



**Shortlands
Residents'
Association**

Road Safety Working Group



Roads Group

PEDESTRIAN CROSSINGS CONCERNS & PROPOSALS



*Updates for
Station Rd &
Bromley Rd*

Pedestrian Crossings

Concerns:

- A lack of crossings in some specific locations and various issues at other existing crossings, and particularly those in the more highly congested areas, are often making it hazardous for pedestrians to get across the carriageway/s
- Bad driving behaviour by some motorists, who are often ignoring highway code guidance, is increasing the risks to pedestrians
- Any solutions that are applied to improve pedestrian safety need to complement and interlock with other measures to ensure the flow of traffic is maintained effectively in all directions

Visibility

Issues:

- Traffic queueing through the village obscures visibility for motorists of both pedestrians stepping out onto, or those already mid-way across, the various existing and new zebra crossings
- Pedestrians attempting to step out onto crossings are unable to be sure that motorists approaching on the other side of the road have seen them, because stationary vehicles block their view
- Road markings painted on the carriageway wear away &/or are often hidden by vehicles

Proposed Solutions:

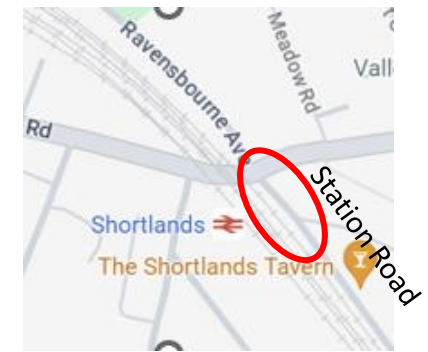
- Erect appropriate signs in strategic positions to warn &/or remind motorists of all zebra crossings
- Re-paint 'SLOW' white road markings on the carriageway on the approaches to all zebra crossings
- Re-paint worn or paint new road markings on the carriageway of the exiting side from all zebra crossings e.g. white 'KEEP CLEAR' &/or yellow hatched box, to keep one car's length clear



Station Road

Issues:

- There was, and still is, no advance warning to motorists of this recently installed zebra crossing. Motorists often accelerate towards &/or away from the nearby traffic lights
- Traffic queueing for the traffic lights obscures visibility of pedestrians stepping out onto the crossing. Some motorists stop on the crossing itself, blocking access for those trying to use it
- Vehicles parked in the bays on the station side, particularly high-sided vans, obscure visibility of pedestrians stepping out onto the crossing, who are also unable to see approaching traffic



Proposed Solutions:

- Install new signs and road markings in both directions on either side of the crossing
- Remove one parking bay and increase the length of zigzags on the approach to the zebra crossing on the station side of Station Road
- Add a replacement parking bay in an alternative nearby location to continue to support access to local businesses

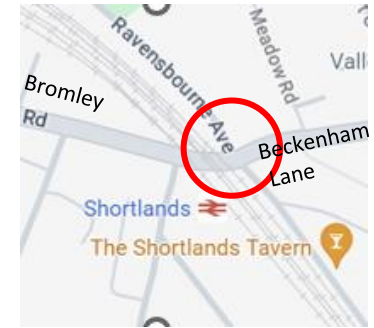
**Proposals
accepted
and to be
actioned**



Ravensbourne Avenue

Issues:

- There is currently no crossing for pedestrians to get across Ravensbourne Avenue, which is three lanes wide at the junction with Beckenham Lane
- The sequencing of the traffic lights, compounded by motorists often accelerating towards &/or away from the traffic lights, means there is rarely sufficient time to walk across the carriageway safely
- Adding a pedestrian crossing to the traffic lights could make traffic congestion at the junction worse

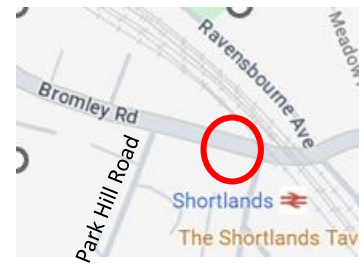


Proposed Solutions:

- As suggested in the Shortlands Station Junctions proposals, re-sequence the traffic lights to stagger the timing so that Ravensbourne Avenue goes first, followed by Station Road, to enable the following:
 - Reduce the exit from Ravensbourne Avenue from two lanes to just one, maintaining the one lane for entry
 - Install a new traffic island in the middle of the two sides of the carriageway, and at a safe distance from the traffic lights, to ensure over-height vehicles turning right from Beckenham Lane into Ravensbourne Avenue have sufficient clearance. This would provide a refuge and 2-stage crossing for pedestrians, without any impact on traffic flow



Bromley Road



Issues:

- The introduction of cycle lanes up and down Bromley Rd a few years ago, and constraints with the width of the carriageway near to the junction with Park Hill Rd, meant the traffic island in the middle of the road had to be removed. Pedestrians wanting to cross Bromley Rd e.g. to get to the bus stops on either side of the road, need a safe method for doing so, particularly those with children &/or mobility issues
- The new zebra crossing up the road at Bishop Challoner school is too far away to be a practical alternative. The more agile pedestrians are often choosing to cross the carriageway in between the busy traffic in both directions, posing a risk to themselves and other road users
- The other option is to walk down to the traffic lights at the busy junction with the station. However, with vehicles often jumping the red lights, as well the timing of the pedestrian crossing being set to the minimum, there is insufficient time for those who are mobility-impaired to get across safely

Proposed Solutions:

- As suggested in the Shortlands Station Junctions proposals, increase the timing of 'green man and blackout' period by several seconds, and install a countdown timer
- Now that the plastic cycle lane wands on the uphill side of the road have been permanently removed to facilitate cleaning of the highway and reduce maintenance costs, there should be adequate room to re-install the traffic island in its original position. The painted solid white lines of the cycle lane, which are being retained, should be adjusted to start slightly further up the hill beyond the traffic island to provide safe clearance for road users

Cycle lane wands on Bromley Road were removed following committee members' agreement in January 2022, with this section left in situ for a further six months trial period