

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: 7 September 2023

Decision Type: Non-Urgent Executive Non-Key

Title: LOCAL ROAD SAFETY AND HIGHWAY IMPROVEMENT
INITIATIVES

Contact Officer: Angus Culverwell, Assistant Director Traffic and Parking
Tel: 020 8313 4959 E-mail: angus.culverwell@bromley.gov.uk

Chief Officer: Director of Environment and Public Protection

Ward: (All Wards);

1. Reason for decision/report and options

This report sets out some low-cost road safety and highway improvement measures that have been requested by Ward Members, Residents Groups or Schools and recommends use of the Members Environment Initiative Fund to facilitate these measures being introduced.

2. **RECOMMENDATION(S)**

2.1 The Portfolio Holder for Transport, Highways & Road Safety is recommended to Allocate £150k from the Members Initiative Earmarked Reserve for Environmental Projects to facilitate the introduction of low cost locally requested road safety and highway improvement interventions, as set out in section 3 of this report.

2.2 The Portfolio Holder for Transport, Highways & Road Safety is recommended to delegate the programming and delivery of these measures over the next 24 months to the Director after ongoing discussion with the Portfolio Holder.

Impact on Vulnerable Adults and Children

1. Summary of Impact: Transport improvements take account of the needs of vulnerable road users.
-

Transformation Policy

1. Policy Status: Existing Policy: 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.
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.

Further Details: Transport has a key role to play in delivering these MBEB objectives, for example, projects to enhance walking will be used to improve the public realm of local roads and town centres providing a quality environment and creating places that people want to spend time in thereby improving quality of life for our residents. By making walking and cycling more attractive, residents will be able to undertake exercise as part of their everyday routine, improving their health and reducing the chance of illness. Above all, the safety of road users on our streets needs to be enhanced as far as is possible.

Financial

1. Cost of proposal: The total cost of these local measures recommended for implementation in 2023/24 and 2024/25 is estimated at £150,000
 2. Ongoing costs: Although there will not be a significant annual cost maintenance or energy cost, some of these measures will have an end-of-life cost. The electronic signs listed will normally last in excess of 10 years, when they will need replacing or removing. The cost of removal of the electronic signs listed in this report will be in the region of £15,000 (if all removed at once) which will be met from the existing revenue budget.
 3. Budget head/performance centre: Environmental Initiatives (Earmarked Reserve)
 4. Total current budget for this head: £424,800
 5. Source of funding: Members Initiatives Earmarked Reserve for Environmental Projects
-

Personnel

1. Number of staff (current and additional): 1 FTE
 2. If from existing staff resources, number of staff hours: 200
-

Legal

1. Legal Requirement: The 1988 Road Traffic Act, Section 39, puts a "statutory duty" on the local authority to undertake studies into road traffic collisions, and to take steps both to reduce and prevent them.
 2. Call-in: Applicable
-

Procurement

1. Summary of Procurement Implications: All measures will be delivered through the Council's term highways contract.
-

Property

1. Summary of Property Implications: n/a
-

Carbon Reduction and Social Value

1. Summary of Carbon Reduction/Sustainability Implications: Projects to support sustainable transport are a priority
-

Customer Impact

1. Estimated number of users or customers (current and projected): All road users
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Many of the listed measures originated with a request from the Ward Members.
2. Summary of Ward Councillors comments: Ward Members have been or will be consulted once each measure has been "designed".

3. COMMENTARY

- 3.1 Traffic congestion, road safety and parking problems are a significant challenge for the Borough. Due to the potential for considerable growth in the local population, changing travel patterns and a desire to support active travel, we must have sound policies for managing the traffic and parking demands that will arise in the future. There is a dilemma at times in this work area, as we encourage people to consider “active travel” – walking and cycling – when we know that they will be more vulnerable as road users if they are not in a car.
- 3.2 Many of Bromley’s transport policies are set out in the Council’s transport plan, LIP3, published in 2019. Most of the larger projects are funded by LIP grant from TfL, but since the reduction in LIP funding, many of the items once under the title of “danger reduction” are no longer funded. Casualty reduction projects are still eligible for LIP funding – i.e. schemes where clear and costed casualty reduction can be anticipated from the investment (in line with what TfL terms Vision Zero). The process of identifying and prioritising casualty reduction schemes and programmes was set out in the report presented to ECS PDS on 29th June 2023: *“Comprehensive Review of Road Safety in L.B.Bromley”* (ES20295).
- 3.3 The Council often receives requests to reduce the speed limit on roads in the Borough. Speeding and dangerous driving are offences punishable by law and enforced by the Police. However, the Council will investigate whether low-cost measures such as posters, vehicle-activated signs and road markings may be beneficial in discouraging speeding. It is known that if a collision occurs at a lower speed, injuries will be less serious for those involved, and this is especially the case for vulnerable road users in collision with motor vehicles. However, it is not easy to get all drivers to travel at speeds suitable for the local environment.
- 3.4 There is evidence to show that vertical deflection will reduce speeds in locations where speeding is prevalent and has contributed to collisions. However, the police, fire brigade, ambulance service and London Transport have objected to the proliferation of road humps and raised tables because of the increase in attendance times for emergency calls and discomfort and possible injury to their passengers. Road humps and raised tables can also lead to complaints from residents about increased noise and vibration from traffic.
- 3.5 Installing signed-only 20mph limits has not been shown to reduce speeds sufficiently to have an impact on casualty rates. As a general rule, the Council will not install any new 20mph limit or zones. Since the Council is unable to enforce these speed limits, it is an ineffective use of limited resources. The Council will install part-time 20mph limits at the beginning and end of the school day with flashing lights outside schools, decided on merit.
- 3.6 Bromley has found that the use of measures such as vehicle-activated warning signs (VAS) has helped to improve driver behaviour in places such as around schools where speeding has been noted, and on the approach to hazards such as certain junctions or bends. Some of the older VAS in the Borough have failed; some have done their job and no longer seem to be required, but others need replacing as the number of complaints from residents increase once again. Also, Bromley has a policy of supporting schools with the installation of part time advisory flashing 20mph signs outside the school, where this is suitable and is in line with their individual School Travel Plan. Bromley would like to continue to provide these measures to help local communities.
- 3.7 Bromley also has a set of road safety posters, which are popular with Ward Members and their residents, who in most cases feel that drivers reduce speeds and drive more carefully when the posters are in place. These are rotated so that the impact remains fresh. The cost of relocating the posters is the main ongoing cost, but sometimes they also need replacing. Also, new posters are brought into the mix to support Boroughwide campaigns, such as about the illegal use of electric scooters.

- 3.8 Other requests for support, often received via Ward Members, include measures such as a slight road widening, so that additional parking can be accommodated in a residential area without damage to grass verges.
- 3.9 Members will probably already be aware of the Borough-wide anti-idling campaign. This was funded from the Members Initiative Earmarked Reserve for Environmental Projects after a report was presented to this PDS committee in August 2019 (ES19047). In order to roll this popular campaign out to further schools, an additional amount of funding from this earmarked reserve is required.
- 3.10 **In order to be able to support these activities it is recommended that funding is made available from the Members' Fund for Environmental Initiatives.**
- 3.11 The current list of requests for new or replacement measures, plus to continue with ongoing campaigns is set out in the table below. A number of the Member requests are subsequent to the Portfolio Holder's Ward visits made over the last year.

Location	Items	Cost estimate	Requested by
Baston Road by Five Elms	VAS 30 slow down	£3,500	Cllr Turrell
Birchwood Rd, Petts wood	VAS 30 slow down	£3,500	Cllr Onslow
Borough-wide schools anti-idling campaign	Compliance signs for scheme expansion	£10,000	Members
Borough-wide anti-idling campaign	Switch-off posters	£14,000	Members
Borough-wide road safety poster rotation	3 rotations per year + replacement posters	£11,800	Members
Bourne Vale by Pittenden Green	VAS 30 slow down	£3,500	Cllr Turrell
Bulls Head Hotel, Chislehurst	Drop kerb	£3,000	Cllr Jack
Buttermere Road (St Paul's Cray Primary)	20mph school-time flasher	£2,020	School (Travel Plan)
Chelsfield Lane service road	Widening to avoid verge damage	£9,500	Cllr Bear
Chelsfield Road Orpington	20mph school-time flasher	£4,040	School (Travel Plan)
Chipperfield Road, St Paul's Cray	VAS 30 slow down (replacement) x2	£6,100	Cllr Price
Chislehurst Road, Petts Wood	VAS bend warning	£3,500	Cllrs Owen & Fawthrop
Court Farm Road, Mottingham	VAS 20 slow down	£3,500	Ward Cllrs
Hayes Lane, Beckenham	VAS 30 slow down	£3,500	Ward Cllrs
Hayes School area 20mph flashers - reset times x4	School dates/times	£1,000	Officers/School
Homesdale Road speed survey and count	Speed survey	£800	Cllr Ireland
Midfield Way, St Paul's Cray	VAS 30 slow down (replacement)	£3,500	Ward Cllrs
Midfield Way, St Paul's Cray	VAS roundabout ahead (replacement)	£3,500	Ward Cllrs
Mottingham Village Sign	Village Sign	£650	Cllr Cartwright
Orchard/Plaistow (Breaside, Scotts Park & St Josephs)	20mph school-time flasher x3	£6,060	School and Residents
Park Avenue (St Olaves School)	20mph school-time flasher	£4,040	School / Residents
Pickhurst Lane near bourne Vale	VAS 30 slow down	£3,500	Cllr Turrell
Pickhurst Primary, Pickhurst Lane	20mph school-time flasher x2	£4,040	School (Travel Plan)
Queen Anne Avenue (St Marks School)	20mph school-time flasher	£2,020	School (Travel Plan)*
Ramsden Area 20mph Zone	Part time 20mph signs	£8,200	Officers
Riverside School, Main Road	20mph school-time flasher x2	£4,040	School and Ward Members
School flasher in St Dunstans Lane	20mph school-time flasher	£2,020	Cllr Grant
South Eden Park Road (Unicorn Primary School)	20mph school-time flasher x2	£4,040	Cllr Harris
Thorndon Close	Widening to avoid verge damage	£4,000	Cllr Price
Upper Elmers End Road, Beckenham	VAS 30 slow down	£3,500	Ward Cllrs
Valley Rd by Queens Anne Avenue, Bromley	VAS 30 slow down	£3,500	Cllr Cuthbert
Yester Road	VAS 30 slow down	£3,500	Cllr Stammers

- 3.12 It should be noted that the sites have not yet been subject to detailed studies and therefore it cannot be guaranteed that all the above listed signs can be successfully installed. Installation of electronic signs is subject to power supply availability, footway width etc. (Solar panels have been used in the past, where sunlight was sufficient, but were stolen.) If any new Member

requests are received the Portfolio Holder will be consulted in regard to adding them to the programme, within the assigned budget.

4. IMPACT ON VULNERABLE ADULTS AND CHILDREN

Consideration is given when designing all schemes to the needs of all road user groups, including of those with disabilities.

5. TRANSFORMATION/POLICY IMPLICATIONS

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.

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.

6. FINANCIAL IMPLICATIONS

6.1 The total cost of the measures listed above is estimated at up to £145k. The recommendation is to make £150k available for this initiative, to allow for any new Ward Member requests to be accommodated later, if approved by the Portfolio Holder.

6.2 There is sufficient budget within the Environmental Initiatives (Earmarked Reserve) to meet this request.

7. LEGAL IMPLICATIONS

The 1988 Road Traffic Act, Section 39, puts a "statutory duty" on the local authority to undertake studies into road traffic collisions, and to take steps both to reduce and prevent them.

The pertinent wording from the Act is:

Each local authority must prepare and carry out a programme of measures designed to promote road safety and may make contributions towards the cost of measures for promoting road safety taken by other authorities or bodies.

Each local authority:

- *Must carry out studies into accidents arising out of the use of vehicles on roads or parts of roads, other than trunk roads, within their area*
- *Must, in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for which they are the highway authority and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads*

8. CARBON REDUCTION/SOCIAL VALUE IMPLICATIONS

All schemes proposed and education programmes run will be in line with the Council's agenda to promote active travel, support sustainable transport and reduce carbon emissions.

Non-Applicable Headings:	PERSONNEL IMPLICATIONS PROCUREMENT IMPLICATIONS CUSTOMER IMPACT
Background Documents:	LIP3: Bromley's transport for the future - local-implementation-plan-lip3- (bromley.gov.uk) COMPREHENSIVE REVIEW OF ROAD SAFETY IN L. B. BROMLEY - Report No ES20295 (bromley.gov.uk) ANTI-IDLING LEGISLATION - Report No ES19047 (bromley.gov.uk)