

Decision Maker: Portfolio Holder for Transport, Highways & Road Safety

Date: For Pre-Decision Scrutiny by the Environment and Community Services Policy Development and Scrutiny Committee on Thursday 16 November 2023

Decision Type: Non-Urgent Executive Non-Key

Title: CHINESE ROUNDABOUT SAFETY SCHEME

Contact Officer: Bukola Sobanjo, Transport Projects & Programme Manager
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Chief Officer: Director of Environment and Public Protection

Ward: Kelsey and Eden Park; Shortlands & Park Langley;

1. Reason for decision/report and options

This report seeks approval to make safety improvements at the roundabout of South Eden Park Road / Stone Park Avenue / Wickham Road / Hayes Lane / Wickham Way (Chinese Roundabout). The proposals (as outlined in section 3 Option 1) are aimed at reducing the number of collisions at this location and provide a safer environment for all road users.

A study was carried out to identify locations which presented an increased risk to road users. As a result of this, the roundabout in this report had been selected for further study and development to address the issues/risks presented.

2. **RECOMMENDATION(S)**

That the Portfolio holder approves the following:

- 2.1 Junction improvements at the roundabout of South Eden Park Road / Stone Park Avenue / Wickham Road / Hayes Lane / Wickham Way (Chinese Roundabout) as detailed in section 3 of this report.
- 2.2 Any minor changes to the design to be delegated to the Director of Environment and Public Protection, in consultation with the portfolio holder.

Impact on Vulnerable Adults and Children

1. Summary of Impact: This project would help protect vulnerable road users - pedestrians and cyclists as they navigate the roundabout entry and exit lanes.
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Transformation Policy

1. Policy Status: Existing Policy – The proposals outlined below in section 3 are in line with the Boroughs Local Implementation Plan (LIP 3) objectives to help deliver more choices for shorter trips.
 2. Making Bromley Even Better Priority
 - (1) For children and young people to grow up, thrive and have the best life chances in families who flourish and are happy to call Bromley home.
 - (2) For adults and older people to enjoy fulfilled and successful lives in Bromley, ageing well, retaining independence and making choices.
 - (4) For residents to live responsibly and prosper in a safe, clean and green environment great for today and a sustainable future.
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Financial

1. Cost of proposal: £169,000
 2. Ongoing costs: None
 3. Budget head/performance centre: LIP Capital Programme Budget for Safer Corridors and Neighbourhoods 2023/24
 4. Total current budget for this head: £1.285m
 5. Source of funding: TfL
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Personnel

1. Number of staff (*current and additional*): 3
 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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Property

1. Summary of Property Implications: None
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Carbon Reduction and Social Value

1. Summary of Carbon Reduction/Sustainability Implications: Facilitating more use of sustainable transport, walking and cycling, will help reduce carbon emissions in the Borough.
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Impact on the Local Economy

1. Summary of Local Economy Implications: The improved access to the local parade of shops will be beneficial to the local economy.
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Impact on Health and Wellbeing

1. Summary of Health and Wellbeing Implications: This proposal aims to improve walking and cycling infrastructure which should give road users more alternative options to choose healthier forms of travel.
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Customer Impact

1. Estimated number of users or customers (*current and projected*): Current traffic volume shows over 30,000 vehicles entering the roundabout daily. Over 200 cyclists and 800 pedestrian movements were recorded at the roundabout daily. This scheme will reduce the likelihood of injury to all road users at this location and also facilitate more pedestrian use.
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments: Ward members were consulted about this scheme in June 2022 and were supportive of a safety scheme being installed here but had questions about the impact on traffic.
3. **Comment from Ward Members** – “I can see the logic being applied and can see how traffic safety might be improved but this busy roundabout sees major tailbacks at peak hours and I am concerned that traffic flow could be impacted detrimentally”
4. An amendment has been made to the initial design and Members have been reconsulted. Please see their most recent comments below.
 - *Thank you for this initiative of which I am in favour. Personally I would vote for the better option rather than the cheaper one. Too often the Council puts cost before residents but where lives are threatened I consider that to be unacceptable.*
 - *I'm in favour of option 1*

3. COMMENTARY

- 3.1 As was set out in the report to this committee in June this year (Comprehensive Review of Road Safety in L.B.Bromley), the Council is focussed on delivering a targeted and cost-effective casualty reduction programme in the Borough. One location that unfortunately features high in the list of casualty cluster sites is the roundabout at the junction of Hayes Lane, Wickham Way, South Eden Park Road, Stone Park Avenue, and Wickham Road in Beckenham.
- 3.2 This is a complex and busy roundabout. The roundabout is located in a residential area with a row of shops on Wickham Road. Hayes Lane (B251) and Wickham Way are the busiest arms of the roundabout.
- 3.3 In the five-year study period ending June 2020, there were 21 collisions resulting in injuries at this location. Five of them were serious injuries and 16 involved slight injuries; 42% of these collisions involved cyclists. Looking at more recent data we can see that the collision pattern has not changed. In the most recent three-year period for which data is available there have been 11 casualties, 4 of them being serious. These 4 include a 45 year old male cyclist, a 17 year old male moped rider, a 79 year old female pedestrian and a 45 year old female cyclist.
- 3.4 The collision record shows a general pattern of side swipes and rear shunts which suggests that drivers were approaching and entering the roundabout at inappropriate speeds, failing to look properly, and failing to judge others' paths. The approach and exit lanes at the junction are quite wide and with minimal deflection at the roundabout. Consequently, traffic does not slow down sufficiently to a speed that would be comfortable for vulnerable road users or for drivers to correctly judge circulatory speed of other vehicles. In absence of formal crossing points, pedestrians have to wait for long periods of time to cross the roads safely.
- 3.5 After a careful consideration of the safety issues identified at this junction, engineers have proposed 2 scheme design options to make the junction a safer and more accessible place for all road users.

OPTION 1 PROPOSALS

- 3.6 The proposals shown in Appendix A include the following road safety and traffic improvement measures:
1. Kerb realignment
A new kerb alignment is proposed to provide adequate deflection on approach to the roundabout and narrowing of lane widths. The aim of this measure is to discourage speeding into the roundabout and make crossing distance shorter for pedestrians and cyclists. Deflection is a standard feature for roundabout design as it gives traffic an opportunity to slow down while they make the required circulatory movement. The current layout has minimal deflection, and this is likely to have been a contributing factor to the collisions recorded.
 2. Parallel crossings
These are the relatively new type of zebra crossing that have provision for cyclists to cross on priority along with pedestrians. This option has parallel crossings on all arms, giving priority to pedestrians and providing continuity of path for cyclists, making it easier and safer to cross the roads.
 3. A segregated, stepped cycle lane
This allows all cyclists to navigate the junction safely with minimal conflict with traffic and pedestrians.

- 3.7 Estimated cost of scheme at this concept design stage is £169,000
An estimated 1.89 collision reduction is expected per year.
FYRR (First Year Rate of Return) is 112% which suggests a reasonably good investment in terms of pounds spent per casualty prevented.

OPTION 2 PROPOSALS

- 3.8 The proposals shown in Appendix B include the following road safety and traffic improvement measures:
1. Kerb realignment
Kerbs are realigned to reduce lane widths and provide increased deflection at entry to the roundabout.
 2. Zebra crossing
Zebra crossings are proposed on Stone Park Avenue, Wickham Road, and Hayes Lane to make crossing the roads easier and safer for pedestrians. These crossings will also reduce approach speeds into the roundabout.
- 3.9 Estimated cost of scheme at this concept design stage is £113,000
An estimated 1.26 collision reduction is expected per year
FYRR is 94%

CONCLUSION

- 3.10 Officers recommend Option 1 as this provides a better collision saving and also a better rate of return.

4. IMPACT ON VULNERABLE ADULTS AND CHILDREN

It is difficult to cross the roads at approach to this roundabout by anyone during busy hours. Provision of pedestrian priority crossing facilities in the form of 'parallel crossings' that have reduced road widths to cross will have a positive impact on vulnerable adults and children.

5. TRANSFORMATION/POLICY IMPLICATIONS

1. The proposals outlined below in section 3 are in line with the Boroughs Local Implementation Plan (LIP 3) objectives to help deliver more choices for shorter trips.
2. Making Bromley Even Better Priority:
 - (1) For children and young people to grow up, thrive and have the best life chances in families who flourish and are happy to call Bromley home.
 - (2) For adults and older people to enjoy fulfilled and successful lives in Bromley, ageing well, retaining independence and making choices.
 - (4) For residents to live responsibly and prosper in a safe, clean and green environment great for today and a sustainable future.

6. FINANCIAL IMPLICATIONS

- 6.1 The portfolio holder is requested to approve, junction improvements at the roundabout of South Eden Park Road / Stone Park Avenue / Wickham Road / Hayes Lane / Wickham Way (Chinese Roundabout) as detailed in section 3 of this report.
- 6.2 Officers recommend Option 1 as this provides a better collision saving and also a better rate of return, this is estimated to cost £169k.

6.3 There is sufficient budget within the LIP Funding Capital scheme to meet the cost of this improvement, as well some contingency.

7. PROCUREMENT IMPLICATIONS

7.1 The scheme would be implemented by the Council's term highways contractor.

8. CARBON REDUCTION/SOCIAL VALUE IMPLICATIONS

8.1 Facilitating more use of sustainable transport, walking and cycling, will help reduce carbon emissions in the Borough.

9. IMPACT ON THE LOCAL ECONOMY

9.1 The improved access to the local parade of shops will be beneficial to the local economy.

10. IMPACT ON HEALTH AND WELLBEING

10.1 This proposal aims to improve walking and cycling infrastructure which should give road users more alternative options to choose healthier form of travel.

11. CUSTOMER IMPACT

11.1 Current traffic volume shows over 30,000 vehicles entering the roundabout on days basis. Over 200 cyclists entering the roundabout and 800 pedestrian movements across the roundabout on daily basis. This scheme will reduce the likelihood of injury to all road users at this location and also facilitate more pedestrian use.

12. WARD COUNCILLOR VIEWS

12.1 Ward members were consulted about this scheme in June 2022 and were supportive of a safety scheme being installed here but had questions about the impact on traffic. An amendment has been made to the initial design and Members were reconsulted. Please see their most recent comments below.

- Thank you for this initiative of which I am in favour. Personally I would vote for the better option rather than the cheaper one. Too often the Council puts cost before residents but where lives are threatened I consider that to be unacceptable.
- I'm in favour of Option 1.

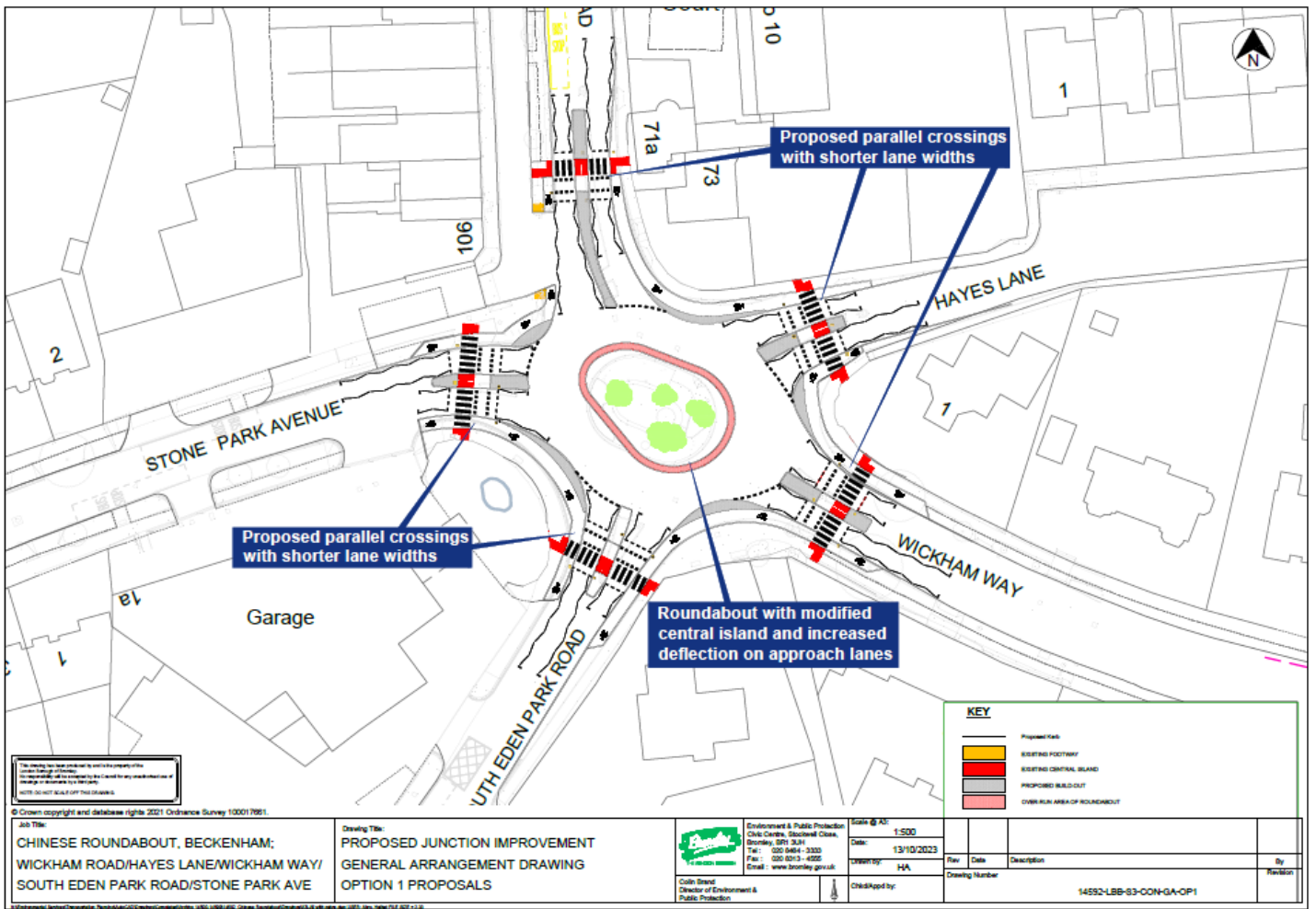
12.2 **Comment from Ward Member** – "I can see the logic being applied and can see how traffic safety might be improved but this busy roundabout sees major tailbacks at peak hours and I am concerned that traffic flow could be impacted detrimentally".

12.3 An amendment has been made to the initial design and Members have been reconsulted. Officers are waiting for any feedback on the most recent Member consultation.

Non-Applicable Headings:	Personnel Implication Property Implications
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Background Documents: (Access via Contact Officer)	COMPREHENSIVE REVIEW OF ROAD SAFETY IN L. B. BROMLEY (June 2023) LIP3: Bromley's transport for the future - local-implementation-plan-lip3- (bromley.gov.uk)
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Appendix A – Option 1



Appendix B – Option 2

