Report No.
ES18027

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker:	**Environment Portfolio Holder** **Executive** **For Pre-Decision Scrutiny by the Environment PDS Committee on:**
Date:	**15th March 2018**
Decision Type:	Non-Urgent Executive Non-Key
Title:	**GREENWICH TO KENT HOUSE QUIETWAY (BROMLEY SECTION) PUBLIC CONSULTATION REPORT AND FINAL PROPOSALS**
Contact Officer:	Alexander Baldwin-Smith, Transport Planner E-mail: Alexander.Baldwin-Smith@bromley.gov.uk
Chief Officer:	Nigel Davies, Executive Director of Environment & Community Services
Ward:	Penge & Cator

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1. Reason for report

To inform members of the progress to date on the Quietway route since bringing initial proposals to PDS in November 2016

To seek approval to construct the interventions post consultation and for permission to consult and subsequently construct additional interventions on the Quietways that have not previously been to Committee.

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2. RECOMMENDATIONS

For the PDS to:

- **Note the progress made to date on the proposed Quietways.**
- **Endorse proposals for extensions and additional interventions to strengthen the Borough's bids to TfL.**

For the Portfolio Holder to:

- **Support the application to TfL for funding of the proposed additional interventions and delegation of the approval of the final designs to the Executive Director of Environment and Community Services, in consultation with Ward Members and the Portfolio Holder.**

- **Approve the construction of the proposed route and interventions as set out in section 3 following public consultation with delegation of the approval of the final designs to the Executive Director of Environment and Community Services, in consultation with Ward Members and the Portfolio Holder.**

For the Executive:

- **To approve the net acquisition of 180.8 sq.m. of land to be acquired from Harris Aspire in order to widen River Pool Path.**

- **Subject to confirmation of funding from TfL, proceed with the scheme and the changes to increase the scheme costs by £135.3k to £570k within the capital programme to reflect the higher estimated cost of the scheme with the additional interventions now proposed.**

Impact on Vulnerable Adults and Children

1. Summary of Impact: Routes are designed to be accessible to those cyclists requiring recumbent cycles or specialist cycles for people with disabilities. The routes will also provide greater opportunities to cycle for less confident individuals including older people and children. There are not thought to be any negative impact on vulnerable adults and children.

Corporate Policy

1. Policy Status: Existing Policy**:** This proposal supports outcome 5 of the 2017-20 Environment Portfolio Plan to Improving Travel, Transport & Parking.

In outline form, these proposals have previously been considered by the Environment PDS Committee and approved by the Executive Portfolio Holder for Environment in November 2016 in Report No. ES16059 8/11/2016

2. BBB Priority: Quality Environment Healthy Bromley:

Financial

1. Cost of proposal: £570k
2. Ongoing costs: Negligible
3. Budget head/performance centre: Capital Programme
4. Total current budget for this head: £434.7k
5. Source of funding: TfL Quietways programme restricted budget

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Personnel

1. Number of staff (current and additional): Number of staff (current and additional): 1 member of staff from existing resources will continue to manage the project. A seconded consultant will undertake detailed design work which will be fully funded by TfL, managed by LBB for the duration of their secondment.
2. If from existing staff resources, number of staff hours: 100

Legal

1. Legal Requirement: None
2. Call-in: Applicable

Procurement

1. Summary of Procurement Implications: The Quietway will be built by Bromley's term contractor for Highways

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Customer Impact

1. Estimated number of users/beneficiaries (current and projected): N/A

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes

2. Summary of Ward Councillor's comments: Ward member views were sought when proposals were first taken to committee in 2016 and were sought before consultation. Members were supportive of the proposals.

   Any further ward member views on additional interventions and proposed changes to the routes will be reported to committee verbally.

3. COMMENTARY

3.1 Officers undertook a consultation over approximately 3 weeks regarding the two proposed Quietway routes in the Borough between Wednesday 10th January and Friday 2nd February 2018

3.2 Residents directly affected were contacted by letter and sent a freepost questionnaire seeking their views on the proposals. The following key stakeholders were also contacted:

- Bromley Cyclists (London Cycling Campaign)
- Cycle Touring Club
- Kent Association for the Blind
- Bromley Mobility Forum,
- Disability voice Bromley,
- Experts by Experience,
- BATH, Bromley Association of People with Disabilities
- London Fire Brigade
- London Ambulance Service
- Metropolitan Police
- London Buses,
- Licensed Taxi Drivers Association,
- Southeastern Railways,
- Transport for London
- Friends of Cator Park
- GoodGym (Cator Park User)
- Residents' Associations who are members of the Bromley Road Safety Panel
- Local Schools
- Cator Park pre-school

3.3 Drawings were provided for residents and stakeholders to view online in order to reduce the volume of printing and cost to the Council, the webpage also offered the option of an e-form consultation response.

3.4 A business engagement event, over two days was also held to understand the views of businesses in Kangley Bridge Road affected by the proposals for the shared path in the road. This event was managed by the Council's delivery partner for the routes, Sustrans.

3.5 Respondents were asked their views on a range of interventions and were invited to rank their support in one of five categories (Strongly Opposed, Somewhat Opposed, and Neutral, Somewhat in Favour and Strongly in favour). Space was also provided for comments and respondents were asked about their travel habits and what would encourage them to cycle more, if anything. Many of the comments will be used to refine the designs during the detailed design process and travel information will be used as an evidence base for future scheme development.

Respondents were also provided with the opportunity to make 'free space' comments, these have been categorised and quantified in appendix 5.

3.6 A quantities summary of the responses provided to the fixed response questions is provided below.

Greenwich to Kent House Quietway					
Proposal	Strongly Opposed	Somewhat Opposed	Neutral	Somewhat in Favour	Strongly in favour
Kangley Bridge Road shared path	21%	5%	18%	13%	42%
River Pool path widening	10%	4%	12%	22%	53%
River Pool path conversion to shared path	19%	11%	19%	13%	38%
Lennard Road Parallel Zebra	8%	8%	8%	33%	42%
Cator Park Shared Path centre line removal	25%	16%	19%	12%	28%
Cator Park solar lighting	16%	9%	16%	10%	49%
New informal pedestrian crossing on Aldersmead Rd	9%	0%	14%	27%	50%
Kings Hall Road junction improvements	9%	0%	7%	27%	56%
Improve the forecourt of Kent House Station	8%	3%	30%	18%	43%
Introduce trees to the entrance of Kent House Station	5%	3%	21%	18%	54%
Upgrade cycle parking at Kent House Station	3%	3%	13%	26%	56%

3.7 The Kangley Bridge Road business engagement event was managed by Sustrans, whose officers have provided the following report of the views of the businesses who visited the event.

3.8 All those spoken to at the Kangley Bridge Road business consultation events were largely in favour of the scheme and everyone who attended had concerns regarding the current use of parking on Kangley Bridge Road, the majority of which is taken up by un-roadworthy cars waiting to be repaired by Newbridge Accident Repair Centre. Business owners did not seem concerned with the proposed reduction in road space available for parking and seem to accept that this would better manage the road space in Kangley Bridge Road. They were also in favour of introducing some form of paid parking in the road although no details were offered for exactly how they wanted this to be implemented.

3.9 Business owners who raised concerns over narrowing of the road were reassured that due to the removal of parking on one side of the road the effective width will remain as it currently is. Tracking work was also provided to show clearly those movements into side roads off Kangley Bridge Rd work in the new layout. Some people voiced concerns about the speed of some vehicles, stating that they had witnessed HGVs being driven very quickly, as if they were, I quote, 'already in the yard' once they entered Kangley Bridge Road.

3.10 Most attendees stated that the area feels unwelcoming and unclean, with one employer saying that he would like to see improvements made to the area so that it would be more attractive to potential employees, which in its current state he believes Kangley Bridge Road is not. Some also suggested including cycle parking in the design.

3.11 **Responses were received from the following Stakeholders:**

- London Cycling Campaign (See Appendix 1)
- Lewisham Cyclists (See Appendix 2)
- Metropolitan Police (See Appendices 3 and 4)
- Friends of Cator Park & Alexandra Recreation Ground (Comments quantified in above table)
- Road Safety Rep for Penge Forum (Comments quantified in above table)
- Road Safety Rep for West Beckenham Residents (Comments quantified in above table)

The detailed technical responses from the Police and Cycling groups are included in the Appendixes to this report and will be analysed in more detail as part of the detailed design process.

Post-consultation recommendations

3.12 **Kangley Bridge Road**- Proceed with the intervention as proposed but to refine the layout of parking to ensure that traffic can pass easily in the road and implement a Pay and Display parking scheme. Introduce cycle parking into the design at carefully chosen locations.

3.13 **River Pool Path-** Proceed with the widening of the section of path as proposed and introduce mitigation measures to reduce the impact of the existing lighting on the bat colony at the request of the Friends of Cator Park. To address the Police's concerns, replacement of the existing motorcycle inhibitors with bollards, which provides better access to the path for disabled users and buggies, it is proposed to introduce P2W speed deterrent humps to the path. To address concerns about making the path shared, a number of off-highway 'cycle calming' techniques will be considered.

3.14 Officers have had a productive conversation with Harris Aspire about widening the River Pool shared path onto their land to improve safety, and reduce the potential for conflict between pedestrians and cyclists. We are currently in the process of acquiring the 186.3 sq.m. of land to be acquired from Harris Aspire 5.5 sq.m. of land returned to Harris Aspire making a net acquisition of 180.8 sq.m. of land from Harris Aspire in order to widen River Pool Path land to undertake the widening, please see Appendix 6 for more details. This is being handled by the Council's contractor Cushman & Wakefield and is currently with the Education Funding Agency.

3.15 **Lennard Road Parallel Zebra-** Proceed as proposed, but make changes to facilitate revised Lennard Road. Aldersmead alignment as outlined below.

3.16 **Cator Park-** The majority of respondents were either opposed to or neutral about the proposal to remove the centre line in Cator Park; it is therefore proposed to leave the segregation line in place. The proposal to install solar lighting also proved controversial with a number of residents and whilst a majority of residents supported this proposal it is recommended that the solar lighting is not installed to avoid changes to the park environment, clearly a key issue for local residents.

3.17 Without lighting Cator Park would not be suitable for 24 hour operation as a Quietway, therefore it is proposed to be signed as an alternative route with the primary alignment on Aldersmead Road. The National Cycle Network route in Cator Park would remain unchanged although the Quietway would require the conversion of a short section of path to a segregated cycle/walking path to enable Quietway users to exit onto Aldersmead Road.

3.18 To facilitate this, improvements will be required to the junction of Lennard Road with Aldersmead Road the exact nature of which, due to time constraints, is recommended is delegated to Officers and Ward Members.

3.19 **Kings Hall Road Junction improvements-** Implement as proposed.

3.20 **Kent House Station-** It is recommended that a number of small changes are made to this design although it is still recommended to implement the primary proposal of extending the station forecourt. In response to concerns about cyclists cycling through the station underpass it is recommended that consideration is given to inclusion of anti-incursion features in line with the latest advice from the DfT on mitigating security vulnerabilities outside railway, bus and coach stations whilst still maintaining good pedestrian and mobility impaired access to the station.

3.21 It is also proposed to introduce covered two-tier cycle racks, install cycle stands in place of the proposed planters and provide a pump and repair station for cyclists to undertake basic repairs.

Extension

3.22 Officers continue to lobby TfL for a westwards extension to the route from Kent House to the London Borough of Croydon.

4. IMPACT ON VULNERABLE ADULTS AND CHILDREN

4.1 Routes are designed to be accessible for all including those cyclists requiring recumbent cycles or disability bikes. There is not thought to have any adverse impact on Vulnerable Adults and Children.

5. POLICY IMPLICATIONS

5.1 This proposal supports outcome 5 of the 2017-20 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.

5.2 In outline form, these proposals have previously been considered by the Environment PDS Committee and approved by the Executive Portfolio Holder for Environment in November 2016 in Report No. ES16059 8/11/2016

6. FINANCIAL IMPLICATIONS

6.1 Overall the route is estimated to cost approximately £570k. £200k is expected to be spent in 2018/19 and £370k in 2019/20. It is difficult to provide a final estimate as the Highways and Minor Works contracts are currently being tendered and therefore rates could change significantly by the time the routes are constructed.

6.2 Executive is asked to agree to increase the scheme cost by £135.3k and to revise the total within the capital programme to £570k, subject to confirmation from TfL for the balance of funding.

6.3 It should be noted that this funding is provided by TfL for the purpose of Quietways and cannot be spent on any other transport projects.

6.4 The cost of the proposed acquisition of land to widen River Pool Path is included within the overall scheme cost.

6.5 Confirmation of final costs and funding will be included in future Capital Programme monitoring reports.

6.6 The proposed capital expenditure for some locations within the Quietways will reduce the call on revenue maintenance funding in the medium term as the assets will be renewed earlier than would otherwise be possible.

6.7 The parking controls in Kangley Bridge Road will generate additional revenue for the Council, however until the actual design is finalised, it is not possible to quantify the level of net income that could be generated.

7. PERSONNEL IMPLICATIONS

7.1 One member of staff from existing resources will continue to manage the project. A seconded consultant will undertake detailed design work which will be fully funded by TfL, managed by LBB for the duration of their secondment

8. LEGAL IMPLICATIONS

8.1 Traffic Management Orders will be required at some points along the route, notably in Kangley Bridge Road.

9. PROCUREMENT IMPLICATIONS

9.1 The Quietway will be built by Bromley's term contractor for Highways

Non-Applicable Sections:	
Background Documents: (Access via Contact Officer)	1. Report No. ES16059 8/11/2016 2. Greenwich to Kent House Quietway consultation drawings pack January 2018

Appendix 1

London Cycling Campaign consultation response

This consultation response is on behalf of the London Cycling Campaign (LCC), the capital's leading cycling organisation with more than 12,000 members and 30,000 supporters. This response was developed with input from representatives of LCC's borough groups.

This Quietway is supported, however in order to enable more people to cycle in the area, and specifically those unwilling to cycle in medium flows of motor vehicle traffic and/or at speed, and those unwilling to cycle in isolated and potentially dark locations, this scheme requires further improvements.

Specific points about the scheme:

- It is presumed this scheme is meant to link to the Waterlink Way northwards via Farmbridge Close. The crossing of Southend Lane needs further improvement if that is the case.
- At Kangley Bridge Road, the road is divided clearly into two differently charactered areas, with residential properties to the north and industrial premises to the south. It may be advantageous to separate these two areas of the road and their traffic movements. A modal filter could potentially ensure motor vehicles servicing the industrial area do not drive the length of Kangley Bridge Road, including past the Lower Sydenham train station. If this is done, then low volumes of traffic and speed restrictions could enable those cycling to cycle in the carriageway in the northern half. In the southern half, separation from large vehicles would be required.
- Given the type of vehicles using Kangley Bridge Road, more should be done to slow vehicles to 20mph even where cycling is separated from motor vehicle traffic – potentially sinusoidal speed humps. Similarly, seeking to widen space by using inset parking bays and parking restrictions may result in faster, rather than slower, safer and calmer motor vehicle movements. Road width should be minimised to provide more space for walking and cycling, ideally with the two modes separated, ideally using stepped tracks.
- All side roads around the Kangley Bridge Road section should feature raised entry treatments to avoid faster motor vehicle turning movements – eg Westerley Crescent also. And entrances to industrial premises the route passes should be designed very clearly to favour pedestrian/cycling priority and to encourage slow and calm driving.
- Current pavements on Kangley Bridge Road are overgrown. And the area appears isolated and not well lit. It is vital that Quietways, designed to encourage people who are more risk averse to cycle, feel safe. This road does not – and more work needs to be done to ensure those cycling the route feel safe and secure, with lighting and other measures.
- The same issues hold true for the River Walkway, plus there may also be issues of bushes, sightlines etc. Many people will simply not use this route if they feel isolated, are asked to ride in shadow or darkness etc. The path also seems far too narrow for shared use on sections of the River Walkway, and should be widened.
- Lennard Road should be designated 20mph, and the crossing should at a minimum be on a raised table. Crossings along this road appear too infrequent, particularly given schools, sports academies etc.
- Similarly, there appears little reason why Aldersmead Road and Ringwold Close are designed for high motor vehicle speeds. A raised table and reduced kerb radii across the entire junction would be of value. Similarly, at a minimum, the

entrance to Aldersmead Road should be on a raised table.

- Kings Hall Road appears to be designed again for high speeds of motor vehicle traffic. This is inappropriate for not just cycling along it, as scheme expects people to do, but for people walking and cycling and living in the area. The current infrastructure proposed will not enable those who are risk averse to cycle here, a key failing point on this Quietway.
- Kings Hall Road is also aligned with corridors deemed to feature high potential to increase cycling on TfL's Strategic Cycling Analysis (which aligns Kings Hall Road approximately as part of a corridor from Beckenham Junction to Kent House, Penge, Penge West etc.). As such, any scheme on Kings Hall Road should either separate cycling from motor vehicle flows in high-capacity, high-quality tracks or consider major measures to reduce motor traffic volumes and speeds.

General points about cycling schemes:

- LCC requires schemes to be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.

- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with links to nearby amenities, residential centres, transport hubs considered from the outset.

- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport mode for return on investment according to a DfT study. Schemes which promote cycling meet TfL's "Healthy Streets" checklist. A healthy street is one where people choose to cycle.

- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.

- LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLoS) rating of 70 or above, with all "critical issues" eliminated.

Appendix 2 Lewisham Cyclists response

Bromley Council consultation on Quietway: Greenwich to Kent House (January 2018)

Response by Lewisham Cyclists (the London Cycling Campaign group for the London Borough of Lewisham)

Comments refer to the 'consultation drawings pack' (January 2018)

Kangley Bridge Road (KBR).

Broadly supportive of the widened shared use footway approach, but with strong concerns about the safety of some of the 'yard' exits where visibility is not good, particularly Lathams skip yard (x2) and Screwfix.
As a general rule need to:

- Ensure sight lines of shared footway for vehicles entering yards from Kangley Bridge Road are clear and not obscured by parked cars.
- Extend raised tables into yards as far as possible to slow emerging vehicles.
- Where possible remove railings and structures around yard entrances to improve visibility.
- Introduce signage for vehicles emerging from yards warning them of crossing cyclists.
- We assume that whole road will be double yellow lines apart from designated parking bays – essential for maintaining sight lines as vehicles enter yards.
- Reduce vehicle speeds in KBR in general with sinusoidal speed humps.
- While supportive of adding trees to improve streetscape it is important they don't restrict the shared footway below a useable 3.5m to 4m.

1 - Kangley Bridge Road (drawing 1 of 4) Westerley Crescent (WC) outside station – access to/egree from the shared footway appears to be restricted to a drop kerb at the east end of the path. This is not a satisfactory solution as it creates a conflict with vehicles emerging from the yard and pedestrians in the station vicinity. We think there should be a wide dropped kerb a few metres up WC to allow access to the footway or alternatively there could be a raised (possibly paved) table outside the station with flush access to/from the footway. Westerley Crescent north corner – from the plans it appears that there is a new build-out in this corner to allow cyclists access to the continuation of NCN21 northwards. It is hard to be sure from the diagram but we think that the build-out should be larger to ensure it is not blocked by motor vehicles and to eliminate the serious blind corner that exists there.

1 - Kangley Bridge Road (drawing 2 of 4) Not clear about 'Maintain dropped kerb so off-street parking is easily accessible' as couldn't see any at this location when we visited site. Northernmost yard exit on this drawing needs build-out extended 5m or so further North (or double yellow lines) to ensure visibility of southbound cyclists to vehicles turning into the yard. Otherwise may be obscured by parked vehicles.

1 - Kangley Bridge Road (drawing 3 of 4) Refer to general comments on KBR above.

1 - Kangley Bridge Road (drawing 4 of 4) Refer to general comments on KBR above.

2 – River Walkway Supportive of change of status to a shared path. Very pleased to see southern section being widened to 4m. However think the whole path should be widened to 3.5m - 4m, not just the section at the South end. Would also like to see wooden stream bridge at North end replaced with wider bridge, potentially on a diagonal to eliminate hazardous (slippery when wet) sharp turn.

3 – Lennard Road crossing No specific comments.

4 – Cator Park (1 of 2) Supportive of change of status to a shared path. However think the path should be widened to 3.5m - 4m.

4 – Cator Park (2 of 2) Supportive of change of status to a shared path. However think the path should be widened to 3.5m - 4m.
5 – Aldersmead Road Extend double yellow lines on East side build-out 5m or 10m further north to improve visibility for cyclists and pedestrians exiting Cator Park on Quietway.

6 – Kings Hall Road Fairly busy road with fast moving traffic. Whole road junction should have raised table to slow vehicle speeds. Two further sinusoidal humps to slow vehicles in section between Station Approach and Aldersmead junctions.

7 – Kent House Station Assume build-out with planters includes drop-kerbs for cycle access – unclear from drawings.

Compiled by Tim Collingridge (LC Secretary) 24/1/18

Appendix 3 Metropolitan Police, Road Safety Engineering Unit, consultation response

Greenwich to Kent House

1 Kangley Bridge Road

Drawing 1

There are a considerable number of trees on the shared use footway. What are the widths of the available footway to cycle on from tree to fence? There is not enough detail in the plans but it looks very narrow for both pedestrians and cyclists to use.
Will the maintenance schedule be changed to keep the shared use areas free of tree detritus which can be very slippery for cyclists?

Drawings 1, 2, 3 &

There are numerous crossovers which all give priority to vehicles. The cycle logos and raised tables will make drivers aware of cyclists but may also imply to cyclists that they have right of way as they are on a cycle route. This section may well end up being under utilised as these numerous crossovers will make it less attractive to use and many cyclists will prefer to be on the carriageway where they have right of way and less conflict.

Can you clarify the parking arrangements in Kangley Bridge Road on this plan (2) where it states “install bollards to prevent pavement parking” but in almost the same place it says “maintain dropped kerb so off street parking is easily accessible?”

2 River Walkway & 3 Lennard crossing

I have concern over the removal of gates and the installation of bollards. Will this leave enough space to get a powered two wheeler through? I believe at present motorcycles are unable to get through the gates. The larger gap may introduce the opportunity for motorcycles and scooters to use the river walkway. We have had an increase in crime involving powered two wheelers with incidents in different parts of the borough including Beckenham and Penge. The river walkway is a potential escape route for criminals using powered two wheelers. It may also prove attractive for them to hang around the walkway to commit crimes. We are committing extra resources to this type of crime at present but it would also be helpful if cycle friendly gates that also deter powered two wheelers can be used in preference to standard bollards. I have passed this on to a prevention of crime officer to comment on as they have further knowledge of crime prevention through design and other gate options.

I look forward to your response.

Regards,

Catherine Linney

Metropolitan Police
Road Safety Engineering Unit
Catford Traffic Garage

Appendix 4 Metropolitan Police Designing Out Crime Officer consultation response

Greenwich to Kent House Quiet way consultation

On Monday 22nd January 2018 at 1130hrs I attended the cycle route 21 in my capacity as a design out Crime officer and walked the section between Kangley Bridge road and Kent House railway station.

Below are my observations in relation to crime prevention measures I would wish to see implemented on this route.

Cycle storage Kent House railway station.

Currently cycle storage facilities at Kent House station consist of 4 Sheffield stands in both Station approach and Plawsfield Road, with an additional covered rack in Station approach as can be seen below. I recommend this area should have lighting to BS 5489:2013 if not already present. Working with good lighting, this area should also be covered be CCTV installed to BS 50132-7 and as viewing a public space the Information commission should be advised.

Secured by Design recommends cycle shelters are covered to keep cycles dry and encourage use, can provide locking for both wheels and the frame, and are constructed from a minimum 3mm thick galvanised steel tubes filled with concrete, which are sunk into the ground a minimum of 300mm with a suitable anchor.

The route then continues from the station into Kings Hall Road and left into Aldermead Road. Comments on the road layout and design have been advised by Catherine Linney of the Roads and Transport Policing Command, and so I will not be discussing here.

Cator Park

From Aldermead Road the route enters Cator Park, which is a large open green area with the river Pool running through the centre, which is crossed by a bridge near the centre giving a total of 7 exits. Currently on the route there is no barriers capable of stopping motorcycles or scooters (powered 2 wheel vehicles, P2W) from entering as can be seen below.

With the increase in motor cycle enabled crime being prevalent and increasing in this area and across London as a whole these entrances should be upgraded to prevent entry by P2W.

Current protection for Cator Park Aldermead Road side.

Cator Park Entrance for route 21

Cator Park second entrance from Aldermead Road.

Whilst it is important to encourage access to green spaces and encourage the use of the cycle route it is also important to protect users from P2W attack or anti-social behaviour, and to prevent the area becoming an escape route through which cars cannot follow.

Lighting

The route through the Cator park section is currently unlit, and I note from the proposal solar lighting is proposed.

I would recommend the path be uniformly illuminated with dusk till dawn with the standard approx. 4m. lamp standards with LED lighting which would provide a greater level of consistent illumination and colour rendition. This I believe to be especially important due to the clumps of mature trees located along the route which during the winter months is particularly dark and gloomy.

Example of a Single chicane and "cycle only" bollard

At each entrance on the route I would propose the installation of a **double** chicane barrier arrangement (similar to above but with two interlocking C bollards) and the addition of "cycle only" bollards as can be seen on the right of the picture above. Whilst still giving easy access to legitimate users and wide enough to accommodate a wheel chair, mobility scooter or a push chair, the radius would seriously hinder or prevent access to P2W due to their length and steering lock. The cycle bollards are set to a gap which would allow progress for a pedal cycle, but would prevent entry to a motor cycle or scooter without serious damage.

I believe this arrangement is superior to gates, which can be difficult to operate if your hands are occupied.

The bollards should be fabricated from a minimum 3mm thick steel tube, and sunk to a minimum depth of 300mm with a suitable ground anchor.
I would recommend this arrangement be installed at the three entrances to Cator Park, two on Aldermead Road, and the third onto Lennard Road.

<u>Lennard Road to Kangley Bridge Road path</u>
On leaving Cator Park the route crosses Lennard road to enter a foot path which as pictured is the best defended entrance I saw on the route (see below). I see from the proposal this protection is to be removed and replaced with a bollard.


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I would suggest this protection should be retained and the addition of a 1m section of railing be installed to the right at 90 degrees to the existing fence as this has become a desire line and is heavily used to avoid the bollards, and large enough to permit P2W entry.

Alternatively the above should be replaced with protection as previously discussed.

The route through to Kangley Bridge has 9 lamp standards which I was advised are all in working order and provide sufficient illumination to the route. It is unknown what light levels are present, the lamps appear to be fitted with Sodium bulbs, and I would recommend replacement with LED.

At the time of my visit to the location I spoke with a number of people using this section of the route, the first, a cyclist expressed concerns regarding the lighting in Cator Park as the route is used 3 or 4 times a week and the return journey is in the early evening, also that the foliage on the first bend on the section above should be cut back. I also spoke with an allotment holder who was walking through with a small child in a push chair, who advised the barriers do not pose a problem.

Kangley Bridge Road

This entrance is currently protected by two large galvanised steel hoops (see Below)

I would again at this location recommend the installation of the double “C” chicane and cycle only bollards as previously discussed.

Summary.

With the increasing drive for the use of pedal cycles throughout London and the ongoing improvements to cycle routes, I would recommend serious consideration be given to safe protected storage areas, good levels of lighting, and defences incorporated to preserve and protect the route for the legitimate use of cyclists and pedestrians.

The removal of existing defensive measures would enable the route to be accessed by powered two wheel vehicles to the endangerment of those for whom the route was designed.

Motorcycle crime is rapidly increasing with motor scooters being very popular as escape vehicles, the opening of routes such as this without adequate protective measures may facilitate escape routes through which pursuit would not be possible.

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w: www.met.police.uk e: **Mark.A.P.Headley@met.police.uk**

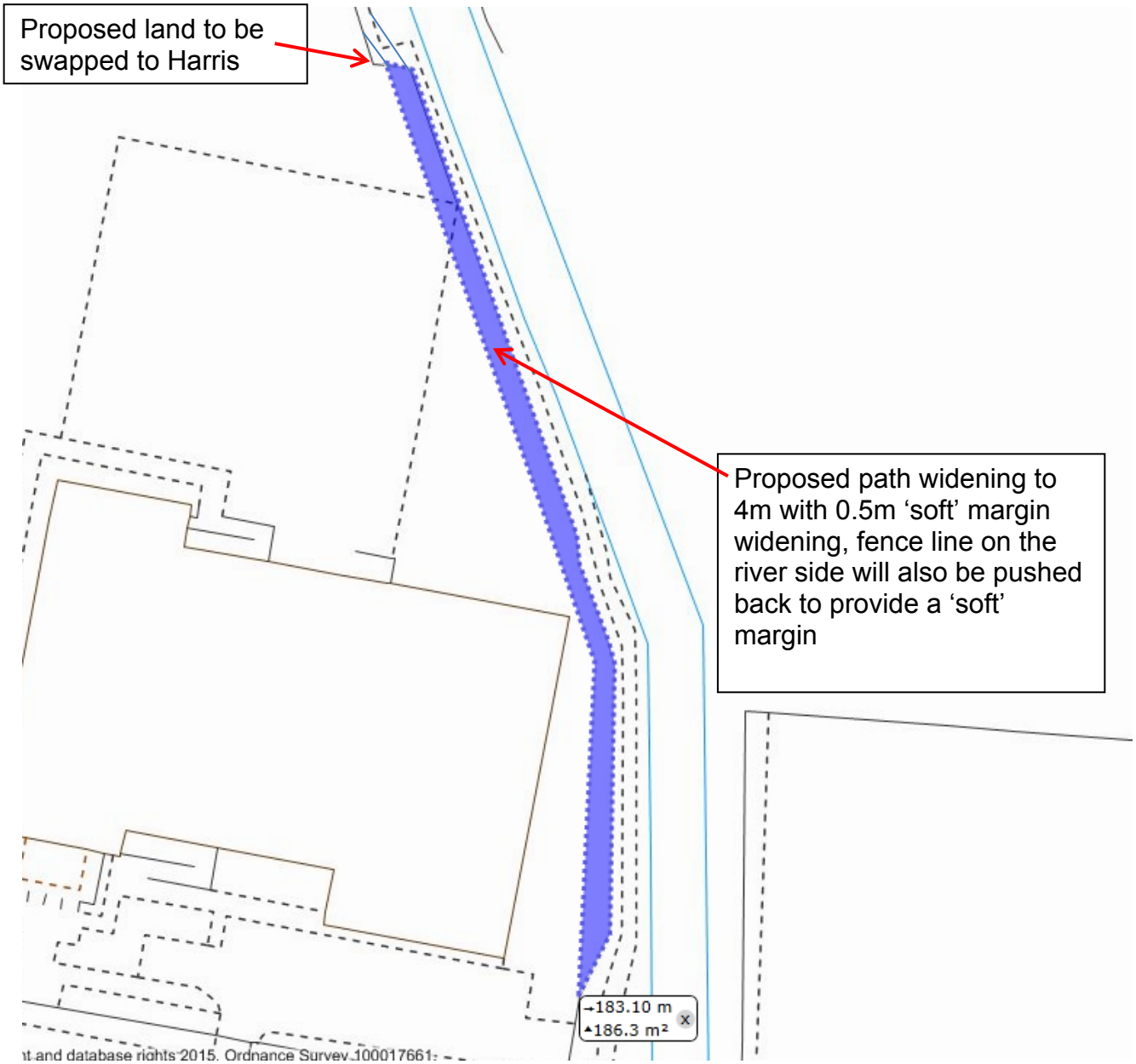
Appendix 5 Quantified analysis of comments

N.B. In addition to the comments in the Survey response forms, several ad hoc emails and letters were received as part of the consultation and, where possible, these have been analysed and are included in the table below.

Kangley Bridge Road	
Concern about vehicles passing each other in Kangley Bridge Road	6
Kangley Bridge road needs better controlled/managed parking	5
Inappropriate use of Kangley Bridge Road by businesses is an issue	4
Strongly supports KBR	2
The Kangley Bridge Road proposed path is too wide	1
KBR is inappropriate for cyclists who should use Bell Green Lane, Kent House Lane, Cricket Lane	1
Wants clear signage on Kangley Bridge Road to warn drivers of the shared path	1
Pedestrians and cyclists need to have priority on the Kangley Bridge Road shared path.	1
Concerns about how the route will go through LS station car park	1
River Pool Path	
Concern about powered two wheelers on River Pool path	2
Would like to see solar lighting replace lanterns on River Pool Path for environmental reasons	1
Supports River Pool Path resurfacing	1
Supports widening River Pool path.	1
Lennard Road	
Concern about traffic speeds on Lennard Road	3
Wants improved lighting in Lennard Road	1
Would like a pelican crossing on Lennard Road	1
Supports Lennard Road Zebra	1
Wants Lennard Zebra on a table	1
Concern about additional traffic congestion as a result of the new zebra	1
Cator Park	
Opposed to Cator park lighting as it may encourage anti-social behaviour	4
Opposes Cator Park lighting on environmental grounds	3
Would like Cator Park path widened	3
Opposed to Cator Park lighting as consider it unnecessary	3
Supports Cator Park solar lighting	3
Cator Park lighting should be stronger	1
Supports the proposed shared path in Cator Park but would like to see a speed limit on it	1
Suggests a dropped kerb to gateway entrance to Cator Park opposite 30 Aldersmead Rd	1
Aldersmead Road	
Supports informal crossing on Aldersmead	2
Opposed to Aldersmead Pedestrian crossing	2
Wants formal crossing in Aldersmead road	1
Kings Hall Road	
Proposed Kings Hall Road islands could be dangerous and doesn't belive they are necessary	6
Concern about speed in KHR	5
Improve visibility and reduce parking on Kings Hall Road	5
Wants a Zebra on Kings Hall Road	4
Would like shared path from Cator Park across KHR	1
KHR needs more protection for cyclists	1
Wants another refuge between 33 and 31	1
KHR island needs to be wide enough for a pushchair,	1

Kent House Station	
Concern about conflict between pedestrians and cyclists at Kent House Station entrance	7
Abolish Kent House Station parking charges	2
Supports upgrading of the KH Station entrance.	1
General	
Concern about conflict between pedestrians and cyclists including within Cator Park	10
Cost	5
Would prefer segregated cycle tracks	4
Support projects to increase walking and cycling	4
Generally supportive of Quietway	3
Wants 20mph	3
South End Lane needs improved crossing for cyclists	2
Wants Traffic Calming	2
Concern about rat running in the area	1
Wants wider shared paths	1
Recommends that the route is extended to Elmers End Station	1
Make improvements to the underpass at New Beckenham	1
Not enough cyclists to warrant investment	1
Concerns about construction disruption	1
Supports removal of existing motor cycle inhibitors on cycle paths	1
Signage should encourage considerate cycling on the paths	1

Appendix 6 Proposed land acquisition



- 186.3 sq.m. of land to be acquired from Harris Aspire
- 5.5 sq.m. of land returned to Harris Aspire
- Net acquisition of 180.8 sq.m. of land from Harris Aspire