

**Decision Maker:** ENVIRONMENT PORTFOLIO HOLDER

**FOR PRE-DECISION SCRUTINY BY ENVIRONMENT PDS  
COMMITTEE ON:**

**Date:** Wednesday 12 July 2017

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

**Title:** BROMLEY SOUTH TO SHORTLANDS CYCLE ROUTE

**Contact Officer:** Alexander Baldwin-Smith, Transport Planner  
E-mail: Alexander.Baldwin-Smith@bromley.gov.uk;  
Tel: 020 8464 3333 ext 3566

**Chief Officer:** Nigel Davies, Executive Director of Environment & Community Services

**Wards:** Bromley Town and Shortlands

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1. Reason for report

To inform the Environment PDS Committee of the proposed cycle route between Bromley South and Shortlands and to seek approval to undertake a public consultation and construct the route.

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2. **RECOMMENDATIONS**

3. To inform the Environment PDS Committee of the proposed cycle route between Bromley South and Shortlands and to seek approval to undertake a public consultation and construct the route.

Impact on Vulnerable Adults and Children

1. Summary of Impact: N/A

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Corporate Policy

1. Policy Status: Not Applicable
  2. BBB Priority: Quality Environment Vibrant, Thriving Town Centres Healthy Bromley
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Financial

1. Cost of proposal: £268k for main scheme - £100k in 2017/18 & £168k in 2018/19. £50k for a cycle parking facility at Shortlands Station.
  2. Ongoing costs: Non-Recurring Cost
  3. Budget head/performance centre: TfL funding for Cycling Schemes
  4. Total current budget for this head: Uncommitted balance of £122.5k
  5. Source of funding: TfL LIP funding for 2017/18 and 2018/19. Potential third party contribution towards cycle parking facility.
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#### Personnel

1. Number of staff (current and additional): 3 existing members of staff
  2. If from existing staff resources, number of staff hours: 150 hours
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#### Legal

1. Legal Requirement:
  2. Call-in: Applicable:
- 

#### Procurement

1. Summary of Procurement Implications: Works will be undertaken by the Term Contractors for Highway projects
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#### Customer Impact

1. Estimated number of users/beneficiaries (current and projected): 157 cyclists per day and 1,155 pedestrian trips per day
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#### Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments: To be provided at the meeting verbally

### **3. COMMENTARY**

#### **Introduction to the scheme**

- 3.1 Developing a high quality cycle route between Bromley South and Shortlands is a key part of developing the cycle network in Bromley and would enable residents to cycle to either Shortlands or Bromley South railway station as part of their commute, helping to reduce trips by car and thereby reducing peak time congestion.
- 3.2 This route has been identified as a high priority by the local Bromley Cyclists cycling group because it will act as a key route to bring people into Bromley town centre from the north-west of the Borough. The proposed route also serves as part of a longer route between Bromley and Beckenham which represents a longer term ambition.
- 3.3 Cycle provision at this location would improve cycle connectivity to local communities which in addition to serving the two stations would provide a safe cycle route to the trip generators of St Mark's School, Harris Academy, Shortlands and the new St Mark's Square development. Creating a safe cycle route will give parents the confidence to allow their children to cycle to school, reducing car borne 'school-run' trips, and reduce peak time congestion and parking pressures on local residential streets.
- 3.4 Currently, there are no facilities for cyclists on the route who are, at present, forced to use the large and heavily trafficked junction between Westmoreland Road and Masons Hill. This junction is particularly intimidating for cyclists and is likely to discourage a number from cycling to the station. These proposals therefore seek to create a safe and attractive route to increase rates of cycling.
- 3.5 Overall the scheme offers a benefit cost ratio of 4.84:1 which is considered to be very high value for money by the Department for Transport's (DfT) guidance.

#### **Demand**

- 3.6 A feasibility study undertaken by consultants, Aecom, established that there were currently, approximately 132 cycle trips along the length of the route made by 66 cyclists per day. Based on the impact of other similar infrastructure, it is estimated that the route would encourage an additional 92 people per day to cycle making, approximately, an additional 184 cycle trips per day.
- 3.7 This is a relatively conservative demand estimate but a higher growth scenario would see the route used by 151 new cyclists per day making, approximately, 302 additional trips on the new route.

#### **Proposed Route**

- 3.8 Starting at Bromley South station the route crosses from the station forecourt to the west side of the High Street. It then continues down the alleyway alongside Ravensleigh House to Simpson's Road.
- 3.9 The route continues along Simpson's Road behind the St Mark's development to the Newbury Road playground where a new access onto Simpson's Road would be created and a ramp would be installed to allow cyclists and pedestrians to reach Newbury Road. Improving permeability in this way would enable pedestrians and cyclists to reach the town centre without having to take a detour onto Westmoreland Road as they do at present.

- 3.10 At the end of Newbury Road the route turns right onto the footpath running alongside to the railway line and St Mark's Primary School. To make this suitable for cycling it will be necessary to cutback vegetation and install visibility mirrors to improve visibility on several 'blind' corners of the footpath. There is also the potential to negotiate with the school to use some of their land to widen the path to 3m to improve the facility for both pedestrians and cyclists.
- 3.11 From here the route turns right onto Queen Anne Avenue, Hillside Road and Valley Road before turning right onto Shortlands Road and into the Shortlands Station car park where it is proposed to work with Southeastern Railways to deliver a high-quality cycle parking facility. The route would run on the northern footway of these roads which would be converted to a shared use facility. Requiring widening, resurfacing and re-profiling at certain points along the route.
- 3.12 A shared use footway will give cyclists a higher level of service than an on-road facility, which is likely to encourage greater modal shift.
- 3.13 At the junction of May's Hill Road, Kingswood Road and Valley Road it is proposed to improve the pedestrian crossings which will help improve safety and attractiveness of the journey for those walking to Harris Academy Shortlands. Improving the facility for pedestrians will help encourage more people to walk to school, reducing congestion and parking issues at peak times.
- 3.14 At Shortlands station it is proposed to work with Southeastern Railways to develop a high-quality cycle parking facility to replace the existing poor quality cycle parking in order to enable cycle to rail trips.

Outline designs which show the proposed route in more detail are included in Appendix 1 of this report.



## **Benefits**

- 3.15 Reducing the impact of congestion is the key transport priority for the Borough. Modal shift from car to cycle as a result of the scheme will reduce the number of trips made by car and result in some decongestion benefits.
- 3.16 There are a number of additional benefits to be derived from the scheme, including a reduction in noise, as well as improved local air quality and health. Health benefits manifest themselves by disease prevention through increased exercise saving the taxpayer money on treatment and rates of absenteeism from the workplace, thus reducing the negative impact of poor health on productivity and the wider economy.
- 3.17 The decongestion, environmental, health and economic benefits highlight how the scheme delivers not only direct benefits for cyclists using the scheme, but will also benefit those who choose not to cycle through reduced traffic, as well as the wider economy.
- 3.18 Between February 2011 and February 2016 there were four collisions involving pedestrian and cyclists, two of these were collisions involved cyclists and occurred on Westmoreland Road at the junction with Queen Anne Avenue. Of the two pedestrian collisions, one was classified as serious whilst the other was classified as slight. The serious collision took place on Valley Road, north of the junction with Pump House Close whilst the slight collision was on Queen Anne Avenue north of the junction with Westmoreland Road. The latter was within close proximity of both cycle collisions identified.
- 3.19 It is expected that the scheme should improve safety for pedestrians and cyclists and reduce the number of collisions by 10%.
- 3.20 Overall the proposed route offers a benefit cost ration of 4.84:1 which is considered to be very good value for money under the DfT's guidance. Officers therefore feel confident in recommending this scheme to Members given the level of benefit it offers to residents, cyclists and those who choose not to cycle as well as to the wider economy.
- 3.21 If the higher growth scenario were achieved then the BCR would be significantly higher at 8.69:1.

## **4. POLICY IMPLICATIONS**

- 4.1 This proposal supports outcome 5 of the 2016-19 Environment Portfolio Plan to Improving Travel, Transport & Parking by working:
- To improve the road network and journey-time reliability for all users
  - To improve 'connectivity' (getting to places you couldn't previously reach easily) and 'integration' (linking different modes of transport)
  - To reduce congestion and greenhouse gas emissions by promoting cycling, walking and public transport journeys
  - To promote safer travel, and reduce the number and severity of road accidents
  - To provide accessible, affordable, fair and effective parking services.

## **5. FINANCIAL IMPLICATIONS**

- 5.1 It is estimated that the construction cost of the route will be £268k; funded from the TfL LIP budget for transport schemes for 2017/18 and 2018/19.
- 5.2 It is expected that £100k will be spent during 2017/18 on the first phase of the route, funded from the cycling scheme budget, although if additional funding becomes available, construction

of a greater part of the scheme could be delivered in 2017/18. The remaining balance of £168k will be spent during the following financial year, from the 2018/19 LIP funding.

- 5.3 Officers will also work with Southeastern Railways to design and build a high-quality cycle parking facility at Shortlands station. External funding will be sought for this in partnership with Southeastern, although if this is not forthcoming LIP funding will be used for this aspect of the scheme. The estimated cost of this element of the scheme is £50k, in addition to the £268k cost for the main route.

**6. PERSONNEL IMPLICATIONS**

- 6.1 Transport and Highways already employs staff who are able to project manage the design and delivery of these cycle routes. The members of staff undertaking these functions are funded via TfL’s annual Local Implementation Plan budget at no cost to the Authority.
- 6.2 It is not anticipated that there will be any impact of FTE as a result of these proposals.

**7. LEGAL IMPLICATIONS**

- 7.1 The Council can, through a conversion order, change a Public Right of Way to a cycle track that would then be available to both pedestrians and cyclists. This will be required to enable cycling on the footpath adjacent to the school. The Cycle Track Regulations 1984 specify the procedure to be followed when conversion orders are made. DoT Circular Roads 1/1986 describes the provisions of the Act and Regulations in detail and advises local authorities on the use of those powers.

**8. PROCUREMENT IMPLICATIONS**

- 8.1 It is anticipated that the construction work will be undertaken by the Council’s term contractors, so no procurement implications are expected, the scale of works being within the threshold.

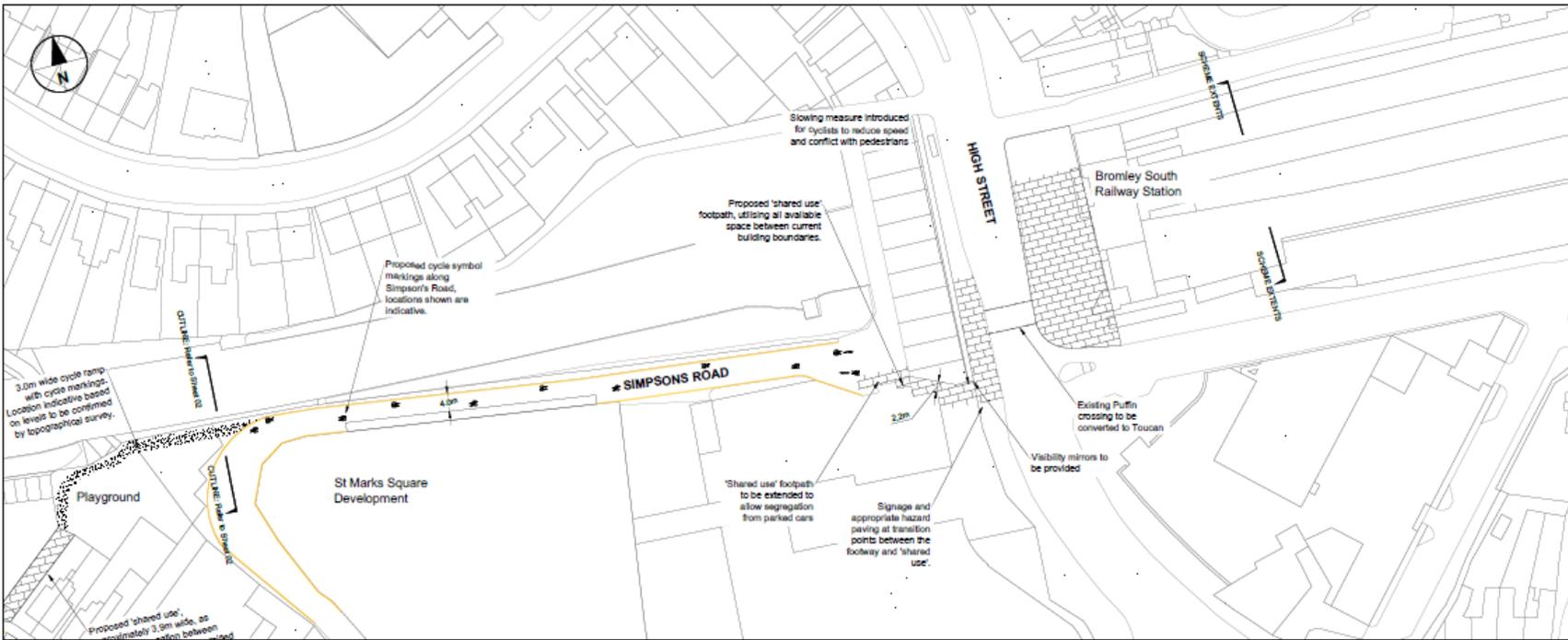
<b>Non-Applicable Sections:</b>	<b>3. IMPACT ON VULNERABLE ADULTS AND CHILDREN</b>
Background Documents: (Access via Contact Officer)	Cycle Route Feasibility Investigation- Bromley South Railway Station to Shortlands Railway Station  Bromley South Railway Station to Shortlands Railway Station Strategic Outline Business Case

**Appendix 1 Outline designs of proposed Bromley South to Shortlands cycle route**





150 St Mark's Square  
 60508978-BSS-DWG-OPT2-03  
 150 St Mark's Square  
 60508978-BSS-DWG-OPT2-03



**AECOM**  
 AECOM House  
 63-77 Victoria Street  
 St Albans, Herts  
 AL1 3ER  
 +44 (0)1727 535000  
 www.aecom.com

**PROJECT**

**Bromley Cycle Route Feasibility**

**CLIENT**

London Borough of Bromley  
 Civic Centre,  
 Stockwell Close, Bromley,  
 BR1 3UH



**KEY**

- Existing no waiting restrictions
- Proposed shared use footway/footpath

**NOTES**

1. All dimensions are in metres unless otherwise stated.
2. Design based on OS Map which has an accuracy of +40m and widths would need to be validated by a comprehensive topographical survey.
3. Drawing to be read in conjunction with 60508978-AECO 600-HEP-Bromley.
4. Designs are for indicative purpose only and are subject to attention.
5. Location of utilities to be investigated at preliminary design stage.

**ISSUE/REVISION**

A	REVISED	REVISION	PS	FS	MF	AJR
0	14/12/18	FINAL ISSUE	PS	FS	MF	AJR
01	04/12/18	COMMIT	PS	FS	MF	AJR

Scale - 1:500 @ A1

**PROJECT NUMBER**

60508978

**SHEET TITLE**

Bromley South - Shortlands  
 Option 2  
 Sheet 3 of 3

**SHEET NUMBER**

60508978-BSS-DWG-OPT2-03

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