

Decision Maker: ENVIRONMENT & COMMUNITY SERVICES PORTFOLIO
HOLDER

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

Date: 13th November 2019

Decision Type: Non-Urgent Executive Non-Key

Title: ORPINGTON HIGH STREET: WALKING AND SIGNAGE
IMPROVEMENTS

Contact Officer: Ismiel Alobeid, Senior Traffic Engineer
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Chief Officer: Colin Brand, Director of Environment and Public Protection

Ward: Orpington

1. **Reason for report**

- 1.1 This report seeks approval for the installation of a navigating signage system to be installed in Orpington, along Station Road and the High Street. The system will consist of 12 mounting poles and 65 individual signing fingers, and will have the capacity to adapt to developmental changes. The proposal is in response to a request from the Orpington BID management for new signing to replace the existing system which is no longer fit for purpose.
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1. **RECOMMENDATIONS**

That the Portfolio Holder:

- 2.1 approve the installation on the new upgraded local signage system;
- 2.2 gives authority to allocate £44k from the TfL walking and cycling budget to enable the completion of this scheme during 2019/20; and
- 2.3 approves that any minor changes to the design are delegated to the Director of Environment and Public Protection, in consultation with the Portfolio Holder.

Impact on Vulnerable Adults and Children

1. Summary of Impact: Positive: It is not thought that there will be any negative impacts as a result of this proposal.
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Corporate Policy

1. Policy Status: Existing Policy_The proposal meets Bromley's objective for a vibrant, thriving Town_Centre as set out within Bromley's Third Implementation Plan 2019 (LIP3)
 2. BBB Priority: Quality Environment
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Financial

1. Cost of proposal: £44k
 2. Ongoing costs: Non-Recurring
 3. Budget head/performance centre: 2019/20 TfL LIP Walking Infrastructure Development
 4. Total current budget for this head: £192k – Walking Infrastructure Development Funding (to cover a number of schemes)
 5. Source of funding: TfL LIP funding for Walking and Cycling schemes
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Personnel

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: 40
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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 as construction work will be completed by LBB's term Contractor for Highways, therefore there aren't thought to be any Procurement issues.
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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 and motorists.
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes

2. Summary of Ward Councillor's comments: Cllr Huntington-Thresher is supportive of the proposals and has also asked if officers would consider improving signs to direct visitors to car parks in the area. Any further Ward Member comments will be reported at Committee
3. Cllr Kim Botting is supportive of the proposals

3. COMMENTARY

- 3.1 Orpington High Street is a viable town centre, supporting a number of shops, restaurants, shopping centres, college, various car parks, a hotel, a seven screen cinema and other places of interest which attract many visitors.
- 3.2 The area is undergoing a number of changes to support regeneration, such as the Orpington train station forecourt improvement, the Station Road congestion relief scheme, and the Crofton Road cycling and walking initiative to mention a few.
- 3.3 In 2008 the High Street benefitted from a major town centre regeneration project to improve the High Street and surrounding areas. As part of this work a number of pelican crossings were installed to improve pedestrian safety and encourage more visitors to the area. Strict parking restrictions were imposed aimed at reducing the volume of through-traffic, hence creating a safer and more attractive area for shoppers.
- 3.4 More recently it has been revealed that Walnut Shopping Centre will shortly be undergoing major regeneration work to improve the public realm attracting more business, shoppers and visitors.
- 3.5 However, the Orpington BID management have highlighted a number of concerns which they believe need to be addressed, to improve the public realm of the area. These problems relate to matters such as parking, abandoned cones, derelict phone boxes and the condition of the current signing system, which is the subject of this report. A site survey was conducted which confirmed the situation as reported. As part of its remit the Traffic team were tasked with resolving the issue concerning the signage system.
- 3.6 In order to find a suitable replacement officers conducted lengthy investigation to find an alternative design which would be sturdier and more attractive. It is also important that the system has the flexibility to facilitate new signage for future changes in the Town Centre.
- 3.7 This report seeks approval for the installation of a navigating signage system to be installed in Orpington, along Station Road and the High Street. The system will consist of 12 mounting poles and 65 individual signing fingers, and will have the capacity to adapt to developmental changes. It will be necessary to replace existing mounting poles, as the poles are not compatible.
- 3.8 It is proposed that the new signage units will be installed at locations shown in the attached map. The design will offer many advantages, some of which are listed below:
- Making it easier for people who are already walking and encouraging more people to do so
 - Encouraging more people to walk to shops and attractions in the area
 - Providing a consistent infrastructure in alignment with the developmental changes in the Orpington area, such as car charging points, cycle parking and parking for the disabled
- 3.9 Although the details of planned improvements to cycle parking in Orpington Town Centre are not part of this report, the proposed signage will be used to direct cyclists to any new facilities, where necessary.
- 3.10 The Enclosures give more information about the proposed design, content and locations for the new signs. Enclosure 1 shows examples of the type of signs (colour to be selected in discussion with Ward Members and the Portfolio Holder); Enclosure 2 shows the specific content of each sign; and Enclosure 3 shows the signpost locations.

4. IMPACT ON VULNERABLE ADULTS AND CHILDREN

It is not thought that there will be a negative impact as a result of this proposal.

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”.

An improved pedestrian and cyclist signage system supports Outcomes 1 and 3 of the Third Local Implementation Plan:

Outcome 1

London’s streets will be healthy and more Londoners will travel actively.

Outcome 3

London’s streets will be used more efficiently and have less traffic on them.

6. FINANCIAL IMPLICATIONS

6.1 The estimated cost of the scheme is £44k which will be funded from identified funding within the Walking Infrastructure Development Budget.

6.2 There will be no ongoing costs associated with this scheme.

7. PROCUREMENT IMPLICATIONS

The installation work will be completed by LBB’s term Contractor for Highways; therefore there are no Procurement implications for the proposal.

Non-Applicable Sections:	PERSONNEL IMPLICATIONS, LEGAL IMPLICATIONS
Background Documents: (Access via Contact Officer)	None