

PART 1 - PUBLIC

Decision Maker: Environment Portfolio Holder

**For Pre-decision scrutiny by the Environment PDS
Committee on**

Date: 11th January 2011

Decision Type: Non-Urgent Executive Non-Key

Title: **MIDFIELD WAY SAFETY SCHEME, PROPOSED RIGHT TURN
BAN**

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Chief Officer: Nigel Davies, Director of Environmental Services

Ward: Cray Valley West

1. Reason for report

- 1.1 Following a series of traffic accidents at the junction of Midfield Way and Sevenoaks Way, it is proposed that action is taken to remedy this situation. The proposed solution is that right turns into Sevenoaks Road from Midfield Way be banned.
 - 1.2 It is also proposed to review lighting on the approaches to the junction.
 - 1.3 This report seeks the approval of the Portfolio Holder to allow the banning of right turn movements from Midfield Way into Sevenoaks Road.
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2. **RECOMMENDATION**

- 2.1 **That the Portfolio Holder agrees the plan to ban right turn movements from Midfield Way into Sevenoaks Road, St Pauls Cray, as detailed in drawing labelled ESD10720-1.**

Corporate Policy

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

1. Cost of proposal: Estimated cost £33,200
 2. Ongoing costs: N/A. There will be no additional enforcement costs and minimal impact on income.
 3. Budget head/performance centre: Transport for London - Casualty Reduction Schemes 2010/11
 4. Total current budget for this head: £587,000 of which £40,000 is allocated to this safety scheme. An uncommitted balance of £33,200 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: 50
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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): Midfield Way junction with Sevenoaks Road is a busy intersection. This proposal will make the location safer for motorists and for residents who live nearby.
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes.
2. Summary of Ward Councillors comments: Councillor John Ince has said that this proposal is very welcome.

3. COMMENTARY

- 3.1 In May 2009 it was identified that there are more accidents occurring at the junction of Midfield Way with Sevenoaks Way than might be expected at a junctions of this type and capacity.
- 3.2 Between June 2005 and April 2010 there have been 13 collisions at this junction. Eight of these collisions involved vehicles turning right from Midfield Way into Sevenoaks Way. Five of these collisions resulted in serious injuries.
- 3.3 Complaints have been received from local residents concerning delays caused whilst other drivers attempt to negotiate a right turn from Midfield Way at this junction. Local residents have also contacted the Council to suggest that this junction is dangerous, and there are often crashed cars parked on the verge in front of their houses. Additionally, Councillor John Ince has said that he has personally seen two small shunts at this junction.
- 3.4 During a site visit in May 2010 it was observed that vehicles attempting to turn right from the side road were causing delay to the heavily congested Sevenoaks Road (A224), as they edged out and prevented traffic from turning right into Midfield Way.
- 3.5 A considerable volume of vehicles emerging from Midfield Way turn right into Sevenoaks Way. By banning a right turn the junction would be made safer for all who use these roads. Drivers wanting to travel south towards Orpington would be asked to turn left and use the Crittalls Corner roundabout, although this would increase their journey by few hundred meters. Alternatively, drivers would use other roads, such as Chipperfield Way, to reach Sevenoaks Way further south.
- 3.6 Banning right turns, as shown in drawing ESD10720-1, would reduce the number of collisions at this junction and will improve the flow of traffic on Sevenoaks Way.

Consultation

- 3.7 Pre-consultation documents were sent out to Ward Members inviting their comments. A positive response was received from Councillor John Ince.
- 3.8 On 18th October 2010 Local Schools and Residents were asked for their views on the proposed right turn ban. One hundred and fifty questionnaires were delivered. Thirty one responses were received.

Summary of Consultation Response

No of questionnaires circulated	No of questionnaires returned	In favour	Against	Undecided
150	31 (21%)	27 (87%)	4 (13%)	0

Comments received and responses

The main concern of the four opposing residents (representing 13%), were as set out below:

Comment	Officer Response
The proposed rebuilding of the rail bridge in Chislehurst Road will create huge traffic jams in Sevenoaks Way & Cray Ave, as the St Mary Cray rail bridge will be the only Way to drive to Orpington. The accident problem will not be as great as the traffic will	There is no evidence that traffic will be at a stand-still during reconstruction of Chislehurst Bridge, although initial congestion on surrounding routes is anticipated.

be at a stand-still most of the time.	
Why not enlarge the junction, or make a roundabout.	The building of a roundabout at this location would be a more expensive option requiring more land space and would also change priorities.
This is a waste of money. 95% of traffic turns left anyway. As regards the cycle track, I have lived in Midfield Way for over 60 years and the number of bicycles observed has been minimal. Most accidents I have known about have been due to cars moving along Sevenoaks Way at excessive speed.	A traffic count shows that an average of four out of every ten vehicles turned right from Midfield Way. It is proposed that cars should turn left towards Crittalls Corner. The cycle track is intended to separate cyclist from left turning vehicles. A pelican crossing is in place on Sevenoaks Way to aid school children and residents.
I am against the 'no right turn' because I believe it will create rat run through residential streets. If cars go down Grays Farm Road as an alternative, there is a school located there. By diverting traffic you increase traffic past yet another school. No child has been run over here. (Sevenoaks Way)	It is expected that some drivers may find alternative routes through to Orpington; however, it is not believed that this will cause much increased traffic flow past Grays Farm Primary School.
It would be good if you could make Valley Rd one way entry. Cars come down Valley Rd very fast.	The only consideration here is to ban the right turn movement from Midfield Way; it is not considered that it is appropriate to make any changes to Valley Road.

Conclusions

- 3.9 In light of the projected accident savings and the responses to consultation, officers seek the approval of the Portfolio Holder to allow the banning of right turning vehicles from Midfield Way into Sevenoaks Road.

4. POLICY IMPLICATIONS

- 4.1 In "Building a Better Bromley 2020 Vision – Quality Environment", two stated issues to be tackled are: (i) Promoting safe Motoring; and (ii) Improving the road network for all users.

5. FINANCIAL IMPLICATIONS

- 5.1 The estimated cost of this scheme is £33,200 and will be funded from the Transport for London Casualty Reduction budget. £40,000 was available for this scheme and £33,200 is available as an uncommitted balance.

6. LEGAL IMPLICATIONS

- 6.1 A Traffic Management Order will be required under Section 9 of the Traffic Regulation Act 1984.

Non-Applicable Sections:	Policy and Personnel Implications
Background Documents: (Access via Contact Officer)	Consultation document filed in room N87