

BBRAG NEWS

BROMLEY BOROUGH ROADS ACTION GROUP – No. 3 (Nov 99)

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This is short edition of our newsletter, primarily to bring you up to date on the Blackbrook Lane developments. In this case we seem to have had a major impact for the first time on the decisions taken in Bromley on such schemes.

Although the result may not be perfect in many ways, at least the resulting compromise did take our views into account. Many thanks to everyone who helped us on this matter, and to the local ward councillors for listening also.

In case this newsletter is the last one before Christmas, best wishes for the holiday season and for the new year to all our members. If you are feeling in a generous mood over Christmas why not make a donation to BBRAG? We still need additional funds to enable us to continue with our activities, and we are at least now showing some positive results from our efforts!

Don't forget to keep letting us know of your opinions on any traffic schemes in Bromley.

Roger Lawson, Editor

Blackbrook Lane, Bickley Traffic Calming Scheme

The result of the councils own consultation exercise in the local area showed a majority in favour of the scheme in general, but a majority were opposed to the speed cushions and only minor numbers in favour of the speed tables and other changes. Objections were also received from BBRAG, London Ambulance Service, Bromley Fire Station, etc. Both BBRAG and the local Bickley ward councillors put forward alternative proposals which were quite similar.

As a result, a revised proposal was put forward at the council committee meeting on the 26th October. This removed the speed cushions and changed the proposals for speed tables – effectively proposing three in Blackbrook Lane at the road junctions, plus one outside Bromley High School, and adding one in Southborough Road.

Extensive discussion took place, with Irene Buckley and Gordon Jenkins promoting their proposals, with the support of other Conservative Members. There was a long argument on the merits of mini-roundabouts versus speed tables with some councillors arguing that mini-roundabouts were not as effective in cutting speeds and could also raise the number of minor accidents.

The question of introducing a wider area scheme that incorporated the Southborough Road area was also discussed (there was concern expressed about the accidents in

Southborough Road and possible traffic diversion from Blackbrook Lane), but this idea was generally not favoured because of the delay that would result.

The poor consultation was also raised by some members and therefore it was agreed that a further round of consultation on the new proposals would take place. The results would be put to another committee meeting that would be scheduled to take place before the end of the year (this would be an additional meeting as otherwise one was not scheduled until the new year).

With a short deadline for comments (Nov 26th) our submission on behalf of BBRAG has been that although we still feel the speed tables are unnecessary we don't have any great objections to them so long as they are of a "less aggressive" nature, ie. less than 75 mm and with lower inclines at the leading and trailing edges. This would minimise the impact on public service vehicles and minimise possible traffic diversion. It also probably provides a reasonable compromise between the needs and desires of local residents and protection of schoolchildren and the views of road users.

We feel the speed table outside the school is unnecessary and that a zebra crossing or warden assisted crossing would be more effective in improving safety for schoolchildren if required.

However, our suggestion to restrict parking in the road, particularly at the southern end, has not been considered and we still feel this is a major oversight as hazardous parking was a significant cause of accidents in the historic statistics. There were also a lot of complaints by residents of damage to parked cars. We believe that changing the road markings and some parking limitations (without significantly inhibiting parking by residents) would be very worthy of consideration.

Blackbrook Lane/Bromley Road Junction

A new pedestrian refuge has recently been built at the north end of Blackbrook Lane. The result has effectively been to reduce the previous two lanes of traffic queueing northwards to go through the roundabout at the junction with Bromley Road, down to one lane. The result is much longer queues of traffic during the rush hour and hence more atmospheric pollution and inconvenience to road users. As this was a "minor works" development no public notices or general consultation was undertaken. Apparently a few local residents were consulted but maybe it wasn't made clear to them what the likely impact was going to be.

BBRAG feels that if a bit more thought had been given to this matter, the resulting problem could have been avoided.

Safer Routes to School

One of the new initiatives for which government funding is available are proposals to implement schemes for improving the safety of children on their way to school. Several such schemes are likely to be developed in Bromley and the first ones are for Warren Road Primary School and Priory School in Orpington. The proposals include cycle lanes, wider footpaths, "walking buses", parking restrictions, pedestrian refuges and other such measures. In the case of Priory School it also includes proposals for three speed cushions in Tintagel Road, even though the measured speed of traffic gives an 85th percentile speed of 28.3 mph which is a lot less than in other roads where speed cushions have been proposed. If you have any views on these proposals then please contact BBRAG (we can supply details of the plans). or contact Bromley Council).

Contact Information

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