



<b>Report to:</b>	Beddington and Wallington Local Committee	<b>Date:</b>	27 February 2018
<b>Report title:</b>	Update on Highway Schemes and Issues		
<b>Report from:</b>	Warren Shadbolt - Assistant Director Environment, Housing and Regeneration (Safer and Stronger Communities)		
<b>Ward/Areas affected:</b>	Beddington North; Beddington South; Wallington North; Wallington South		
<b>Chair of Committee/Lead Member:</b>	Councillor Joyce Melican		
<b>Author/Contact Number:</b>	Ian Price, Team Leader Strategy and Commissioning, 0208 547 5934		
<b>Corporate Plan Priorities:</b>	<ul style="list-style-type: none"> <li>• A Green Council</li> <li>• A Smart Council</li> </ul>		
<b>Open/Exempt:</b>	Open		
<b>Signed:</b>	 Glenn Phillips Acting Assistant Director EH&R (Safer & Stronger Communities)	<b>Date:</b>	14 February 2018

## 1. Background

- 1.1 The Borough's Transport plans and requirements are set out in the council's statutory Local Implementation Plan (LIP), a requirement of the Greater London Authority Act (1999). The document sets out the way the council proposes to implement the Mayor's Transport Strategy at a borough level.
- 1.2 It also sets out an investment programme for the borough, listing the transport schemes to be delivered during the period of the plan, as well as outlining future schemes the council may deliver as funding arises. Funds are also available to the Local Committee to introduce smaller scale, local projects using Public Realm funding, or Local Transport Fund (LTF) where available.

## 2. Recommendations

The Beddington and Wallington Local Committee is recommended to:

- 2.1. Note the progress made towards implementing the 2017/18 LIP highway schemes and addressing local highways issues, as set out in the report.



**3. Summary**

3.1. This report provides an update on the progress of the following projects:-

- a summary of the 2017/18 LIP highway schemes.
- current Local Committee highway issues.

Both of these are summarised below, and please note that further detail on the status of each project is provided later in the report:

<b>Summary of 2017/18 LIP Schemes</b>			
<b>Location</b>	<b>Issues</b>	<b>Options/Solution</b>	<b>Status</b>
Stafford Road / Woodcote Road Phase 2	Collisions between motorists and pedestrians.	Review of junction timings is ongoing.	Junction assessments did not provide a deliverable scheme based on three initial options. Consultant is re-assessing the junction layout, from a more holistic approach.
Foresters Drive/Sandy Lane South/Water Rise/Wordsworth Road junction	Inadequate pedestrian crossing facilities; speeding vehicles through junction.	Improve the non motorised user (NMU) facilities and traffic flow at this junction.	Feedback on options received from Members, and layouts being amended to reflect this, prior to engagement.
Bridge Road/Roundshaw Downs/Wallington North	Three sites identified to be assessed as a joint scheme to cover inadequate cycle-links, and opportunities to improve infrastructure.	Identify network of desired routes and develop scheme.	Elements being considered where route crosses Stafford Road junction. Review of route needed with Cycle Representatives and interested Councillors.
Butter Hill/Leachcroft and Caledon	Speeding issues highlighted in some roads within this area.	Create a 20mph zone.	Details shared with members and informal



Roads 20mph zone			consultation being prepared for distribution.
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<b><u>Current Highway Issues</u></b>			
<b>Location</b>	<b>Issues</b>	<b>Origin of issue/scheme</b>	<b>Status</b>
One-Way system Tharp Road	Tharp Road is being used as a rat-run during morning and afternoon peak times, resulting in congestion and damage to parked vehicles.	Petition from Tharp Road residents.	Traffic assessment undertaken, and scheme for 2018/19 approved.
Petition for crossing facilities Highview Primary School - The Chase	The school raised a petition, requesting the provision of a formal crossing facility to enable safer crossing for its pupils.	Petition from Highview Primary School.	Design options to be shared with members/residents prior to progressing to construction.
HGV restriction – Clyde Road	Speeding vehicles rat-running through Clyde Road.	Petition from Lynne Harris.	Any speed related measures will need to be included in area bid through the LIP. Parking issues will be addressed through the approved Parking Strategy.
Elles House, Crossing petition	Lack of suitable crossing point by Elles House.	Petition from Bernard Rofe.	Investigations have identified issues with fixing a site for any crossing point, due to the locations of existing crossovers. Discussions to be held with TfL Buses and operators to assess demands for bus stands. LIP funding for full design/delivery approved for 2018/19.
Woodmansterne	Lack of suitable and accessible	Maple House	Initial



Lane (by Maple House)	pedestrian crossing facility.	resident.	investigations indicate that a scheme is feasible. However, no budget currently in place to deliver, and outline costings will need to be prepared due to extensive verge re-profiling.
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**4. Updates**

4.1. LIP Schemes 2017/8

4.1.1. Stafford Road/Woodcote Road (stage 2)

The consultants have completed the base modelling of three layout options developed by officers, which had been drawn up to improve traffic capacity and pedestrian facilities. The traffic capacity impacts demonstrated that the proposals would result in unacceptable delays to the wider highway network.

A separate review was undertaken considering the historic collision records, assessing the pedestrian movements and desire lines, along with an assessment of how these elements inter-related to the traffic modelling options. Unfortunately, it was clear from the report that none of the work completed to date would present a design that delivered any measures which were in line with the intended objectives.

A further junction assessment has been commissioned, which seeks to carry out a more holistic study of the junction and its surroundings with the aims of; improving walking; improving cycling which complements other cycle improvement schemes in the vicinity; providing enhancements to public transport facilities; and, providing potential improvement to the operation of the traffic signals if there is no detriment to other travel modes. This additional piece of work will follow the new Mayoral Healthy Streets assessment methodology, whereby a multi-criteria appraisal framework is used, which will make an assessment of proposed options against various success criteria, including items such as cost and traffic capacity impact.

4.1.2. Foresters Drive/Sandy Lane South/Wordsworth Road junction

A range of design options were developed and shared with members, and amended plans have been re-circulated to narrow down the options under consideration. It is proposed that site meetings are arranged to consider the implications of the options, as there are often on-site conditions and local issues that will not be apparent on scheme plans.

4.1.3. Bridge Road/Roundshaw/Wallington North

The design options for this scheme have not progressed as anticipated, and whilst there are



overlaps along part of the route with the Stafford Road scheme referred to above there is still a significant amount of feasibility work to be undertaken. Officers will engage with ward councillors to identify options and locations along the route where measures will be considered. It is proposed that some improved cycle route signage is included as part of that route assessment.

4.1.4. Butter Hill/Leechcroft and Caledon Roads 20mph zone

Proposals setting out the extent of the 20mph scheme and the associated measures that are proposed have been shared with members. The next stage of the project is the informal consultation, which has been distributed to those roads within the scheme area. Subject to there being no significant objections to the proposals, it will be prepared for construction.

4.2. Current Highway Issues

4.2.1. Tharp Road - Potential one-way system

Traffic data has been collected for Tharp Road and the surrounding streets, and officers have considered the broad implication of displacing traffic and assessed the impact of the proposed one-way system based on this data.

Making Tharp Road one-way eastbound will redirect over 200 vehicles, in both the morning and evening peak periods. These vehicles access Tharp Road from Beddington Grove/Sandy Lane South, and as such the displacement of that traffic on to other local roads is anticipated to impact on Plough Lane and Demesne Road. Plough Lane is a 'B' rated road, and as such is expected to cater for connecting traffic, whereas Demesne Road is a local road. Experience has shown that where traffic has its route altered, it will seek an alternative route earlier in the journey, rather than travelling beyond the current point where their journey has been impacted.

The key element here will be the local impact, with the residents in Sandy Lane South/Beddington Grove having to drive further and alter their routes. The impacts of this will only become clear once the consultation commences. A LIP scheme is in the 2018/19 Capital Programme, which can get underway in April 2018, when funding is released.

4.2.2. The Chase - Potential pedestrian crossing facilities

The design layout has been drawn up and shared with Ward Members and interested parties. Subject to any alterations or amendments it is anticipated that the works will commence on site in April/May 2018.

4.2.3. Clyde Road - Speeding vehicles

The Clyde Road project raised issues relating to vehicle speeds and parking, causing sightline difficulties. The types of measures that would be required to deal with the speeding issue would need substantive funding, depending on the number of features, and it is considered that this should be incorporated into a future LIP bid to secure funding. The associated obstructive parking issues will be considered as part of the Parking Strategy roll-out.



4.2.4. Elles House - Potential pedestrian crossing

Investigations completed to date have identified difficulties in locating adequate kerbside space to introduce a new crossing facility, as there are design standards that must be adhered to. The key issue with suitable sites along Shotfield, and still being close to Elles House, is the number and positioning of driveways and crossovers. This has limited the options, and further discussions are planned with TfL Buses and the bus operators to assess demands for bus stands, including assessing the lengths of the bus cages.

As previously reported to this Committee, investigation and delivery of a scheme was included in the LIP 2018/19 submission, and was approved as per the recommendation.

4.2.5 Woodmansterne Lane (by Maple House) - pedestrian crossing improvements

Initial investigations indicate that a scheme is feasible. It has been noted that there are no reported personal injury accidents (PIAs) in the vicinity of the site, over the most recent 3 years for which data is available. However, it is recognised that the proposal is about accessibility and encouraging walking, and as a result other factors should be taken into account. In terms of access, the existing traffic island is well located to be a new pedestrian crossing point, but is not currently designated or designed for safe pedestrian use. The yellow line waiting restrictions present would assist in making sure that existing accesses were unobstructed, and provide acceptable visibility to the proposed new crossing point. A review of the street lighting coverage at this location would need to be undertaken, and the design would need to take into account the height of the verge on the northern side of the road.

However, there is no budget currently in place to design or deliver a scheme, and outline costings will need to be prepared, due to extensive verge re-profile and possible lighting requirements.

**5. Impacts and Implications**

Financial

5.1. All LIP schemes for 2017/18 have been approved through previous allocation settlements. Those schemes where local investigations are being undertaken, and may lead to LIP schemes being developed are being funded using the current LIP Future Scheme Development allocation.

5.2.

<b>Local Implementation Plan</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>
Corridors, Neighbourhoods and Supporting Measures	£362,000	tbc	tbc
Principle Road Maintenance	N/A	N/A	N/A

Legal

- 5.3. There are no specific legal issues arising but any consultation required will be undertaken in accordance with the relevant Regulations and Best Practice.

**6. Appendices and Background Documents**

Appendix letter	Title
None	

Background documents
None

Audit Trail		
Version	Final	Date: 14 February 2018
Consultation with other officers		
Finance	Yes	Al Mawji
Legal	No	N/A
Equality Impact Assessment required?	No	N/A

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