

PART 1 - PUBLIC

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**Decision Maker:** Environment Portfolio Holder

**For any pre-decision scrutiny questions by the Environment  
PDS Committee on**

**Date:** 11 JANUARY 2011

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

**Title:** UPPER ELMERS END ROAD SAFETY SCHEME

**Contact Officer:** Farzaneh Ziarati, Traffic Engineer  
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**Chief Officer:** Nigel Davies, Director of Environmental Services

**Ward:** Kelsley and Eden Park

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1. Reason for report

- 1.1 Following a series of traffic accidents at and near the zebra crossing in Upper Elmers End Road, near junction with Altyre Way, it is proposed that action is taken to remedy this situation. The proposed solution is to extend the existing refuge in the middle of the existing zebra crossing and to introduce tight turn pocket into Altyre Way.
  - 1.2 This report seeks the approval of the Portfolio Holder for these changes.
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2. **RECOMMENDATION(S)**

- 2.1 That the Portfolio Holder agrees to the plan to improve the existing crossing and to introduce right turn pocket in Upper Elmers End Road as detailed in drawing number 60157163/Altyre/Pre/005.
- 2.2 That the scheme construction costs of £24.5k be met from the Transport for London budget for Casualty Reduction Schemes.
- 2.3 That authority to make any further minor modifications which may arise as a result of any construction work to be delegated to the Director of Environmental Services.

## Corporate Policy

1. Policy Status: Existing policy.
  2. BBB Priority: Quality Environment.
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## Financial

1. Cost of proposal: Estimated cost £24,500
  2. Ongoing costs: Non-recurring cost. N/A
  3. Budget head/performance centre: TfL Casualties Reduction Schemes 2010/11
  4. Total current budget for this head: £567,000 of which £70 000 is allocated to this safety scheme. An uncommitted balance of £53,500 is available for this scheme.
  5. Source of funding: Transport for London
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## Staff

1. Number of staff (current and additional): 1
  2. If from existing staff resources, number of staff hours: 50
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## Legal

1. Legal Requirement: Non-statutory - Government guidance.
  2. Call-in: Call-in is applicable
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## Customer Impact

1. Estimated number of users/beneficiaries (current and projected): This proposals will make the location safer for all road users whom wish to cross the road safely and motorist passing or using the junction.
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## Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes.
2. Summary of Ward Councillors comments: No comments have been received from local ward Members. Any comments received will be reported verbally at committee.

### **3. COMMENTARY**

#### **Site Description**

- 3.1 Upper Elmers End Road runs approximately east to west in the study area near its junction with Altyre Way. It is a relatively wide road (approximately 12.5m) with shopping parades on both sides. This location is close to shops and extensive on-street parking exists beyond the shops in both directions; there are pay and display parking places on both sides of the road. There is a junction with Altyre Way on the southern side at the eastern end of the shopping parade. There are also bus stops on both sides of the carriageway and a zebra crossing approximately 40m to the west of Altyre Way. There is significant pedestrian and vehicular activity in the study area and considerable potential for conflict.
- 3.2 Altyre Way is a relatively narrow road and enters Upper Elmers End Road at a T-junction. There are 'at any time' waiting restrictions on the corners of Altyre Way but visibility for vehicles waiting at the give-way line is still restricted to some extent by parked vehicles in Upper Elmers End Road just to the east of the junction. Motorists have been observed to creep forwards beyond the give way line and wait in the middle of the road to 'gap-seek'.
- 3.3 The zebra crossing is approximately mid-way along the shopping parade and has a central refuge approximately 1.8m wide with a painted metal frame. The refuge has illuminated bollards. The lighting provision for the zebra crossing is considered to be adequate, though unlikely to meet the criteria for zebra crossings recently introduced. Despite the usual zig zag markings, visibility for pedestrians at the zebra crossing is restricted by parked vehicles in the pay and display parking places on the northern side and to a lesser extent by parked vehicles to the east of Altyre Way on the southern side.

#### **Accident Review**

- 3.4 A set of accident data was obtained covering the three years to 31 December 2009. Accident locations are plotted on drawing no. 60157163/Prel/001.
- 3.5 A total of nine personal injury accidents occurred during the three year period in this section of road, resulting in 15 casualties, 5 of which were seriously injured and the remainder slightly injured.
- 3.6 Three of the accidents (3,5 and 7) occurred on the zebra crossing, two of which resulted in pedestrians suffering serious injury and the other slight injury. The two seriously injured pedestrian casualties were elderly. Vehicles were travelling westbound in two of these accidents and eastbound in one.
- 3.7 Two accidents (6 and 9) occurred at the junction with Altyre Way, resulting in 2 casualties. Casualties were motor cyclists, one was seriously injured and the other slightly injured.
- 3.8 Two accidents (1 and 2) occurred to the west of the shopping parade. One of these involved a collision between a bus and a car on a bend resulting in one serious injury and six slight injuries. Excessive speed of the car has been identified on the accident report. In the other accident a car travelling eastbound hit a parked car and the driver suffered slight injury.
- 3.9 One accident (8) occurred at the bus stop opposite Altyre Way when a passenger lost his footing alighting a bus and fell. He suffered serious injury.
- 3.10 One accident occurred when a car slowed to turn left into a private drive and a motor cycle collided with the rear of the car causing slight injury to the motor cyclist.

- 3.11 Six of the accidents occurred in light conditions and three in dark. Seven accidents occurred in dry conditions and two in the wet. There are no patterns to the times (dark or light) of accidents or driving conditions (wet or dry) but the clusters of accidents at the zebra crossing and at the junction with Altyre Way suggest that there are problems at these locations.
- 3.12 The cluster of accidents at the zebra crossing would suggest that there should be improvements aimed at raising the conspicuity of the crossing and improving visibility between pedestrians and vehicles.
- 3.13 Visibility at the junction between Upper Elmers End Road and Altyre Way on Upper Elmers End Road may also be a contributory factor to the two accidents at that junction. Slowing vehicles on Upper Elmers End Road at this location will help improve safety here.

### Proposal

- 3.14 A proposal has been prepared aimed at improving road safety, particularly at the zebra crossing and on the approaches to it. The proposal is shown on drawing number 60157163/Altyre/Pre/005 and is described below:

Proposal	Description
<b>Provide Wider Refuge</b>	This proposal involves removal of the existing 1.8m wide refuge and provision of a 4.0m wide refuge. This would make the island more conspicuous but fewer crossing stripes may reduce visibility of the crossing overall. However the crossing distance for pedestrians would be reduced under this proposal and the narrower approaches to the crossing should also result in a lower speed of approach of vehicles. A right turning pocket is also proposed at the junction with Altyre Way.

### Consultation

- 3.15 Ward Members have been consulted, but no feedback has been received. Residents and businesses have not been consulted, as the scheme will have no major impact on them as it is simply a proposal to upgrade the crossing.

### Conclusion

- 3.16 It is therefore recommended that the proposals set out in 3.3.1 are taken forward.

## 4 POLICY IMPLICATIONS

- 4.1 The Environment Portfolio Plan 2009-2012 states: In the coming year we will implement a programme of accident reduction measures in key locations.

## 5 FINANCIAL IMPLICATIONS

- 5.1 The estimated cost of this scheme is £24,500 and will be funded from the Transport for London Casualty Reduction budget. £70,000 was available for this scheme and £53,500 is available as an uncommitted balance.

<b>Non-Applicable Sections:</b>	Legal / Personnel Implications
Background Documents: (Access via Contact Officer)	Consultation and design documents