

Report No.

London Borough of Bromley

ES20000

PART ONE - PUBLIC

Decision Maker: **ENVIRONMENT AND COMMUNITY SERVICES PORTFOLIO HOLDER**
For Pre-Decision Scrutiny by the Environment and Community Services PDS Committee on:

Date: **Wednesday 29 January 2020**

Decision Type: Non-Urgent Executive Non-Key

Title: **ELMSTEAD LANE / MOTTINGHAM ROAD, JUNCTION IMPROVEMENT SCHEME**

Contact Officer: Ismiel Alobeid, Senior Traffic Engineer
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Chief Officer: Colin Brand, Director of Environment and Public Protection

Ward: Mottingham and Chislehurst North

1. Reason for report

This report seeks approval to make improvements at the junction of Mottingham Road with Elmstead Lane, William Barefoot Drive and White Horse Hill for the purpose of easing congestion and reducing injury collisions.

2. **RECOMMENDATIONS**

That the Portfolio Holder approves:

- 2.1 **The widening of William Barefoot Drive at its junction with Elmstead Lane as shown in drawing no 12061-01 (Enc1)**
- 2.2 **That, subject to detailed design, any minor alteration to the design is delegated to the Director of Environment and Public Protection, in consultation with the Portfolio Holder.**
- 2.3 **The authority is given to allocate £65k from the 2019/20 Bus Priority Capital Programme for this scheme funded by TfL**
- 2.4 **That the Portfolio Holder agrees to a Section 8 Highways Agreement between The London of Bromley and the Royal Borough of Greenwich in respect of a contribution**

toward the scheme cost (expected to be no less than £10k) and to request the Executive to amend the Bus Priority Capital Programme accordingly.

Impact on Vulnerable Adults and Children

1. Summary of Impact: The widening of the junction will improve safety for cyclists by allowing a wider safety gap.
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Corporate Policy

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

1. Cost of proposal: £75k
 2. Ongoing costs: non-recurring cost
 3. Budget head/performance centre: Capital Programme - Bus Priority Programme 2019/20
 4. Total current budget for this head: £350,000 of which £65,000 is available for this scheme, plus £10,000 from R.B. Greenwich.
 5. Source of funding: TfL grant and R.B. Greenwich contribution under a Section 8 agreement.
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Personnel

1. Number of staff (current and additional):1
 2. If from existing staff resources, number of staff hours: 16
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Legal

1. Legal Requirement: None
 2. Call-in: Applicable
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Procurement

1. Summary of Procurement Implications:
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Customer Impact

1. Estimated number of users: This is a busy road junction on the boundary with the Royal Borough of Greenwich. The scheme would help to ease congestion for all vehicles entering or exiting either borough.
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Ward Councillor Views

1. Have Ward Councillors been asked for comments: Yes
2. Summary of Ward Councillor's comments: Councillor David Cartwright is supportive of the scheme.

3. COMMENTARY

- 3.1 The traffic signal junction at the junction of Mottingham Road, White Horse Hill, Elmstead Lane and William Barefoot Drive (WBD) was identified as an accident and congestion hot spot back in 2014/15. A number of complaints were received from residents concerning congestion and collision frequency at this location. Based on these complaints received, officers decided to conduct a thorough investigation in order to establish the contributing factors.
- 3.2 As part of the investigation a traffic movement survey, speed survey and collision data survey were commissioned. These data were analysed to establish the junction's behaviour. The collision data revealed that this junction was experiencing a higher than expected rate of collisions, when compared to similar locations elsewhere in the Borough. Where there are more than 5 injury collisions at a location within a period of 3 years, and where a treatable pattern of collisions is discovered, possible cost-effective interventions are investigated.
- 3.3 London Buses had also expressed concerns about the journey times of bus route 314 which travels along the single lane of WBD into Elmstead Lane, caused by delays at this junction.
- 3.4 WBD consists of one traffic lane. Site observation shows that during the rush hours this road experience heavy right turn movements into Mottingham Road which often results in this single lane becoming blocked. Traffic from WBD is then at a standstill until right turning vehicles gain right of way eventually freeing a path for ahead and left turning traffic.
- 3.5 It was also noticed that these drivers who were delayed by the blockage appear to become frustrated by the delay, then race through the junction in the hope of avoiding the red traffic signals. In their haste to get through the junction many drivers were seen jumping red traffic lights, a few near misses were witnessed. Subsequent collision investigation revealed that a number of collisions were caused by drivers driving in a hurry and failing to stop at the red signal.
- 3.6 This area was first reported to officers back in 2014/15, at that time TfL was asked to investigate options to reduce the jumping of red lights. As a result they installed an 'All-Red Loop'; this unit extends the inter-green (safety period) whenever stationary vehicles were detected in the junction. The loop had some positive effects, but the long inter-green reduced the junction's overall capacity, so although collisions were slightly reduced in number, delays to traffic increased.
- 3.7 Officers therefore conducted further research in order to establish a permanent solution to the problem. Traffic turning counts were used to populate traffic modelling software (LinSig). The result showed that the junction was unacceptably congested in its current layout. During site observations it was noted that the volume of traffic was heavy as this is a popular route for traffic entering Bromley from the North. Additionally, the single exit lane at the junction seems to hinder traffic throughput.
- 3.8 WBD has a wide footway at its junction; therefore it was decided to use this to construct an additional lane in order to increase capacity. The software information was updated for the purpose of modelling the effects of widening the WBD road junction (see drawing in Enc.1). The simulation software result showed that traffic congestion would be reduced by 23% by adopting the layout. Additionally, this would benefit the 314 Bus services which run through the Borough, between Eltham Station and New Addington via Elmstead Lane.

- 3.9 Traffic Engineers working for The Royal Borough of Greenwich (RBG) have long been aware of the congestion and collision problem which this junction was experiencing. Upon contacting them we were told that they were not in a position to develop this scheme. Based on the numbers of complaints that our traffic office were receiving it was decided to take measures to investigate options to remedy the situation. Many of the complaints were received from Bromley's residents, and an ex Bromley Councillor was instrumental in arranging a site visit with residents. Although this junction is on the border of the two boroughs, many of the collisions are occurring within the Bromley boundary on Mottingham Road. As WBD was the road that needed to be widened it was necessary to liaise with the RBG in order to progress with any scheme.
- 3.10 A secondary aspect of this scheme is to improve the public realm by siting trees and a bench at an appropriate location adjacent to this site.
- 3.11 The first year rate of return (FYRR) was calculated and showed that this was a cost effective scheme: see Enc 2. The FYRR is a measure of the benefit of a scheme in terms of the number of injury collisions saved per pound spent.

4. IMPACT ON VULNERABLE ADULTS AND CHILDREN

The proposal will reduce Bus delay through this junction, giving assurance to those choosing this mode of transportation.

5. POLICY IMPLICATIONS

The scheme will address two of the key aims of the Environmental Portfolio Plan 2018-2021 to improve the road network and journey times for all users and promote safe and secure travel.

6. FINANCIAL IMPLICATIONS

- 6.1 The estimated cost of the scheme is £75k.
- 6.2 The Capital Programme for Bus Priority schemes in 2019/20 is £350k of which £65k is set aside for this scheme.
- 6.3 The Royal Borough of Greenwich had agreed to provide a contribution of £10k towards the cost of the scheme. However, that financial process will be actioned once the scheme is approved via a Section 8 Highways Agreement (see note 8.1 below).
- 6.4 The Capital Programme for 2019/20 will be amended to £360k to reflect the additional contribution from Royal Borough of Greenwich, subject to approval by the Executive.

7. PROCUREMENT IMPLICATIONS

- 7.1 The installation work will be undertaken by LBB's term Contractor for Highways (Riney) through an existing contract which is in place for highway work; therefore there are no direct Procurement implications as a result of this proposal.

8. LEGAL IMPLICATIONS

- 8.1 A Section 8 Highway Agreement 1980 will be required between The London Borough of Bromley and The Royal Borough of Greenwich. The above agreement enables local authorities

to enter into agreement with each other, for the purpose of constructing, altering, improving or maintaining of a highway for which any party to the agreement are the highway authority.

Non-Applicable Sections:	Personnel Implications
Background Documents: (Access via Contact Officer)	