

**Decision Maker:** ENVIRONMENT & COMMUNITY SERVICES PORTFOLIO HOLDER

**For pre-decision scrutiny by Environment and Community Services PDS Committee**

**Date:** 17<sup>th</sup> March 2020

**Decision Type:** Non-Urgent Executive

**Title:** Court Road – Pedestrian & Cycling Improvements / Urban Realm Enhancement

**Contact Officer:** Muazzam Shahid, Senior Traffic Engineer  
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**Chief Officer:** Colin Brand, Director of Environment and Public Protection

**Ward:** Orpington

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1. Reason for report

The purpose of this report is to seek approval to introduce a dedicated pedestrian / cycle crossing point in Court Road and a cycle bypass at the adjacent bus stops making them floating bus stops. This proposal will reduce severance between the east and west sides of Court Road, encourage walking and cycling and enhance the local environment with additional tree planting.

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2. **RECOMMENDATION(S)**

- 2.1 That the Portfolio Holder approves the construction of measures as shown in attached drawing 12879-03 to install a pedestrian / cyclist crossing point, cycle lanes to bypass the crossing and nearby bus stops, plant new trees in areas of verge reclaimed from consolidation of foot paths.
- 2.2 That the Portfolio Holder gives approval to progress to detailed design and implementation, with the Director of Environment and Public Protection to be given authority to approve final designs, in consultation with the Portfolio Holder.
- 2.3 Approves the spend of £100,000 from the TfL LIP Formula Funding allocation for Walking Infrastructure within the Capital Programme in 2020/21.

## Impact on Vulnerable Adults and Children

1. Summary of Impact: The provision of a crossing point will be of benefit to vulnerable adults and children.
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## Corporate Policy

1. Policy Status: Existing Policy: Bromley's LIP 3 proposes to "Deliver local neighbourhood schemes that respond to local concerns and unlock potential for walking and cycling"
  2. BBB Priority: Quality Environment Safe Bromley Supporting Independence Healthy Bromley
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## Financial

1. Cost of proposal: £100,000
  2. Ongoing costs: Non-Recurring Cost:
  3. Budget head/performance centre: Capital Programme – TfL LIP Formula Funding for Walking Infrastructure in 2020/21
  4. Total current budget for this head: £230k
  5. Source of funding: TfL grant
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## Personnel

1. Number of staff (current and additional): 1
  2. If from existing staff resources, number of staff hours: 200
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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: Construction work will be completed by LBB's term Contractor for Highways, therefore they aren't thought to be any Procurement issues.
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## Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Residents of the Ramsden Estate in particular
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### **3. COMMENTARY**

- 3.1 Court Road is a 40 mph road and forms part of the A224 Orpington Bypass, connecting the A21 and M25 motorway at Hewitts Roundabout to the residential and shopping areas in St Mary Cray.
- 3.2 The road splits communities on either side, creating a severance which has been pointed out by local ward councillors. They highlighted the need for a suitable crossing point to help encourage pedestrians and cyclists to use the local parks and amenities, as well as providing a safe crossing point to reach the town centre.
- 3.3 This location strategically connects existing pedestrian pathways and two bus stops. Priory Gardens is located on the west of Court Road and residential areas and St Philomena's Catholic School and Harris Primary Academy Orpington on the east.
- 3.4 The Council receives a large volume of requests for new infrastructure to enhance walking and reduce road danger; therefore it is important to prioritise on the basis of potential outcomes such as mode shift and strategic fit. This led to the design of a new pedestrian and cycling facility as well as a floating bus stop.
- 3.5 The proposed crossing point has been designed to safely accommodate both cyclists and pedestrians, particularly those with prams and on wheelchairs.
- 3.6 The existing cycle facilities at this location will narrow the vehicle running lanes to below standard so the proposals have included diverting these lanes to bypass the new crossing point and the two existing bus stops which pose obvious dangers to cyclists pulling out into fast moving traffic.
- 3.7 The southbound bus stop will also be moved by some 10 metres to prevent posing visibility issues.
- 3.8 As part of the design it is proposed to consolidate the existing pedestrian pathways by removal of sections, construction of new sections and shared spaces. Details are shown in the attached plan.
- 3.9 Any grass verge that is removed will be offset by equal areas that will be grassed and it is also proposed to plant four or five new trees where pathways are removed. This will have a positive impact on the local environment.

### **4. IMPACT ON VULNERABLE ADULTS AND CHILDREN**

- 4.1 The proposals will make it easier for vulnerable road users in particular to walk and cross the road.

### **5. POLICY IMPLICATIONS**

- 5.1 Outcome 1 of Bromley's LIP 3 proposes to "Deliver local neighbourhood schemes that respond to local concerns and unlock potential for walking and cycling"
- 5.2 The Proposals will help achieve our targets as highlighted in Table 7 – Local Borough targets and objectives – L3LT 1.3 - 30% Daily trips originating in the borough made by foot
- 5.3 The Proposals will help achieve our targets as highlighted in Table 7 – Local Borough targets and objectives – L3LT 2.1 - Reduce KSIs among

## 6. FINANCIAL IMPLICATIONS

6.1 The proposed works are estimated to cost £100,000 in 2020/21. This will be met from the LIP Formula Funding allocation for Walking Infrastructure within the Capital Programme which is funded by TfL.

## 7. LEGAL IMPLICATIONS

7.1 A Public Notice would need to be advertised and a 21-day statutory consultation period allowed for any objections to be considered.

## 8. PROCUREMENT IMPLICATIONS

8.1 Construction work will be completed by LBB's term Contractor for Highways, therefore there aren't thought to be any Procurement issues.

<b>Non-Applicable Sections:</b>	Personel implications
Background Documents: (Access via Contact Officer)	