

Decision Maker: ENVIRONMENT AND COMMUNITY SERVICES PORTFOLIO HOLDER

Date: Monday 21 March 2022

Decision Type: Urgent Non-Urgent Executive Non-Executive Key Non-Key

Title: ALBEMARLE ROAD / WEST GATE ROAD JUNCTION RECONFIGURATION

Contact Officer: Bukola Sobanjo
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Chief Officer: Director of Environment and Public Protection

Ward: Copers Cope;

1. Reason for report

Cycle lanes and associated measures were introduced in Albemarle Road by Experimental Traffic Orders made in October 2020 and have been the subject of ongoing review since that time.

At the Environment and Community Services PDS Committee Meeting on the 11th March 2021 the Portfolio Holder for Environment and Community Services made the following decision:

“The Albemarle Road Experimental scheme be subject to further review(s) and consultation(s) within 18 months so that post-lockdown traffic can be measured, and residents’ views re-evaluated”.

In the last Environment and Community Services PDS Committee Meeting in January 2022, a review of this scheme was presented (Report No.ES20151) and decisions were made in regard to changes to a number of aspects of the cycle route. It was also recommended that proposals for an associated reconfiguration of the junction of Westgate and Albemarle Road be submitted to the next PDS meeting, to include an option for installation of a mini roundabout.

The purpose of this report is to seek approval for the recommended option for the reconfiguration of the junction Albemarle Road and Westgate Road. Once this final aspect is decided, the changes to the cycle route approved in January will be implemented throughout the route.

2. RECOMMENDATION(S)

That the Portfolio Holder approves:

- The proposed scheme Option 1 (priority junction) for implementation with any minor detailed design amendments addressed under delegated authority.

Impact on Vulnerable Adults and Children

1. Summary of Impact: This project would help protect vulnerable road users, especially pedestrians as they navigate the junction of Albemarle Road and Westgate Road.
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Corporate Policy

1. Policy Status: This proposal supports priority 5 of the 2021-2022 Environment Portfolio Plan, Improving Travel, Transport & Parking
 2. Making Bromley Even Better 2021 to 2031: Continue to manage our extensive road network effectively and efficiently, keeping our roads safe and implementing strategies to improve parking in the borough, including the addition of electric charging spaces. Encourage more sustainable forms of travel, including hybrid and electric vehicles, cycling, walking and delivering the longest electric bus route in London.
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Financial

1. Cost of proposal: Estimated Cost £50,000
 2. Ongoing costs: Non-Recurring Cost
 3. Budget head/performance centre: LIP Capital Programme Budget for Review of London Streetspace Plan Schemes
 4. Total current budget for this head: £50,000
 5. Source of funding: TfL LIP Grant
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Personnel

1. Number of staff (current and additional): 2
 2. If from existing staff resources, number of staff hours: 120 hours
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Legal

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

1. Summary of Procurement Implications: The scheme would be implemented by the Council's term highways contractor.
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Customer Impact

1. Estimated number of users/beneficiaries (current and projected): All local road users.
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes

2. Summary of Ward Councillors comments: Ward Councillors have been involved at all stages of the development and modification of the cycle scheme and have requested this report be brought to the PDS committee for scrutiny.

3. COMMENTARY

Background

- 3.1 The scheme at the junction of Albemarle Road and Westgate Road was first introduced in September 2020, converting two-way traffic flow on Albemarle Road to a one-way system with cycle contraflow from its junction with St Georges Road to its junction with Bromley Road.
- 3.2 In March 2021, it was decided that the one-way traffic system was reversed back to two directions on Albemarle Road between Westgate Road and St Georges Road, retaining a segregated cycle lane eastbound.
- 3.3 In January 2022, it was further decided that the segregated cycle lanes are removed, and two directional traffic is reinstated on Albemarle Road between the junctions with Westgate Road and Bromley Road. As a result, officers are now looking to reconfigure the junction of Westgate Road and Albemarle Road as Albemarle Road returns to two-way traffic.
- 3.4 A segregated cycle lane will be retained on Albemarle Road between St Georges Road and Westgate Road but removed everywhere else on the road.
- 3.5 Two options have been considered for the junction arrangement at Albemarle Road with Westgate Road and are set out here with their pros and cons.

Option 1 - Priority Junction

- 3.6 In this proposal, priority will be given to Albemarle Road while traffic from Westgate Road will have to give way. The one-way traffic on Westgate Road (northern arm) will be retained over the bridge with slight widening of the footway and crossing points on Westgate Road and Albemarle Road (east). See Appendix 1 for a draft plan.

Pros

1. *The junction seemed to work well as a priority junction, pre covid times.*
2. *Historical collision record shows that there are no safety issues at the junction.*
3. *Relatively low cost of implementation compared to the mini roundabout proposals.*

Cons

Potential for traffic speeding down Albemarle Road if there is no requirement to give way.

Option 2 - Mini roundabout

- 3.7 This proposal includes the installation of a mini roundabout at the junction with an additional pedestrian refuge introduced on the south side of the Albemarle Road junction. The pedestrian refuge on Westgate Road will also be reinstated and the footway will be extended on Westgate Road (north), to emphasise the one-way movement. See Appendix 2 for a draft proposal.

Pros

A mini roundabout will encourage traffic to give way on all arms.

Cons

1. *The proposal for a roundabout does not seem to be solving any particular problem and could introduce new safety problems at the junction. As there is no road space to introduce significant deflection, drivers on Albemarle Road in particular may not slow down and give way to their right.*
2. *Visibility from the set-back give-way line in Westgate Road (northern arm) will be restricted.*
3. *The cost of implementing this scheme is estimated to be higher than that of Option 1*
4. *Roundabouts have also been known to be unsafe for cyclists as traffic turning left have the tendency to ignore them. As the cycle route is being downgraded on this route, a roundabout could be a disadvantage for cyclists who have developed the habit of using this route in the last couple of years.*
5. *It is more difficult for pedestrians to cross at a roundabout than at a priority give way junction.*

Further details on the guidance for roundabouts can be found in the DMRB link below.

<https://www.standardsforhighways.co.uk/prod/attachments/2b5901c6-3477-4826-b780-cf99003fb5e0?inline=true>

4. IMPACT ON VULNERABLE ADULTS AND CHILDREN

Proposed informal crossing points will benefit vulnerable adults and children.

5. POLICY IMPLICATIONS

Proposing new crossing points supports the Council's objectives set out in "Making Bromley Even Better 2021 to 2031" by:

- Continuing to manage our extensive road network effectively and efficiently, keeping our roads safe and implementing strategies to improve parking in the borough, including the addition of electric charging spaces.
- Encouraging more sustainable forms of travel, including hybrid and electric vehicles, cycling, walking and delivering the longest electric bus route in London.

6. FINANCIAL IMPLICATIONS

6.1 The cost of the original London Streetspace Plan scheme works funded by a grant allocation from the TfL was £111k.

6.2 The cost of the measures that were agreed and implemented after consideration by this Committee in March 2021 cost £25k, funded by an allocation from the TfL Liveable Neighbourhood grant.

6.3 The cost of the further works set out in this report is estimated at £50k for Option 1 but £60k for Option 2. This will be funded by TfL grant specifically allocated to review London Streetspace Plan schemes. The budget for this is £50k.

7. PERSONNEL IMPLICATIONS

7.1 The project will be implemented from existing staff resources.

8. LEGAL IMPLICATIONS

The Traffic Regulations Order will be amended to suit the proposals for the scheme.

9. PROCUREMENT IMPLICATIONS

There are no direct procurement implications as the scheme is to be implemented by the Council's term highways contractor.

Non-Applicable Sections:	
Background Documents: (Access via Contact Officer)	Report to ECS PDS 19 January 2022

