

Decision Maker: ENVIRONMENT AND COMMUNITY SERVICES PORTFOLIO
HOLDER

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

Date: 11th March 2021

Decision Type: Non-Urgent, Non-Key

Title: TRAFFIC SAFETY IMPROVEMENTS AT THE CROSSROADS
JUNCTION OF BROMLEY ROAD, SCOTTS LANE AND DOWNS
BRIDGE ROAD

Contact Officer: Stephen Oliver, Principal Project Manager
Tel: 020 8313 4717 E-mail: Stephen.Oliver@bromley.gov.uk

Chief Officer: Executive Director of Environment & Community Services

Ward: Copers Cope;

1. Reason for report

This report is to seek approval for a preferred option for the design and implementation of traffic safety improvements at the crossroads junction of Bromley Road, Scotts Lane and Downs Bridge Road.

2. **RECOMMENDATION(S)**

- 2.1 **That Members of the PDS Committee approve the design and implementation of traffic safety improvements at the junction of Bromley Road, Scotts Lane and Downs Bridge Road.**
- 2.2 **That Members of the PDS Committee indicate which design option they prefer.**
- 2.3 **That the Portfolio Holder approves a design for Officers to take forward as funding is identified.**
- 2.4 **That costs for the scheme are met from TfL funding for the Liveable Neighbourhood and other related transport schemes.**

Impact on Vulnerable Adults and Children

1. Summary of Impact: The proposal will improve the safety of all adults and children.
-

Corporate Policy

1. Policy Status: Existing Bromley Transport Policy
 2. BBB Priority: Safe Bromley, Healthy Bromley, Quality Environment
-

Financial

1. Cost of proposal: Estimated cost £63k to £146k
 2. Ongoing costs: Not Applicable
 3. Budget head/performance centre: Capital Programme for Shortlands Liveable Neighbourhood
 4. Total current budget for this head: TBD
 5. Source of funding: TfL grant for Liveable Neighbourhoods
-

Personnel

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
-

Procurement

1. Summary of Procurement Implications: Any works to implement the recommended measures will be undertaken via the Council's term contractors
-

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Road users on the A222
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments: The Ward Councillors who form part of the Shortlands Friendly Village Liveable Neighbourhood project board supported the principle of improving traffic safety at this junction and the introduction of a zebra crossing, on the 16th December 2020. The ward members have expressed support for a mini-roundabout and a crossing west of the junction. They have also questioned the location of the existing bus stop and expressed support for its relocation if it improves traffic flows.

3. COMMENTARY

Background

- 3.1 Liveable Neighbourhoods is TFL's funding stream for Boroughs to implement exemplar projects to enhance the street environment to make it easier for residents to choose to walk, cycle or use public transport. Successful schemes must demonstrate that they are solving local issues that have been identified by key stakeholders and the community whilst adhering with objectives in the Mayor's Transport Strategy including modal share targets and the Healthy Streets Approach. Other key improvements can include better crossings and footpaths to encourage walking to school and measures to reduce road casualties, a key Borough priority. In October 2018 PDS approved the submission of a Liveable Neighbourhood Gate 1 submission to TFL with these identified improvements. This submission was approved by TFL and funding was granted for Gate 2 (Assessment of feasibility design). At Gate 2 the options and concepts are produced.
- 3.2 One of the identified outputs and benefits of the Shortlands Friendly Village project was highway safety improvements to the crossroads junction comprising Bromley Road with Downs Bridge Road on the northern arm and Scotts Lane on the southern arm. In the 60 months up to June 2020, 14 personal collision incidents between motorists were recorded at this junction. Half of these were identified as being caused by motorists pulling out of Scotts Lane or Downs Bridge Road and misjudging the speed of approaching vehicles on Bromley Road. The junction is also a gateway entrance into the Liveable Neighbourhood area and therefore there is a desire to reduce excess traffic speeds of vehicles travelling east on Bromley Road into this residential area. In addition, as part of the London Streetspace Plan improvements a Tiger crossing was installed in November 2020 on the apex of Bromley Road near the junction with Albemarle Road. This has further increased the need to reduce excess traffic speeds on this stretch of Bromley Road.
- 3.3 In December 2020 TFL allocated £200k towards the Shortlands Friendly Village Liveable Neighbourhood to be committed by March 2021. The Shortlands Friendly Village Liveable Neighbourhood project board on the 16th December 2020 were presented two concept design to address the junction. These comprised a revised crossroads junction with stop lines and a roundabout. The Working Group agreed that further design and costings be commissioned to consider these options, with mini-roundabout the preferred option. In addition, members requested a zebra crossing to be included in the scheme to improve pedestrian access to two nearby bus stops.
- 3.4 The consultants produced a concept design and technical note recommending that the revised crossroads junction with stop lines would be the best option to improve this junction with a zebra crossing on the eastern side of the junction. A mini-roundabout option was not recommended because it was considered a departure from recommended guidance in the DfT Mini Roundabouts: Good Practice Guidance. This was due to the number of vehicle movements through the junction and the uneven traffic levels on the respective arms. Other options were considered; the introduction of traffic signals, the banning of right turns into Downs Bridge Road. These two were not recommended due to cost and possible impacts on traffic flows in the area.
- 3.5 A scheme design for a mini roundabout is attached as Appendix 1 and 2. Ward members have been consulted on these. It should be noted that the mini roundabout is a departure from DfT recommended guidance; however, the proposed mini roundabout has sufficient deflection at the junction to reduce vehicle speeds on Bromley Road. Kerb realignments have been minimised to avoid all known underground services. Pedestrian refuges have been included on the western side of Bromley Road and on Scotts Lane. An existing pedestrian refuge on Downs Bridge Road cannot be retained as vehicle tracking for refuse vehicles indicates that their movements will be impeded by it. It should be noted that when a bus is at the bus stop west of the junction,

vehicles will have to wait until it leaves the stop: the proposed pedestrian refuge will leave insufficient space for west bound vehicles to pass a bus at the stop. As a consequence, ward members have expressed concerns about queueing cars blocking the mini roundabout and having journey times increased. Relocating the bus stop has therefore been considered. Due to several vehicle crossovers and the requirements of TFL bus stop waiting area guidance the nearest potential location is 65m to the west outside the petrol station. If this option is to be pursued it will be further developed at detailed design. It should be noted that the designs have not yet had a completed Stage 1 Safety Audit.

3.6 There are two options for a crossing on the western side of the mini roundabout. Option 1 has a zebra crossing and refuge. Option 2 provides only a pedestrian refuge. This informal crossing has been designed to standards that allow it to be upgraded to a Zebra at a later date. Pedestrian counts for this junction have not been carried out due to COVID19 lock down. Bus boarding data has been obtained for the two nearby bus stops and has been used as an indication of pedestrian movements in the area. The PV² calculation for the zebra crossing does not meet normal minimum requirements, however it is considered that a crossing could be justified as part of the safety scheme as another element in reducing traffic speeds of vehicles approaching the mini roundabout. However, if the bus stop was to be relocated it is considered that a crossing could not be justified in this location.

4 Costings and First Year Rate of Return Value for money.

4.1 The scheme design has been costed for both Tegular paving and granite paving. It should be noted that the junction is a gateway into the Shortlands Friendly Village Liveable Neighbourhood area and therefore there is a case for a stronger aesthetic than for similar schemes elsewhere in the Borough. In addition, it has been costed for both the Zebra crossing and a pedestrian refuge. These designs contain a 40% contingency that will most likely be reduced as a design develops. An estimate of £20,000 has been assumed for the relocation of the bus stop.

Options with existing bus stop location	Estimated cost incl. 40% contingency	First Year Rate of Return as % (cost benefit of saved casualties)
Option 1 Mini Roundabout with zebra crossing. (Tegular paving).	£91,000	69%
Option 1 Mini Roundabout with zebra crossing. (Granite paving)	£126,000	50%
Option 2 Mini Roundabout with pedestrian refuge only. (Tegular paving).	£63,000	100%
Option 2 Mini Roundabout with pedestrian refuge only. (Granite paving).	£98,000	64%
Options with relocated bus stop		
Option 1 Mini Roundabout with zebra crossing. (Tegular paving).	£121,000	52%
Option 1 Mini Roundabout with zebra crossing. (Granite paving)	£146,000	43%
Option 2 Mini Roundabout with pedestrian refuge only.	£83,000	76%

(Tegular paving).		
Option 2 Mini Roundabout with pedestrian refuge only. (Granite paving).	£118,000	53%

4 CONSULTATION

At present the scheme has not been subject to public consultation. Should a scheme be approved and be taken forward, residents in the immediate area will be consulted for their views. TFL have been contacted about bus stop design issues and have confirmed that an 8-metre-long pavement space is required with a kerb height 125-140 mm.

5 IMPACT ON VULNERABLE ADULTS AND CHILDREN

- 5.1 The proposal will improve safety for adults and children by making traffic safety improvements to the junction, reducing traffic speeds and improving a crossing facility.

6 POLICY IMPLICATIONS

- 6.1 The proposed changes to the crossroads junction and the introduction of a zebra crossing support the Council's objectives set out in "Building a Better Bromley" by:

- Improving the quality of the environment.
- Supporting children and young people.
- Improving Safety and Health in Bromley.

The proposed improvements also support the objectives of the Bromley Third Implementation Plan 2019 which identifies the Shortlands Liveable Neighbourhood as a Borough objective.

4. FINANCIAL IMPLICATIONS

- 4.1 The estimated total cost of the scheme ranges from £63k to £146k, depending the preferred design option.
- 4.2 Funding is available from the additional TfL grant allocation of £200k to the Shortlands Friendly Village (Liveable Neighbourhood) to be committed by the 12th March 2021. The Capital Programme will need amending to reflect this increase in expenditure on the scheme.
- 4.3 As there are other demands on this funding, if the cost of Members' preferred option exceeds the amount available, then alternatively funding will be sought from other uncommitted TfL funding streams. The scheme will only proceed if sufficient funding is confirmed. If the cost of the scheme reduces and the contingency amounts are not required, funding will be attributed to other identified projects within the Liveable Neighbourhood.

5. PERSONNEL IMPLICATIONS

The proposal will be project managed by existing staff resources.

6. LEGAL IMPLICATIONS

An appropriate traffic order would be required.

7. PROCUREMENT IMPLICATIONS

There are no direct procurement implications as the scheme is to be implemented by the Council's term highways contractor. This is provided for by the inclusion of this type of work, within and EU compliant tender, and therefore there is not a requirement to tender this work separately.

Non-Applicable Sections:	[List non-applicable sections here]
Background Documents: (Access via Contact Officer)	[Title of document and date]