



15-Minute Cities for Bromley: Making Bromley a Great Place for Active Travel



- **London Living Streets**

- **Active Travel and 15-minute Cities**

- **Bromley & Active Travel**

- **Improving conditions for walking and cycling**

Living Streets

- Living Streets formed as the Pedestrians Association in 1929.
- London Living Streets - summer 2016.
- Umbrella group for Living Streets borough groups across London.
- **Aims:** *“London needs to become a Liveable City, a Walking City, an Inclusive City, a Healthy City and a Safer City.”*

Walking + Place



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Being Active =
2 X 10 minute periods
per day of brisk
walking or cycling



A person who is active every day **reduces** their risk of:

Type 2 diabetes

35-50% ▼

Depression

20-30% ▼

Coronary heart disease

20-35% ▼

Alzheimer's disease

20-35% ▼

Hip fracture

36-68% ▼

Breast cancer

20% ▼

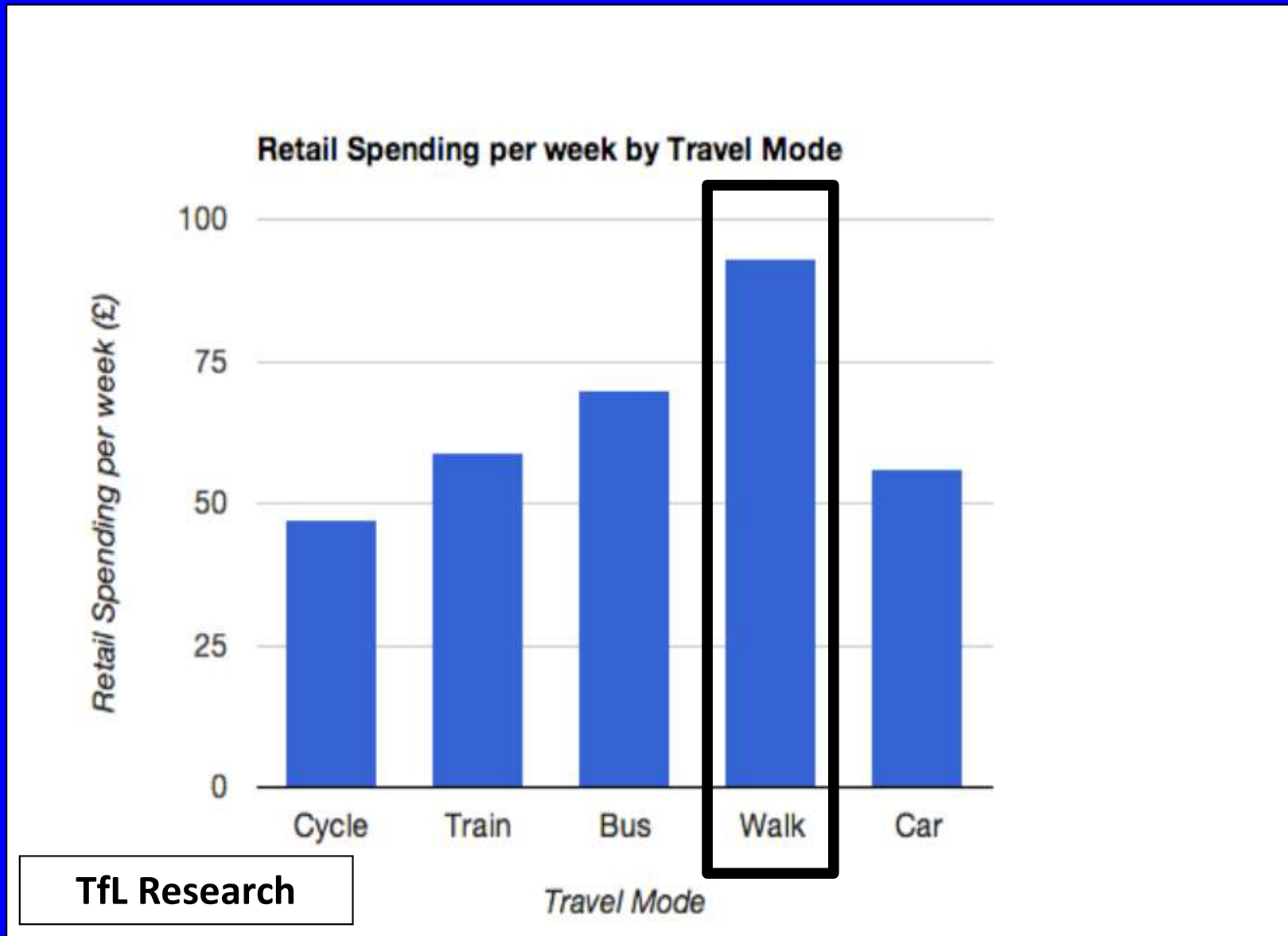
Death

20-35% ▼

Colon cancer

30-50% ▼

Good walking conditions are great for the local economy.



Francis Road Leyton - 2018

- Part-time closure to motor vehicles from 10am to 8pm.
- Improved paving and planting, which has been adopted by local businesses.
- Traffic volumes more than halved.
- The local economy boosted.

Road which banned cars during work hours named Best Healthy Street of the Year

19th October 2018



BY LAURA O'CALLAGHAN
REPORTER COVERING WALTHAM
FOREST. CALL ME ON
07824530130
WFG_Laura

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This photo of Francis Road, Leyton, taken in March has been named the Best Healthy Streets Photo

A street which saw traffic volumes more than halve after vehicles were banned during work hours has been named the Best Healthy Street of the Year.

Francis Road in Leyton picked up one of three prizes given to initiatives in Waltham Forest at last week's Health Street Awards.

The ceremony in Guildhall on Friday, October 12, also named an image of Francis Road as the Best Healthy Streets Photo and the council's Enjoy Waltham Forest programme was named Best Healthy Street Behaviour Change Initiative.

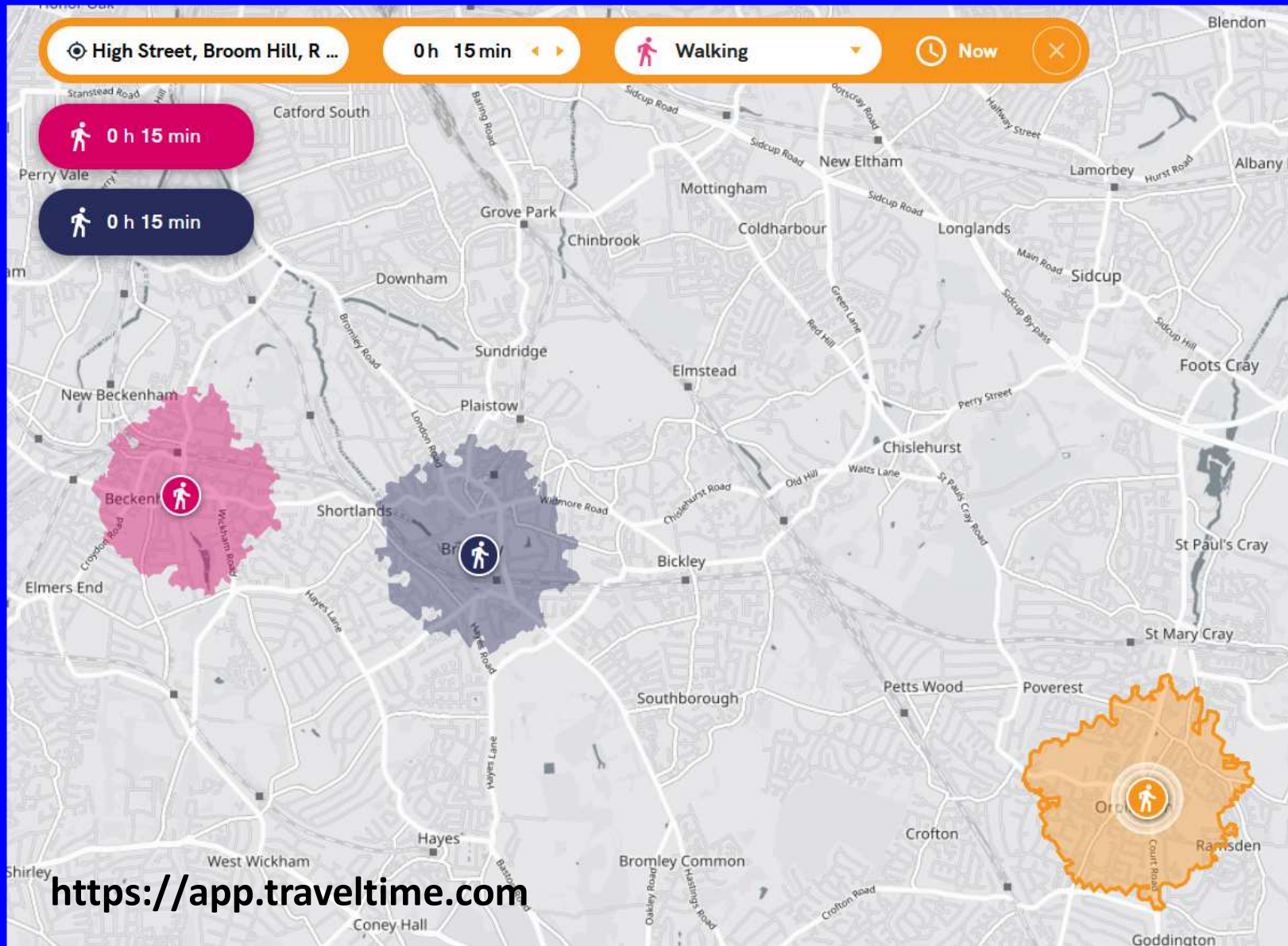


Herne Hill

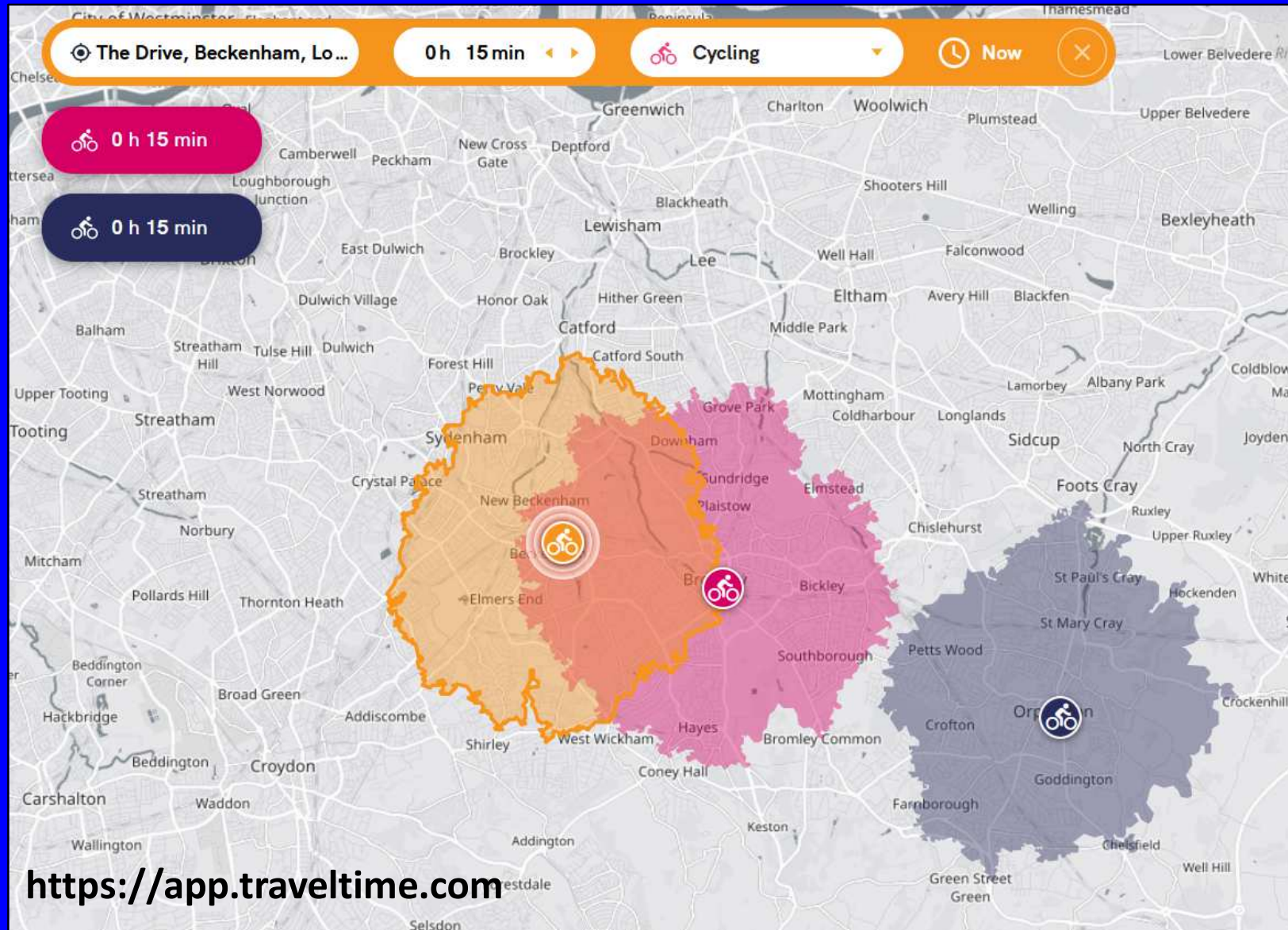
- 38% of people agreed that people were spending more money in the area.
- 66% of pedestrians surveyed agreed that they now shopped more.

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Beckenham, Bromley and Orpington each have large catchment areas of population that are within a 15-minute walk of the town centre and represent a large potential audience if the conditions to get there are attractive.



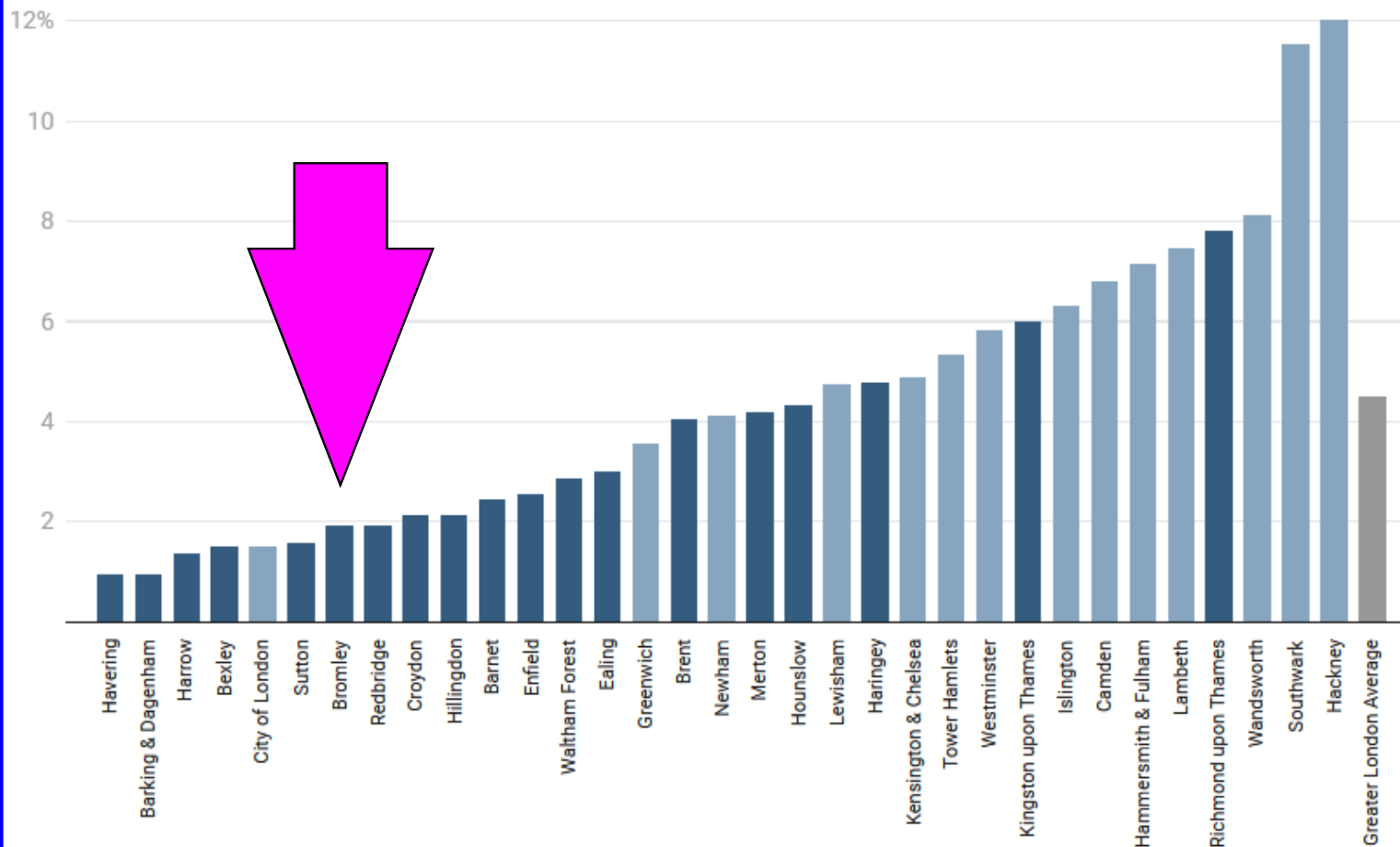
Again, if conditions are safe and attractive, the potential catchment areas within a 15-minute cycle are extremely large.



Levels of cycling in Bromley are amongst the lowest in London.

Adults cycling 5 times per week: Inner/Outer London boroughs, 2021 Scorecard data

Proportion of adults that cycle at least 5x per week in %, for London boroughs and London average, for 2021
Scorecard data (average of 2017/18 and 2018/19). [View all results](#)



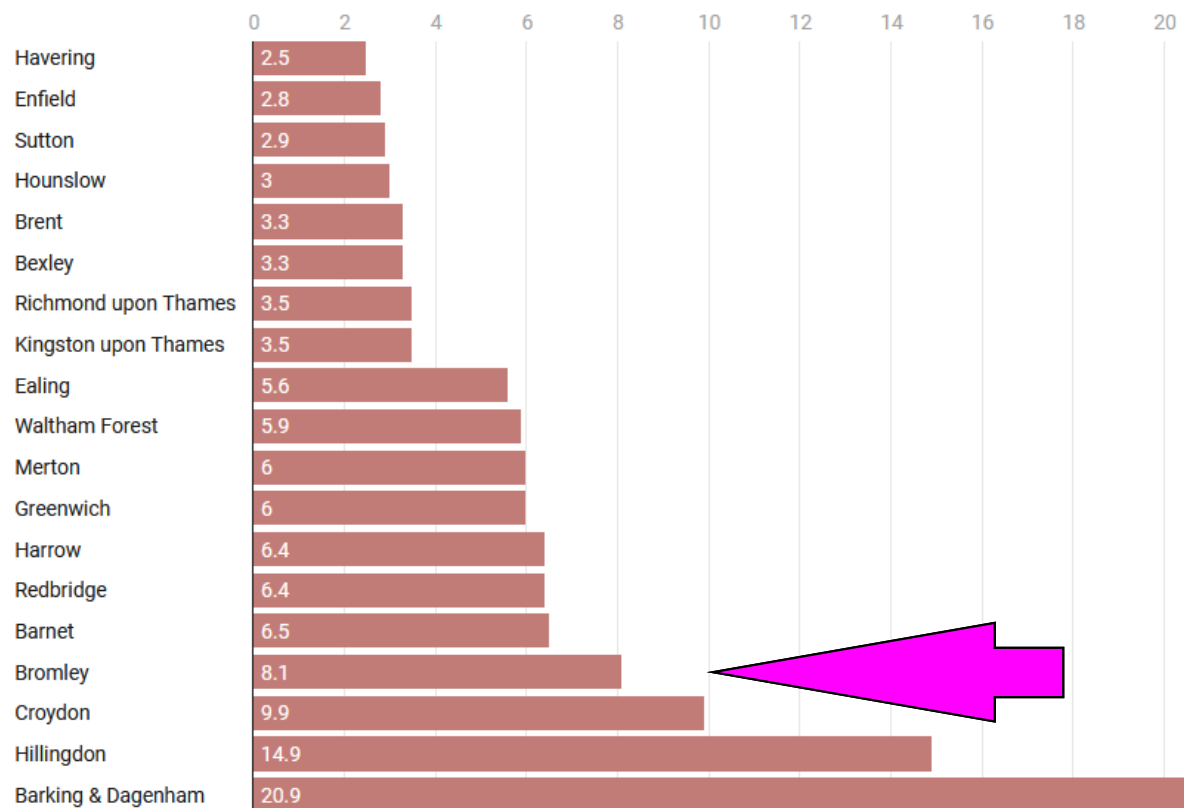
The rate of cycling casualties in London are amongst the highest in London.

Road collision cyclist casualties, 2021 Scorecard data, by London borough

Total number of average annual cyclist serious and fatal casualties/1,000 daily cycling stages for London boroughs and London average, for 2021 Scorecard data. [View all results](#)

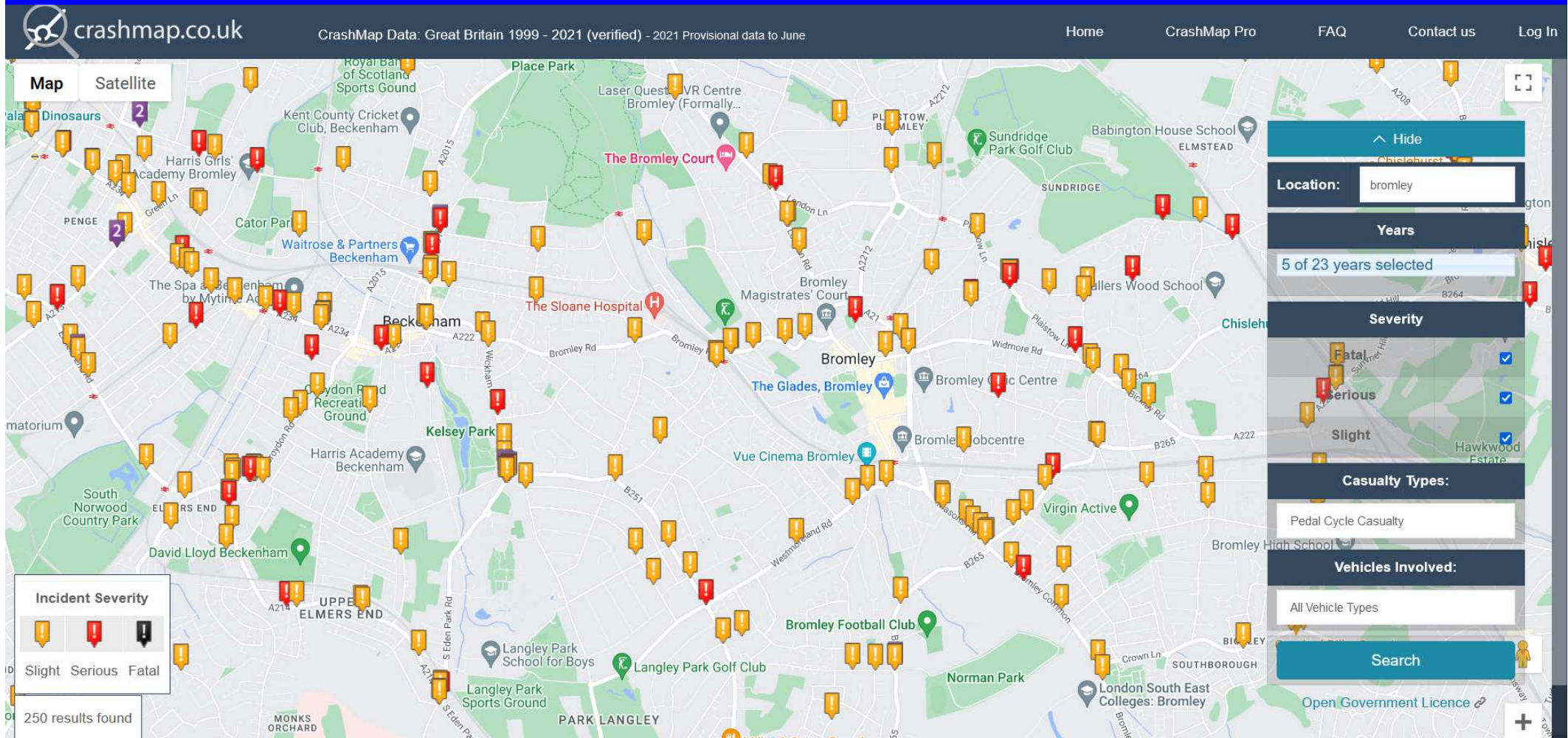


Outer London



Cycling casualties are concentrated on main roads. 60% of all serious and fatal cycling casualties occur on "A" or "B" roads in Bromley.

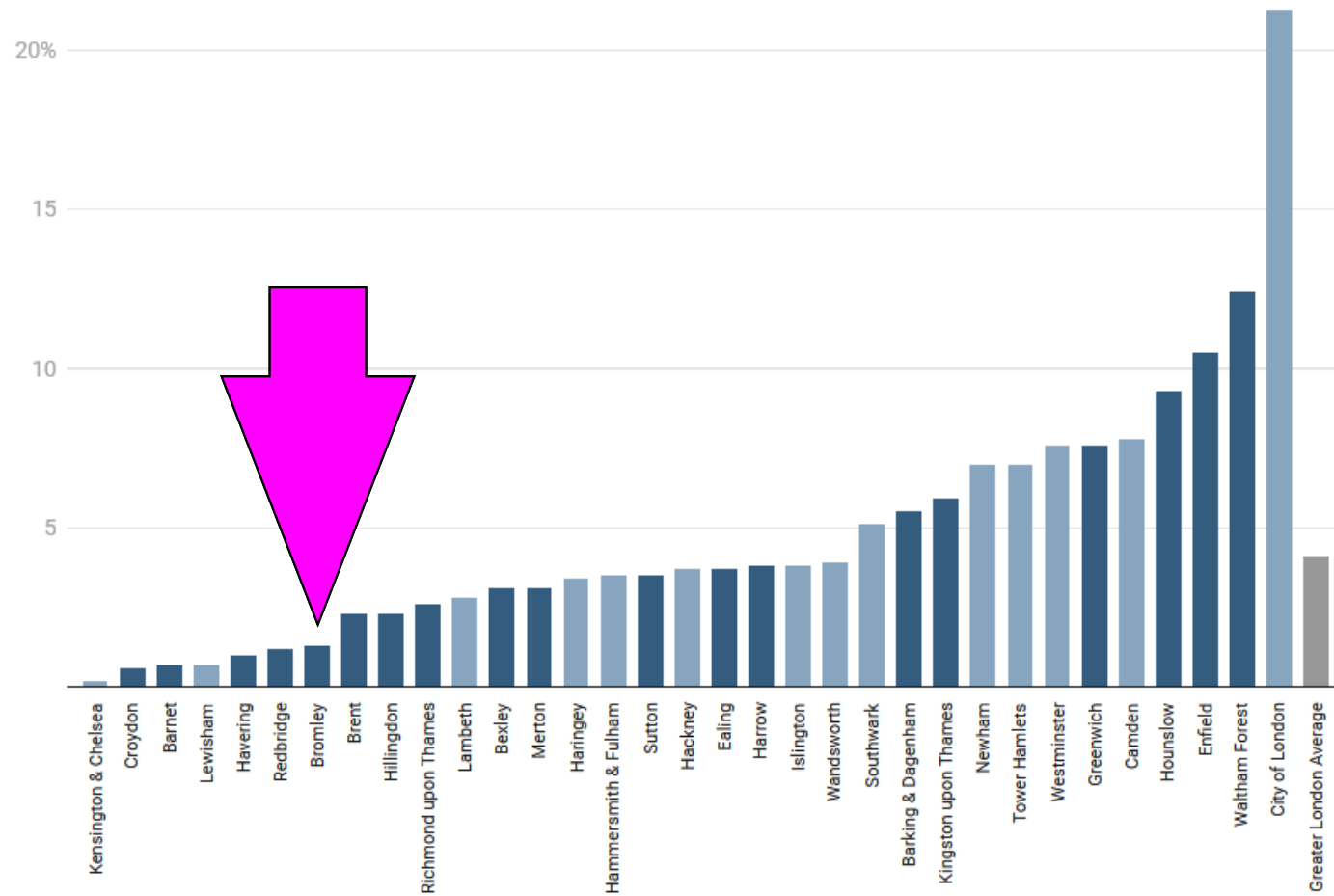
Location of cycling casualties (only) 2016 to 2020



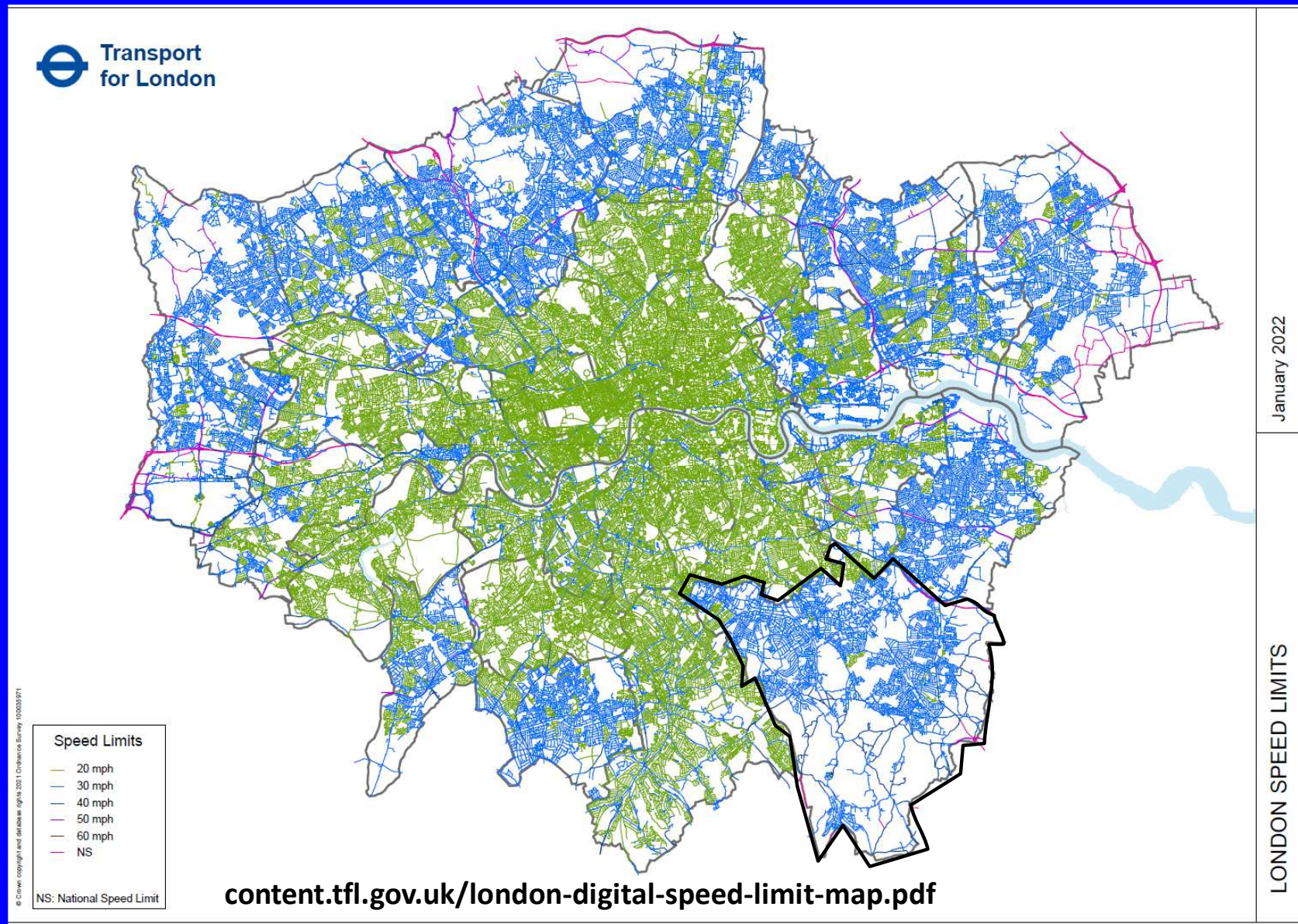
Bromley has one of the lowest levels of provision of protected cycle track in London.

Protected cycle track: Inner/Outer London boroughs, 2021 Scorecard data

Absolute length of protected cycle track as % of total borough road length for each borough and London average, 2021 Scorecard data. [View all results](#)



Lower Speed Limits. TfL - Digital speed limit map (Jan 2022). Existing speed limits – 20mph in green. Bromley has the lowest level in London (= with Barnet) - 5% of roads.



TfL - Digital speed limit map (Jan 2022).



Beckenham Town Centre



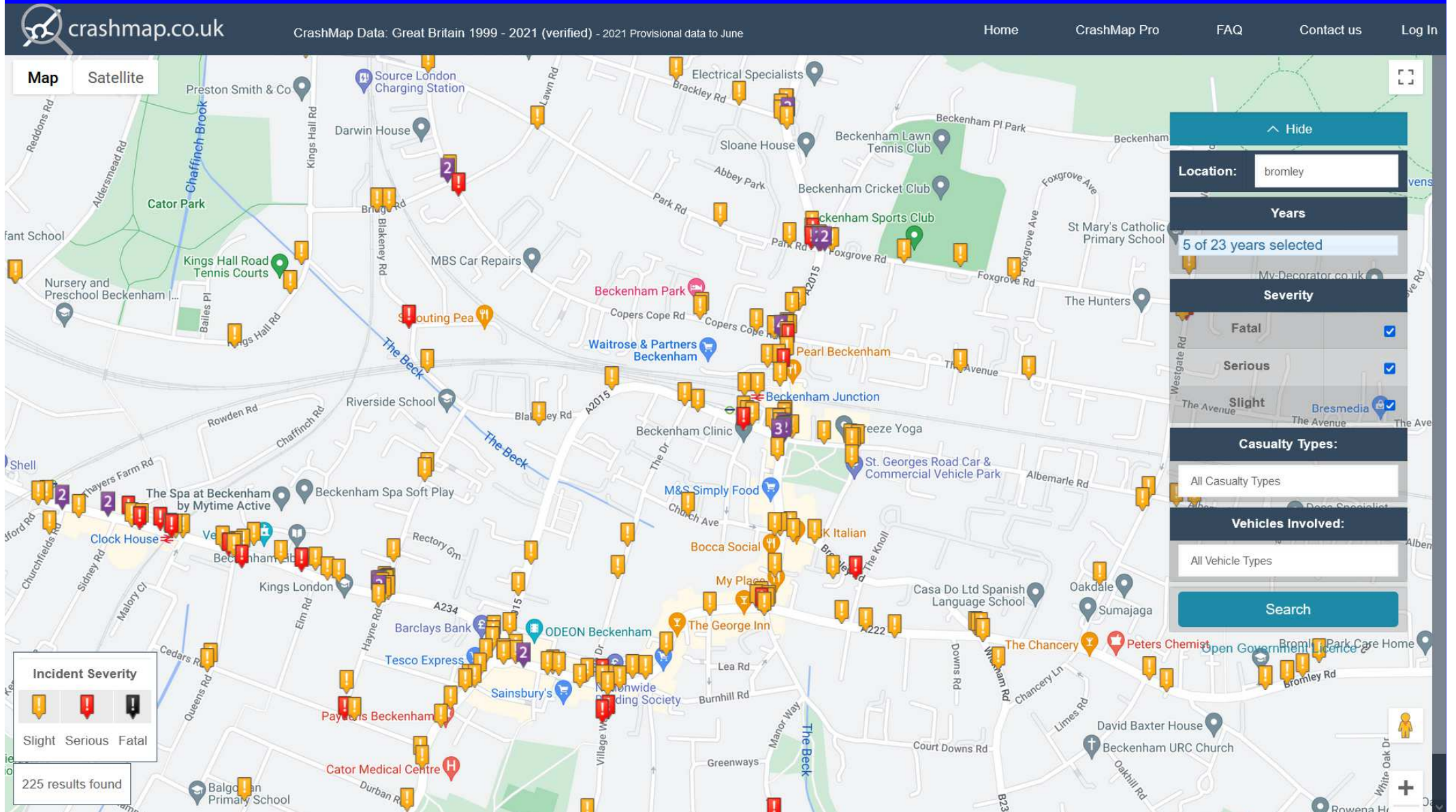
**Bromley Town Centre
&
Bromley South**



Orpington

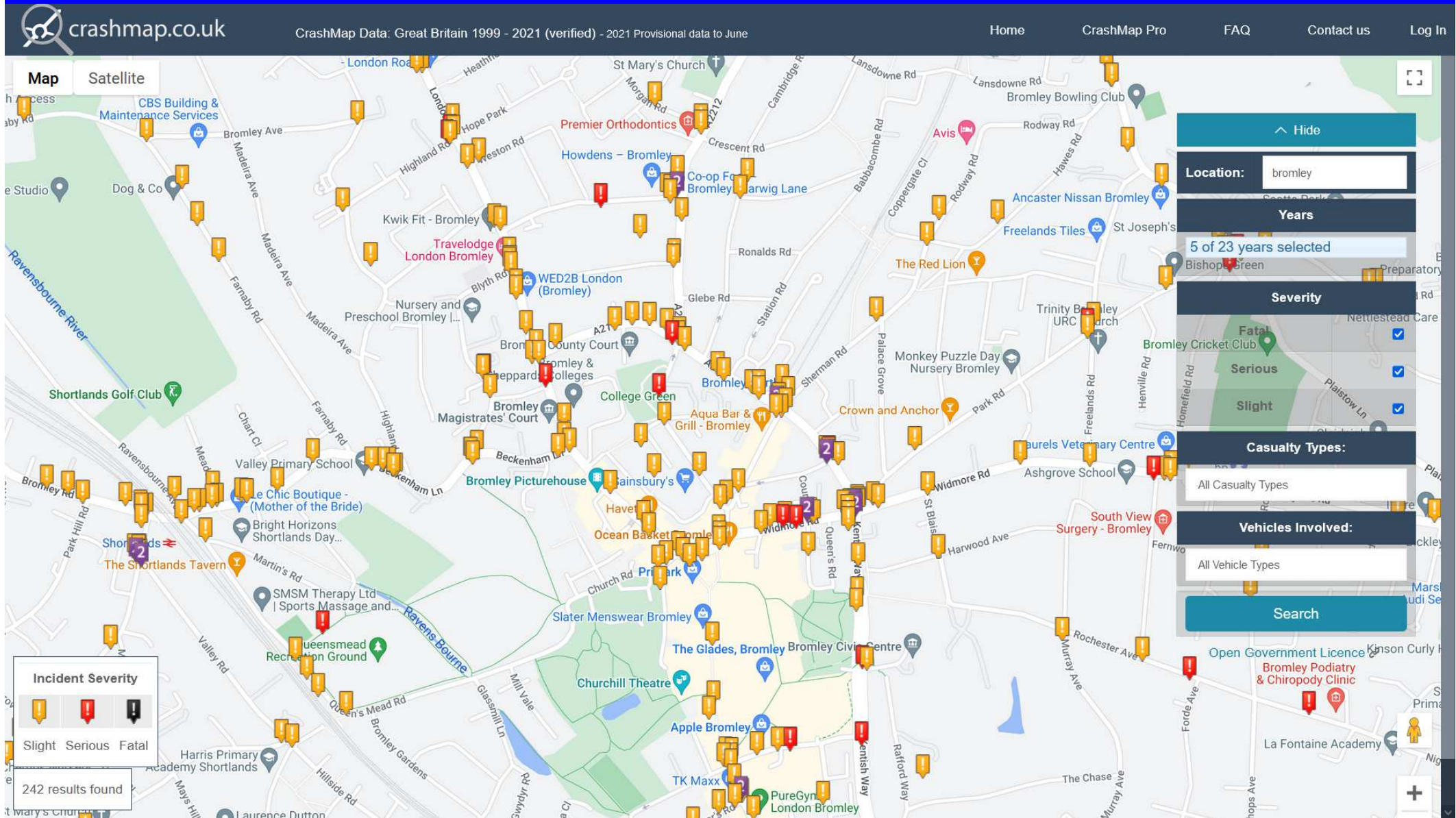
Location of reported road casualties.

www.crashmap.co.uk of reported road casualties (all severities 2016-2020): Beckenham



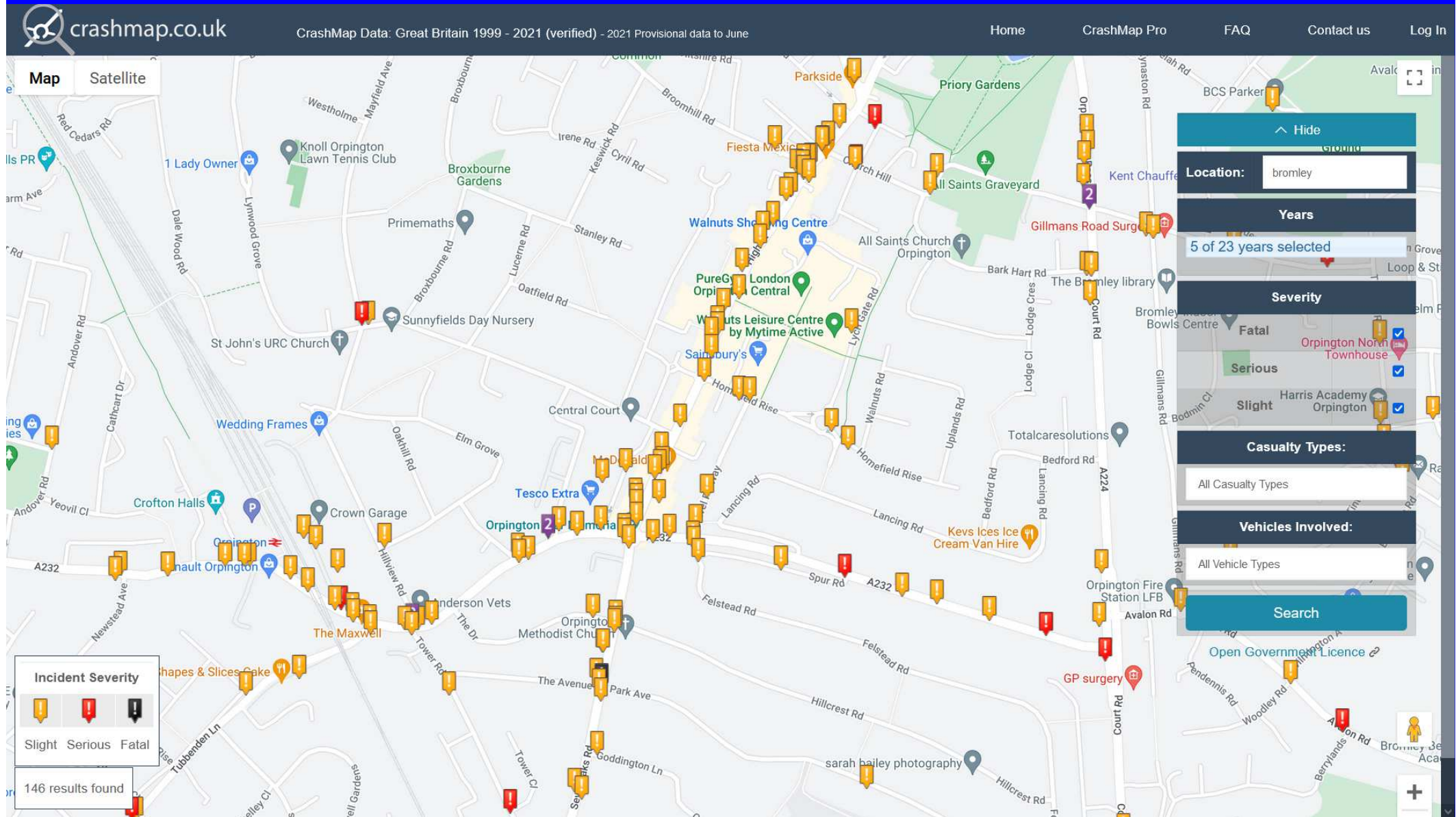
Location of reported road casualties.

www.crashmap.co.uk of reported road casualties (all severities 2016-2020): Bromley



Location of reported road casualties.

www.crashmap.co.uk of reported road casualties (all severities 2016-2020): Orpington



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Slower speeds are the building block of fairer towns, cities and villages.



Vauxhall Bridge Road

- TfL estimates that speed is a factor in around 37% of collisions on London's roads where a person dies or is seriously injured. The Met Police found speeding to be a factor in 49% of fatal crashes.
- Reducing the maximum speed of vehicles to 20mph in built-up areas is associated with a 42% reduction in road casualties.
- In built-up areas, 20mph speed limits are the building block for streets that put people first and are linked to:
 - Lower casualties
 - More walking and cycling
 - Lower air and noise pollution.

Safe space for cycling – the importance of protected cycle lanes on main roads.

- Cycling made up 1.0% of total vehicle mileage in Great Britain in 2019; people cycling make up 13.7% of all serious and fatal casualties.
- Copenhagen has introduced mostly segregated cycle tracks over the last 25 years and over the same period the risk of serious collision has reduced by 72% per cycled kilometre.



Safe street design - high streets and town centres (TfL controlled road).



- Lack of crossing facilities.
- Severance – lack of people!

- Lack of any provision for people cycling.
- High speeds in free flowing traffic.

Safe street design - low cost interventions on arterial roads.



Safe street design - low cost interventions on arterial roads.



Beckenham High St A222 - August 2015



Beckenham High St A222 – July 2021

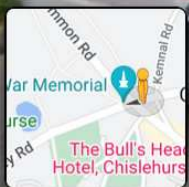


Safe street design – junctions and crossings.

- More than two-thirds of deaths and serious injuries to pedestrians, cyclists and motorcyclists in London occur at junctions.
- People are at greatest risk when crossing provisions are non-existent or poor, or when they have to wait too long to cross.

18/000025/U		Bexley	DANSON UNDERPASS BY BLENDON ROUNDABOUT (PART TIME TRIGGERED BY LOOPS)		MFG	13-03-21	Low	Signals on one direction only of c
18/000066/U	Yes	Bexley	A20 SLIP ROAD - CRAY ROAD - CRITTALS CORNER	Yes 13.11.2019	MFG	13-03-21	Low	Multi-lane slip rd. No ped access
18/000111/		Bexley	STATION ROAD - GALLOWAY DRIVE		MFG	13-03-21	High	Large multi-lane junction in reside
19/000006/M	Yes	Bromley	B265 BASTON ROAD - A232 CROYDON ROAD	Yes 13.11.2019	MFG	13-03-21	Medium	Busy straight roads blocking acc
19/000013/M		Bromley	PICKHURST LANE - HAYES LANE - WESTMORELAND ROAD - BARNFIELD WOOD ROAD		MFG	13-03-21	High	Large multi-lane Junction by sho
19/000014/M		Bromley	WICKHAM ROAD - MANOR ROAD - BROMLEY ROAD		MFG	13-03-21	High	Complex junction in residential ar
19/000015/M		Bromley	BROMLEY ROAD - BROMLEY LANE - ROYAL PARADE - CENTRE COMMON ROAD		MFG	13-03-21	High	Complex junction linking green sp
19/000026/U	Yes	Bromley	A21 FARNBOROUGH COMMON - CROYDON ROAD - A232 CROFTON ROAD - LOCKS BOTTOM	Yes 13.11.2019	MFG	13-03-21	High	Large junction vicinity of hospital
19/000062/M		Bromley	B251 PICKHURST LANE - THE AVENUE - MEAD WAY		MFG	13-03-21	High	Large junction access to bust stop
19/000063/M		Bromley	VILLAGE WAY - CROSS WAYS ROAD - STONE PARK AVENUE		MFG	13-03-21	High	busy crossroads in residential ar
20/000007/U		Croydon	COOMBE ROAD - HIGH STREET CROYDON - SOUTH END - LOWER COOMBE STREET		MFG	13-03-21	High	Large crossroads links to town ce
20/000030/U		Croydon	HANDCROFT ROAD - A213 SUMNER ROAD		MFG	13-03-21	High	Complex junction in residential ar
20/000035/U		Croydon	WHITEHORSE ROAD - WINDMILL ROAD - HAMPTON ROAD - NORTHCOTE ROAD - LIMES RD		MFG	13-03-21	High	Complex junction in residential ar

Safe street design – junctions and crossings: Bromley example – Chislehurst junction of the A222 and A208.



Google Streetview

Google



Safe street design: Station Approach – Hayes.



Chislehurst Safer Streets ...

... will be at this year's Chislehurst Summer Fair, will you?

Do you want to make Chislehurst safer to walk and cycle? Do you want *more* zebra crossings, more cycle lanes and pavements wide enough to walk without getting your head knocked off by a passing bus?

So do we. Come and meet us at this year's Summer Fair. Tell us about the road safety issues that most matter to you and your family.

And while we're chatting you can sign our petition calling on London Borough of Bromley to make Chislehurst a 20 mph zone: [#20sPlenty4Chislehurst](#)



8 June 2019



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To: Bromley Council 20 is plenty for Bromley

Campaign created by
Alba Erich



We ask Bromley Council to adopt a 20mph speed limit on residential streets and its high streets and town centres.

552 of 600
signatures

Sign the petition

First Name *

Last Name *

Email *

Postcode *

I'd like to be emailed about this, and other great 38 Degrees campaigns

- Yes, keep me informed via email
- No, don't send me emails or keep me updated in future

To support walkable and liveable town centres and the goals of the 15-minute city, Bromley needs to:

- **Introduce 20mph limits where people and vehicles mix; especially in its town centres.**
- **Work with TfL to reduce the impact of the Red Route roads that can cause high community severance.**
- **Explore the potential for a network of walking routes (eg <https://footways.london/>) prioritising safe route from residential areas into town centres.**
- **Make sure pavements are wide, clutter-free and well-maintained – key for accessibility.**
- **Focus on crossings – straight ahead, narrow side road crossings, ample time to cross, shorter wait times and formal and informal crossings where people want to cross.**
- **Make space for protected cycle lanes on main roads.**
- **Prioritise people:**
 - **Roll-out the public realm improvement programme from Beckenham.**
 - **Space for people vs space for vehicles - rethinking car parking?**
 - **(Timed) pedestrianisation for key locations – great for business!**