

Decision Maker: ENVIRONMENT & COMMUNITY SERVICES PORTFOLIO
HOLDER

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

Date: 17th March 2020

Decision Type: Non-Urgent Executive Non-Key

Title: Homesdale Road – Proposed Zebra Crossing and Mini
Roundabout

Contact Officer: Muazzam Shahid, Senior Traffic Engineer
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Chief Officer: Colin Brand, Director of Environment and Public Protection

Ward: Bickley

1. Reason for report

The purpose of this report is to seek approval to introduce a zebra crossing in Homesdale Road, a mini roundabout at the junction of Homesdale Road with Liddon Road, improved pedestrian facilities at the existing roundabout by Page Heath Villas and also to report back on the results of a public consultation carried out in the Canon / Liddon Road area for proposed CPZ changes.

2. **RECOMMENDATION(S)**

That the Portfolio Holder:

- 2.1 Approves the construction of a zebra crossing as shown in attached plan 12727-01-Proposals. This will improve crossing and walking facilities in the vicinity of four schools.
- 2.2 Approves the installation of a mini roundabout as shown in attached plan 12727-01-Proposals. This will have a traffic calming effect helping to slow vehicles travelling southbound down the hill and northbound coming around the bend. This will benefit vehicles trying to exit Liddon Road.

- 2.3 Approves modifications to the existing roundabout at the junction of Homesdale Road / Tylney Road / Page Heath Villas. This will improve crossing facilities and help to reduce vehicular speeds.**
- 2.4 Notes the results of the public consultation exercise carried out to determine residents' views to proposed changes in the existing CPZ areas and the introduction of a zebra and mini roundabout.**
- 2.5 Delegates any changes to the detailed design to the Director of Environment and Public Protection, in consultation with the Portfolio Holder and Ward Members.**
- 2.6 Approves the spend of £85,000 from the TfL LIP formula funding allocation for Walking Infrastructure within the Capital Programme in 2020/21.**

Impact on Vulnerable Adults and Children

1. Summary of Impact: The proposals will make it easier for vulnerable road users in particular to walk and cross the road in the Homesdale Road Area
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Corporate Policy

1. Policy Status: Existing Policy:
 2. LBB Priority: Children and Young People Quality Environment Safe Bromley Healthy Bromley:
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Financial

1. Cost of proposal: £85,000
 2. Ongoing costs: Non-Recurring Cost
 3. Budget head/performance centre: Capital Programme - TfL LIP Formula Funding allocation for Walking Infrastructure
 4. Total current budget for this head: £0.230m
 5. Source of funding: TfL grant
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Personnel

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: 250
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Legal

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

1. Summary of Procurement Implications: Construction work will be completed by LBB's term Contractor for Highways, therefore there aren't thought to be any Procurement issues.
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Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Residents of local streets and those attending local schools or visiting local amenities.
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments: Cllr Smith is supportive of the proposals.

3. COMMENTARY

- 3.1 Background - Homesdale Road is a busy main road connecting Bromley Common with Chislehurst and beyond. Homesdale Road also provides access to a large Tesco store and to the Council's recycling centre at Waldo Road. The volume of traffic using the road makes it difficult for pedestrians to cross.
- 3.2 There are four schools close to the northern end of Homesdale Road: Bickley Primary (Gold travel plan accredited), La Fontaine (Silver accredited), St George's Primary (Silver accredited) and Bickley Park (not accredited). Since the re-location of La Fontaine in 2018 there has been an increased number of parents actively travelling to school from the east of Nightingale Lane. The schools, parents and carers have expressed concerns about road safety on Homesdale Road and the lack of crossing facilities available, in particular near to the mini roundabout at the junction of Homesdale Road with Page Heath Lane. A parent campaign was launched in 2018 to improve the crossing facilities to enable safer routes to schools and the desire for better crossing facilities is incorporated into the school's travel plans.
- 3.3 School Travel - All schools with the exception of Bickley Park Primary are already engaged in various active travel projects such as: Scootsure scooter training, Smart Movers, Road Safety education, Bikeability cycle training as well as other initiatives to encourage healthier travel behaviours such as walking, scooting and cycling to school. Bickley Primary and La Fontaine have also expressed an interest to take part in the Council's new anti-idling campaign.
- 3.4 Combined 2018 hands-up data analysis for the 3 primary schools (excluding Bickley Park Primary) indicates that 43% of pupils are actively travelling to school with a further 20% more pupils preferring to travel actively to school. Improved infrastructure in this area will have a positive impact on modal shift and will create an environment where pupils and parents feel safe to walk to school.
- 3.5 The Council has investigated possible locations for a new controlled crossing over Homesdale Road. The location where a crossing is most likely to be useful, being on or close to the pedestrian desire lines, is close to the junction with Page Heath Lane. Council engineers have therefore designed a zebra crossing with associated traffic calming measures. One associated measure, on the northbound approach to the site of the proposed crossing, is a mini-roundabout at the junction with Liddon Road. This mini-roundabout will also add benefit here at this difficult junction, where the intervisibility for drivers exiting Liddon Road into Homesdale Road is much restricted by a bend.
- 3.6 Walking - The council receives a large volume of requests for new infrastructure to enhance walking and reduce road danger; therefore it is important to prioritise on the basis of potential outcomes such as mode shift and strategic fit. This location is one that would benefit from a new crossing point.
- 3.7 Active Travel - Promoting walking to school is a key Council transport priority in order to reduce peak hour congestion, and to encourage and imbed active lifestyles from an early age. Provision of safer crossing facilities and measures to reduce vehicular speeds will help to accomplish these goals.
- 3.8 Consultation - The Zebra and proposed mini roundabout will result in the loss of approximately 8 parking spaces. There is already concern expressed by residents of Canon Road and Liddon Road that parking for local residents in these Zone C CPZ roads is under pressure. A petition was sent to the Council asking for consideration to be given to creating a new CPZ sub-zone for these two streets, along with part of Homesdale Road. It was therefore decided to consult residents in these streets to see if there was a majority in favour of creating a new CPZ, sitting separately to the surrounding Zone C. The proposal for the new Zebra and mini-roundabout

was communicated to these residents, partly as they would impact on parking and partly to gauge opinion on the perceived benefits of a new crossing.

3.9 A breakdown of the responses for the Canon / Liddon CPZ changes, proposed Zebra and proposed roundabout is shown below.

95 responses were received from from residents:

- 77 residents are in support to of the option to remain part of the existing permit zone
- 11 residents are in support the option to make Liddon, Canon and a section of Homesdale road a part of a new CPZ
- 10 residents are in support of a roundabout
- 6 residents are against a roundabout
- 13 residents are in support of a crossing
- 2 residents are against a crossing

87.5 % of respondees were in favour of leaving the CPZ as it is and as such no further action is recommended.

3.10 Speeding - As part of the scheme at the existing mini roundabout, it is proposed to slow vehicle entry speeds by kerb re alignments, provide new tactile paved crossing points on all arms and resurface the roundabout with high resistance “anti skid” type surfacing. These measures will increase pedestrian confidence in negotiating what is currently an unwieldy junction.

3.11 Zebra Crossing - In response to the concerns of residents and the presence of four nearby schools, a dedicated crossing point in the form of a Zebra crossing is proposed in Homesdale Road.

3.12 Traffic Management Issues - In addition, a mini roundabout at the junction with Liddon Road will address the ongoing concerns of residents who find it difficult to exit into Holmesdale Road because of a bend and fast vehicles travelling down the hill in Homesdale Road. The mini roundabout and associated advanced signing and surface treatments will enhance pedestrian safety and provide a visual deterrent to excessive speeds.

4. IMPACT ON VULNERABLE ADULTS AND CHILDREN

4.1 The proposals will make it easier for vulnerable road users in particular to walk and cross the road in this heavily trafficked location.

5. POLICY IMPLICATIONS

5.1 Outcome 1 of Bromley’s LIP 3 proposes to “Deliver local neighbourhood schemes that respond to local concerns and unlock potential for walking and cycling”

5.2 The Proposals will help achieve our targets as highlighted in Table 7 – Local Borough targets and objectives – L3LT 1.3 - 30% Daily trips originating in the borough made by foot

- 5.3 The Proposals will help achieve our targets as highlighted in Table 7 – Local Borough targets and objectives – L3LT 2.1 - Reduce KSIs amongst vulnerable road user groups by 65% compared with the 2005-2009 baseline
- 5.4 The Proposals will help achieve our targets as highlighted in Table 7 – Local Borough targets and objectives – L3LT 3.1 50% of travel to school trips to be by active modes and 20% by Public Transport

6. FINANCIAL IMPLICATIONS

- 6.1 The proposed works are estimated to cost £85k in the financial year 2020/21. This will be met from the LIP Formula Funding allocation for Walking Infrastructure within the Capital Programme, which is funded by TfL.

7. LEGAL IMPLICATIONS

- 7.1 A Public Notice would need to be advertised and a 21-day statutory consultation period allowed for any objections to be considered.

8. PROCUREMENT IMPLICATIONS

- 8.1 Construction work will be completed by LBB's term Contractor for Highways, therefore they aren't thought to be any Procurement issues.

Non-Applicable Sections:	PERSONNEL IMPLICATIONS
Background Documents: (Access via Contact Officer)	[Title of document and date]