

PART 1 - PUBLIC

Decision Maker: Environment Portfolio Holder

**For Pre-decision scrutiny by the Environment PDS
Committee on**

Date: 11th January 2010

Decision Type: Non-Urgent Executive Non-Key

Title: COURT ROAD, ORPINGTON. FEASIBILITY STUDY FOR
SHARED FOOTWAY.

Contact Officer: Malcolm Harris, Team Leader, Traffic Engineering
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Chief Officer: Nigel Davies, Director of Environmental Services

Ward: Orpington, Chelsfield & Pratts Bottom

1. Reason for report

- 1.1 Officers have indentified a range of issues and opportunities for improving facilities for walking and cycling adjacent to Orpington By-pass. Bromley identified funding form TfL in 2010/11 to investigate improvements along this route, stretching from the boundary with Kent County Council to Goddington Park. The subsequent full report is now available.
- 1.2 This report seeks the approval of the Portfolio Holder for officers to move forward with proposals funded from the TfL 2011/12 budget to progress designs for these proposals, in consultation with Ward Members.

2. **RECOMMENDATIONS**

- 2.1 That approval is given by the Portfolio Holder for the adjacent footway to Orpington by-pass to become shared use, from Hewitt's roundabout to its junction with Park Avenue, subject to detailed design.
- 2.2 That approval is given by the Portfolio Holder for officers to design and build schemes to improve facilities for walking and cycling parallel to the Orpington By-pass, as listed at paragraph 3.7.

Corporate Policy

1. Policy Status: Existing policy.
 2. BBB Priority: Quality Environment.
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Financial

1. Cost of proposal: Estimated cost £135k provisionally allocated
 2. Ongoing costs: Recurring cost. n/a
 3. Budget head/performance centre: Transport for London, Cycling and Walking Schemes 2011/12
 4. Total current budget for this head: £345,000 of which £135,000 is allocated to this scheme. An uncommitted balance of £135,000 is available for this scheme.
 5. Source of funding: Transport for London
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Staff

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: not yet known
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Legal

1. Legal Requirement: Non-statutory - Government guidance.
 2. Call-in: Call-in is applicable
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Customer Impact

1. Estimated number of users/beneficiaries (current and projected): All pedestrians and cyclists who use this road.
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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 been sent copies of the Study Report. Any comments received will be presented at Committee.

3. COMMENTARY

- 3.1 Currently £135k has been assigned from the LIP funding for Cycling and Walking schemes 2011/12 for the development and implementation of measures to improve routes for pedestrians and cyclists alongside the Orpington by-pass. A Study Report has been produced which covers the area / route under investigation and is now available. The route commences at Goddington Park and primarily passes along a corridor south east towards Hewitt's roundabout with access to Knockholt Station also recommended for improvement. Maps are within the Study Report showing the current bus services, existing circular walks & public rights of way and local trip generators.
- 3.2 Due to the economic climate there are likely to be more people walking and cycling in the Borough. Current surveys across the borough support this view. To address this, officers have investigated this corridor and have developed plans in to improve conditions here. Many improvements are considered to be needed along this road. At present there are no specific cycle facilities along this busy road, and officers recommend any improvements to the footway are of a shared nature. General road safety upgrades are required at existing substandard road crossings, along with improved signage. Formal and informal crossing points also require significant upgrading, as does the lighting. This scheme will have the benefit to motorists of removing the majority of cyclists from the main carriageway, thus helping motorised traffic flow more freely.
- 3.3 Links to other schemes: Various local safety schemes have been previously approved by the Environment Portfolio Holder, along this corridor (see background documents). A previous report on the corridor from Goddington Park to Bexley borough (London Greenways) has already been submitted (see background papers). Greenways are attractive and appealing routes for walking and cycling which are intended to encourage people to travel in ways that benefit their health and the environment plus reduce traffic congestion. . London Greenways was a TfL funded programme, overseen by Sustrans, to deliver greenways throughout London.
- 3.4 The Study Report is intended to provide a framework for improving facilities and safety for pedestrians and cyclists using any part of this route. Officers intend to include some of this facility within new healthy circular walking / circular cycling routes. Bromley currently have seven healthy walking routes and it is hoped to take this up to twelve across the Borough. Consequently officers have been looking for more opportunities to improve road safety and facilities for walkers and cyclists. Bromley received funding in 2010 to investigate improving facilities for walking and cycling parallel to Court Road. The main object of the study was to identify a safe walking and cycling route through from Goddington Park, to its boundary with Kent County Council at Hewitt's Roundabout using, wherever possible, a network of "greenways". Parking and safety issues will be included within the scope of study. The area of the study is shown in the attached map.
- 3.5 As the Study was looking at road safety it was considered appropriate to include collision details in this report. Over the last 3 years (Sept 07-Aug10) there have been 19 collisions along the section under study, with 5 resulting in serious injury and the others in slight. Details of these collisions will be used at detailed design stage of each aspect of this scheme that is taken forward.
- 3.6 This report seeks the approval of the Portfolio Holder for officers to progress the designs of the aspects of the scheme listed below, in consultation with Ward Members, and bring detailed design options to Members when these are ready.

3.7 Works programme for approval.

	Location	Works required and reason	Length	Est (£k)
1	All route	Refurbishment of existing path, as surface is very poor with rutting and pot holes	2.74 kms	74
2	The Highway	Short lengths of new path to refuge, to improve crossing safety.	10 m	3
3	Near The Highway	New path to Bus Stop, currently mud and grass, to improve the walking surface.	45 m	10
4	Near Warren Road east	Extend path to refuge to improve crossing safety	70 m	10
5	Near Hewitt's Roundabout	New path to join existing sections, currently mud and grass, to improve the walking surface.	15 m	3
6	All route	Upgrade lighting, current lighting is substandard.	2.74 kms	35
Total				135

3.8 This proposal offers added value in terms of renewing the footway surface and the street lights.

4. POLICY IMPLICATIONS

4.1 In “Building a Better Bromley 2020 vision – Quality Environment” one of the stated issues to be tackled was: Improving the road network for all users.

5. FINANCIAL IMPLICATIONS

5.1 At this stage estimated costs have been used in the development of this works programme, within the attached report. £135k has been provisionally allocated from the TfL ‘Corridors and Neighbourhoods’ Cycling and Walking Schemes funding for 2011/12.

Non-Applicable Sections:	Legal and Personnel Implications
Background Documents: (Access via Contact Officer)	<ol style="list-style-type: none"> 1. Court Road Feasibility Study. 2. Cray Valley Study, Report ES100012. Dated 18/01/10. 3. Warren Road Junction with Court Road ES10165 – Road safety scheme Dated 2010 4. Chelsfield Village review of signage and Lines ES10136 (Gateway treatment)