

Decision Maker: PORTFOLIO HOLDER FOR ENVIRONMENT AND COMMUNITY SERVICES

EXECUTIVE

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

Date: Wednesday 10 October 2018

Decision Type: Non-Urgent Executive Non-Key

Title: STATION ROAD ORPINGTON - CONGESTION, WALKING AND CYCLING IMPROVEMENTS - INCLUDING LAND ACQUISITION

Contact Officer: Ismiel Alobeid, Senior Traffic Engineer
Tel: 020 8461 7487 E-mail: Ismiel.Alobeid@bromley.gov.uk

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

Ward: Orpington

1. Reason for report

The road corridor between Crofton Road and Station Road including Tubbenden Lane in Orpington has been identified as a congestion pinch point in the March 2009 PDS report 'Congestion Working Group - Review of Outcomes' with the Station Road/Tower Road junction being identified as a particular congestion and safety issue. It may be necessary to acquire additional land in order to fully address the congestion issue at this junction.

2. **RECOMMENDATION(S)**

2.1 That the Portfolio Holder approves the scheme to modify the junction at an estimated cost of £90k, including funds set aside for land acquisition.

2.2 That Executive gives authority to enter into land negotiations with the relevant third parties to acquire the necessary land to address the congestion issue at the Station Road/Tower Road junction

2.3 That authority is delegated to the Executive Director of Environment and Community Services, in consultation with the Portfolio Holder and Ward Members, to approve the scheme's detailed design.

Impact on Vulnerable Adults and Children

1. Summary of Impact: Positive
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Corporate Policy

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

1. Cost of proposal: Estimated Cost: £98k
 2. Ongoing costs: Any additional maintenance costs will be met from the existing highways maintenance budget
 3. Budget head/performance centre: TfL LIP budget for Congestion Relief schemes 2018/2019
 4. Total current budget for this head: £228k
 5. Source of funding: TfL LIP Funding
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Personnel

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: 60
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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): the proposed scheme will benefit all road users, including pedestrians, cyclists, buses and motorists.
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes : Ward members have been informed about the scheme and are supportive.

3. COMMENTARY

- 3.1 The Orpington, Crofton Road/Station Road corridor has been identified as having significant congestion problems and was featured in a 'pinch point' review as reported to the March 2009 ES PDS Committee, rating the congestion as medium in severity although since that time, the volume of traffic has increased.
- 3.2 Various investigations have taken place with a view to finding a cost effective solution, although a combination of underground services and the difficulties of carrying out any significant widening has meant that no viable proposal has been put forward. This review seeks to identify the issues that need to be addressed in any new proposal, taking due account of safety and the overall effects on all road users.
- 3.3 In addition, a number of requests have been received from residents and a Ward Member concerning the existing eastbound bus stop on Station Road, Orpington (opposite Tubbenden Lane). The existing footway width at this bus stop is narrow which sometimes results in bus passengers or passing pedestrians having to step into the carriageway due to overcrowding. This is a significant safety concern which has also received coverage in a local newspaper, exacerbated by the volume of traffic at peak times.
- 3.4 Having considered all aspects the proposed scheme involves three distinct elements.

Widening the Footway

- 3.5 To address the limited footway width at the bus stop, opposite Tubbenden Lane, with the resultant safety and conflict issues, it is proposed to widen the footway by approximately 1.5m for a length of approximately 26m thereby creating a wider waiting area for bus users with room for pedestrians to pass. The opportunity will also be taken to improve the pedestrian crossing facilities at the junction of Tubbenden Lane. See drawing 12603-101

Removing the Pinch Point that creates delays on Station Road – possible CPO

- 3.6 To tackle vehicles queueing to enter Tower Road, which currently blocks through traffic in Station Road, a localised widening is proposed on the north side, prior to the junction with Hill View Road. This will require the acquisition of a strip of third party land totalling 14.17m² from the land owner at number 30, a further small strip totalling 1 m² will be required from their neighbour at number 32. It is hoped that this can be achieved by a negotiation process with the land owners with a Compulsory Purchase Order (CPO) only being entered into if considered absolutely necessary. The potential cost of purchasing the land cannot be determined until negotiations have begun with the landowners. Approval is therefore sought from the Executive to enter into negotiation discussions to acquire the land. See drawings: 12603-02Rev A.
- 3.7 A "Picady" software modelling programme was developed by the Transport Research laboratory (TRL) and is used for predicting capacities, queues, delays (both queueing and geometric) and accident risk at priority intersections. Give way intersections are modelled using well established methodology which take into account key elements such as road widths, visibility, and the space available for traffic making an offside turn and so on. This also takes account of driver behaviour and, in turn, helps predict capacities, queues and delays. Modelling results indicate that the proposed widening will save 24 seconds of lost time at the junction of Station Road / Tower Road / Hill View Road (during the peak hours).

Improved Cycling Facility

- 3.8 As part of this scheme the opportunity will also be taken to provide a contraflow cycle lane along Hill View Road, to link to wider improvements being made for cyclists in the vicinity of Orpington Station. This will require the relocation of about 4 parking bays. See drawings: 12603-201 and 12603-03
- 3.9 In conclusion, approval is sought from the Portfolio Holder to modify the junction as set out in this report. The overall estimated cost of £98k, would include both the cost of implementation and the purchase of the land, funded from the TfL LIP budget for Congestion Relief schemes. Executive are requested to agree that Officers enter into land negotiations to acquire the necessary land to address the congestion issue at this junction.

4. IMPACT ON VULNERABLE ADULTS AND CHILDREN

Positive

5. POLICY IMPLICATIONS

The schemes will address two of the key aims of the Environmental Portfolio Plan 2018-2021, to “Improve the road network and journey times for all users” and “Promote safe and secure travel”.

6. FINANCIAL IMPLICATIONS

- 6.1 The estimated cost of the scheme is £98k which will be funded from the current 2018/19 LIP Congestion Relief budget.
- 6.2 Any future maintenance costs will be funded from the existing highways maintenance budgets.

7. PERSONNEL IMPLICATIONS

None

8. LEGAL IMPLICATIONS

If land purchase negotiations prove to be unsuccessful, a Compulsory Purchase Order process will have to be instigated.

9. PROCUREMENT IMPLICATIONS

The Council has an existing contract with JB Riney for Highway Maintenance.

The scheme specified in Recommendation 2.1 at a value of £98k can be delivered under this existing arrangement. Any works arising that would not be covered under this existing contract would be subject to a separate procurement process.

Non-Applicable Sections:	
Background Documents: (Access via Contact Officer)	None