

ECS PDS Committee on 9th June 2021

Oral Questions with Answers

Question from Alison Martin:

Over 4,500 pupils travel to and from the schools along South Eden Park Road every day and traffic alternates between dangerously congested around junctions and dangerously fast. Crossing points around the schools (and pavements around Langley/Unicorn) are woefully inadequate for this many children. What can be done to improve safety for pedestrians here?

Answer to Question One from Alison Martin:

Reducing the number of casualties on Bromley's streets has long been a priority for this Council, with resources being targeted at vulnerable road users and at locations where data tells us that there is a greatest risk of road casualties. Data would not at present suggest that a crossing is required on South Eden Park Road.

The Council's School Travel Planners will continue to engage with the schools adjacent to South Eden Park Road to ensure that safe travel to school is supported. This may include discussions about safe crossing places for pupils.

Supplementary Question from Alison Martin:

You said that the data does not primarily suggest the need for a crossing. What type of indicators would suggest the need for a crossing?

Answer to the Supplementary Question from Alison Martin:

The number of people crossing and the volume and speed of traffic all the indicators that a mainly considered we would consider measures to promote active travel to school. We would expect the school to either possess will be working towards a gold or silver active travel plan .

Second Question from Alison Martin:

The Council mightn't enforce speeding, but they are responsible for safety. There are 6 schools and a pre-school (c4,600 pupils) in 1.5miles between the Chinese roundabout and West Wickham station. Please explain why this area (where speeding is a problem) doesn't qualify for 20 mph zone or permanent signage.

Answer to the Second Question from Alison Martin:

The experience the Council has from the various parts of the Borough where area-wide 20mph limits have been installed in the past is that we receive very many complaints about speeding, despite the lower limit. Research commissioned by the DfT showed that following the introduction of signed-only 20mph limits the median

speed fell by just under 1mph and found no significant change in collisions and casualties.

In light of the lack of evidence that introducing widespread 20mph limits is effective, Bromley has no plans to introduce such area-wide 20mph zones. However, in light of evidence that drivers respond better to warnings or regulations where they can see the reason for them, part time advisory 20 limits are being introduced around schools in the Borough, on a case by case basis.

Supplementary Question from Alison Martin:

I hope that this will be looked into as part of the review promised by the Traffic Team on this road. If you do not introduce the 20 mph speed limits and don't improve the infrastructure, how are you going to encourage people to walk more and particularly the active school journeys, if they're scared to walk on the roads?

Answer to the Supplementary Question from Alison Martin:

The Council looks at walking and walking schemes in conjunction with the schools. This includes walking to the train station. Observing these schemes will help the Council to consider where it should focus resources on to encourage active travel.

Question from Sarah Smith:

Parents have lobbied the council for years regarding the lack of any proper safety measures for crossing South Eden Park Road, yet the council continues to ignore the situation and prioritise the car over the pedestrian. Will it take a fatality to make the Council act?

Answer to Question from Sarah Smith

Reducing the number of casualties on Bromley's streets has long been a priority for this Council, with resources being targeted at vulnerable road users and at locations where data tells us that there is a greatest risk of road casualties. Data would not at present suggest that a crossing is required on South Eden Park Road.

The Council's School Travel Planners will continue to engage with the schools adjacent to South Eden Park Road to ensure that safe travel to school is supported. This may include discussions about safe crossing places for pupils.

Supplementary Question from Sarah Smith:

As a parent of children who attend Langley School and Unicorn school, I regularly use that road each day walking my children to school. I see countless incidents where people have narrow escapes. I know personally of one young boy from Langley School who was knocked down using one of the supposedly safe island refuges. I have been talking to various Councillors and people in this Committee since 2018; my neighbour also talked to the Council in 2016 and proposed a path

to allow people to access the refuge at the Unicorn crossing. She was told then that funding would be made available, but then the funding was pulled for some reason. The reason for this was not explained. So it seems to me that the Council has been willing on previous occasions to look into this, and then has re-allocated the funding. I would like to invite the Portfolio Holder to walk to school with me so that he can see first hand the kind of things that we as parents are having to put up with every single day.

[Answer to the Supplementary Question from Sarah Smith:](#)

I am happy to walk to school with you one morning.

Question from Lorraine Anim Addo

I live on Beckenham Road, West Wickham. It is a very long road, joining South Eden park and Station Road. Beyond the lights at the junction of station Road and Beckenham Road, there are no proper crossings. There are however a number of schools yet the road seems to be becoming increasingly perilous. The speeding on the road is now getting out of control. Is there anything that can be done to limit the speeding and supporting safer crossings for parents and children?

[Answer to the Question from Lorraine Anim Addo](#)

The Council regularly reviews the Borough's streets to identify any collision hotspots and then seeks to identify whether improvements can be made to the design of the highway, with priority given to where the most injuries might be prevented per pound spent. The Council will also seek to do what it can within its powers to reduce speeding in places where it is identified; however, speed enforcement remains a matter for the Police.

I will ask Council Officers to investigate the matter that you have raised. The Council's School Travel Planners will continue to engage with the schools in this vicinity to ensure that safe travel to school is supported. This may include discussions about safe crossing places for pupils.

Supplementary Question from Lorraine Anim Addo:

Are we waiting for an accident to happen before something is actually done?

[Answer to Supplementary Question from Lorraine Anim Addo:](#)

Too many accidents already occur in our borough, some involving death, others involving life changing injuries. The priority of the council will be to tackle those locations as we have a limited budget. That is not to say we will not address other locations.

Question from Jasper Bell

There have been 15 accidents since 2016 involving vehicles colliding with individuals on South Eden Park Road yet still, there are no real traffic calming measures in place. What is the Council's position on installing a crossing on this road?

Answer to Question from Jasper Bell:

There have been 15 personal injury collisions recorded on this section of South Eden Park Road over the last five years. However, only two involved pedestrians and initial investigation suggests that the presence of a pedestrian crossing would not have helped avoid these two collisions.

Reducing the number of casualties on Bromley's streets has long been a priority for this Council, with resources being targeted at vulnerable road users and at locations where data tells us that there is a greatest risk of road casualties. Data would not at present suggest that a crossing is required on South Eden Park Road.

The Council's School Travel Planners will continue to engage with the schools adjacent to South Eden Park Road to ensure that safe travel to school is supported.

Supplementary Question from Jasper Bell:

We've talked about the potential for 600 care homes or individual homes, I'm also seeing at least five zebra crossings around other schools in Bromley. There is a rising precedent where you are granting permissions for other crossings which can be seen in the data. So what will it take, are you telling us that you need to see the KSIs go up to a fatal accident--what will it actually take?

Answer to the Supplementary Question from Jasper Bell:

We are currently tackling areas where people are receiving life changing injuries and dying on our roads. It will continue to be our priority to tackle those areas where these things are actually occurring; we are seeking to target those roads where the most serious accidents occur due to the fault of the road and not caused by irresponsible driving which can occur on any road. However, we will look at pedestrian movements and where the pedestrian movements meet the agreed criteria for introducing additional crossings (and we have the available budget), then there will be the possibility for new crossings to be introduced. We have introduced them in other parts of the borough where these criteria have been met.

Question from Alisa Igoe

Could you kindly confirm on which dates since 14 October 2019 Council has met with stakeholders to discuss the ongoing issue of the junction at Chislehurst War Memorial, were any of the following present; the Chislehurst Society, Trustees of

Chislehurst Commons, our local MP, Chislehurst councillors and what was the meeting outcome?

Answer to Question 12:

There have been no formal meetings with local stakeholders in respect to the Chislehurst War Memorial since 2019. Officers continue to investigate options for improving crossing facilities over the A222 near to the War Memorial but, as you will be aware, any changes need to avoid creating congestion on the A222 and subsequent diversion of traffic along adjacent residential streets.

Supplementary Question from Alisa Igoe:

There were no formal meetings, can you confirm if there were any informal meetings?

Answer to Supplementary Question from Alisa Igoe:

I personally am not aware of any informal meeting, but I would have only been aware if I was involved in it.

Second Question from Alisa Igoe

Could you kindly confirm the Council will conduct a consultation with residents living on the roads affected by any proposed changes to the road system across Chislehurst Common, at Chislehurst War Memorial junction, across the Loop Road roundabout, including any temporary or permanent road closures, before proceeding with any past or future plans?

Answer to second question from Alisa Igoe:

Yes, the Council will consult affected residents if and when any proposals come forward for highway improvements in this area or any other part of the Borough.

Second Supplementary Question from Alisa Igoe:

Based on supplementary questions for councillor Terry that were proposed in June 2019, this was in respect of previous funding allocated by TfL which may have been frozen by COVID, but I believe became available in December 2020. I am wondering why there for that improvements have not been made in Chislehurst as it is a long stand in accident spot.

Answer to the Second Supplementary Question from Alisa Igoe:

Last year some TfL funding was restored but this was allocated to particular projects. Other TfL funding that was made available was for staff training and other matters. Unfortunately, TfL did not refund monies for normal LIP projects. We are currently looking at the wider area of the crossings around the War Memorial, to consider if

there are any other wider changes that could be effective with respect to the movement of traffic at that junction.