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**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:** Wednesday 13 March 2024

**Decision Type:** Non-urgent                      Executive                      Non-key

**Title:** **Anerley Hill/Anerley Road bus priority and pedestrian safety improvement scheme**

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

**Ward:** Crystal Palace and Anerley

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**1. Reason for report**

- 1.1 To inform Members of the scheme proposals which includes new sections of bus lane, junction improvements to benefit pedestrian safety and a new controlled crossing to also improve safety.
- 1.2 To seek authority from the Portfolio Holder to proceed with the development of the design through to implementation of the scheme.

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**2. RECOMMENDATION(S)**

**2.1 That Members note.**

- the consultation that has taken place and the level of member and public support
- the next stages of the development of the scheme

**2.2 That the Portfolio Holder**

- gives approval to progress to detailed design and implementation and for the cost of the scheme to be met from the 2024/25 TfL budget for bus priority measures.
- delegates to the Director of Environment and Public Protection authority to make minor changes to the schemes in response to operational requirements.

## Impact on Vulnerable Adults and Children

1. Summary of Impact: Beneficial due to bus lanes improving bus reliability and pedestrian improvements, particularly a new controlled crossing which will improve pedestrian safety, especially important for vulnerable road users.
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## Transformation Policy

1. The proposals outlined below in section 3 are in line with the Borough's Local Implementation Plan (LIP 3) to help deliver more transport choices for residents as contained in Outcome 5; the public transport network will meet the needs of a growing London and Outcome 7; journeys by public transport will be pleasant, fast and reliable.
  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, aging well, retaining independence, and making choices.
    - (3) For residents to live responsibly and prosper in a safe, clean, and green environment great for today and a sustainable future. (LIP 3, Outcome 4; London's streets will be clean and green).
  3. This proposal supports priority 5 of the 2021-2022 Environment Portfolio Plan, Improving Travel, Transport & Parking. We will "Continue to manage our extensive road network effectively and efficiently, keeping our roads safe and implementing strategies to improve parking in the borough, including the addition of electric charging spaces. Encourage more sustainable forms of travel, including hybrid and electric vehicles, cycling, walking and delivering the longest electric bus route in London."
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## Financial

1. Cost of proposal: £250-300k
  2. Ongoing costs: not applicable
  3. Budget head/performance centre: Bus Priority Programme, which sits outside of core LIP funding and is an additional TfL grant funding stream to boroughs.
  4. Total current budget for this head: £300k in 2024/25
  5. Source of funding: TfL
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## Personnel

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

1. Legal Requirement: Non-statutory – Mayor's Transport Strategy Guidance
  2. Call-in: Applicable
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## Procurement

1. Summary of Procurement Implications: None
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### Customer Impact

1. Estimated number of users/beneficiaries (current and projected): all residents within the Ward and on the line of route of all bus services using Anerley Hill/Anerley Road
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### Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors' comments: Ward Councillors McGregor and Thomson are both supportive of the scheme and have been closely involved throughout the development of the designs and the consultation process.

### 3. COMMENTARY

- 3.1 Transport for London's (TfL's) Bus Action Plan sets out the long-term aspiration for a modern network capable of attracting more customers and helping Greater London to become net zero by 2030. In order to help achieve that, the Action Plan has an objective of delivering 25km of new bus lanes by 2025 to prioritise bus journeys and improve journey times. TfL's Bus Priority Programme provides targeted investment within Greater London to address pinch points and known reliability issues that affect the performance of the bus network. Through delivery of individual or corridor-based schemes, the programme aims to improve bus reliability, reduce journey times and, ultimately, improve customer experience and patronage.
- 3.2 It is not always possible to install bus lanes without the disbenefits to other road users outweighing the benefits to bus users. However, in the case of Anerley Hill/Anerley Road, a scheme has been devised that will deliver an overall benefit to all road users.
- 3.3 Anerley Hill/Anerley Road had been identified as a key corridor that requires attention as part of TfL's Bus Action Plan and a feasibility study was carried out in 2019/2020 for the introduction of bus lanes between the junctions of A212 Crystal Palace Parade and Seymour Terrace, a distance of approximately 1.4km. This assessment included a review of iBus data, parking data and boarding and alighting information for bus stops within this area.
- 3.4 In accordance with Bromley's latest Transport Improvement Plan we also wish to see the bus network run efficiently and reliably for the many residents and visitors who use and depend on it and see measures such as this as a very important means of helping achieve that.
- 3.5 For many years Anerley Hill and Anerley Road has been a route identified by Bromley as one with a high rate of injury collisions. These collisions were not at any one location that might be treated in isolation but were spread along the route. This scheme also gives us the opportunity to address this with pedestrian safety measures by way of continuous pavement crossings of side road junctions and a new crossing north of the Versailles Road/Thickett Road junction.
- 3.6 In regard to current bus times, the scheduled peak journey time between Seymour Villas and the top of Anerley Hill is 8 minutes northbound and 7 minutes southbound although the actual journey time can be 11 minutes northbound and 10 minutes southbound. The project is predicted to save approximately 4 minutes in both directions, per journey, a saving of 36% northbound and 40% southbound.
- 3.7 Following a pause due to the impact of the Pandemic and the consequent reduced funding from TfL, work resumed on development of the scheme in 2022 and the outline design was produced in November 2023, the scheme design was subject to a Stage 1 Road Safety Audit with very few issues identified, and these have been addressed where appropriate.

#### **Consultation.**

- 3.8 A public exhibition took place on 23<sup>rd</sup> January 2024 at Anerley Town Hall where the proposals were very well received by local residents and businesses. 3,500 letters were circulated to a wide area around Anerley Road and Anerley Hill and residents also had the opportunity to view the drawings and make any comments online. The online consultation closed on 1<sup>st</sup> February and the results are as follows;
- in favour of the bus lanes 56%, opposed 32% and undecided, 12%
  - in favour of continuous pavement crossings of junctions, 73%, opposed 21% and undecided, 6%

- at the public exhibition, of the 35 attendees, 92% were in favour of the proposals and 8% were opposed.

3.9 A number of comments were made at the public exhibition about the scheme and other traffic, transport and safety issues and, where possible, these have been addressed by way of some slight design modifications. A full consultation report will be available online very shortly.

### **Recommendation**

3.10 The scheme is now ready to be progressed to the detailed design stage followed by the Stage 2 Road Safety Audit with implementation planned by the end of 2024. Drawings of the scheme are too big to be included in the printed version of this report but can be viewed online [here](#).

3.11 In light of the above, it is recommended that the scheme is taken forward to detailed design and is implemented in due course.

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

Beneficial due to bus lanes improving bus reliability and pedestrian improvements, particularly a new controlled crossing which will improve pedestrian safety, especially important for vulnerable road users.

## **5. POLICY IMPLICATIONS**

5.1 The proposals outlined below in section 3 are in line with the Borough’s Local Implementation Plan (LIP 3) to help deliver more transport choices for residents as contained in Outcome 5; the public transport network will meet the needs of a growing London, and Outcome 7; journeys by public transport will be pleasant, fast and reliable.

## **6. FINANCIAL IMPLICATIONS**

6.1 This scheme will be funded from 2024-25 LIP funding for the Bus Priority Programme, which has already been confirmed by TfL.

<b>Non-Applicable Sections:</b>	Personnel and Legal Implications
Background Documents: (Access via Contact Officer)	<p>Consultation letter to residents and businesses, map of the consultation area, results of the consultation report</p> <p>Link to online drawings of the proposals: <a href="#">Sheet Layout (smartsurvey.io)</a></p>