

Question to the Health and Wellbeing Board from Zoe Telford--9th July 2015.

Given the weight of evidence that a default speed of 20mph is presently the most effective and economical measure to reduce road casualties whilst contributing to wider health benefits, will Bromley Health & Wellbeing Board include 20mph across residential streets Penge and Cator in the next Joint Strategic Needs Assessment?

Answer:

This Council's priority, in line with our Local Implementation Plan is to reduce killed and serious injury collisions (KSIs) by directing scarce money at road improvements where accidents are actually happening regularly, rather than where they might possibly happen in the future.

This policy has proved to be outstandingly successful over a long period of time in reducing casualty statistics across the Borough, to the extent that in 2013 the number of KSIs and total casualties recorded by each London Borough against their total road length, saw Bromley recording the fourth lowest rate of KSIs and the second lowest number for all casualty categories.

Bromley has historically implemented 20 mph in residential roads as part of its overall strategy, but only where problems are seen to exist, and accident statistics have supported it, such as Marlow Road in Clock House Ward, Selby Road in Crystal Palace and Maple Road in Penge.

It remains the case that 20mph signs do not work without enforcement as the complaints which are regularly received about speeding vehicles continue to attest. It is also the case that only a small percentage of KSI (Killed and Seriously Injured) accidents occur on 'residential roads', the vast majority occurring on distributor and main roads, almost every single one of which also hosts multiple 'residences' along their length. The Department for Transport have commissioned a 3 year study which is due to report in 2017 as to the impacts of the 20mph speed limit and the Council will be interested in its findings.

In conjunction with our policies concerning cars on our roads Bromley is also very keen to support cycling and walking. The Council looks for every opportunity to offer appropriate training and to invest in improved cycle routes and pedestrian facilities, to reduce severance and to encourage walking and cycling. This helps reduce traffic congestion, encourages the health benefits of active travel which are well evidenced, and also reduces the number of people hurt on the roads. Every intervention is carefully considered, such that it offers good value for money at a time of constrained budgets, and at present the case for widespread 20mph limits in residential roads is not proven as the best way to achieve Bromley's aims.

The purpose of the Joint Strategic Needs Assessment (JSNA) is to accurately describe the health needs of Bromley's population to better inform and provide the evidence for our commissioning strategies. Its purpose is not to make policy recommendations which in this particular case come from our transport strategy team.

Supplementary Question:

"What evidence does the Council have that the investment in cycling training, and investment in improved cycle routes and pedestrian facilities has encouraged walking and cycling in the last five years?"

The Supplementary Question has been referred to the Environment PDS Committee and the Portfolio Holder for Environment.