

BBRAG NEWS

BROMLEY BOROUGH ROADS ACTION GROUP – No. 5 (April 2000)

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Another short edition, but with some interesting news of future possible campaigning issues.

Please note also the notice of our AGM which is included with this edition as a separate page and which will be on 3rd June.

Roger Lawson, Editor

Blackbrook Lane, Bickley Traffic Calming Scheme

The speed tables in Blackbrook Lane have now been constructed and most people seem to feel they are not too severe. However if you have any comments on them please let B.B.R.A.G. or Bromley Council know as there will be a "post implementation review" by the council in a few months time and comments will be invited.

Chislehurst Road, Bickley

The next traffic calming scheme that is being considered is one for Chislehurst Road, Bickley (between Station Approach and Bickley Road

and not to be confused with other Chislehurst Roads in the borough). The current proposals are for two speed tables at the junctions of Pines Road and Logs Hill/St Georges Road, eight sets of speed cushions (ie. split humps) spaced about 150m along the road and a "gateway" treatment. In other words, it's the typical traffic calming plan that has been produced in the past by council staff.

B.B.R.A.G. has only just received notice of this proposal so we are considering our response but if anyone has any views on the matter then please contact us.

If you require more information please contact B.B.R.A.G. or Louise McDevitt at Bromley Council.

One point worth noting however is that as usual the area chosen by the council for consultation of local residents is severely limited and does not include areas that will clearly be affected by the proposals (eg. Old Hill, Lower Camden, Lubbock Road to the east of the railway line). Residents in those areas probably use Chislehurst Road as their main route to Bromley town centre. In other words residents who will gain no benefits from the proposals, but only disadvantages, are being excluded from the consultation.

Bromley Town Centre Parking Plan

A draft plan has been produced outlining the policies to be followed in future as regards parking in Bromley town centre and adjacent areas. This is rather a long document that has only just been received and some of the

proposals are less than clear so it will require more study before B.B.R.A.G. can comment in full. However it contains such proposals as:

"Producing a more efficient use of public parking by spreading demand according to journey purpose by a combination of price and access improvements". I am not sure what that means but I don't like the sound of it; and

"In combination with other policies to improve public transport, reduce the attractiveness of driving to Bromley town centre during peak hours to commute onwards or park whilst at work in the town itself". Well that's pretty clear isn't it.

If anyone has any views on parking problems in Bromley town centre then please contact BBRAG. For more information contact BBRAG or Adrian Bell at Bromley Council who produced the report.

Blackwall Tunnel Southern Approach

Possibly of interest to Bromley residents are the speed limits at the Blackwall Tunnel southern approach (previously the A102M but no longer so apparently). Since the improvements have been done, there has been a blanket 50 mph limit with speed cameras for enforcement on this section of road which seems somewhat unrealistic on what was previously classified as a motorway. There have been public notices issued making a "temporary 50 mph restriction" and a "Clearway" on this section of road and if you have any views on this matter please send them to Trevor Eley, Network & Customer Services (London South), Highways Agency, St. Christophers House, Southwark St, London SE1 0TE who can no doubt provide more details if required.

Where Your Taxpayers Money Get's Spent

Bromley Council recently published a leaflet explaining where your money will be spent in the 2000/2001 year. One items of interest was that £700,000 will be spent on the London Bus Priority Network (basically the provision of separate bus lanes). Is this really cost justified by the possible journey time savings for a minority of the public?

Contact Information

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