

Decision Maker: ENVIRONMENT & COMMUNITY SERVICES PORTFOLIO
HOLDER

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

Date: Wednesday 10th October 2018

Decision Type: Non-Urgent Executive Non-Key

Title: ORPINGTON: CROFTON ROAD CYCLE ROUTE

Contact Officer: David Bond
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Chief Officer: Nigel Davies, Executive Director of Environment & Community Services

Ward: Farnborough and Crofton Ward

1. Reason for report

1.1 To inform Members of the latest position with regard to the progress of this scheme.

1.2 To seek authority from the Portfolio Holder to proceed with implementation of the scheme.

2. **RECOMMENDATION(S)**

2.1 That Members note:

- the consultation that has taken place and the level of public support
- the changes that have been made to address the concerns raised

2.2 That the Portfolio Holder:

- gives approval to progress to detailed design and implementation
- gives approval for the cost of the scheme to be met from the 2018/19 TfL LIP budget for Cycling and Walking along with the 2019/20 TfL LIP budget.

Impact on Vulnerable Adults and Children

1. Summary of Impact: Beneficial
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Corporate Policy

1. Policy Status: Existing Policy:
 2. BBB Priority: Quality Environment Safe Bromley Supporting Independence Healthy Bromley
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Financial

1. Cost of proposal: £850k
 2. Ongoing costs: Any future maintenance costs will be funded from the existing highway maintenance budgets
 3. Budget head/performance centre: LIP 'Cycling and Walking' 2018/19 and 'Cycle Infrastructure' 2019/20
 4. Total current budget for this head: £924k in 2018/19, of which £390k is available for this scheme in 2018/19. It is expected that £600k will be available in 2019/20 of which £460k will be allocated to this scheme.
 5. Source of funding: TfL LIP Funding
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Personnel

1. Number of staff (current and additional): Existing staff resources
 2. If from existing staff resources, number of staff hours: 60 hours
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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:
None
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Customer Impact

1. Estimated number of users/beneficiaries (current and projected): local residents and visitors
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments: Ward Members are supportive of the revised scheme now that the objections from some residents have been overcome. Any specific

comments on the latest designs will be reported at the PDS meeting.

3. COMMENTARY

- 3.1 The Crofton Road scheme was first reported to PDS on 12th July 2017 for initial approval and was contained within the report 'PROPOSALS FOR IMPROVEMENTS TO THE ORPINGTON CYCLING AND WALKING NETWORK' (ES17050), which set out a strategy to develop a number of proposals for investing in walking and cycling infrastructure in and around Orpington over a number of years, to form a core local cycling and walking network.
- 3.2 In July 2017 the Environment Portfolio Holder gave approval to the outline proposals for a safe and segregated cycle facility on Crofton Road (A232) to enable Officers to undertake public consultation and subsequent construction of the scheme. Whilst approval in principle was given, Ward Members and the Crofton Residents' Association were concerned about the proposals and Officers therefore met with them on a number of occasions between the PDS meeting and December 2017 to try to resolve the issues raised.
- 3.3 In their December 2017 Newsletter, the Crofton Residents Association sent out 2,073 consultation letters outlining how the proposals had changed since the proposals presented to PDS in response to the CRA's and local residents' concerns. This was delivered to all households covered by the Crofton Residents' Association (CRA) and not just members of the CRA.
- 3.4 Residents were invited to submit their comments to the Council and, in total, 26 responses were received. Officers have undertaken a careful analysis of each response and grouped them into 4 categories, as follows;
- 65% of respondents were either supportive of the scheme or supportive but wanted it to go further
 - 23% opposed the proposals
 - 12% were in support of some aspects of the proposals.
- 3.5 However, the CRA did not agree with the results of the analysis and did not believe that sufficient consultation had taken place.
- 3.6 Several further meetings with the CRA and Ward Members, including a site visit with the Portfolio Holder and Borough Arbocultural Officer, took place during 2018 to understand the issues and concerns they had in order to inform the outline designs for the scheme. A particular issue was raised about the trees that had been marked for felling as some local residents believed that it was as a result of the scheme and thought that things were pressing ahead before final agreement had been reached.
- 3.7 A total of 33 trees have been identified as requiring removal because of their potential impact on surrounding boundary walls and, therefore, had nothing to do with the proposed scheme and would have taken place, anyway. Only 4 trees are to be removed as a direct result of the scheme although the total tree loss will be more than offset as a result of the structural works and the cycle scheme itself. Precise locations are currently being discussed with the Council's Arbocultural Officer in respect to planting new trees.
- 3.8 The revised design has taken account of a number of concerns, including the speed of cyclists and potential conflict with pedestrians. These have been addressed by a combination of making the section of the cycle route between Ormonde Avenue and Crofton Avenue follow a more winding route around the trees, consequently slowing cycle speeds as well as preserving as much of the green space as possible. From this point to Orpington Station, dedicated on-carriageway with flow cycle lanes have been provided, separate from the footways which have also been enhanced.

- 3.9 Additionally, new wider pedestrian refuges have been provided and existing ones widened with the addition of two new zebra crossings where demand justifies these facilities. The latest scheme design is shown in the attached appendices (Drawings CR/100/GA/PD Rev H and Rev E) and have already been circulated to the Ward Councillors and Residents' Association.
- 3.10 As a caveat, it is important to make clear that these drawings are preliminary and have therefore not yet been through the formal road safety audit process which may result in some changes.
- 3.11 The original report ES17050 set out a funding envelope of £710k in 2018/19 for the development of cycling and walking infrastructure around Orpington. The first project from this to be delivered is the Crofton Road Cycle Route as proposed in this report. The detailed feasibility and stakeholder engagement for which has led to revised design where a greater proportion of the funding envelope has been apportioned to this scheme.
- 3.12 The cost of the scheme has increased from the initial indicative cost of £160k as the scope and quality of the proposals has increased. In response to the consultation, the improved scheme is costed at £850k, which includes more segregation than originally envisaged, plus the planting of new trees and some landscaping to generally improve one section of the route for walking as well as for cycling. Therefore the scheme benefits pedestrians through improved footways, wider refuges and new zebra crossings and bus users with higher quality waiting facilities. Because the carriageway width has been reduced, a lowering of vehicle speeds would be expected which, in turn, should, at least, reduce the severity of accidents, thereby improving road safety.
- 3.13 The cost of the scheme will come from two years' of LIP funding, with the intention of the work starting on site in 2018/19 and being completed in 2019/20.

4 IMPACT ON VULNERABLE ADULTS AND CHILDREN

- 4.1 Beneficial

5. POLICY IMPLICATIONS

- 5.1 Consistent with the Council's objective of delivering high quality cycling and walking routes.

6. PROCUREMENT IMPLICATIONS

- 6.1 There are no direct procurement implications as the scheme is to be implemented by the Council's term highways contractor. This is provided for the inclusion of this type of work, within an EU compliant tender, and therefore there is not a requirement to tender this work separately.

7. FINANCIAL IMPLICATIONS

- 7.1 As mentioned in 3.12 above, the initial indicative cost of £160k has been revised in response to consultation and detailed feasibility work. The scheme now includes more segregation than originally envisaged, plus the planting of new trees and some landscaping to generally improve one section of the route for walking as well as for cycling.
- 7.2 The revised cost of the scheme is now £850k with the works being phased over two financial years, with £390k scheduled for 2018/19 and £460k scheduled for 2019/20.
- 7.3 The £390k cost in 2018/19 will be funded from the TfL LIP funding for Cycling and Walking, which has set aside the required funding from a budget of £924k. The remaining £460k will be funded from the TfL LIP funding for Cycle Infrastructure for 2019/20, which should have an expected budget of £600k.

7.4 Any future maintenance costs will be funded from the existing highway maintenance budgets

8. LEGAL IMPLICATIONS

8.1 There are no legal implications as no third party land is required.

Non-Applicable Sections:	
Background Documents: (Access via Contact Officer)	PDS report, July 2017, 'PROPOSALS FOR IMPROVEMENTS TO THE ORPINGTON CYCLING AND WALKING NETWORK'.