

Decision Maker: Environment Portfolio Holder

For Pre-Decision Scrutiny by the Environment PDS Committee on

Date: 17th November 2021

Decision Type: Non-Urgent Executive

Title: COURT ROAD / GODDINGTON LANE / CHARTERHOUSE ROAD – DANGER REDUCTION AND WALKING IMPROVEMENT SCHEME.

Contact Officer: Joel Mimbo-Hontang
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Chief Officer: Colin Brand

Ward: Orpington, Chelsfield and Pratts Bottom

1. Reason for report

- 1.1. To seek approval from the Environment Portfolio Holder to enable Council officers to improve safety and pedestrian facilities on Court Road, by improving the crossing points on Court Road between Goddington Lane and The Highway.

2. RECOMMENDATION(S)

- 2.1. The PDS committee is asked to consider the proposals and provide comment.

The Environment Portfolio Holder is asked to:

- 2.2. Approve that Council officers carry out an informal consultation, detailed design and Road Safety Audits and implement the scheme as described.
 - 2.3. Approve that any minor design changes required be delegated to the Director of Environment and Public Protection to authorise.

Impact on Vulnerable Adults and Children

1. Summary of Impact: The scheme will improve access for vulnerable road users and will have positive impact on vulnerable adults and children.

Corporate Policy

1. Policy Status: This proposal supports priority 5 of the 2021-2022 Environment Portfolio Plan, Improving Travel, Transport & Parking
 2. BBB Priority: Quality Environment Safe Bromley Supporting Independence Healthy Bromley
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Financial

1. Cost of proposal: £85,000
 2. Ongoing costs: Not Applicable
 3. Budget head/performance centre: 2021/22 LIP Capital Programme for Casualty and Road Danger Reduction and Walking Infrastructure
 4. Total current budget for this head: These programmes have an uncommitted balance of £94,000
 5. Source of funding: TfL Local Implementation Plan Capital Grant
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Personnel

1. Number of staff (current and additional): 2
 2. If from existing staff resources, number of staff hours: 150
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Legal

1. Legal Requirement: None
 2. Call-in: Applicable
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Procurement

1. Summary of Procurement Implications: The agreed scheme will be built by Bromley's term contractor for Highways.
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Customer Impact

1. Estimated number of users/beneficiaries (current and projected): N/A
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments: So far the scheme has received support from Cllr W Huntington-Thresher, Ward Member for Orpington. Any other comments received will be added/reported on the night.

3. COMMENTARY

Court Road

- 3.1. This site has been on our radar for some years along with other cluster sites. We decided to bring this scheme forward following the fatal collision that took place in April 2019. The justification to take the scheme forward was further informed by site visits with the Met Police officer from the Road Safety Engineering unit and detailed traffic investigation. The Traffic team reviewed the safety perception in the built area on Court Road between The Highway and Goddington Lane.
- 3.2. Court Road runs from the M25 roundabout to the junction of the High Street and Cray's Avenue and is the Orpington By-pass. Court Road has a speed limit of 40mph on most of the road, however, the speed limit between Church Road and the M25 roundabout is the national speed limit, 60mph.
- 3.3. The northbound lane width varies between 3.4m to 6.7m and the southbound lane width varies between 3.4m to 6.7m.
- 3.4. The review has revealed that although the overall number of collisions on this section of the A224 is relatively low, the road acts as a barrier to walking to the various recreational facilities found on the east side of Court Road, such as Goddington Park and the rugby club. There have also been a number of injury collisions at the junctions with Charterhouse Road and Goddington Lane and the proposals would help reduce the likelihood of further collisions.

There are 7 existing pedestrian islands on Court Road between The Highway and Goddington Lane and all need upgrading, as set out below.

- 3.5. The locations and positions of the traffic islands on either side of Charterhouse Road need realignment to improve walking particularly for the visually impaired, and wheelchair users.
- 3.6. There is no existing tactile paving on any of the existing pedestrians' crossings facilities on Court Road. Tactile paving is vital for partially sighted people as they use them to know that there is a crossing point.
- 3.7. A few crossing points on the western side have vegetation growing on them, which is a slip hazard for pedestrians waiting to cross, especially when wet.
- 3.8. The perception of speeding issues on Court Road and badly aligned pedestrian islands makes the crossing points not inviting enough for pedestrians and this needs to be addressed.

Charterhouse Road

- 3.9. The pedestrian island here is not in line with the existing dropped kerbs on either side of Charterhouse Road. The current layout makes it difficult for pedestrians to cross from one side of Charterhouse Road to another.
- 3.10. Following a site meeting between Traffic Engineers and the Metropolitan Police Constable (Road Safety Engineering Unit), concerns were raised about the lack of footway spaces on the northern side of Charterhouse Road where it meets with Court Road. The existing layout does not have dropped kerb or paved/tarmacked area for pedestrians to use once they cross the road. The current material, grass, can be a slip hazard when wet. Residents have also raised this issue with the traffic team separately.

Proposed plans

- 3.11. There is a risk that if the speed limit is reduced along the A224 Court Road, drivers may choose to divert along nearby residential streets and not stay on the Orpington Bypass. However, Officers believe that having a section of 30mph limit through this part of the Bypass where many pedestrians have reason to cross will have great benefit overall and outweigh the possible risks of drivers diverting along less appropriate streets.
- 3.12. With consideration that the road is a link that leads to the M25, we decided to keep the 30mph zone to a minimum length to avoid traffic diversions into residential roads. The guidance recommends an absolute minimum of 400m, to avoid too frequent changes in speed limit.
- 3.13. Therefore, we propose to introduce a new 30mph zone on Court Road from its junction with Goddington Lane to the junction with The Highway, **appendix 1**. The entrances to the proposed zone will have new dragon teeth, buff surfaces and new 30 and 40mph signs at both ends to indicate the start and end of the proposed zone.
- 3.14. There is a concern that if the limit remained at 40mph drivers would attempt to drive though the area at 40mph which is not considered a suitable speed in this location.
- 3.15. Traffic lanes in both directions will be reduced to 3.5m wide using hatches on either side of the road.
- 3.16. The right turn lane for Charterhouse is proposed to be shortened as it is longer than necessary and will then allow shortened crossing distances.
- 3.17. All existing pedestrian islands will be replaced or widened. The existing pedestrian island on Court Road located between the two Goddington Lane sides to be replaced by a traffic splitter island to separate traffic and accommodate new traffic bollards. A new traffic island to be introduced on Court Road between Goddington Lane and The Highway to help separate and slow traffic past the junctions.
- 3.18. New tactile paving will be introduced at either side of the new pedestrian islands.
- 3.19. A new loading bay will be introduced on Court Road to provide a safe location for nearby garage to load and unload their vehicles.
- 3.20. A new buildout will be introduced north of the proposed loading bay to improve visibility and ensure that while the car sale garage is loading or unloading, pedestrians waiting to cross can be seen by oncoming traffic.
- 3.21. New buff surfaces will be introduced next to the new pedestrian islands to increase driver awareness of pedestrians crossings.
- 3.22. We will introduce a new right turn waiting lane for vehicles waiting to turn right into Goddington Lane (eastern arm) near The Highway, **appendix 2**. A banned left turn into this arm of Goddington Lane will be introduced.
- 3.23. We will introduce cycle markings and right arrow on the shared path opposite Goddington Lane (eastern arm). The arrow will inform cyclists that they can use the pedestrian refuge near Goddington Lane (eastern arm) to join the Greenways cycle route, **appendix 2**.
- 3.24. The existing path between the existing pedestrian refuge and Goddington Lane will be converted to footway to enable cyclists to safely continue their journeys.

- 3.25. The existing pedestrian island on Charterhouse Road near its junction with Court Road to be realigned south-west of its existing location so it can be in line with dropped kerbs and tactile on either side of the road.
- 3.26. Introduce a bell bollard at the junction of Charterhouse Road to prevent vehicles turning left into Court Road from Charterhouse Road mounting the kerb and endangering pedestrians.
- 3.27. Part of the green area on the northern side of Charterhouse Road will be converted to footway to enable pedestrians to safely continue their journeys. Some other small sections of green spaces along Court Road will be converted to tarmacked surfaces for pedestrians to use for crossing.

Forward plans

- 3.28. Subject to approval, the traffic team colleagues will undertake informal consultation with relevant stakeholders about these proposals. Further public consultation will take place on the details of the proposals when appropriate.
- 3.29. The traffic team will carry out detailed design and further studies.
- 3.30. Ward Members will be updated throughout the detailed design process.

4. IMPACT ON VULNERABLE ADULTS AND CHILDREN

The proposals listed above in section 3 is designed to improve accessibility for all vulnerable road users and will have positive impacts on Vulnerable Adults and Children.

5. POLICY IMPLICATIONS

This proposal supports priority 5 of the 2021-2022 Environment Portfolio Plan to Improving Travel, Transport & Parking by:

- ***Implementing road safety measures:***
To promote safer travel and reduce the number and severity of road accidents, by targeting road safety remedial schemes at casualty cluster sites and providing education to those most at risk of serious injury.
- ***Implementing sustainable travel plans:***
Reduce traffic congestion, improve road safety (including public perception of improving road safety), and encourage walking and cycling by supporting schools, developers and businesses to implement Travel Plan actions such as cycle parking and training, improving safety around schools, and encouraging car clubs.

6. FINANCIAL IMPLICATIONS

The overall scheme is estimated to cost approximately £85k, but the final cost estimate will be determined during the detailed design stage. There is TfL funding available in the Cycle infrastructure, Walking Infrastructure and Casualty and Road Danger Reduction schemes allowance within the existing Capital Programme budget for LIP Formula Funding.

Confirmation of final costs and funding will be included in future Capital Programme monitoring reports.

7. PERSONNEL IMPLICATIONS

- 7.1. None

8. LEGAL IMPLICATIONS

Traffic management order will be required for the proposed new 30 mph zone. N/A

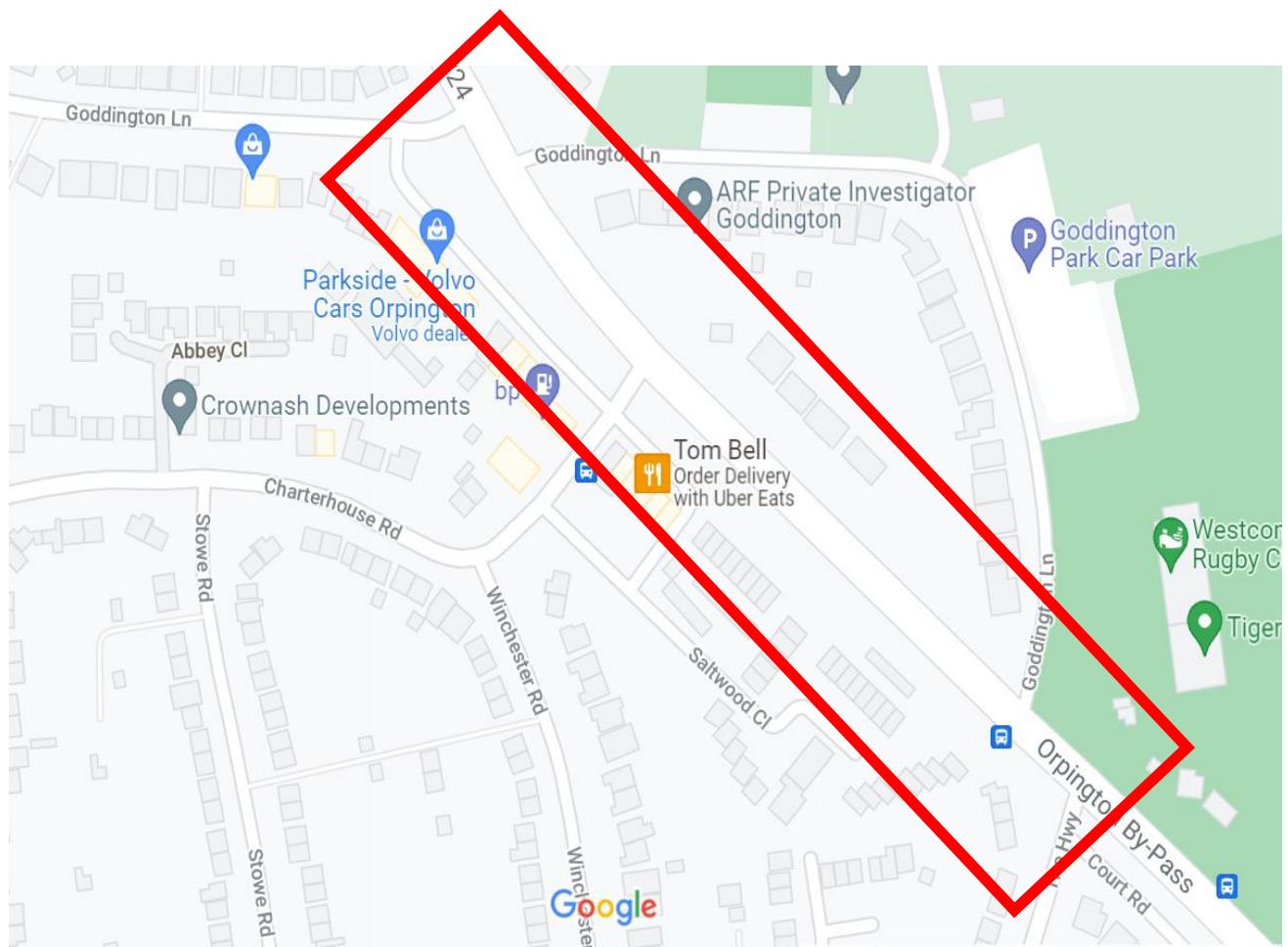
9. PROCUREMENT IMPLICATIONS

It is anticipated that the construction work will be undertaken by the Council's term contractors, so no procurement implications are expected, the scale of works being within the threshold.

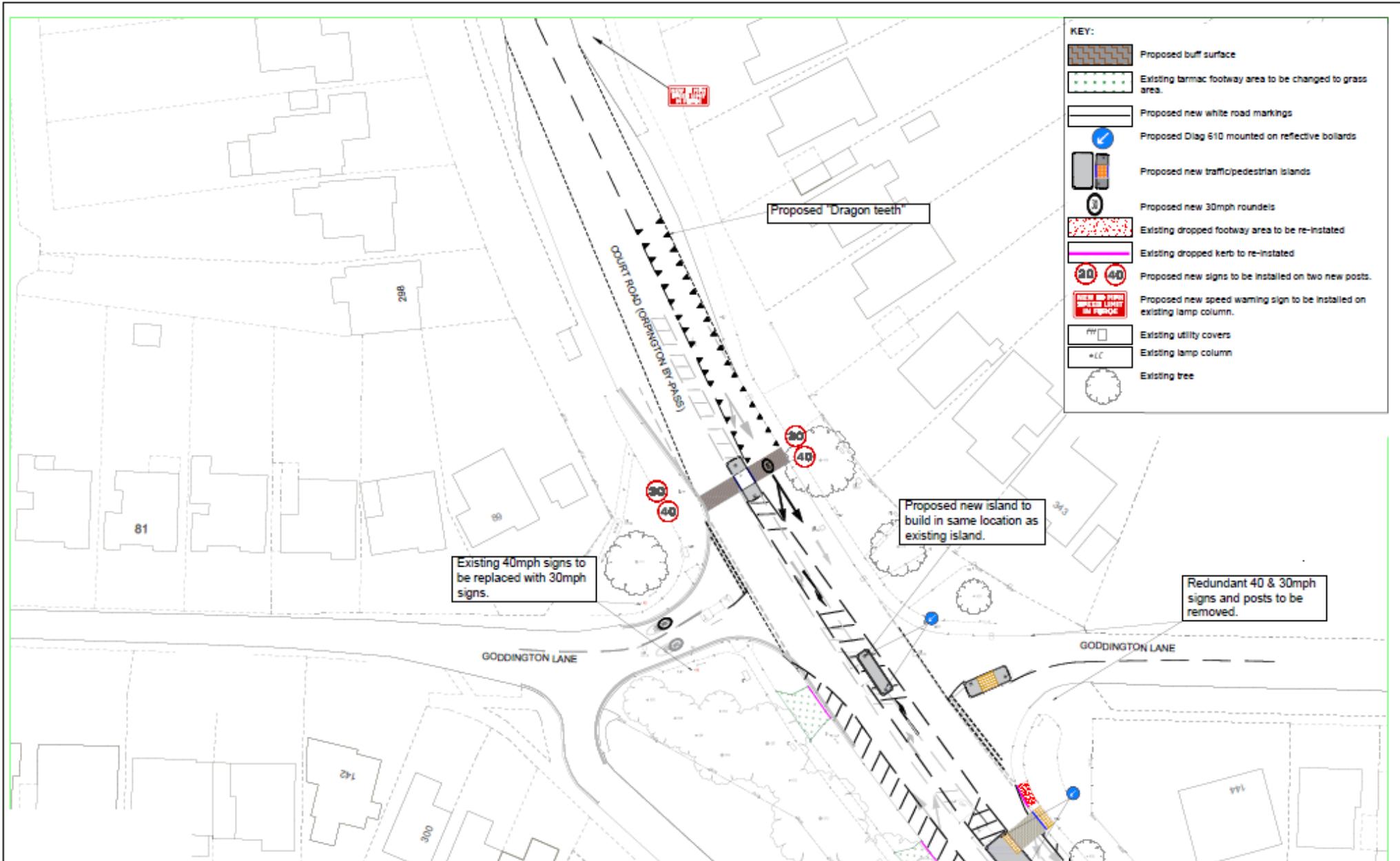
Non-Applicable Sections:	[List non-applicable sections here]
Background Documents: (Access via Contact Officer)	Non-applicable

APPENDICES

Appendix 1: Proposed extents of Safety and Walking Improvement Scheme



Appendix 2: Proposals



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**COURT ROAD
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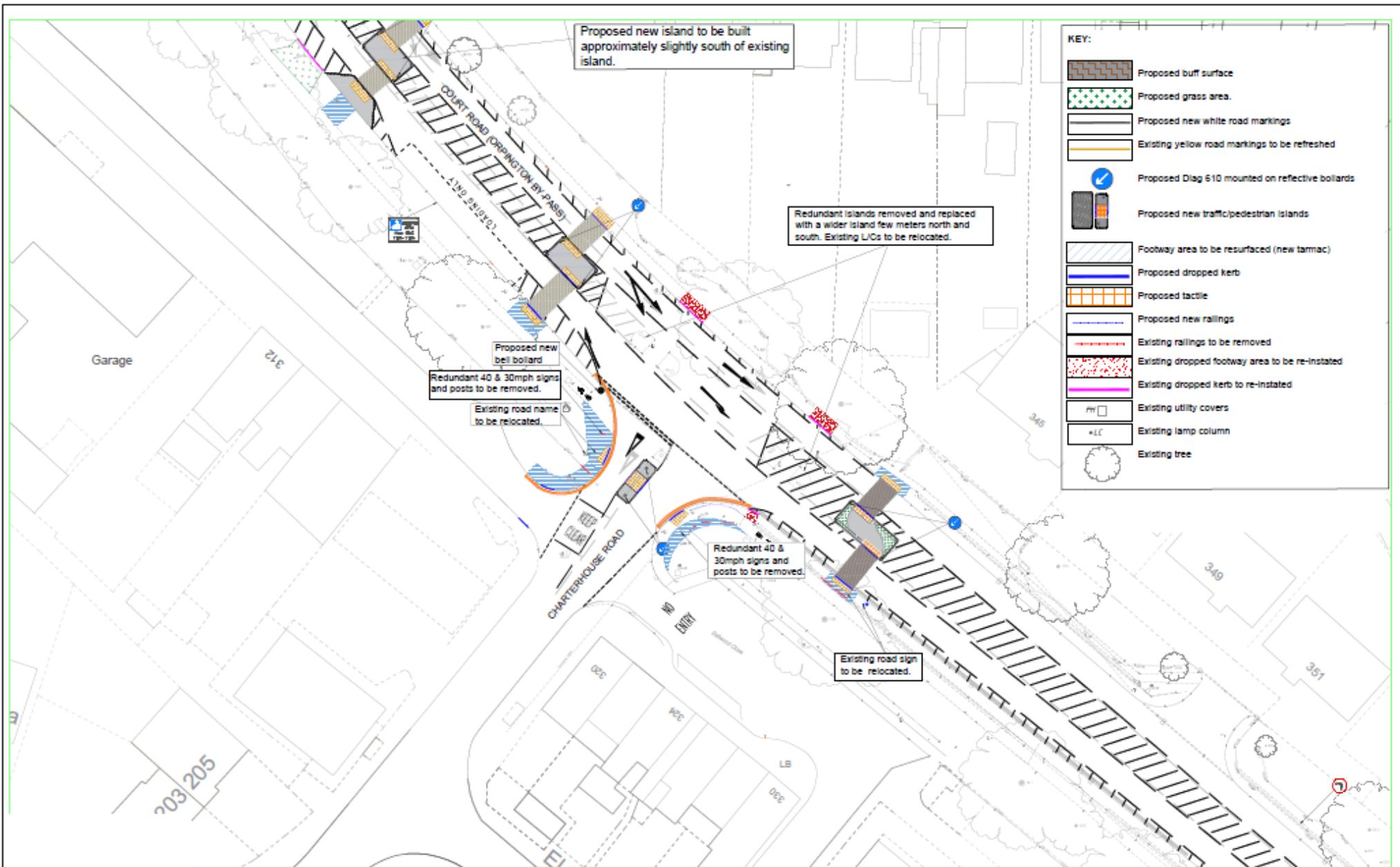
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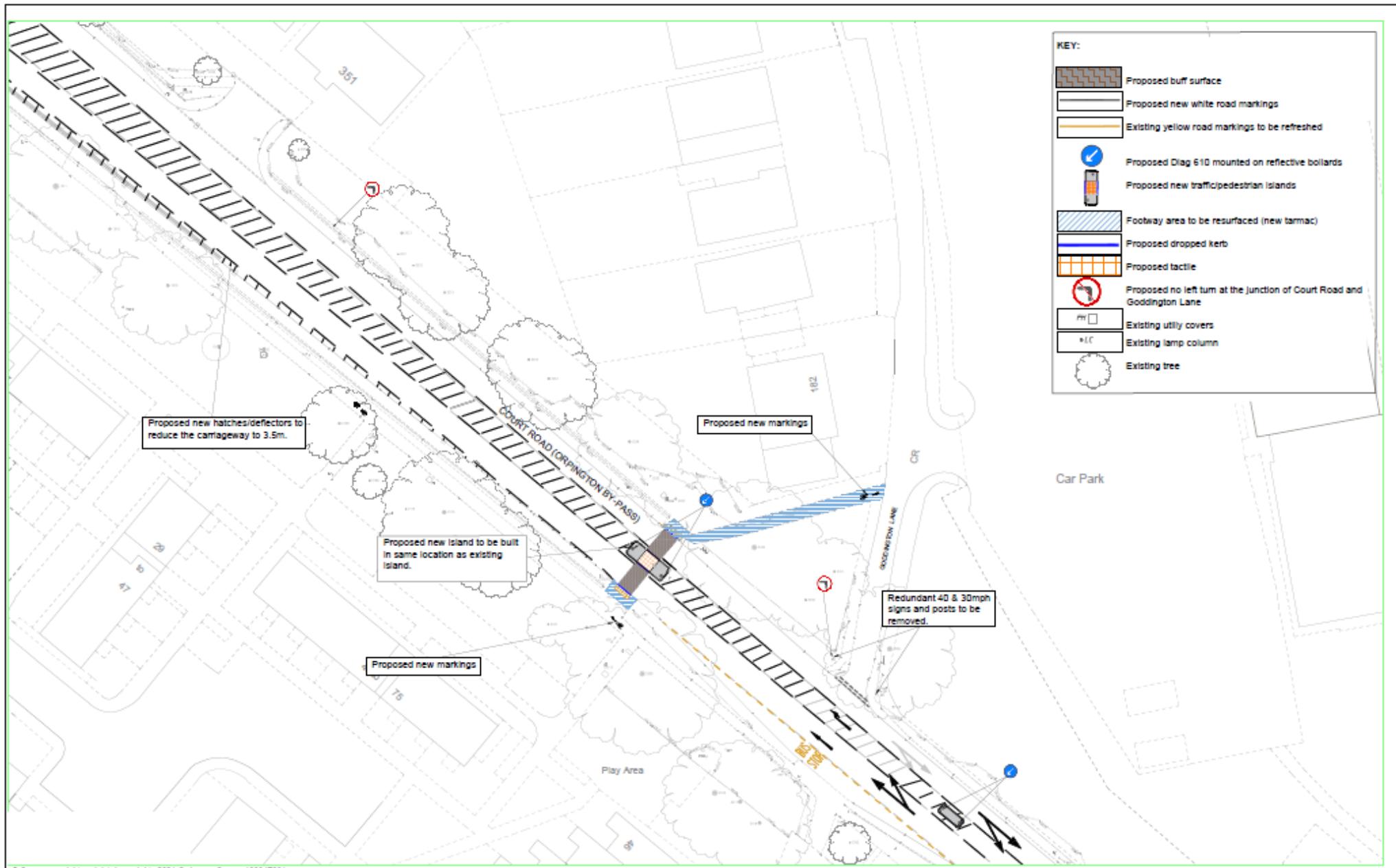
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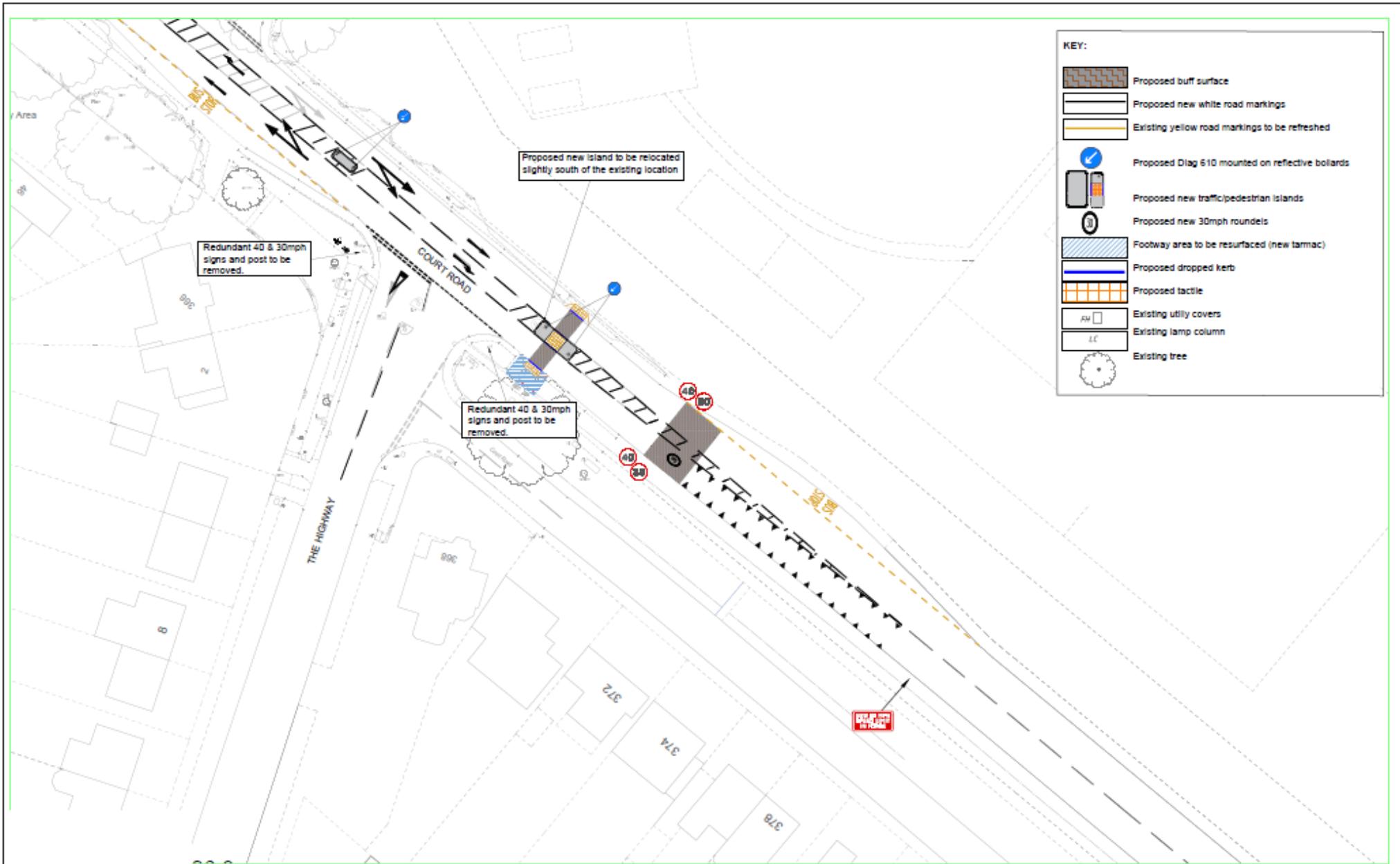
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