

**Decision Maker:** Portfolio Holder for Transport, Highways & Road Safety

**FOR PRE-DECISION SCRUTINY BY THE ENVIRONMENT AND  
COMMUNITY SERVICES POLICY DEVELOPMENT AND  
SCRUTINY COMMITTEE ON:**

**Date:** Thursday 16<sup>th</sup> March 2023

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

**Title:** BECKENHAM, SOUTHEND ROAD/PARK ROAD/FOXGROVE ROAD –  
JUNCTION SAFETY IMPROVEMENT

**Contact Officer:** David Bond, Principal Transport Projects Manager  
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**Chief Officer:** Director of Environment & Public Protection

**Ward:** Beckenham Town & Copers Cope

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1. Reason for decision/report and options

1.1 To seek a decision from the Portfolio Holder in respect of a proposal to improve the safety of the Southend Road/Park Road/Foxgrove Road junction, which has been the location of an ongoing series of injury collisions.

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2. **RECOMMENDATION(S)**

2.1 That the Portfolio Holder approves the proposal to improve the safety of the Southend Road/Park Road/Foxgrove Road junction including the provision of new pedestrian crossing and cycle facilities, as shown in Appendix A.

2.2 That the Portfolio Holder delegates any minor changes to the design at the detailed design stage to the Director after discussion with the Portfolio Holder.

## Impact on Vulnerable Adults and Children

1. Summary of Impact: The improved pedestrian facilities are beneficial for vulnerable road users who are over-represented in road casualties in the Borough.
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## Transformation Policy

1. Policy Status: Existing Policy
  2. Making Bromley Even Better Priority:
    - (1) For children and young People to grow up, thrive and have the best life chances in families who flourish and are happy to call Bromley home.
    - (2) For adults and older people to enjoy fulfilled and successful lives in Bromley, ageing well, retaining independence and making choices.
    - (4) For residents to live responsibly and prosper in a safe, clean and green environment great for today and a sustainable future.
  3. Local Implementation Plan (LIP3)
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## Financial

1. Cost of proposal: £125k
  2. Ongoing costs: Any future maintenance costs will be funded from the existing highway maintenance budgets
  3. Budget head/performance centre: LIP Corridors budget 2022/23; 2023/24
  4. Total current budget for this head: £1.341m (Total 2022/23 LIP Corridors budget)
  5. Source of funding: TfL
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## Personnel

1. Number of staff (current and additional): Existing staff resources
  2. If from existing staff resources, number of staff hours: 500
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## Legal

1. Legal Requirement: Non-Statutory – Government Guidance
  2. Call-in: Applicable
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## Procurement

1. Summary of Procurement Implications: None
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## Property

1. Summary of Property Implications: None
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## Carbon Reduction and Social Value

1. Summary of Carbon Reduction/Sustainability Implications: The proposals are all related to reduced carbon emissions through the facilitation of active travel.

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#### Customer Impact

1. Estimated number of users or customers (current and projected): Local residents and visitors
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#### Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments: Ward Members are supportive of the proposal to improve the safety of the Southend Road/Park Road/Foxgrove Road junction and the provision of new pedestrian and cycle crossing facilities. Also see section 9 of this report.

### **3. COMMENTARY**

- 3.1 The junction of Southend Road/Park Road/Foxgrove Road suffers from a very poor injury crash record and is one of the Authority's highest priorities for remedial action. In the latest 3 year period (up to 30<sup>th</sup> September 2022) there have been a total of 13 injury collisions, 11 of which were slight and 2 were serious; 6 involved pedal cycles and 1 a pedestrian, the remainder car occupants.
- 3.2 It is a complex junction as it has 5 arms, including Beckenham Place Park, which adds to the difficulties in finding a solution. In recognition of this, early last year a proposal to close Park Road was consulted upon with the local community. The proposal was to make the closure experimental for at least 12 months and to investigate the impacts of displaced traffic on nearby streets. However, there was strong opposition from residents who were concerned about the potential increase in traffic on adjacent roads as a result of the closure. 108 responses were received and, of those, 79 (73%) objected. After discussions with Ward Members it resulted in the proposal being abandoned and officers were tasked with looking at alternative solutions to improve the safety of the junction, without the necessity to close any roads.
- 3.3 The current proposal is to provide a 4-arm mini-roundabout, with access to and from Beckenham Place Park amended to remove the need for a 5-arm arrangement, yet to still cater for all movements. A parallel crossing (to accommodate pedestrians and cyclists) is to be installed to the south of the junction which will also improve the Bromley to Sydenham cycle route (Route 27) which is routed along Park Road and Foxgrove Road and crosses at this junction. A zebra crossing is to be provided on the north side of the junction. Three-arm mini-roundabouts are considered to be a very good measure to reduce the number of collisions at a junction, when the geometry and traffic flows are suitable. Four-arm mini-roundabouts are not necessarily as effective as 3-arm mini-roundabouts at reducing collisions, but introducing a 4 arm mini-roundabout at Southend Road/Park Road/Foxgrove Road is considered likely to be the safest and most cost-effective solution here, without potentially creating other traffic and safety issues in the area. This solution has proven effective at other locations in the Borough.
- 3.4 National evidence has shown that as a result of the introduction of mini-roundabouts, the number of collisions reduces on average by 40% and their severity by 50%. Therefore, at this location, we should see the number of injury collisions reduce from 4.33/year to 2.60, the number of Slight injuries from 3.66/year to 1.83 and Serious from 0.66/year to 0.33. The projected collision saving represents a first year rate of return of approximately 120%.
- 3.5 Earlier this year, a survey of the underground services was carried out with the focus being on the south-western corner of the junction which will be subject to carriageway widening in order to accommodate the proposal; whilst the impact appears to be minimal a final check is being carried out with the utility companies to endorse our position. In parallel, the outline design is currently being developed and once completed will be subject to a Stage 1 Road Safety Audit.
- 3.6 In light of the above information it is recommended that the design as set out in drawing 15688-194-WIE-ZZ-XX-DR-C-90 (see Appendix A) is approved for implementation, subject to any minor design improvements required at the detailed design stage.

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

- 4.1 Beneficial

### **5. TRANSFORMATION/POLICY IMPLICATIONS**

- 5.1 The recommendations in this report are in line with the Borough's current Transport Plan – "Bromley's Third Local Implementation Plan – Bromley's transport for the future" published in

2019. In particular to “identify and take action through an evidence led approach to improve the road infrastructure at collision cluster sites” and to “deliver streets that that residents feel confident and comfortable in using throughout the day”.

5.2 Transport has a key role to play in delivering the MBEB objectives, for example, projects to enhance walking and cycling infrastructure will be used to improve the public realm of town and local centres providing a quality environment and creating places that people want to spend time in thereby supporting vibrant, thriving town centres. By providing attractive walking and cycling infrastructure, residents will be able to undertake exercise as part of their everyday routine, improving their health and reducing the chance of disease. Infrastructure such as benches and improved walking routes help to ensure that older residents can remain active, thereby supporting independence and also promoting a healthy Bromley. Above all, the safety of road users on our streets needs to be enhanced as far as is possible.

## 6. FINANCIAL IMPLICATIONS

6.1 The safety improvement works proposed are expected to cost £125k which will be funded from the TfL LIP funding allocation, there will be no impact to the revenue outturn position from the undertaking of these works.

6.2 Any future maintenance costs will be funded from the existing highway maintenance budgets.

## 6 CARBON REDUCTION/SOCIAL VALUE IMPLICATIONS

7.1 One of the main purposes of this scheme is to reduce car use by improving facilities for pedestrians and, in so doing, to reduce congestion, carbon emissions and improve air quality and the health of residents.

## 8 CUSTOMER IMPACT

8.1 Beneficial to all road users in this locality.

## 9 WARD COUNCILLOR VIEWS

9.1 Ward Councillors are supportive of safety improvements to this junction including the proposal to install a new parallel crossing to the south of the junction and a zebra crossing on the north side.

9.2 Cllr Tickner has suggested that if the scheme proposed, which he supports, does not reduce the number of collisions occurring at the junction sufficiently, then the closure of Park Road should be considered, as it is on the inside of the bend.

<b>Non-Applicable Headings:</b>	PERSONNEL IMPLICATIONS LEGAL IMPLICATIONS PROCUREMENT IMPLICATIONS PROPERTY IMPLICATIONS
Background Documents: (Access via Contact Officer)	Consultation letter to residents regarding the experimental closure of Park Road (February 2022) Results of consultation exercise (March 2022)