

Decision Maker: Environment Portfolio Holder

For Pre-Decision Scrutiny by the Environment PDS Committee on:

Date: 20 November 2012

Decision Type: Non-Urgent Executive Non-Key

Title: CONGESTION RELIEF SCHEME: BLACKBROOK LANE / BICKLEY PARK ROAD - JUNCTION IMPROVEMENT

Contact Officer: Malcolm Harris, Team Leader, Sustainable Transport
Tel: 020 8313 4500 E-mail: Malcolm.Harris@bromley.gov.uk

Chief Officer: Nigel Davies, Director of Environmental Services

Ward: Bickley

1. Reason for report

To improve the junction of Blackbrook Lane with Bickley Park Road in order to reduce traffic congestion.

2. **RECOMMENDATION(S)**

- 2.1 That the Portfolio Holder approves consultation on a new layout of this junction to improve traffic flow of vehicles both into and out of Bickley Park Road and Blackbrook Lane. This to include any road widening required, along with any footway or path works. There are two designs being put forward: VN 50092-ECC-DG-002, if a new pedestrian path can be built. Alternatively 11252-01, if a new path cannot be built.
- 2.2 That the Portfolio Holder delegates decisions regarding details of any designs to the Director of Environmental Services, in consultation with Ward Members and the Portfolio Holder, having regard to the outcomes of consultation. This to also include any location, design and type material for a new footway or path to be constructed.
- 2.3 That the costs of the above work be met from Section 106 funding.

Corporate Policy

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

1. Cost of proposal: Estimated Cost £275k:
 2. Ongoing costs: Non-Recurring Cost:
 3. Budget head/performance centre: Section 106 funding
 4. Total current budget for this head: £275.8k
 5. Source of funding: Developer S106 funding
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Staff

1. Number of staff (current and additional): one
 2. If from existing staff resources, number of staff hours: 40
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Legal

1. Legal Requirement: Non-Statutory - Government Guidance:
 2. Call-in: Applicable
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Customer Impact

1. Estimated number of users/beneficiaries (current and projected): All road users, including pedestrians which pass through this junction, on route through to Bromley, Sidcup or Petts Wood.
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments: No comments have been received to date

3. COMMENTARY

- 3.1. The junction of Blackbrook Lane and Bickley Park Road on the A222 has long been a cause of congestion and peak period delays on the routes from Petts Wood to Bromley and Sidcup, and from Sidcup to Bromley. An investigation was carried out by the Councils consultants to look at reducing congestion. It was originally thought that signalising the junction would be the solution to reducing congestion and improving road safety. However, this has been modelled and the results indicated much higher levels of queuing and delays, so was not taken any further. This design would also require land take of the grass verge nearby ' Lane End ' house site and the removal of mature trees, which is not considered viable by Officers.
- 3.2. Bromley has not programmed any scheme here while there were restricted flows over the Chislehurst bridge, since the latter part of 2008, or its subsequent closure in 2011. Bromley had upgraded another roundabout at the other end of Blackbrook Lane (as approved under Report ES10070) and are content this junction improvement is working as intended; therefore officers believe that a redesign can now be considered at the junction with Bickley Park Road with the opening of the new road over rail bridge in Chislehurst Road.
- 3.3. The main issues at the junction are: a). Delays as a result of high traffic volumes on the A222, b) narrow lanes restricting flows on Bickley Park Road, east bound and c) high volumes of traffic entering the junction from Blackbrook Lane which in turn conflicts with turning traffic on Bickley Park Road.
- 3.4. Due to the Chislehurst Road bridge works, we are unable to predict precise levels of future traffic flows at this junction with Blackbrook Lane, however the highest levels of congestion tend to be north bound on Bickley Park Road, that is traffic towards Bromley Town Centre from Chislehurst. Current traffic flows are not tidal, that is, they are different during the mornings compared to the evening flows.
- 3.5. As signalising the junction would increase congestion a design retaining a roundabout layout is still proposed, but with two traffic lanes in both Bickley Park Road (north bound) and Blackbrook Lane where there is currently only one lane. Bickley Park Road (south bound) already has two lanes, one for right turning vehicles into Blackbrook Lane and the other left towards Sidcup. The refuge in Blackbrook Lane would need to be slightly relocated to achieve an improved junction flare to give increased capacity for turning vehicles.
- 3.6. It is not yet clear which will be the better way of providing a path for pedestrians if the carriageway is fully widened. One solution is to build in the adjacent land towards Wellsmoor Gardens. Officers are investigating land ownership issues with an alternative option of just taking part of the footway width in Bickley Park Road, as detailed below.
- 3.7. Drawing number VN 50092-ECC-DG-002 shows a layout if a new path for pedestrians can be built. Drawing number 11252-01 shows an alternative layout, if a new path for pedestrians can't be built, indicating a reduced footway width from 2.8m to 1.8m (which is a permitted width for footways in the Borough). This will increase the carriageway by 1m in Bickley Park Road providing two slightly narrower lanes northbound, with the advantage of reduced approach speeds. This is similar to the current layout for the eastbound flows in Bickley Park Road travelling away from Bromley Town Centre. With this alternative design no alterations are proposed for Blackbrook Lane.
- 3.8. Statutory utility services have been investigated, with trial holes dug. It is not anticipated that any will require moving in order to widen the carriageway in either Bickley Park Road or Blackbrook Lane, under the current footways.

Consultation

3.9 No consultation has taken place yet.

4. POLICY IMPLICATIONS

The proposals in this report are within existing policy. In 'Building a Better Bromley 2020 vision - Quality Environment' one of the stated issues is : Improving the road network for all users.

5. FINANCIAL IMPLICATIONS

The development at Golf Road provided a sum of £335k through a S106 agreement for highways works. Just over £59k has been spent on footway improvements at Goss Hill/Barfield Road, leaving a balance of £275.8k to fund works relating to the design and implementation of a scheme to reduce congestion at the Blackbrook Lane and Bickley Park Road junction. It is estimated that highway costs will be well within this allocation, and will obviously depend on extent of works. This will be reported to Ward Members should a scheme proceed after consultation and a subsequent detailed design. Any unspent funds will be returned to the developer.

6. LEGAL IMPLICATIONS

They are detailed within the section 106 agreement dated 4th December 2003. The agreement provides for an Additional highway Works Commuted Sum to be used, amongst other matters, for signalisation of the Blackbrook Lane / Bickley Park Road junction. If the works are agreed by the Portfolio Holder for consultation the Council will also consult with the company that made the payment.

Non-Applicable Sections:	Personnel
Background Documents: (Access via Contact Officer)	Consultants report VN50092 dated August 2012