

Decision Maker: ENVIRONMENT PORTFOLIO HOLDER

ENVIRONMENT PDS COMMITTEE ON:

Date: 11th March 2021

Decision Type: Non-Urgent Executive Non-Key

Title: ORPINGTON: CROFTON ROAD TRANSPORT CORRIDOR
IMPROVEMENT SCHEME

Contact Officer: David Bond
Principal Transport Projects Manager
020 313 4555
david.bond@bromley.gov.uk

Chief Officer: Colin Brand, Executive Director of Environment & Community Services

Ward: Farnborough and Crofton Ward

1. Reason for report

- 1.1 To inform Members of the questions raised by Cllr Owen about the Crofton Road Transport Corridor Improvement Scheme and the responses to those questions.
- 1.2 The Council's Constitution states that any member of the Council is entitled to give notice to the Proper Officer that he/she wishes an item relevant to the functions of the Committee to be included on the agenda for the next ordinary meeting of the Committee. Cllr Owen has given notice that he wishes to bring these questions before this committee.
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2. **RECOMMENDATION(S)**

2.1 That Members note;

- the questions raised by Councillor Owen
- the answers given to Councillor Owen's questions

2.2 That the Portfolio Holder;

- notes the questions raised by Councillor Owen
- endorses the answers given to Cllr Owen's questions

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:
 2. Ongoing costs: Any future maintenance costs will be funded from the existing highway maintenance budgets
 3. Budget head/performance centre: Capital Programme 'Cycling and Walking' and 'Cycle Infrastructure'
 4. Total budget for this head: £673k
 5. Source of funding: TfL LIP Grant 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: Not 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 latest scheme drawings.

- **COMMENTARY**

3.0 Construction of the Crofton Road Transport Corridor Scheme began on 16th October 2020. Despite some episodes of inclement weather, particularly the snow fall and ice in early February, the project is progressing well and is expected to be completed in May 2021.

3.1 Although the project is well underway questions and complaints are still being fielded by the Council and Councillor Owen has asked the questions listed below. Officers' answers are shown below each question.

Q1. When a bus is stopped at the station bus stop travelling in the Locksbottom direction cars trying to pass pull out blind into oncoming traffic coming down the hill. Previously there was room for a parked bus and 2 way traffic. Now there isn't, just head on conflict with no safety escape for motorists. Is this safe?

A1. The scheme has been subject to a two stage road safety audit, carried out by independent auditors, who did not raise this as an issue. The markings for the new layout are still to be applied, which should help allay those concerns, but once completed the project will then be subject to a further road safety audit, as is standard practice, to see if there are any unforeseen issues or new issues that have come to light.

Q2. Wing mirrors of buses and large lorries overhang the raised cycle lane. Is this safe?

A2. This question does not appear specific to a location, but wing mirrors can always overhang a footway or cycle route. If there is a specific location of concern this can be looked at. The carriageway running lanes are all designed at over 3m on this route, which allows space for large vehicles to keep clear of the cycle route or footways.

Q3. How will cars be delivered to the Renault garage? Previously there was a lay-by for the car transporter. Now there is nothing.

A3. The loading/unloading bay has been relocated to the west side of York Rise. This will be clear once the new markings are in place but the car transporter is now using the new location.

Q4. Will taxis in the lay-by within the zig zag zebra crossing markings obstruct pedestrian sight lines?

A4. No, sight lines will not be obstructed as the bay is inset. The decision to relocate the existing zebra crossing closer to the station came about due to concerns about the volume of pedestrians not using the latter and deciding to cross the road directly between the station and Orchard Green. In order to understand the magnitude of this issue surveys were carried out on 3 separate days in January last year which found the following numbers of pedestrians doing so during the periods stated, the busiest times of the day;

Tuesday 16th January 2020

- 0600 – 1000, 248
- 1430 – 2000, 477
- Total – 725

Saturday 18th January 2020

- 0600 – 1700, 146

Monday 20th January 2020

- 0600 – 1000, 302
- 1430 – 2000, 343
- Total – 645

For comparison;

- *those using the Zebra were 2051 on 16 Jan 2020 approx. 35% not using the Zebra compared to those using the Zebra*
- *those using the Zebra were 2476 on 20 Jan 2020 approx. 25% not using the Zebra compared to those using the Zebra*

So, on average, 30% of the volume using the formal Zebra crossing was using an unofficial crossing point, sufficient volumes to suggest a double disruption to traffic, but more importantly, a potential road safety issue. Moving the Zebra crossing should encourage less use of the unofficial crossing point as the new location better serves both pedestrian desire lines, thereby improving safety and traffic disruption.

Q5. What will be the effect of rat running from the Place Farm Estate via Crofton Lane (past school children) and Lynwood Grove? This is reported as happening now rather than use A232.

A5. Disruption is inevitable for any project on the public highway. Drivers will often take an alternative route when there are roadworks causing delays on their usual route. The Council can't stop people choosing which route they take in these situations and it is not unusual for some to change their route, or time of travel, if they come across delays, even with routine maintenance work or utilities when temporary signals are used. This is obviously not an unusual situation but it is a temporary one.

Q6. What will the effect be of rat running past Tubbenden Infants School and the Tubbenden Lane exit onto the A232 next to The Maxwell? Google Maps advises me to travel from Orpington to Hayes Common via Tubbenden Lane rather than using the A232. Satellite navigation is likely to increase use of this route. What will be the effect of further rat running from Tubbenden Lane through Beechcroft Road, Southlands Avenue and other roads to Sevenoaks Road in order to avoid The Maxwell junction?

A6. See the previous answer.

Q7. Why were replacement street lights not installed before the old ones were enclosed by cycle lane tarmac? There were 2 years to organise this properly.

A7. The contractors plan allowed for the lamp column to be moved before the cycle lane was surfaced but, unfortunately, the electrical works were delayed. This will not result in any additional cost to the Council.

Q8. What oversight of the contract is being undertaken on a day-to-day basis? Today I witnessed a lorry engaged in works on the Orpington side of Newstead Avenue. Motorists heading towards Locksbottom were overtaking blind while a motorist turning right from Newstead Avenue was turning blind potentially head on into traffic.

A8. The contractor is required to have a site manager present at all times, although with such a large works area they may not see the issues such as those mentioned. Bromley's Highways team monitor the works, which would usually involve a site visit once or twice each day to check the quality of the works and contract compliance.

4 IMPACT ON VULNERABLE ADULTS AND CHILDREN

4.1 The improvements for vulnerable pedestrians and cyclists will be considerable.

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 For information about the costs of the scheme, please refer to the original report from November 2018: ES18063

8. LEGAL IMPLICATIONS

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