

Decision Maker: Environment Portfolio Holder

For Pre-Decision Scrutiny by the Environment PDS Committee on

Date: 7th June 2016

Decision Type: Non-Urgent Executive Non-Key

Title: **PROPOSED SAFETY IMPROVEMENTS ON COPERS COPE ROAD**

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

Ward: Copers Cope

1. Reason for report

This report is to recommend the installation of a mini roundabout at the junction of Copers Cope Road with Bridge Road, Beckenham, BR3. This is part of a traffic calming scheme on Copers Cope Road which has been the subject of reported speeding over a period of time and subsequent collisions. The junction with Bridge Road itself has witnessed one fatality and several slight accidents in recent years. In addition a pedestrian refuge at the junction with Park Road is recommended to aid pedestrians crossing Copers Cope Road in order to access New Beckenham station and the schools beyond.

2. **RECOMMENDATIONS**

That the Environment Portfolio Holder approves:

- 2.1 The experimental closure of Lawn Road be made permanent in order to facilitate the mini roundabout at the junction of Bridge Road and Copers Cope Road;
- 2.2 Should approval be given for the recommendation in 2.1 additional approval is sought to install a 3-arm mini roundabout at the junction of Bridge Road & Copers Cope Road as shown in drawing no. 11735-106;
- 2.3 The installation of a pedestrian refuge on Copers Cope Road to the south of the junction with Park Road as shown in drawing No: 11735-200.

Corporate Policy

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

1. Cost of proposal: £45k
 2. Ongoing costs: Not Applicable:
 3. Budget head/performance centre: TfL LIP funding for casualty reduction
 4. Total current budget for this head: £63.75k uncommitted balance
 5. Source of funding: TfL Lip funding for 2016/17
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Staff

1. Number of staff (current and additional): 2
 2. If from existing staff resources, number of staff hours: 100
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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 residents and business users in the area and daily through traffic estimated at approximately 7000 vehicles daily.
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments: Cllrs. Tickner, Wells and Mellor have all agreed that the experimental closure has been successful and would like to push ahead with the installation of a mini roundabout at the junction of Copers Cope Road and Bridge Road. Cllr. Mellor has also voiced a request regarding the need for a refuge island at the junction of Park Road and Copers Cope Road.

3. COMMENTARY

- 3.1 Over recent years Council Officers and Ward Members have received a considerable number of complaints about speeding in Copers Cope Road. Also, one of the collision cluster sites identified for possible intervention in 2015 was the junction of Copers Cope Road with Bridge Road and Lawn Road where there have been 7 personal injury collisions (reducing to 5 in the last 3 years). Whilst officers were looking into possible improvements, a fatal collision occurred at this junction, which heightened public concern about safety at this location (although the cause of this is not yet fully established, as the inquest is yet to take place).
- 3.2 The fatality occurred in May 2015 and involved a motorcyclist travelling north along Copers Cope Road. A motorist turning right into Bridge Road had her line of sight blocked momentarily by a car travelling east to west from Lawn Road to Bridge Road. As she proceeded to make the right turn the motorcyclist was suddenly upon her and a collision occurred.
- 3.3 Concerns have also been raised regarding the difficulty pedestrians have in crossing Copers Cope Road near to New Beckenham railway station.
- 3.4 Copers Cope Road is subject to a 30mph limit. Traffic count data indicated that 85th percentile speeds are up to 38 mph at certain locations in Copers Cope Road. Although this is not particularly high for a road of this nature, the speeds are in excess of Police standards for enforcement and may have contributed to some of the collisions at the Bridge Road junction.

A survey was conducted at two locations incorporating the School half term holiday last February 2016.

1. The southern most survey was located in the vicinity of the sports ground/playing fields (along the straight stretch)

	85% tile speed	Average Volume per day
Southbound	35mph	3,058
Northbound	38mph	3,178

2. The northern most survey was located in the area of Alton Gardens (near the Beckenham Jct end).

	85% tile speed	Average Volume per day
Southbound	37.5mph	3,215
Northbound	35mph	3,061

- 3.5 Options to reduce speeds along Copers Cope Road, aid pedestrians crossing near the station, whilst also improving safety at the Bridge Road junction include:
- adding a mini-roundabout at the Copers Cope Road / Bridge Road junction.
 - adding a mini-roundabout at the Copers Cope Road / Brackley Road junction (which will slow southbound traffic on Copers Cope Road).
 - adding a refuge in Copers Cope Road close to the junction with Park Road (near New Beckenham station).

- 3.6 Studies showed that a mini-roundabout (or double-mini roundabout) could not be installed at the Bridge Road junction, because of the proximity of Lawn Road.
- 3.7 Observations of the Bridge Road junction showed the difficulty that motorists experienced in negotiating it due to the nature of its stagger with Lawn Road. As a result of this an experimental road closure of Lawn Road has been implemented for a period of between 6–18 months with a view to closing it off permanently should it prove successful. Before and during Traffic Surveys have been conducted with the results as given below:
- Park Road traffic volumes have increased from 786 to 2,321 (approximately 200%) with no significant increase in speeds.
 - Brackley Road traffic volumes have increased from 2,082 to 3,078 (approximately 50%) with no significant increase in speed.
 - Southend Road traffic volumes and speeds have shown no significant change.
- 3.8 Whilst there has been some negative feedback particularly from Park Road residents, the temporary closure of Lawn Road has been seen to be a success with the majority of feedback from residents in favour of its permanent closure. It is perceived that the mini roundabout would be effective at improving traffic flow through this particular junction and the traffic calming of Copers Cope Road in general.
- 3.9 A 3-arm mini roundabout is proposed at the junction of Bridge Road and Copers Cope Road in order to improve safety by slowing traffic and improving the flow of the traffic around the junction. The implementation of the roundabout is only possible if the experimental order to close Lawn Road is made permanent. Drawing number 11735-101 has been included to show the intended layout of the junction.
- 3.10 In addition a pedestrian refuge is proposed on Copers Cope Road to the south of the junction with Park Road. This is a result of repeated requests from residents and pedestrians for a more formal crossing. Whilst pedestrian volumes do not justify the implementation of a formal crossing it is felt that a pedestrian refuge will assist those crossing Copers Cope Rd to access New Beckenham Station and local schools. This refuge will additionally help to reduce traffic speeds at this location. In order to implement this refuge safely, 2 parking bays will need to be removed. Drawing No: 11735-201 shows the proposed layout.

4. POLICY IMPLICATIONS

- 4.1 Policy T5 of the Unitary Development Plan states: “The Council will seek to improve the environmental quality, capacity and safety of local roads where appropriate, either by minor improvement or suitable traffic management schemes”.
- 4.2 The Environment Portfolio Plan 2013-16 includes the key aims: ‘Improve the road network and journey times for all users’; and ‘Promote safe and secure travel’.

5. FINANCIAL IMPLICATIONS

- 5.1 The estimated implementation cost of the proposal is currently in the region of £45k. This will be funded from the 2016/17 LIP budget for Casualty Reduction, which has an uncommitted balance of £63.75k.

6. LEGAL IMPLICATIONS

- 6.1 It will be necessary to undertake highway improvement works under powers granted through The Highways Act 1980 Part V.

Non-Applicable Sections:	PERSONNEL IMPLICATIONS
Background Documents:	Drawing Nos: 11735-100 Site Clearance 11735-101 General Arrangement 11735-102 Signs and Lines 11735-103 Setting Out 11735-104 Standard Details 11735-201 Proposed pedestrian refuge and associated works.