

Decision Maker: Environment Portfolio Holder

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

Date: 8th November 2016

Decision Type: Non-Urgent Executive Non-Key

Title: NORMAN PARK PROPOSED SHARED PATH

Contact Officer: Jenny Carne, Traffic Engineer
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Chief Officer: Nigel Davies, Executive Director of Environment & Community Services

Ward: Bromley Common & Keston

1. Reason for report

To seek approval for the continuation of a shared path in Norman Park between the two car parks to result in the completion of a fully shared path around the Park, avoiding the need for walkers, runners and cyclists to pass through areas where vehicles are manoeuvring.

2. **RECOMMENDATIONS**

That the Environment Portfolio Holder approves:

- 2.1 **Construction of the proposed new section of shared path in Norman Park between the two car parks as shown in the drawing in Appendix A, thereby enabling completion of the shared path around the park.**
- 2.2 **The provision of five cycle stands and a repair station/pump adjacent to the proposed refurbished and extended Norman Park Lodge to create a cycle hub.**

Corporate Policy

1. Policy Status: New Policy
 2. BBB Priority: Quality Environment
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Financial

1. Cost of proposal: £35k
 2. Ongoing costs: some minor resurfacing may be required in around 10 years' time as part of the maintenance of the path to ensure it remains safe and fit for purpose.
 3. Budget head/performance centre: TfL LIP Funding
 4. Total current budget for this head: £106k
 5. Source of funding: TfL LIP budget for Walking Schemes and the Borough Cycling Programme budget for Cycle Parking
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Personnel

1. Number of staff (current and additional): No additional FTE will be required as a result of this project.
 2. If from existing staff resources, number of staff hours: 20 hours anticipated to be required to finalise the drawings, raise orders, meet with contractors and check the implementation once completed.
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Legal

1. Legal Requirement: Non-Statutory - Government Guidance
 2. Call-in: Applicable
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Procurement

1. Summary of Procurement Implications:
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Customer Impact

1. Estimated number of users/beneficiaries (current and projected): A few thousand park users are expected to benefit per week (please refer to 3.5 and 3.7 for further details).
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments:
Cllr Michael responded stating that the proposed works sound very positive overall and it is more logical to place the gate nearer to the junction with Hook Farm Road. Cllr Michael is sorry to lose trees but if there is going to be new tree planting around the new path then that should be sufficient to compensate for any loss.

3. COMMENTARY

- 3.1 Currently Norman Park has a shared path for walkers and cyclists around its perimeter, which until earlier in 2016 terminated at each end of the two car parks within the Park. At both locations, pedestrians and cyclists were forced to mix with moving and parked vehicles and had to walk and cycle through the car park. This created conflict issues and safety concerns for both non-motorised users and vehicles.
- 3.2 During 2016 the Council created a shared path in the Hayes Lane car park which linked to both sides of the existing path, involving the conversion of a section of the car park to a three metre shared facility for pedestrians and cyclists, segregated from the car park by a kerb and bollards. This is working well for all park users and did not require any loss of parking from the car park. This section was the first phase of the proposal to provide a complete shared path around the park. The second and final phase, which is the subject of this report, will provide a new facility to bypass the northern car park, enabling the creation of the complete route without the need for walkers or cyclists to have to pass through a car park at all.
- 3.3 Two options were assessed regarding the proposed new path at the Bromley Common side of the park, but in order to prevent any loss of car parking or potential conflict with the collection from the large recycling bin area, only one proposal has been progressed. Please see Fig. 1 for a layout drawing of the preferred option.
- 3.4 The preferred option would see the path diverted to the south past the Old Barn on an existing tarmacked area from which the new 3m wide path would commence. The new path would be routed around the wooded copse area located at the southern perimeter of the car park, where a desire line has been established in the grass by walkers and runners. The path would then continue parallel to the existing access road and re-join the existing path outside the Lodge.
- 3.5 It is proposed to move the existing gate at The Lodge further forward towards Hook Farm Road, to provide better access and to complete the segregation by removing any conflict with parked and moving vehicles in this area. These proposals have been developed in conjunction with Id Verde (formerly The Landscape Group) who currently manage the site.
- 3.6 Although this proposal avoids any loss of marked parking bays in the car park, the relocation of the gate would remove space where currently up to 7 vehicles are parked during the week, alongside The Lodge. However, this gate, and subsequent removal of parking, would need to be relocated regardless of the path due to the refurbishment and extension of Norman Park Lodge, to allow for access, deliveries and outdoor uses.
- 3.7 The proposals would also require the removal of approximately four small trees near to the car park but this would be compensated by new tree planting around the new path which would be designed by Id Verde for the forthcoming tree planting season..
- 3.8 As well as providing a safe conflict free path for local users walking and cycling, the shared path will provide significant benefit to the 600 or so Park Run participants and 120 Junior Park Run participants who use it every Saturday and Sunday respectively. British Cycling's Sunday rides participants and the Council's Road Safety team's weekly cycle training sessions will also benefit from this safer environment.
- 3.9 The shared path will therefore provide a significant benefit to in excess of 2000 park users every week and is therefore thought to provide good value for money and be a beneficial facility for Bromley residents.
- 3.10 By allowing park users to remain on the path and therefore avoiding potential conflict with vehicles, the new path will also prevent erosion of the grass during wet weather.

3.11 The concept of the shared path has received strong support from the Friends of Norman Park and in the past year Id Verde have received requests for the segregation from representatives of the following park user groups:

- LBB cycling sessions
- Bromley Veteran Runners
- Blackheath & Bromley Harriers
- Parkrun
- Junior parkrun
- British Cycling
- Zero to Hero Running Group
- Athletics club
- BEA (children’s athletics club)
- Ride to Rio event
- Petts Wood Runners
- Mencap
- Beckenham Running Club

3.12 It is also proposed to provide five cycle stands, a repair station and pump adjacent to the proposed refurbished and extended Norman Park Lodge, to create a cycle hub. Please see Appendix A.

4. POLICY IMPLICATIONS

4.1 The Environment Portfolio Plan 2016-19 includes the following key outcomes through Enhancing Bromley’s Parks and Green Spaces:

- Develop and maintain paths, infrastructure and other hard landscaping features in parks, open spaces and the countryside so they remain safe and usable
- Contribute to improving residents’ health by supporting park users, sports activity providers, allotment holders and other partners.

5. FINANCIAL IMPLICATIONS

5.1 The estimated cost of the project is expected to be £35k

5.2 The costs will be part funded from both the TfL LIP budget for Walking Schemes which has an uncommitted balance of £53k as well as the Borough Cycle Programme budget for Cycle Parking which has an uncommitted balance of £53k.

5.3 Minor resurfacing of the path may be required in about 10 years’ time which will be met from within existing budgets.

Non-Applicable Sections:	Impact on Vulnerable Children and Adults, Personnel, Legal and Procurement Implications
Background Documents: (Access via Contact Officer)	

Fig. 1 Proposed Norman Park Pedestrian/Cycle Segregated Path – Phase 2

