

PART 1 - PUBLIC

Decision Maker: Environment Portfolio Holder

**For any pre-decision scrutiny questions by the Environment
PDS Committee on**

Date: 11th January 2011

Decision Type: Non-Urgent Executive Non-Key

Title: STAPLETON ROAD - PROPOSED MINI ROUNDABOUT

Contact Officer: Paul Nevard, Traffic Engineer
Tel: 020 8313 4425 E-mail: Paul.Nevard@bromley.gov.uk

Chief Officer: Nigel Davies, Director of Environmental Service

Ward: Chelsfield & Pratts Bottom

1. Reason for report

This report outlines the background to the proposal for a mini roundabout at the Stapleton Road junction with Sevenoaks Road, aimed at improving traffic flow. The report explains the consultations that have been carried out, the feedback, and subsequent proposed scheme design. The report seeks a decision from the Portfolio Holder on the proposed amendment to the Stapleton Road junction with Sevenoaks Road, Orpington.

2. **RECOMMENDATIONS**

The Portfolio Holder approves:

- 2.1 That the proposed improvements to Stapleton Road / Sevenoaks Road shown on drawing number 60157163/Fig1 be implemented, subject to detailed design.
- 2.2 That the estimated scheme cost of £20,000 be met from the Transport for London (TfL) budget for Locally Determined Schemes.
- 2.3 That authority to make any further minor modifications, which may arise as a result of the detail design, be delegated to the Director of Environmental Services.

Corporate Policy

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

1. Cost of proposal: Estimated cost £20k
 2. Ongoing costs: Non-recurring cost. None
 3. Budget head/performance centre: Allocated from the TfL budgets for Locally Determined Schemes for 2010/11
 4. Total current budget for this head: £289,000 of which £40,000 is allocated to this scheme. An uncommitted balance of £33,500 is available for this scheme.
 5. Source of funding: Transport for London
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Staff

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: 20 staff hours to prepare and consult on this scheme
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Legal

1. Legal Requirement: Non-statutory - Government guidance.
 2. Call-in: Call-in is applicable
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Customer Impact

1. Estimated number of users/beneficiaries (current and projected): The proposed scheme would help maintain the free flow of traffic and help towards improving road safety at the junction.
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes.
2. Summary of Ward Councillors comments: Councillor Grainger has had input regarding the proposal and design and is supportive of the proposal.

3. COMMENTARY

Description

- 3.1 Stapleton Road forms a standard priority junction with the A223 Sevenoaks Road, Orpington.
- 3.2 The A223 Sevenoaks Road forms one of the main distributor roads to/from Orpington town centre. There are bus stops on both sides of the carriageway approximately 25m south of the Stapleton Road junction. In addition there is a pedestrian island in the mouth of Stapleton Road.
- 3.3 It has been observed that drivers can experience problems entering or exiting Stapleton Road. There is currently no 'right turn' pocket on Sevenoaks Road and as a result any driver waiting to turn into Stapleton Road can interfere with the free flow of traffic. This junction is therefore a cause of congestion. In 2008 Ward Members asked officers to investigate ways of relieving this congestion.

Personal Injury Collisions

- 3.4 Collision data for the period Sept 2007 to Aug 2010 inclusive has been used to review this site. A total of three injury collisions occurred at this junction in the study period. Two collisions resulted in slight injuries, whereas one led to serious injuries. Two involved vehicles turning within Sevenoaks Road and one involved a pedestrian crossing at the junction.

Proposals

- 3.5 Having reviewed these collisions and the observed problems on Sevenoaks Road it is proposed to install a mini -roundabout to improve turning movements and the free flow of traffic. The feature should also help to reduce driver speeds and be of benefit to road safety. For the mini roundabout to be installed minor changes to the existing kerb lines are also proposed. A full traffic survey with associated traffic modelling has not been conducted as the proposal is for a relatively low cost measure.
- 3.6 The scheme proposals have been put forward to Ward Members and their comments have been incorporated into the draft design and subsequent consultation.
- 3.7 Councillor Grainger has given input to the options discussed during the design process and the engineer has incorporated these views in the design. There is general support for the proposed amendments at the junction, on the basis that further investigation is also carried out to see whether valuable road space could be acquired if the footway can be diverted along the eastern side of Sevoanoaks Road such that it runs at the top of the bank behind the trees, rather than the minor re-route of the footway as shown in the design drawing. This will be investigated as part of any subsequent detailed design of this scheme.
- 3.8 The proposed changes to the Stapleton Road junction include:

Proposed Improvements – Stapleton Road j/w Sevenoaks Road
Proposed mini roundabout with new and improved signage to warn of the junction. The existing refuge in Stapleton Road is narrow so the opportunity will be made to replace it with a wider pedestrian refuge, which will be of benefit to pedestrians crossing the mouth of the road.

Associated amendments to the road markings.
Minor amendments to the existing footways and kerb lines. The existing kerb line in Stapleton Road both sides to re-aligned so that the give-way lines in Sevenoaks Road are not too far apart. The eastern kerb in Sevenoaks Road is realigned to allow some deflection on the southbound approach.

Consultation

- 3.9 As there will be no major changes and only minor alterations, consultation has only been carried out with the directly affected residents in Stapleton Road and Sevenoaks Road. Consultation has also been carried out with the Ward Members on the proposed scheme and they have had input into the scheme design.
- 3.10 Consultation with the affected residents was carried out in late December 2010 with a deadline of 10th January 2011 for any comments and objections to the proposal. Any comments and objections received will be reported on the night of the committee.

Recommendation

- 3.11 The proposed changes will be of benefit to road users in terms of improved flow of traffic at busy times and in terms of safety. The changes will help to improve the operation of the existing junction. The changes shown in the plan attached should therefore be implemented.

4. POLICY IMPLICATIONS

- 4.1 The Environment Portfolio Plan 2009-2012 states: In the coming year we will implement a programme of accident reduction measures in key locations.

5. FINANCIAL IMPLICATIONS

- 5.1 The estimated cost of the scheme is £20,000 and will be funded from the TfL budget for Locally Determined Schemes for 2010/11, which has a total of £40,000 set aside for this project. An uncommitted balance of £33,500 is currently available.

6. LEGAL IMPLICATIONS

- 6.1 The necessary Traffic Management will be required for implementation, if approved.

Non-Applicable Sections:	Personnel Implications
Background Documents: (Access via Contact Officer)	Consultation letters filed in Room N87