



Crofton Road

Proposed transport improvements scheme

Consultation report

January 2020

Executive summary

Introduction

Bromley Council has proposed to make a series of improvements on Crofton Road between Ormonde Avenue and Orpington Station in order to make it a more attractive route to walk and cycle along and to use the bus. This scheme is particularly important because increasing levels of walking and cycling and bus use, through the provision of the appropriate infrastructure, can contribute to reducing congestion on the borough's roads, alongside delivering other health and environmental benefits.

Transport for London's London-wide Strategic Cycling Analysis identifies Crofton Road as potentially having a high volume of short trips by cycling (switching from car and bus) if the appropriate infrastructure is provided. The section of Crofton Road where the scheme is proposed is within the top 5-10% of connectors for potential cycling trips in London with analysis showing a potential to switch over 21,000 trips per day to cycling to and from Orpington town centre and railway station.

The scheme also offers improvements for pedestrians and bus passengers, primarily on the narrower section of Crofton Road, between Crofton Avenue and Ormonde Avenue. Additionally, provision will be made for new trees, verges and sustainable drainage.

The project is therefore intended to allow residents to have a genuine choice of transport options and encourage them to make local trips to the station schools and shops on foot, by bike or by bus.

Key elements

- New and widened footways between Ormonde Avenue and Crofton Lane
- The provision of physically segregated with flow cycle lanes between Crofton Lane and Orpington Station
- New zebra crossings and refuges to give more and safer opportunities to cross with a particular emphasis on walking to school
- Enhancements to the local greenery along the route through the planting of a number of additional trees and low level vegetation
- Up to 30 new trees are proposed to be planted

Following consultation and a number of meetings with Ward Members and residents to understand local concerns, the design of a revised scheme (October 2018) at a cost of £850k raised further issues and an updated scheme outlined in drawings appended to Report ES18063 resulted in the removal of cycle facilities between Ormonde Avenue and Crofton Avenue. The junction improvement at Ormonde Avenue was also deleted from the scheme; however, pedestrian improvements along this section of Crofton Road remain.

Improved cycle and pedestrian facilities are retained in the design of the Crofton Avenue to Orpington Station section.

This latest design benefits pedestrians as well as cyclists through improved footways, wider refuges and new zebra crossings, and bus users will also have improved waiting facilities. Lower vehicle speeds can be expected from reduced carriageway width between Crofton Avenue and Orpington Station and from changes to refuges and road markings along the whole scheme.

The revised scheme cost will be £673k (sufficient to cover any realistic contingency), to be funded from the TfL LIP budget for Cycle Infrastructure 2019/20. Any future maintenance costs will be funded from the existing highway maintenance budgets.

Options to extend the cycle route along Lovibonds Avenue will also be investigated at a later stage to meet the cycling demand in roads to the south of Crofton Road.

The proposed decision was scrutinised by the Environment and Community Services PDS Committee on 20th November 2018 and the Committee supported the proposal.

Purpose

Part of the process of developing this scheme was a public consultation.

The objectives of the consultation were:

- To give stakeholders and the public easy to understand information about the proposals and allow them to respond
- To understand the level of support or opposition for the proposals
- To understand any issues that might affect the proposals of which we were not previously aware
- To understand concerns and objections
- To allow respondents to make suggestions

Who we consulted

We sought the views of residents and businesses along Crofton Road and adjacent side streets. We also consulted stakeholders including local politicians, local residents, accessibility, road users, KAB, Orpington 1st, Bromley Cyclists, emergency services and community groups.

1.1 Dates and duration

The consultation period ran for a period of 3 weeks and 1 day from 18th September until Thursday 10th October 2019.

1.2 What we asked

Our consultation questionnaire contained 6 questions:

Q1. Are you as resident, a business owner or on behalf of an organisation (stating the name of the organisation)

Q2. Please state the name of the street in which you live or where your business is located:

Q3. What are your views on the proposed transport improvements to reduce congestion, encourage cycling, walking and improve health and air quality (tick option)

Strongly in support
Somewhat in support
Neutral
Somewhat opposed
Strongly opposed

Q4. What are your views on proposals to improve the appearance and public realm of the area? (Tick option)

Strongly in support
Somewhat in support
Neutral
Somewhat opposed
Strongly opposed

Q5. What are your views on the proposals to improve Orpington station?

Methods of responding

People were invited to respond to the consultation using a variety of methods. They could respond by accessing the online questionnaire; via our freepost address at by email to traffic@bromley.gov.uk

1.3 Consultation materials and publicity

Respondents were invited to share their views via our web page and complete the online or paper survey.

Website

The consultation was published online via the London Borough of Bromley website at Bromley.gov.uk/info/200024/consultations

The web page hosted the online survey, explanatory text and the consultation drawing to explain in detail what we were proposing.

Leaflets

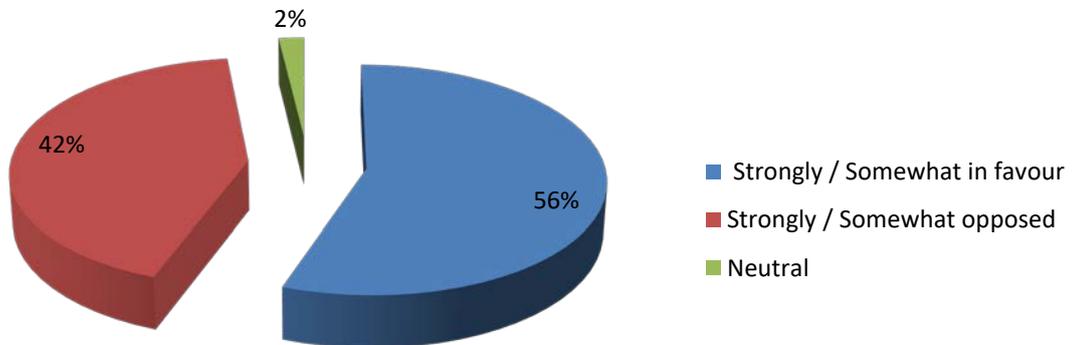
Leaflets were letter dropped to publicise the consultation to approximately 275 residents and businesses within and around the local area.

Public Exhibition

Two public exhibitions were held on Wednesday 25 September at Orpington railway station between 4 and 8pm and Thursday 26 September at St. Paul's Church Hall (on Crofton Road) between 2.30 and 7pm. Stakeholders, businesses and organisations had the opportunity to attend, view plans and ask the Portfolio holder, project manager, officers / engineers any questions they might have had.

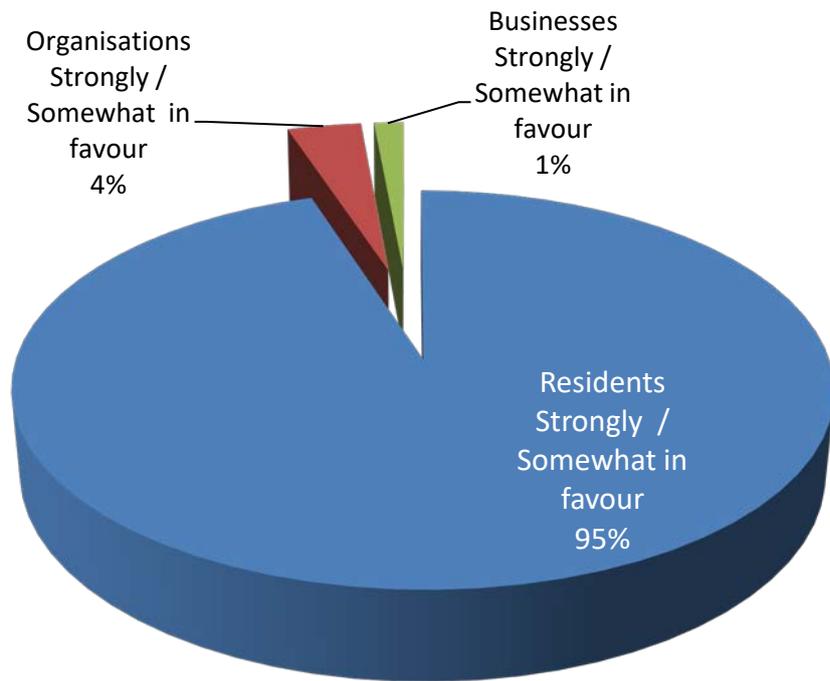
We received 278 responses to the consultation, 261 of which were from residents with a majority over all in favour of the scheme.

Residents views on the overall proposals

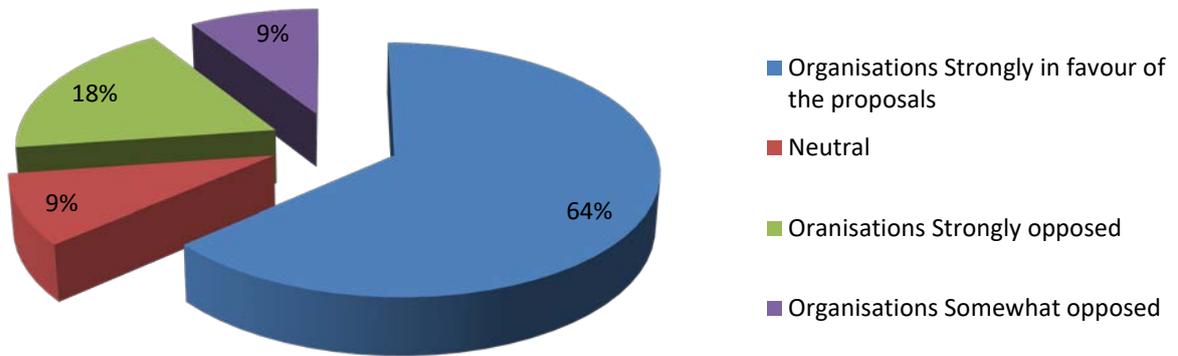


Strongly / Somewhat in favour	Strongly / Somewhat opposed	Neutral
145	111	5

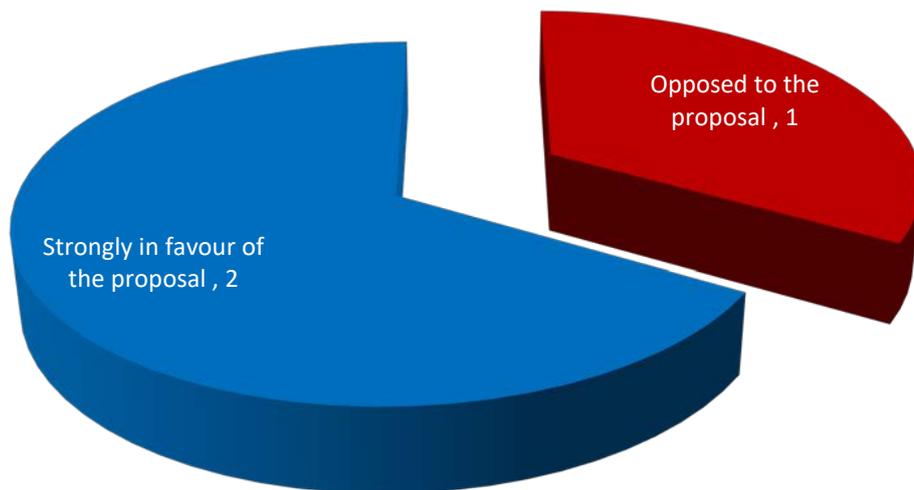
Combined Residents, Businesses and Organisations in favour of the proposals



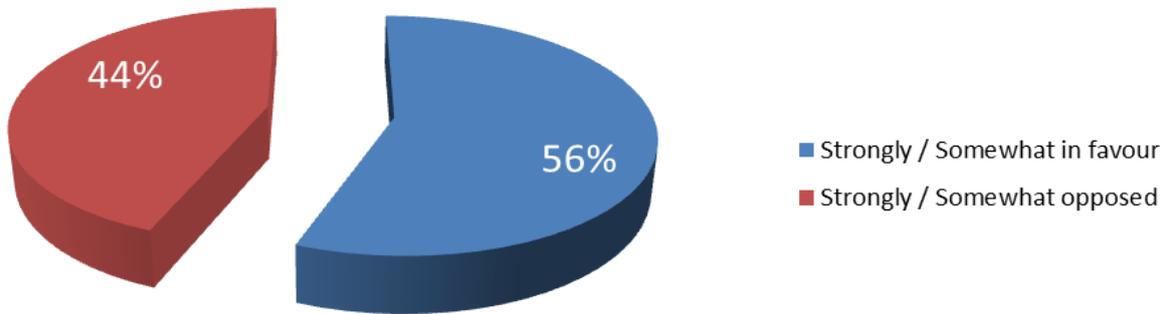
Organisations responses to the proposals



Businesses that responded to the consultation - in response to the over all proposals - total of 3 responses



Air Quality - Residents views on the proposal



Strongly / Somewhat in favour	Strongly / Somewhat opposed
147	116

Breakdown of responses from Business owners and Organisations

We received 2 responses from business owners and 10 responses from the following organisations 4 of which are cycle groups, 4 of which are Public Realm/ Environmental groups and 1 is a road user's organisation.

The two businesses that response had split views

One strongly opposed and one strongly in favour –

“The proposals put forward will not work and will cause greater congestion”

“Cycling infrastructure is very important, encouraging this mode of transport would benefit the area, getting people out of cars would reduce congestion and pollution. It is an essential proposal”

Organisations

Greener & Cleaner Bromley & Beyond

Bromley Living Streets Group

Clareville Road Residents Society

Friends of Orpington Priory and Gardens

Alliance of British drivers

Stop killing Cyclists

Bromley Cyclists

Bromley Cyclists

Bromley Cycling Club

- The public realm and environmental groups where all strongly in favour of the proposals –

“We would prefer additional separation and protection for cyclists.”

“Bromley Living Streets welcomes Bromley Council's proposals to encourage children to walk to school, commuters to walk to Orpington station, and residents to walk to shops and local amenities.”

“The scheme will make journeys safer with the addition of four new zebra crossings and improvements to pavements; and healthier by increasing the separation between pedestrians and vehicles so that children in particular are less exposed to harmful emissions by way of light segregated cycleways and improvements to green

space and verges by way of biodiverse planting and a net increase in trees to further enhance the walking experience.”

“The Friends of Orpington Priory & Gardens encourages visitors to walk, cycle and travel by public transport to Priory Gardens, which is located 1 mile from Orpington station.

We welcome the proposed improvements to Crofton Rd to make walking and cycling to Priory Gardens an even more attractive option.

We would like to see the scheme extended to include improvements to the subway under Orpington Station and link to Mayfield Ave and Knoll Rise in the near future (to provide an alternative route to Station Rd). Our members and supporters will be keen to see Crofton Rd enhanced as a green corridor helping link local green spaces and increase biodiversity. Also, additional native tree planting is welcome to assist our Council meet its net zero carbon by 2029 commitment.”

“Many residents who cycle, and many who would like to cycle, consider cycling along Crofton Road a daunting task. Reallocating superfluous road space to create a lightly segregated cycleway will help overcome these reservations. The scheme appears weighted towards end-to-end journeys from Crofton Lane to Orpington Station and we would welcome more consideration for cyclists joining and leaving the route part-way, and for crossing the route. Specifically, please consider: - facilitating safer right turns into Pound Court Drive and Allington Road, including upgrading nearby zebras to parallel zebra crossings

- facilitating safer right turn into Newstead Avenue (currently protected by right-turn filter lane and pedestrian refuge)

- adding continuous footways at Poundcourt Drive, Allington Road and Newstead Avenue to moderate turning speed and assist pedestrians crossing. Futureproof for side-road zebras (as advocated by Chris Boardman <https://www.theguardian.com/world/2019/jun/23/chris-boardman-at-odds-with-dft-over-zebra-crossings-in-manchester>)

The Crofton Road cycleway is more than a cycle-to-rail scheme. By helping reduce A232 Crofton Road severance it should integrate with desire lines and enable short trips through the area. Encouraging rail authorities to fast-track improvements to the Orpington station subway and facilitate a safe, attractive cycle route link from Crofton Rd to Knoll Rise (LCN22) should be a priority. We look forward to work starting on the Crofton Road Green Corridor as soon as possible.”

- The road users association was strongly opposed to the proposals

“A waste of money for the few cyclists who will benefit.”

- The cycling groups were strongly to somewhat in favour

“Anything to help cyclist & pedestrians in our busy lives must be a plus. I am a car driver but am concerned that if we don’t encourage our youngsters to cycle/walk/run that obesity will be the norm in a few years”

“More cycle ways; make cycling safer”

“On behalf of Bromley Cyclists, the local borough group of the London Cycling Campaign, we support overall aims and objectives of the proposed Crofton Road scheme.”

“Cycling infrastructure is very important, encouraging this mode of transport would benefit the area, getting people out of cars would reduce congestion and pollution. It is an essential proposal”

-This scheme is supported, with some caveats as detailed below. It should, particularly when linked to further schemes, enable more people to walk and cycle in the area.

- We fully support the response of our local borough group, which contains more specific detail.

Specific points about this scheme:

- Surrounding roads are highlighted by TfLs strategic cycling analysis as medium potential connections and therefore should be upgraded to be high-quality cycling routes before 2041. Specifically this includes Crofton Road to the Croydon Road junction in the west, and to Orpington in the north east, as well as Crofton Lane, onto Towncourt Lane and on to Petts Wood.

- This scheme therefore needs to be designed with the assumption of cycling enabled on these roads using physical separation or on direct parallel alignments.

- Carriageway lane widths should never be between 3.2 and 3.9m where people cycling are mixing with motor traffic (as highlighted in TfL’s London Cycling Design Standards and Healthy Streets Check).

- This scheme is likely to lead to increased numbers of people cycling on Crofton Lane and on the sections of Crofton Road without any separated space for cycling. As designed, both roads currently feature carriageway lane widths that are a critical

issue. Reducing carriageway widths to 3.2m consistently would enable more space to be used for walking, cycling and/or public transport.

- Similarly, removing central hatching and replacing pedestrian refuge islands, which cause conflict between those cycling and those driving, with either zebra crossings or signalised pedestrian crossings, would improve the scheme for those walking and better use space to provide for modes other than driving.

- Pedestrian zebra crossings should also be converted to parallel crossings (or other cycle-friendly crossings) wherever possible, and placed so that residents can access the cycle tracks in both directions and other amenities both safely and comfortably. For instance, west of Newstead Avenue, converting the pedestrian refuge to a parallel crossing and moving it eastward towards the junction would enable residents from the Avenue and beyond to access the cycle track more easily (for example using a short section of shared space pavement).

- Given Ormondie Avenue leads to a small estate with no motor traffic through route, it should be possible to redesign this junction to radically reduce the space used for private motor traffic. Similarly, it is unclear that a separate turn lane into Ormondie Avenue is justified on Crofton Road, given that turning movements should be infrequent.

Both of these changes would free up space for cycling, walking and/or public transport or for additional greening and would reduce the dominance of motor vehicles at this location.

- Where roads or service accesses feature very low turning movements, continuous footways (and cycle tracks) should be considered. These could include Woodview Close, and possibly Ormondie Avenue, Oakwood Road, Pound Court Drive, Allington Road, Andover Road, Newstead Avenue and York Rise. At a minimum, all side road crossings where the cycle track passes the mouth of the road should include raised tables, tightened kerb radii and lane widths and other design features to reduce the speed of turning movements by drivers.

- Modal filtering should be considered for some of the busier residential roads in the area to reduce turning movements into and out of these side roads further, and to create a low traffic neighbourhoods in residential areas where through motor traffic is discouraged or removed. Newstead Avenue and Oakwood Road would be particularly obvious contenders.

General points about infrastructure schemes:

The Mayors Transport Strategy relies on a growth in cycle trips to keep London moving. This means infrastructure schemes must be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.

As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream and enable all ages and abilities to cycle, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys with links to nearby amenities, residential centres, transport hubs considered from the outset.

Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport modes for return on investment according to a DfT study. Schemes which promote cycling meet TfL's Healthy Streets checklist. A healthy street is one where people choose to cycle.

All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.

Evidence from TfL and from many schemes in London, the UK and worldwide shows the economic benefits, including to businesses, to be found from enabling a wider range of people to cycle more.

Further evidence shows how cycling schemes also benefit air quality and reduce climate changing emissions, as well as improving resident health outcomes and reducing inactivity, as mentioned above.

LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, with all critical issues eliminated. Above 2,000 Passenger Car Unit (PCUs) motor vehicle movements per day, or 20mph motor traffic speeds, cycling should be physically separated from motor traffic.

There were 4 residents that had neutral views of the overall proposal, 2 of which were somewhat opposed to the appearance of the public realm.

There were 16 residents that were somewhat in favour and 136 residents were strongly in favour of the overall proposal.

Of the 9 residents that were somewhat in favour of the appearance of the public realm all were somewhat opposed to the scheme.

Resident's by road cluster breakdown

Road	In Favour	Neutral	Opposed	Ward
Allington Road	3	2	0	Farnborough and Crofton
Andover Road	4	0	2	Farnborough and Crofton
Ashmead Road	1	0	0	Out of borough
Barkway Drive	1	0	0	Farnborough and Crofton
Beechfield Road	0	0	1	Bickley
Beechwood Avenue	0	0	1	Darwin
Benedict Close	1	0	0	Chelsfield and Pratts Bottom
Borkwood Park	2	0	1	Chelsfield and Pratts Bottom
BR15AG	0	0	1	Plaistow and Sundridge
BR66AE	2	0	0	Chelsfield and Pratts Bottom
BR66HX	1	0	2	Chelsfield and Pratts Bottom
BR68AE	1	0	0	Farnborough and Crofton
BR68AF	1	0	0	Farnborough and Crofton
BR68AY	1	0	0	Farnborough and Crofton
BR68HZ	1	0	0	Farnborough and Crofton
BR68JA	1	0	0	Farnborough and Crofton
Brewery Road	1	0	0	Bromley Common and Keston
Brimstone Close	1	0	0	Chelsfield and Pratts Bottom
Broadcroft Road	3	0	4	Petts Wood and Knoll
Brookmead Avenue	1	0	0	Bickley
Broughton Road	1	0	0	Farnborough and Crofton
Broxbourne Road	0	0	1	Petts Wood and Knoll
Buckingham Close	0	0	1	Petts Wood and Knoll
Burlington close	2	0	0	Farnborough and Crofton
Capstone Road	0	0	1	Out of borough
Cathcart Drive	5	0	0	Farnborough and Crofton
Chatsworth Parade	1	0	1	Petts Wood and Knoll
Chislehurst Road	0	0	1	Cray Valley East
Clareville Road	2	0	1	Bickley
Coinsborough Crescent	1	0	0	Out of borough
Cottage Avenue	1	0	0	Bromley Common and Keston
Crescent Drive	1	0	1	Petts Wood and Knoll
Crofton Avenue	0	0	1	Farnborough and Crofton
Crofton Lane	6	1	2	Farnborough and Crofton
Crofton Road	8	0	28	Orpington
Crossway	1	0	0	Petts Wood and Knoll
Crouton Road	0	0	1	Out of borough
Darrick Wood Road	1	0	0	Farnborough and Crofton
Denver Close	1	0	0	Petts Wood and Knoll
Fairbank Avenue	1	0	0	Farnborough and Crofton
Fairfield Road	1	0	0	Petts Wood and Knoll
Farnaby Road	2	1	0	Bromley Town
Ferndale	1	0	0	Farnborough and Crofton
Fieldway	2	0	0	Petts Wood and Knoll
Gleneagles Close	1	0	0	Farnborough and Crofton
Gleneagles Green	0	0	1	Farnborough and Crofton
Glyndebourne Park	0	0	1	Farnborough and Crofton
Grange Road	1	0	1	Farnborough and Crofton
Gravel Road	1	0	0	Bromley Common and Keston
Great Thrift	1	0	0	Petts Wood and Knoll
Greenfield Gardens	1	0	1	Petts Wood and Knoll
Gumping Road	1	0	0	Farnborough and Crofton
Hawes Road	1	0	0	Plaistow and Sundridge
Hazel Grove	2	0	0	Farnborough and Crofton
Henson Close	1	0	0	Farnborough and Crofton
Hilda Vale Close	2	0	0	Farnborough and Crofton
Hilltop Gardens	1	0	0	Farnborough and Crofton
Hillview Road	1	0	0	Petts Wood and Knoll
Hollydale Drive	1	0	0	Bromley Common and Keston
Homefield Rise	1	0	0	Bromley Common and Keston
Isla Road	1	0	0	Out of borough
Jackson Road	1	0	0	Bromley Common and Keston
Kelvin Parade	0	0	3	Farnborough and Crofton
Lancing Road	0	0	1	Orpington
Lansdowne Avenue	1	0	2	Farnborough and Crofton
Lennard Close	1	0	0	Hayes and Coney Hall
Lyoth Road	0	0	1	Farnborough and Crofton
Mada Road	3	0	0	Farnborough and Crofton
Magpie Hall Lane	1	0	0	Bromley Common and Keston

Marsden Way	1	0	0	Chelsfield and Pratts Bottom
Masefield View	1	0	0	Farnborough and Crofton
Mere Close	1	0	0	Farnborough and Crofton
Midfield Way	0	0	1	Cray Valley West
Mitchell Road	0	0	1	Chelsfield and Pratts Bottom
Monks Way	0	0	1	Farnborough and Crofton
Newstead Avenue	1	0	0	Farnborough and Crofton
Nightingale Road	2	0	0	Petts Wood and Knoll
Oaklands Close	1	0	0	Petts Wood and Knoll
Old Priory Avenue	0	0	1	Orpington
Orchard Road	2	0	1	Cray Valley East
Oregon Square	4	1	2	Farnborough and Crofton
Ormonde Avenue	1	0	8	Farnborough and Crofton
Park Avenue	1	0	0	Orpington
Park Hill	0	0	1	Bickley
Partridge Drive	0	0	2	Farnborough and Crofton
Periton Road	0	0	1	Out of borough
Petts Wood Road	0	0	1	Petts Wood and Knoll
Pinecott Place	1	0	0	Farnborough and Crofton
Pinewood Drive	0	0	2	Chelsfield and Pratts Bottom
Pondfield Road	1	0	0	Farnborough and Crofton
Poplar Avenue	0	0	2	Farnborough and Crofton
Pound Close	0	0	1	Farnborough and Crofton
Pound Court Drive	0	0	2	Farnborough and Crofton
Queens Road	0	0	1	Bromley Town
Queensway	0	0	1	Petts Wood and Knoll
Rectory Road	0	0	1	Bromley Common and Keston
Reed Avenue	0	0	2	Farnborough and Crofton
Repton Road	1	0	0	Chelsfield and Pratts Bottom
Ridge Place	0	0	1	Cray Valley East
Ridgeway Crescent	0	0	1	Chelsfield and Pratts Bottom
Ringers Road	1	0	0	Bromley Town
Rose Dale	1	0	0	Farnborough and Crofton
Ruskin Drive	0	0	1	Farnborough and Crofton
Rusland Avenue	1	0	0	Farnborough and Crofton
Sandy Ridge	0	0	1	Chislehurst
Sparrow Drive	1	0	0	Farnborough and Crofton
St Johns Road	2	0	0	Petts Wood and Knoll
Starts Hill Road	0	0	1	Farnborough and Crofton
Station Approach	1	0	0	Orpington
Station Square	1	0	0	Petts Wood and Knoll
Stratford house Avenue	1	0	0	Bickley
Tandridge Place	1	0	0	Bickley
The Chenies	1	0	0	Petts Wood and Knoll
The Crescent	0	0	1	West Wickham
The Drive	0	0	1	Orpington
The Maltings	1	0	0	Petts Wood and Knoll
The Ridge	0	0	1	Farnborough and Crofton
Tinley Road	1	0	0	Out of borough
Torver Way	1	0	0	Farnborough and Crofton
Tower Road	0	0	1	Orpington
Towncourt Crescent	1	0	0	Petts Wood and Knoll
Transmere Road	1	0	0	Petts Wood and Knoll
Tregony Road	1	0	0	Chelsfield and Pratts Bottom
Tubbenden Lane	2	0	0	Farnborough and Crofton
Tubbenden Lane South	1	0	0	Farnborough and Crofton
Tudor Way	1	0	0	Petts Wood and Knoll
Turnberry Way	1	0	0	Farnborough and Crofton
Vancouver Close	1	0	0	Chelsfield and Pratts Bottom
Vinson Close	1	0	0	Orpington
Warren Avenue	2	0	3	Chelsfield and Pratts Bottom
Westland Drive	1	0	0	Hayes and Coney Hall
Willow Walk	1	0	0	Farnborough and Crofton
Windsor Drive	0	0	1	Chelsfield and Pratts Bottom
Wood Mere Way	1	0	0	Shortlands
Winterbourne Avenue	0	0	1	Farnborough and Crofton
Woodcote Drive	1	0	1	Farnborough and Crofton
Woodhurst Avenue	2	0	0	Petts Wood and Knoll
Woodland Way	1	0	0	Petts Wood and Knoll
Wyndham Close	1	0	0	Farnborough and Crofton
Yeovil Close	3	0	1	Farnborough and Crofton
Yorks Rise	2	0	1	Farnborough and Crofton