Description**

- 3.1 High Street Penge A234 and its junction with Green Lane/ Croydon Road are located in the North West of the Borough and runs from Crystal Palace Park Road to Beckenham Road.
- 3.2 High Street Penge is a two way carriageway through a busy shopping area. It is subject to a 30 mph speed limit and is street lit.
- 3.3 Both the High Street and the Green Lane junction have been identified as areas of very high congestion. In addition there have been 9 personal injury accidents at this junction and 6 personal injury accidents along the High Street between the Junction and Penge Lane in the past three years.
- 3.4 Site investigations have highlighted the following issues contributing to congestion and accidents at these locations.

#### **High Street**

- 3.5 Buses stopped at the bus stops outside 153 and 100/102 High Street Penge create pinch points allowing vehicles to flow in one direction only.
- 3.6 This causes congestion along the whole High Street in both directions. This increases driver frustration and contributes to the accident statistics.

#### **Junction**

- 3.7 A general lack of lane discipline on all approaches to the Green Lane / Croydon Road junction, overtaking through the junction, congestion and the presence of a central triangular island, all contribute to accidents at this junction.
- 3.8 The central island also hampers pedestrians who have to cross the road in two stages.
- 3.9 Congestion is further increased by the close proximity of a bus stop to the junction in Croydon Road.
- 3.10 Officers have identified funds available from TfL's bus congestion reduction program which will help reduce overall congestion in the area and have the added benefit off also helping reduce personal injury accidents caused by congestion related driver frustration.
- 3.11 In addition, officers have identified monies available from TfL's bus stop disability access budget which will allow the Council to not only upgrade the bus stops but also repave the footways along the High Street to provide an improved street environment for residents, businesses and shoppers.

#### **Proposals**

#### ***High Street***

- 3.12 The proposals are based primarily on removing the two identified "pinch points" to allow free flow of traffic and reduce congestion. In the new scheme, these have been removed by relocating existing features including bus stops, buildouts, parking bays, disabled bays, loading bays and slightly altering kerb lines.

Specifically, these include

- Shortening existing bus stop outside 100/102 High Street Penge and realigning kerbs at this location.
- Relocation of parking bays, disabled bays and loading bays as shown. It is anticipated 2 parking bays will be lost as a result of these plans, however, the presence of the multi storey car park behind the shopping centre means that there is still plenty of parking spaces in the town centre. There will be no change in the number of existing disabled bays or loading bays.
- Realigning kerbs and relocation of bus stop from outside 153 High Street Penge to outside 141 / 143 High Street Penge.
- Removal of existing narrowing outside 1 – 5 High Street Penge
- Creation of pedestrian crossing refuge at the point with the highest desire/requirement – directly outside the entrance to Empire Square
- Repaving of the High Street in high quality materials in close liaison with Town Centre Planning & Regeneration Team to significantly improve the public realm, with the intention of improving the perception of the town and improving the economic vitality of the area.

3.13 These plans will allow unimpeded two way traffic flow along the High Street, even if there are buses loading /unloading at the stops. This design will also increase the junction capacity by increasing the number of vehicles that can queue in the approach lane and thus navigate the junction in a single phase of the traffic lights. Attached Plans 12062-01-2A and 12062-01-2B show the extent of these proposals.

### ***Junction***

3.14 Proposals at this junction are aimed at introducing lane discipline, reducing congestion and making it easier and safer for pedestrians to cross.

These include

- Introducing lane markings and dedicated right hand turn lanes on all arms
- Removing the existing central triangular island
- Aligning the kerb line on the south west corner of the junction to reduce pedestrian crossing distance and facilitate buses to turn left into Croydon Road
- Aligning the kerb line on the north east corner of the junction to reduce pedestrian crossing distance and facilitate all vehicles turning left into Green Lane
- New central island on the Green Lane arm which will facilitate safer crossing for pedestrians. This will also help prevent straight ahead overtaking manoeuvres through the junction.
- Replacing all signal poles and heads and reprogramming controllers to signal timings to help reduce congestion. See attached plan12062-03

### ***Public Realm***

3.15 Given that the congestion scheme affects the kerb alignment along most of the High Street and the junction, this provides an opportunity to replace the existing, tired public realm with new high quality materials. Experience in other town centres has shown that a high quality public realm

makes the town centre more attractive to business and, as a result attracts higher footfall and investment and, therefore, can significantly improve the economic vitality of the area.

- 3.16 The Town Centre Planning & Regeneration is also planning significant improvements in the Squares outside the Blenheim Centre, therefore, improving the public realm along the main High Street will join these improvements together and improve the value (in both financial and aesthetic terms) of both schemes.
- 3.17 The proposal is to use York Stone with granite kerbs. These are materials commonly used in high class town centres and shopping areas as they are quite hard wearing, look good and the materials are relatively easily available. The Town Centre Planning & Regeneration scheme is separately looking at the removal of telephone boxes, upgrading the lighting and the re-siting of street furniture to the most appropriate locations. Officers have been liaising to ensure both projects integrate and complement each other.

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

- 4.1 A key aim set out in the Environment Portfolio Plan 2016-19 is to *“Improve the road network, journey-time reliability, congestion, transport connectivity, and promote safer travel”*

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

- 5.1 The estimated cost of the scheme is £450k.
- 5.2 The scheme is intended to be funded from £157.5k which is the unallocated balance available from the 2016/17 LIP programme for Congestion Relief and £300k from other TfL funding sources, subject to final confirmation by TfL. In total there is potential funding of £457.5k available for this project.
- 5.3 Works will only be undertaken up the value of actual confirmed funding from TfL.

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