

RVR Road Safety Working Group

DISCUSSION DOCUMENT

The Road Safety Working Group (12 members of RVR including the Chair) met for the first time on 29th June 2022. They have produced this document to stimulate debate and they invite feedback before the next meeting.

Please send feedback via email to Nicholas Ansdell-Evans, RVR Roads and Transport Rep, at

roadsandtransport.rvr@outlook.com

1. Summary of concerns

- a) concern about increased traffic running through residential streets
 - i) increasing traffic volumes
 - ii) speeding and driver behaviour
 - iii) size of vehicles
 - iv) Satnav sending vehicles through residential streets
- b) for a list of the area's specific dangerous spots with some possible specific solutions, see appendix A
- c) need to foster behaviours that promote wellbeing and are kinder to the environment (e.g. making streets safer for walking and cycling, use of public transport, reducing traffic levels, reducing pollution, improving driver behaviour, reducing sources of stress and danger)
- d) concern about financial cost to council tax payers of the road maintenance required to sustain increasing traffic and heavier vehicles

2. Residents can help

- a) collecting evidence to support arguments. Residents can help by photographing dangerous situations or using the 'speedcamanywhere' app to record speeding on their phones:
<https://play.google.com/store/apps/details?id=com.speedcamanywhere>

The Working Group would like to compile a file of evidence. Please send to the RVR Roads and Transport Officer.

- b) reassuring elected representatives that action on these issues is widely desired.

3. Some specific suggestions

- a) We propose the adoption of more sophisticated ways to measure whether improvements are desirable in a given situation, rather than just the 'killed and seriously injured' statistics currently used. Measuring systems should be devised which actively promote quality of life and environmental goals (for example, 'the percentage of parents in an area who allow their children to cycle to school')
- b) We would like to see research and consultation on the possible installation of numberplate recognition cameras at some point in the area to reduce rat running of vehicles from outside the area: see appendix B.
- c) We propose that the adoption of Downs Bridge Road be delayed until an overall plan for traffic reduction in the area has been developed, in case it leads to further rat running.

Appendix A Specific areas of concern

Junction of Foxgrove Road/ Southend Road/ entrance to Beckenham Place Park/ Park Road.

Dangerous junction, currently under review. Need for safe crossing for pedestrians here - maybe an island? The new mini roundabouts at Scotts Lane and Brackley Road are working well, could there be one here too?

Junction of Bromley Avenue/ Grasmere Road.

Parking on Grasmere Road too close to T junction, causing traffic to be on wrong side of the road at the junction. Drivers cutting the corner badly which has resulted in several bumps and one serious accident just recently. Could yellow lines be extended? This is easy to achieve and has been done elsewhere.

Junction of Grasmere Road/ Oaklands Road.

Similar issues to above - parking too close to junction causing problems for traffic from both directions.

Junction of Madeira Avenue/ Bromley Avenue

Drivers not slowing/stopping at junction despite signage and road markings. Maybe make junction a 'Stop' as opposed to Give way?

Junction of Foxgrove Road/ Westgate Road

Similar to above with added problems at school times, parking too close to junction?

Crab Hill

Speeding traffic, parking causing traffic to be on wrong side of the road. Outcome of promised parking review awaited.

Farnaby Road

Speeding traffic and overtaking - dangerous anywhere but especially bad at stretch between Warren Avenue and Ravensbourne Avenue

Shortlands junction (Beckenham Lane/ Station Road/ Ravensbourne Avenue)

Traffic from Station Road routinely 'jumps the lights' leaving traffic from Ravensbourne Avenue stranded in the middle of the junction when lights change. Dangerous for pedestrians. Meetings are ongoing involving Council, Councillors, Shortlands Residents Association and RVR to try to find solution.

Proposal to adopt (make up) Downs Bridge Road

Concern that this would add to rat running in local roads, would be used by vehicles to avoid the traffic queue at Shortlands junction. Suggestion that this should be postponed, and only considered as part of a wider plan for traffic reduction in the area.

Overheight vehicle diversion route

Large overheight vehicles are sent by satnav through the residential area to avoid low railway bridge in Shortlands. Reconsider the diversionary route. e.g. go round on main roads Beckenham Hill Road and Bromley Hill

Appendix B Vehicle camera automatic numberplate recognition scheme (ANPR)

The Group notes a scheme in the Borough of Hammersmith and Fulham where former severe rat running has been solved by the installation of a set of ANPR cameras in the centre of the area. These are linked to a database so that everyone who lives in the area can drive past them, but not those from outside the area (with exceptions for buses, Royal Mail, emergency services and taxis, and friends and family and visitors whom residents can add to the database, retrospectively if necessary).

Note that the scheme does not prevent any vehicle from accessing all the roads on both sides of the camera, nor does it prevent any physical access to the area. What the scheme limits is who can drive past the camera, thereby restricting who can pass through the area. Although the scheme changes the routes which non-permitted drivers take to get to certain areas, the entire area remains accessible for all vehicles. It takes a few months for satnav systems to update.

The costs of the scheme are the cameras, signage and the database. By solving the rat running problem it avoids costs otherwise incurred on other safety improvements (of the kind suggested in appendix A). It also considerably reduces the costs of maintaining the roads in the area.

The Fulham scheme, despite scepticism before installation, now enjoys 91% support from residents:

<https://its-uk.org.uk/ideal-alert-cameras-enforcing-low-traffic-neighbourhood-scheme-for-london-borough-of-hammersmith-and-fulham/>

<http://democracy.lbhf.gov.uk/documents/s118742/Cabinet%20Report%20061221%20South%20Fulham%20TCPR%20East%20Experimental%20Scheme.pdf>

It may be feared that traffic on main roads would increase as a result of such a scheme, but there is now increasing evidence that in time (and counter-intuitively) overall traffic levels fall as the result of such schemes, even on the main roads. See for example:

<https://www.rapidtransition.org/stories/reducing-roads-can-cause-traffic-to-evaporate/>

The Working Group proposes further research and consultation on this possibility for the RVR area.

8th July 2022