
Decision Maker: PORTFOLIO HOLDER FOR TRANSPORT, HIGHWAYS AND ROAD SAFETY

Date: Tuesday 22 November 2022

Decision Type: Non-Urgent Executive Non-Key

Title: CROFTON ROAD BUS STAND IMPROVEMENT AND PEDESTRIAN/CYCLING ROUTE REVIEW

Contact Officer: David Bond, Principal Transport Projects Manager
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Chief Officer: Director of Environment & Public Protection

Ward: Farnborough and Crofton;

1. Reason for decision/report and options

1.1 To seek a decision from the Portfolio Holder in respect of proposals to rectify the current situation at the westbound bus stop near Orpington Station when buses change drivers which causes delays to other traffic

1.2 To update Members with the results of the post completion traffic, cycle, pedestrian surveys and speed counts.

2. **RECOMMENDATION(S)**

2.1 That the Portfolio Holder approves the proposals to rectify the current situation at the westbound bus stop near Orpington Station when buses change drivers which causes delays to other traffic, utilising grant funding from TfL of £77k.

2.2 That any minor changes to the design of this scheme deemed necessary on site are delegated to the Director of Environment and Public Protection, in consultation with the Portfolio Holder and Ward Members.

2.3 That Members note the results of the post completion traffic, cycle, pedestrian surveys and speed counts.

Impact on Vulnerable Adults and Children

1. Summary of Impact: The improved cycling and pedestrian facilities are beneficial for vulnerable road users who are over-represented in road casualties in the Borough
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Transformation Policy

1. Policy Status: Existing Policy
 2. Making Bromley Even Better Priority:
 - (1) For children and young People to grow up, thrive and have the best life chances in families who flourish and are happy to call Bromley home.
 - (2) For adults and older people to enjoy fulfilled and successful lives in Bromley, ageing well, retaining independence and making choices.
 - (3) For people to make their homes in Bromley and for business, enterprise and the third sector to prosper.
 - (4) For residents to live responsibly and prosper in a safe, clean and green environment great for today and a sustainable future.
 - (5) To manage our resources well, providing value for money, and efficient and effective services for Bromley's residents.
 3. Local Implementation Plan (LIP)
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Financial

1. Cost of proposal: £77k
 2. Ongoing costs: Any future maintenance costs will be funded from the existing highway maintenance budgets
 3. Budget head/performance centre: LIP Corridors budget
 4. Total current budget for this head: £1.341m (Total 2022/23 LIP Corridors budget)
 5. Source of funding: TfL
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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: 500
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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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Property

1. Summary of Property Implications: None
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Carbon Reduction and Social Value

1. Summary of Carbon Reduction/Sustainability Implications: The proposals are all related to reduced carbon emissions.
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Customer Impact

1. Estimated number of users or customers (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 are supportive of the road widening to meet the concerns of residents.

3. COMMENTARY

3.1 Bus Stop Remedial Measures (westbound near Orpington Station)

3.2 At the meeting of this Committee of 17th November 2021 one of the matters that was discussed was the situation with the westbound bus stop near Orpington Station. The issue, that only came to light once the scheme was substantially completed, involved the narrowing of the carriageway causing delays by buses waiting at the stop with negative consequences for traffic congestion and safety. On further investigation it was found that this stop was also used as a driver change over point and although the Council had consulted with TfL about the project prior to works commencing this issue had not been raised with Council officers.

3.3 Following Member and Officer lobbying, including the consideration of moving the driver change over to a different bus stop, which was not supported by TfL on cost grounds, it was decided that the only option was to widen the carriageway to ensure that two lanes of traffic can pass stationary buses without traffic flow being impeded. This conclusion was supported by a road safety assessment carried out by TfL in January 2022. A design has been produced and the scheme will cost up to £77,000.

3.4 Although TfL had agreed in principle to the funding, it had been hoped to have progressed this change much sooner but due to their difficult financial situation as a result of the collapse in public transport revenue due to the Covid-19 pandemic, finding sufficient funds from TfL has only recently been possible, with funding being confirmed in September this year.

3.5 The proposals for the remedial measures are set out for approval by the Portfolio Holder in Appendix A

3.6 Survey Data

3.7 At the same PDS meeting, Officers were asked to report back with the results of the traffic, cycle, pedestrian and speed surveys that were carried out in June and July 2022 following completion of the scheme.

3.8 The first batch of surveys was carried out in May/June and July 2019 prior to work commencing on the project and therefore the post completion surveys were carried out at the same time this year to ensure that we have a consistent comparison and that the scheme had had reasonable time to bed in and start being used as intended.

3.9 With regards to any changes in the safety record of this section of Crofton Road, due to the 6 month lag in obtaining anonymised injury crash data, 12 months of data will not be available until approximately January/February 2023. Normally three years' data is required before a full analysis can be undertaken, although the first full year of collision data after any scheme is a useful check.

3.10 Tables 1 – 4 show both the 2019 and 2022 results to enable comparison between both figures, as follows;

Table 1 – Cycle counts (per 12 hour period, 0700- 1900)

Direction	Site		Site		Site	
	2019	2022	2019	2022	2019	2022
Towards Station	Ormonde Avenue		Crofton Lane		York Rise	
Year	2019	2022	2019	2022	2019	2022
Weekday	27	38	32	35	61	36
Saturday	62	32	26	41	28	40
Total	89	70	58	76	89	76
% change	-	-21.4%	-	+24.7%	-	-14.7%

Direction	Site		Site		Site	
Away from Station	Ormonde Avenue		Crofton Lane		York Rise	
Year	2019	2022	2019	2022	2019	2022
Weekday	22	23	24	25	44	30
Saturday	48	19	18	21	19	35
Total	70	42	42	46	63	65
% change	-	-40%	-	+10%	-	+3.1%

Table 2 – Pedestrian counts (per 12 hour period, 0700 – 1900)

Direction	Site		Site		Site	
Towards Station	Ormonde Avenue		Crofton Lane		York Rise	
Year	2019	2022	2019	2022	2019	2022
Weekday	296	298	278	326	1436	1123
Saturday	123	148	142	143	553	396
Total	419	446	420	469	1989	1519
% change		+6.1%		+10.5%		-23.7%
Direction	Site		Site		Site	
Away from Station	Ormonde Avenue		Crofton Lane		York Rise	
Year	2019	2022	2019	2022	2019	2022
Weekday	297	246	246	376	1031	1071
Saturday	143	123	156	98	326	297
Total	440	369	402	474	1357	1368
% change		-16.2%		+15.2%		+0.9%

Table 3 – Traffic volume counts (over a 7 day period)

Direction	Site		Site	
Eastbound	Between Crofton Avenue and Oakwood Road		East of junction with Allington Road/Andover Road	
Year	2019	2022	2019	2022
7 day total	66340	59935	66560	59358
Daily total	9477	8562	9508	8480
% change		-9.0%		-11.0%
Direction	Site		Site	
Westbound	Between Crofton Avenue and Oakwood Road		East of junction with Allington Road/Andover Road	
Year	2019	2022	2019	2022
7 day total	63379	57656	66468	59573
Daily total	9054	8237	9495	8510
% change		-9.0%		-10.4%
Average	-9.9%			

Table 4- Speed counts (over a 7 day period)

Direction	Site		Site	
Eastbound	Between Crofton Avenue and Oakwood Road		East of junction with Allington Road/Andover Road	
Year	2019	2022	2019	2022
Mean	28.6	29.1	31.1	28.7
% change	-	+1.8%	-	-7.8%
85 th %ile	33.9	34.3	35.3	33.8
% change		+1.6%		-4.3%
Direction	Site		Site	
Westbound	Between Crofton Avenue and Oakwood Road		East of junction with Allington Road/Andover Road	
Year	2019	2022	2019	2022
Mean	30.3	30.8	29	26.8
% change	-	+1.6%	-	-7.6%
85 th %ile	34.7	35.5	34.3	32.9
% change		+2.3%		-4.1%

3.11 Measures of success were set out as follows:

- i) *25% increase in number of pedestrians crossing Crofton Road and walking along Crofton Road, post Covid impact on commuting:* it is not possible to say whether the impact of Covid on travel patterns has settled down, but at present the number of pedestrians measured using this route has decreased by approximately 8%.
- ii) *100% increase in number of cyclists, post Covid impact on commuting:* it is not possible to say whether the impact of Covid on travel patterns has settled down, but at present the number of cyclists measured using this route has decreased by approximately 9%.
- iii) *5% increase in modal split for pedestrians/cars over 3 years, post Covid impact on commuting:* it is too early for this to be measured.
- iv) *100% increase in modal split for bikes/cars, post Covid impact on commuting:* it is too early for this to be measured.
- v) *Perceptions of pedestrians and cyclists – “do you walk / cycle more now?” “do you feel safer?”* – the resource to undertake this survey has not yet become available, due to limited funding from TfL.
- vi) *Any decrease in 85th% speed (less exceeding of the speed limit):* on Crofton Road between the Crofton Lane roundabout and the station, 85th percentile speeds have reduced by 4.20%; on the section between Crofton Lane and Ormonde Avenue, 85th percentile speeds have increased by 1.95%.
- vii) *Any decrease in volume of traffic:* traffic volumes have decreased by approximately 10%
- viii) *No increased congestion as measured by i–bus data and significant reduction in traffic levels– Unfortunately TfL only keep data for 2 years so we have no bus performance data prior to scheme construction so whilst we are unable to compare*

'before' and 'after' data as traffic volume has dropped by 10% we would expect that this will no doubt have benefitted bus reliability and loadings.

3.11 Traffic levels have seen a significant reduction of almost 10% although it is difficult to determine if this is all down to an increase in home working or whether this scheme has contributed to that. Although it is a mixed bag for pedestrian and cycle volumes, whilst there may well have been more significant overall growth in those modes it is quite possible that that has been masked by the increased numbers of employees working from home resulting in fewer commuting trips across all modes and those reductions may have been far greater had it not been for these improvements.

4. IMPACT ON VULNERABLE ADULTS AND CHILDREN

4.1 Beneficial

5. TRANSFORMATION/POLICY IMPLICATIONS

5.1 Consistent with the Council's objective of delivering high quality cycling and walking routes.

6. FINANCIAL IMPLICATIONS

6.1 £77k to be funded by TfL.

6.2 Any future maintenance costs will be funded from the existing highway maintenance budgets

7 CARBON REDUCTION/SOCIAL VALUE IMPLICATIONS

7.1 The whole purpose of this scheme is to reduce car use by improving facilities for cyclists, pedestrians and bus users and, in so doing, to reduce congestion, carbon emissions and improve air quality and the health of residents.

8 CUSTOMER IMPACT

8.1 Beneficial to road users in this locality.

9 WARD COUNCILLOR VIEWS

9.1 Ward Councillors are fully supportive of the widening of Crofton Road by the bus stop to ease congestion on Crofton Road at busy times when buses are in the stand.

<p>Non-Applicable Headings:</p>	<p>PERSONNEL IMPLICATIONS LEGAL IMPLICATIONS PROCUREMENT IMPLICATIONS PROPERTY IMPLICATIONS</p>
<p>Background Documents: (Access via Contact Officer)</p>	<p>PDS report, July 2017, 'PROPOSALS FOR IMPROVEMENTS TO THE ORPINGTON CYCLING AND WALKING NETWORK'. PDS report, November 2018, 'ORPINGTON: CROFTON ROAD CYCLE ROUTE'. PDS report, December 2018, 'ORPINGTON: CROFTON ROAD CYCLE ROUTE: CALL-IN'. 'Crofton Road, Proposed transport improvements scheme', November 2019. Stage 2 and Stage 3 Road Safety Audit reports, November 2021, 'ORPINGTON: CROFTON ROAD CYCLE ROUTE</p>