

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: ROAD SAFETY SCHEME: SEVENOAKS WAY / MAIN ROAD

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

Ward: Cray Valley West

1. Reason for report

Long queuing and traffic delays occur in Main Road at its junction with Sevenoaks Way, particularly at peak times along with problems for pedestrians and cyclists wishing to cross. As traffic returns to previous levels in Sevenoaks Way as Chislehurst Road opens after bridge repairs, the Council can consider adding traffic signals at this junction.

2. **RECOMMENDATIONS That:**

- 2.1 **The Environment Portfolio Holder approves consultation based on a new layout of this junction to reduce traffic delays in Main Road, as shown in drawing number 11245-1.**
- 2.2 **The Environment Portfolio Holder delegates the decision regarding final detail of the design to the Director of Environmental Services, in consultation with Ward Members and the Portfolio Holder, having regard to the outcome of the consultation; this to include any alterations to the Pelican facility 70m away.**
- 2.3 **The costs of the above work are met from the TfL LIP formula funding allocation, along with additional Greenway funding.**

Corporate Policy

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

1. Cost of proposal: Estimated Cost:£120k
 2. Ongoing costs: Non-Recurring Cost:
 3. Budget head/performance centre: TfL funding for Congestion Relief 2013/14
 4. Total current budget for this head: £390k
 5. Source of funding: Transport for London LIP funding for 2013/14
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Staff

1. Number of staff (current and additional): 2 plus consultants
 2. If from existing staff resources, number of staff hours: 80
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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 which pass through the junction of Main Road and Sevenoaks Way. In addition, any pedestrians, particularly parents taking their children to nearby schools, along with cyclists who want to cross more safely here.
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments: Cllrs Fortune, Ince and Stranger are supportive of this proposal.

3. COMMENTARY

- 3.1 Vehicles wishing to turn from Main Road can wait long periods for a break in traffic before being able to exit. This causes considerable congestion back into St Mary Cray village; also drivers often take risks to emerge into the steady flow of traffic in Sevenoaks Way.
- 3.2 With the opening of Chislehurst Road bridge consideration can be given to reducing traffic delays in Main Road at its junction with Sevenoaks Way. Delays also occur in Sevenoaks Way from persistent use of the Pelican facility 70m to the north of the junction with Main Road.
- 3.3 A new layout has been designed showing a signalised junction, see attached drawing 11245-1. A Toucan facility has been proposed as there is a new 'on road' cycle route (Greenways: Cray Valley route) which goes from Goddington Park to Bexley, via Millbrook Road, Main Road and Sevenoaks Way. There is a dedicated off road cycle route along Sevenoaks Way with a segregated cycle path which would directly link to it. The new crossing has been designed incorporating facilities for cyclists connecting up these routes to secure some funding from TfL under the Mayor for London's Greenways programme.
- 3.4 Officers are mindful that repeated use of the Pelican crossing 70m away from Main Road causes delays in Sevenoaks Way. Drawing 11245-2 shows the relative locations of the Pelican and the junction with Main Road. Pedestrian facilities are incorporated within the signal junction design, therefore signal elements of the Pelican should be removed, if the junction is signalised. This retains the status quo in terms of signal facilities in the Borough. However, there might still be a desire for the public to cross where the Pelican is currently located, therefore the central refuges could be left along with any other features apart from the signal poles and heads, as this greatly reduces de-commissioning and removal costs. The new signalised junction would provide a safe crossing facility for pedestrians both across Main Road and across Sevenoaks Way.
- 3.5 All necessary traffic surveys and counts in support of this scheme have been conducted and can be reported to members.
- 3.6 There would be no displacement of any parking at this location.
- 3.7 An opportunity now exists to secure additional TfL Greenways funding to add to LIP funding should the scheme proceed. The bid date is 24 October and the outcome will be reported to members. This will be additional funding to that already allocated to Bromley by TfL.

Consultation

- 3.8 This report recommends that consultation take place on the proposed scheme.

4. POLICY IMPLICATIONS

The proposals in this report are within existing policy. In the 2012/15 Environment Portfolio Plan, one of the stated aims is "Improving the road network and journey times for all users".

5. FINANCIAL IMPLICATIONS

The estimated cost of the works is £120k. This will be funded from the 2013/14 TfL LIP budget for Congestion Relief, which has an allocation of £390k for the Orpington By-Pass area. Officers will be applying to TfL for further Greenway funding for 2013/14 to contribute towards the cost of this scheme, which if successful would free up LIP funding for alternative projects.

Non-Applicable Sections:	Legal and Personnel Implications
Background Documents (Access via Contact Officer)	PDS report: Cray Valley Study (London Greenways) dated 18/1/10