
Decision Maker: ENVIRONMENT PORTFOLIO HOLDER

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

Date: 20th November 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. **RECOMMENDATIONS**

2.1 **That Members note:**

- the consultation that has taken place and the level of public support;
- the design 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 for Cycling and Walking.

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: Less than £850k, however actual costs will be reported on the night of the meeting
 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. It is expected that £600k will be available in 2019/20, part of which could be allocated to this scheme if required
 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 have raised a number of concerns with regards to the previous scheme drawings so the design has been revised.

3. COMMENTARY

3.1 Crofton Road has been identified in TfL's Strategic Cycling Analysis for the whole of London as a road with a potentially high volume of switchable short trips from car and bus to cycling if the right infrastructure is provided. For the Borough it is one of the corridors with the highest potential to switch trips to cycling. Indeed the section of Crofton Road proposed for this scheme is within the top 5-10% of connectors for potential cycling trips in London and analysis shows that there is the potential for over 21,000 trips per day to be switched to cycling with the right infrastructure to/from Orpington town centre. These trips to the station and to local destinations will remove car trips from the road, decreasing the volume of traffic and with it congestion in the long term

3.2 The proposed scheme also offers improvement for pedestrians and bus passengers, primarily on the narrower section of Crofton Road, between Crofton Avenue and Ormonde Avenue, along with public realm improvements in respect to new trees and landscaping.

3.3 Current thinking is that safety for cyclists can be improved with quality infrastructure such as this, and that the greater the number cycling in an area the better the safety, which effectively means 'safety in numbers'. Whilst KSIs for pedal cycles are disproportionate to their mode share in the Borough at present, schemes like this are vital to improve safety for those who do choose to cycle and also reduce conflict and anxiety of motorists around cycles by providing segregation.

3.4 With regard to poor health and inactivity it has been shown that the impact of people not exercising as part of their daily lives e.g. walking to the shops or a short cycle trip/walk to the station is, in the long term, far more dangerous to health than the risk of causality posed by walking, cycling or using public transport, especially when on dedicated infrastructure such as that proposed here; there are also direct costs to the taxpayer of health care associated with inactivity. The Borough continues to offer a comprehensive cycle training programme, to help cyclists analyse the risk and deal with it appropriately.

3.5 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.

3.6 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.

3.7 In their December 2017 Newsletter, the Crofton Residents Association sent out 2,073 consultation letters outlining how the proposals had changed since they were first 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 to members of the CRA.

3.8 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.

However, the CRA did not agree with the results of the analysis and did not believe that sufficient consultation had taken place.

3.9 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.

3.10 A total of 33 trees were 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. It is hoped that a number of these trees can be replaced as a result of the new scheme and precise locations are currently being discussed with the Council's Arbocultural Officer.

3.11 A revised design was presented to the Ward Councillors in October, who raised a number of concerns with regard to the design and the scheme cost of £850k. As a result of this the scheme has been further revised to remove the proposed cycle facilities between Ormonde Avenue and Crofton Avenue, although improvements to the pedestrian facilities along this section will remain. Improved cycle and pedestrian facilities, as currently proposed, will remain as a key part of the scheme along the section between Crofton Avenue and Orpington Station. The drawings are appended (CR/100/GA/PD – Crofton Road Preliminary Design). The revised cost of the scheme is expected to be reduced significantly and will be reported back to Members on the night of the PDS meeting.

3.14 In addition to the benefits to cyclists, the scheme will continue to bring benefits to pedestrians through improved footways, wider refuges and new zebra crossings plus bus users with higher quality waiting facilities. Because the carriageway width between Crofton Avenue and Orpington Station is proposed to be reduced, a lowering of vehicle speeds would be expected which should, also reduce the severity of accidents, thereby improving road safety.

3.12 Reviewing the demand from cyclists indicates that a particular demand arises from the streets to the south of Crofton Road and options to extend the cycle route along Lovibonds Avenue to serve this area will be investigated at a later date.

3.15 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 The revised cost of the scheme is expected to be far less than £850k, with the works being phased over two financial years, 2018/19 and 2019/20. The final estimated costs will be reported to Members on the night of the PDS meeting.
- 7.3 £390k will be funded from the 2018/19 TfL LIP budget for Cycling and Walking, which has set aside the required funding from a budget of £924k. The remaining balance will be funded from the TfL LIP budget 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'.