

**Decision Maker:** ENVIRONMENT AND COMMUNITY SERVICES PORTFOLIO HOLDER

**Date:** For Pre-Decision Scrutiny by the Environment & Community Services PDS Committee on 18 June 2019

**Decision Type:** Non-Urgent Executive Non-Key

**Title:** LOOP ROAD, CHISLEHURST - COLLISION REDUCTION SCHEME

**Contact Officer:** Laura Warner, Traffic Engineer  
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**Chief Officer:** Executive Director of Environment & Community Services

**Ward:** Chislehurst

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1. Reason for report

- 1.1 To seek approval for the construction of a raised table at the roundabout junction of Loop Road and Ashfield Lane to improve road safety. The proposal is in response to the number and pattern of collisions identified in this location and road safety concerns.
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2. **RECOMMENDATION(S)**

- 2.1 That the Portfolio Holder for Environment approves the construction of the raised table at the roundabout junction of Loop Road and Ashfield Lane due to the ongoing incidence of injury accidents despite previous interventions at or around this junction.
- 2.2 That authority is given to allocate £60k from the LIP casualty and road danger reduction budget to enable completion of this project during 2019/20.
- 2.3 That authority is delegated to the Executive Director of Environment and Community Services, in consultation with the Portfolio Holder and Ward Members, to approve the scheme's detailed design.

## Impact on Vulnerable Adults and Children

1. Summary of Impact: N/A
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## Corporate Policy

1. Policy Status: Existing Policy: The proposal meets Bromley's objective to make streets safe and secure which is set out within Bromley's Third Local Implementation Plan 2019 (LIP3).
  2. BBB Priority: Quality Environment Safe Bromley
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## Financial

1. Cost of proposal: Estimated Cost: £60k
  2. Ongoing costs: Recurring Cost Non-Recurring Cost Not Applicable: Further Details
  3. Budget head/performance centre: TfL LIP Funding for casualty and road danger reduction.
  4. Total current budget for this head: £574k, £60k of which is set aside for this project
  5. Source of funding: TfL Local Implementation Plan budget for 2019/20
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## Personnel

1. Number of staff (current and additional): 2
  2. If from existing staff resources, number of staff hours: 50
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## Legal

1. Legal Requirement: None:
  2. Call-in: Applicable:
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## Procurement

1. Summary of Procurement Implications: The works will be completed by LBB's term Contractor for Highways.
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## Customer Impact

1. Estimated number of users/beneficiaries (current and projected): The proposed scheme will benefit all road users, including pedestrians, cyclists, buses and motorists.
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## Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments: Cllr Terry, Cllr Sharma and Cllr Boughey all fully support this proposal.

### 3. COMMENTARY

- 3.1 The junction of Ashfield Lane and Loop Road has regularly featured on the Boroughs cluster site list over the years. These two roads intersect at a mini-roundabout in the middle of Chislehurst common. The carriageways are narrow, despite carrying a reasonably high volume of traffic, including buses. Vehicles are often seen over-running corners or driving close to the edge of the carriageway. The mini-roundabout has been a particular safety concern for many years.
- 3.2 The mini-roundabout was originally implemented to reduce collisions and speed at this junction. Since its introduction there have still been continuing personal injury collisions and further alterations made to the mini-roundabout to try to reduce the number of collisions. In 2009 a number of measures were implemented including realigning the kerbs to provide increased deflection and buff surfacing on all approaches to highlight the roundabout and reduce speeds on the approach. Unfortunately despite making these changes the number of personal injury collisions has remained constant.
- 3.3 The junction was last investigated in 2015 where in the previous 3 years it was reported that there had been 10 recorded collisions leading to 15 injuries, 2 of which were serious. However, at that time no collision remedial measures were recommended as there was a wider plan for Chislehurst Common, which would have involved the removal of one complete road across the common, removing this crossroads altogether. This plan however did not evolve, and collisions at the junction have continued.
- 3.4 In the current study period (36 months to September 2018) there were 8 personal injury collisions (PIC's) although officers have also received numerous reports of damage only collisions at this junction.
- 3.5 Having considered minor amendments to the junction, officers are now recommending the introduction of a raised table at this junction; please see drawing number 12893-01 Rev B which shows a draft of the general arrangement. It should be noted that, having considered the evidence for and against vertical speed reduction installations, the Council has a preference for schemes that are predominantly non-vertical. However, in this instance it is not clear that there is any alternative remedy to reduce the occurrence of injury collisions at this junction, other than adding a single, raised feature.
- 3.6 The introduction of a raised table will slow vehicles down at the roundabout and also afford drivers increased time to assess whether it is safe to make a manoeuvre at the junction. As a result it is expected that this proposal would be beneficial in improving the safety and visibility of this mini-roundabout junction.
- 3.7 Other interventions considered include a "virtual" speed table (which consists of a coloured road surface through the junction), but this is less likely to improve driver behaviour sufficiently. Consideration was also given to changing the priorities at the junction to give way lines on Ashfield Lane, or a priority give way feature on the Eastern arm (or both arms) of Ashfield Lane to reduce the speed of traffic approaching the junction, or even closing a section of Ashfield Lane. Unfortunately all of these proposals would create additional congestion on the common, particularly during busy times of day.
- 3.8 Officers have estimated that a raised table would reduce collisions by 50%. Based on this, the predicted first year rate of return would be 245%.
- 3.9 By implementing a raised table there would be a very low upstand between the kerb and the carriageway and as such bollards would be required to deter vehicles from over running the footway. This is a busy footway and Officers would not want to improve the safety for vehicular

traffic at the detriment of pedestrian safety. The bollards have to be installed 450mm from the edge of the kerb and as such it would be necessary to widen the footways slightly at the junctions to allow access by pedestrians, particularly those with mobility issues and push chairs.

- 3.10 As the footways will need to be widened slightly using small amounts of Common Land, initial approval has been sought and obtained from the Trustees of Chislehurst Common. The detailed design will need to be presented to the Trustees for approval before the scheme is implemented.
- 3.11 As the proposal includes a raised feature, feedback from the emergency services is of particular interest. This feedback has been sought and any received will be verbally reported at the PDS meeting.

#### **4. IMPACT ON VULNERABLE ADULTS AND CHILDREN**

- 4.1 No negative impacts.

#### **5. POLICY IMPLICATIONS**

- 5.1 The proposal meets Bromley's objective to make streets safe and secure which is set out within Bromley's Third Local Implementation Plan 2019 (LIP3). The objective is to identify and take action through an 'evidence led' approach to improve the infrastructure at collision cluster sites.

- 5.2 EXECUTIVE: POLICY ON TRAFFIC CALMING: Minutes of a meeting held on 20th May 2002

RESOLVED that

(1) the Council's commitment to the road traffic action reduction targets set in the Public Service Agreement be re-affirmed subject to schemes having no significant detrimental impact on the response times of emergency vehicles or the local environment

(2) the general policy on traffic calming shall be to take cost effective measures to reduce personal injury accidents across the Borough as a whole without detriment to the free flow of traffic

(3) having considered the evidence for and against vertical speed reduction installations, preference be given to schemes that are predominantly non-vertical

(4) the Executive Portfolio Holder (Environment) be directed to determine preferred schemes for roads where works are in progress or had previously been agreed but not implemented and to consult with local residents, road users and the emergency services and utilities before a final decision is made in each case

#### **6. FINANCIAL IMPLICATIONS**

- 6.1 The proposal is estimated to cost £60k. The works will be funded from the casualty reduction and road danger reduction allocation of £574k, within the 2019/20 LIP budget agreed by TfL. A sum of £60k has been set aside for this project from this budget.
- 6.2 Future maintenance costs will be contained within existing highway maintenance budgets.

#### **7. PERSONNEL IMPLICATIONS**

- 7.1 The design and project management of the scheme will be undertaken by existing LBB Transport and Highways staff.

## 8. PROCUREMENT IMPLICATIONS

- 8.1 The construction works will be completed by LBB's term Contractor for Highways, therefore there aren't thought to be any Procurement implications of the proposal.

<b>Non-Applicable Sections:</b>	Legal implications
Background Documents: (Access via Contact Officer)	None