

Decision Maker: Environment Portfolio Holder

For Pre-decision Scrutiny by the Environment PDS Committee on

Date: 1st October 2013

Decision Type: Non-Urgent Executive Non-Key

Title: **JUNCTION IMPROVEMENT SOUTHEND ROAD / RECTORY ROAD / ALBEMARLE ROAD**

Contact Officer: Joe Burbidge, Traffic Engineer
Tel: 020 8313 4544 E-mail: Joe.Burbidge@bromley.gov.uk

Chief Officer: Nigel Davies, Executive Director of Environment & Community Services

Ward: Copers Cope

1. Reason for report

This report outlines proposals to realign the carriageway of Southend Road (A2015) on its southbound approach to the junction with Albemarle Road, in order to improve traffic flow and the safety of pedestrians. Concerns have been expressed about larger vehicles struggling to make the left turn from Rectory Road into Southend Road. The proposals will improve the capacity of this junction, thus reducing congestion, improving safety and reducing damage to the adjacent footway.

2. **RECOMMENDATIONS**

- 2.1 **That the Portfolio Holder agrees to the introduction of the alterations to the carriageway on Southend Road shown in diagram number 11408-01, as well as the amendments to the pedestrian refuge islands and tactile paving (also shown in 11408-01).**
- 2.2 **That authority to make any minor modifications which may arise as a result of the detailed design is delegated to the Executive Director of Environment and Community Services, in consultation with the Portfolio Holder and Ward Members.**

Corporate Policy

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

Financial

1. Cost of proposal: Estimated Cost £173k
 2. Ongoing costs: N/A
 3. Budget head/performance centre: TfL LIP Formula funding for congestion relief 2013/14
 4. Total current budget for this head: £655k of which £230k is set aside for this scheme. An uncommitted balance of £173k is available
 5. Source of funding: Transport for London
-

Staff

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: 60
-

Legal

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

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): 30,000 vehicles per day (approx)
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillor's comments: This option was supported by the Beckenham and west Wickham Town Centre Working Group at their meeting on 9th August 2012. In attendance were Cllr Tickner and Cllr Mellor (plus Cllrs Phillips, N Bennett, Fookes and Benington).

This project has been developed as a result of councillor interest as residents and business owners within their ward have approached them raising concerns. This has also been identified as a way of removing some of the larger vehicles from Beckenham High Street in order to improve the environment for shoppers.

3. COMMENTARY

- 3.1 The Southend Road (A2015) junction with Rectory Road, High Street and Albemarle Road is a busy signalised crossroads junction with approximately 30,000 vehicles travelling through it per day. There are two lanes approaching the junction in all directions and pedestrian refuge islands on all four arms. It is also located next to Beckenham Junction rail and tram station and a number of pubs and restaurants are located in close proximity along Southend Road and High Street meaning footfall is high in the area.
- 3.2 This junction has been highlighted by the ward members as not only are complaints received about the difficulties being experienced by larger vehicles turning from Rectory Road into Southend Road but this project is also seen by some as a step towards removing some of the larger vehicles from the High Street. This would align with ward members' aspirations for further redevelopment of the High Street. This junction was also identified as a pinch point by the 2008 Congestion Working Group.
- 3.3 The consultant, SKM Colin Buchanan, worked up four different options for this junction and the drawings for these options can be seen within the appendix.
- 3.4 Option four from the preliminary design drawings is the option being put forward; some more detailed design has been carried out and the proposed changes can be seen in drawing number 11408-01. It is worth noting that whilst the design work was being carried out it was observed that the pedestrian crossing facilities on all arms are currently sub-standard. As a result the redesign also includes the alteration to three out of the four pedestrian refuge islands as well as relaying all of the tactile paving. The proposed alterations to the islands and new location for the tactile can also be seen in drawing number 11408-01. By relocating the islands we can also avoid removing the pedestrian refuge island on the High Street arm of the junction.
- 3.5 Auto-tracking has shown that these alterations will make it easier for HGVs to make the left turn out of Rectory Road into Southend Road, and will mean that they will no longer need to over run the footway on the northwest corner of the junction. This will help to remove possible conflicts between HGVs and the pedestrians using this footway. This will also have the benefit of reducing delays through the junction caused by HGVs getting stuck, thus improving the High Street as it will encourage HGVs to use Rectory Road instead. The capacity of this junction will be improved for all traffic, not just in respect to HGVs.
- 3.6 The alterations to the pedestrian refuge islands and tactile paving will help to improve pedestrian safety and make the junction compliant with the Disability Discrimination Act. This will mean that the junction fulfils the criteria for Transport for London to install pedestrian count down timers, which officers feel will be of benefit to pedestrians at this busy crossing.
- 3.7 The junctions of Southend Road with the Waitrose car park entrance and Southend Road with Copers Cope Road and The Avenue have also been identified for potential alterations; these two junctions are currently being investigated and will be reported on separately.

4. POLICY IMPLICATIONS

- 4.1 The Environment Portfolio Plan 2013/16 sets out the Council's aim; "To reduce peak time congestion and improve the road network and journey times for all users"

5. FINANCIAL IMPLICATIONS

- 5.1 The total cost of the works is £173k. Of this amount, £98k is required for the works to utility services assets at this location and £75k for the all other works.

5.2 The cost is to be met from the Transport for London LIP funding for congestion relief in 2013/14 which currently has an uncommitted balance of £173k.

Non-Applicable Sections:	Legal and Personnel Implications
Background Documents: (Access via Contact Officer)	Albemarle Road / High Street Junction (Technical Note) – SKM Colin Buchanan