Shortlands, Ravensbourne and Bromley Better Villages (SRBBV) proposed Liveable Neighbourhood
Stakeholder and Community Engagement
Sustrans has fifteen years’ experience in the successful delivery of community and stakeholder engagement on walking and cycling projects in the public realm. As a result, we have developed a tried and tested model of delivery, which is flexible and bespoke, to ensure the successful delivery of schemes which are supported by, and answer to the needs of, local stakeholders and residents.

The Sustrans Collaborative Design and Built Environment Teams are recognised leading experts in stakeholder and community engagement, communication, facilitation, feasibility, design and risk management. At the 2018 London Transport Awards, Sustrans won an ‘Excellence in Walking and Cycling’ award for the Collaborative Street Design project in Marks Gate, Barking and Dagenham and ‘Consultant of the Year’ for work across Quietways, which includes design and engagement.

Inspired by the impact that place has on behaviour and interactions within a community, Annie has developed her expertise in facilitating dynamic community engagement with innovative and people focused design at its core. She has a wide range of experience delivering behaviour change and infrastructure projects that empower communities to influence the public services available to them and the streets and spaces they use and travel through.

Karl has five years of transport planning experience, primarily focussed on sustainable travel, from long-term transport strategies to detailed design. He has experience in managing small and medium-sized projects, managing stakeholders and engaging local communities. He has worked on a number of high-profile cycling projects in London, from Cycle Superhighway 9 to delivery of some of the TfL funded Quietway routes. Through his experience in the public, private and research sectors, Karl has gained a broad skillset including project management, budgeting and communications.

Caitlin has 12 years of research experience, including a PhD in behavioural biology, and experience with a variety of analysis methods. At Sustrans, she uses her expertise to evaluate and monitor diverse projects as well as to advance understanding of new research topics in active transport.

Will is an experienced researcher, with a PhD in Geography and expertise in the monitoring of active travel projects. Since joining the organisation in 2017 he has worked on a range of research and evaluation projects throughout London and around the wider UK, including public consultations, infrastructure projects, behaviour change interventions and monitoring of community engagement projects.
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Transport for London’s Liveable Neighbourhoods programme offers London boroughs the opportunity to bid for grants of between £1m and £10m for ambitious, community-supported schemes that reduce car journeys, and encourage walking, cycling and the use of public transport. Sustrans was commissioned by the London Borough of Bromley to engage with residents, school communities and stakeholders across their proposed Shortlands, Ravensbourne and Bromley Better Villages (SRBBV) Liveable Neighbourhood area, in order to identify local issues that could be addressed through the programme, and to ensure that measures which meet local needs are incorporated into the proposals.

Sustrans delivered a Councillor Walkabout of the proposed project area attended by six councillors, a stakeholder workshop attended by 12 organisations, three on street events and two school engagement sessions. During the Councillor Walkabout a series of key issues and locations for improvement were identified by Councillors. These included access to Shortlands Station, improvements to Shortlands Village Parade of Shops, pedestrian and cyclist access to local schools, improvements to the area around the War Memorial and discussed issues of roadheading, speeding and traffic across the area. During the stakeholder workshop issues and potential solutions were explored further, key priorities were identified which again included the junction outside Shortlands Station, Shortlands Village Parade of Shops, access to schools, roadheading, rat running but also pedestrian and cyclist access to Bromley South.

Following the workshop, 84% of participants felt that they would like to be part of an ongoing stakeholder group if the SRBBV Liveable Neighbourhood bid is successful. 100% of participants agreed that the workshops had been useful and 100% of participants felt that they understood the principles of Healthy Streets and the Liveable Neighbourhoods Programme.

In order to determine whether there was local support for the priorities identified by Councillors and stakeholders, Sustrans’ Research and Monitoring Unit (RMU) designed a perception survey, which was then shared at the public events at Shortlands Station and outside the Shortlands Village Parade of Shops, at the school events, disseminated through the stakeholder group and made available online.

358 people responded to the perception survey. Participants were asked to select what they thought should be prioritised across the neighbourhood and analysis shows that more pedestrian crossing points and traffic reduction in residential areas are the top priorities. Responses to potential interventions around Shortlands Station show that 93.2% agree or strongly agree that improved pedestrian crossing points are a priority outside the station and 88.1% of participants agree or strongly agree that improved crossing points are also needed around the Shortlands Village parade of shops.

There is also support for making it easier to walk and cycle to access public transport with 84.8% agreeing or strongly agreeing. Another popular proposed intervention is to make it easier and safer for parents and children to walk, scoot and cycle to and from school with 90% of participants agreeing or strongly agreeing with this intervention.

At the on-street public engagement events at Shortlands Station and outside Shortlands Village Parade of Shops the survey was publicised to and completed by members of the public and shop owners. Information boards and photos of places identified by the stakeholder workshop members and councillors were also used to capture the views of the local community, many of which supported the issues identified in the stakeholder workshop.

At the school engagement events at Valley Primary School and St. Mark’s CoE Primary School parents and pupils contributed and discussed their experiences and views. At both schools there was a strong emphasis on the difficult pedestrian and cyclist access to the schools and dangerous parking and traffic outside the schools at drop off and collection times. The events were well received, with head teachers keen to support the scheme and
Transport for London’s Liveable Neighbourhoods programme will give boroughs the opportunity to bid for grants of between £1m and £10m for ambitious, community-supported schemes that reduce car journeys, and encourage walking, cycling and the use of public transport. The Healthy Streets approach is central to this – aiming to improve air quality and reduce congestion by transforming communities, making them greener, healthier and more attractive places to live and work.

Sustrans has been commissioned by the London Borough of Bromley to engage with residents, school communities and stakeholders across the proposed Shortlands, Ravensbourne and Bromley Better Villages (SRBBV) Liveable Neighbourhood area in order to identify local issues that could be addressed through the programme, and to ensure that a wide range of local views and expertise are incorporated into the proposals. This approach will ensure that the schemes proposed within the SRBBV Liveable Neighbourhood programme area meet the needs of residents and school pupils across the community.

**Aims**
- Engage and inform stakeholders and residents about the LN scheme, establishing a clear understanding of the scheme’s benefits, opportunities and parameters
- Develop a process through which the community can input their knowledge, skills and expertise in the programme
- Establish a stakeholder group that can continue to shape the programme, if the bid is successful

**Deliverables**
- One councillor walkabout of the project area
- One stakeholder workshop
- Three on-street engagement events
- Two school engagement events
- Online public perception survey
The London Borough of Bromley and Sustrans are working in partnership on the Liveable Neighbourhood bid. Due to the topography, low density and ward boundaries of the area surrounding Shortlands Station defining a set project area was not possible prior to engagement. For this reason a larger undefined project area was brought forward for engagement and this has enabled the community to comment on issues and concerns on a wider area which will allow Bromley Council to set the project area based on the feedback received. There are 10 schools in the engagement area and green spaces. The project area also contains sections of Quietway Lower Sydenham to Bromley.
Stakeholder and Community Engagement

Understanding the Issues

Photo from the stakeholder workshop
Engagement Methodology

Sustrans facilitated a stakeholder workshop in Bromley. The workshop was designed to make stakeholders feel engaged and informed about the Liveable Neighbourhood, and gave the opportunity to share local knowledge and expertise, within the context of the Healthy Streets approach and the ambitions of the Mayor’s Transport Strategy.

The insight generated from the stakeholder workshop in Bromley informed the perception survey questions developed by Sustrans’ Research and Monitoring Unit (RMU). The survey was shared widely across the SRBBV project area, and aimed to establish whether the issues and solutions raised at the stakeholder workshop were supported by the wider community.

Sustrans then delivered three on street and two school pop up events, using a variety of engagement material including the perception survey, large scale maps and information boards, to capture the views of the local community. The perception survey was also available online for one month.
Sustrans facilitated a walkabout of the proposed project area with local Councillors. The walkabout aimed to inform the local Councillors about the SRBBV Liveable Neighbourhood bid, give them an opportunity to ask questions and highlight issues on-site.

The walkabout was attended by six Councillors from the wards of Copers Cope, Shortlands, Bromley Town, Plaistow and Sundridge and Orpington and included the Portfolio Holder for Environment and Community Services.
### Key comments, issues and solutions discussed

**Shortlands Station**
- Conditions under Shortlands Rail bridge are poor - pigeons, water dripping and generally unpleasant
- Suggestion to knock through Shortlands rail bridge to make more room for pedestrian access to the station
- Layout of Shortlands station car park – no traffic able to go through the car park, cars have to turn around awkwardly in car park
- Pedestrian access needs to be improved to Shortlands Station – improved crossings
- Examine canopy-lining and up-lighting to create a safer and more attractive route under the 3 bridges at Shortlands station
- Create a raised pedestrian and cycle way to one side of the carriageway under the bridges

**Shortlands Village parade of shops**
- Heritage of the shopping area
- Lots of shops but doesn’t work as a parade/ high street
- River Ravensbourne – possible small opening
- Potential for café culture on grass area currently occupied by the ‘Millennium Stone’
- Side roads – possibilities of diverting traffic/ one way turns
- Service road pull-in in front of shops and parallel with Beckenham Lane for safer loading/unloading and short term customer parking suggested
- Vehicles currently drive across the footway on to uneven areas at shops

**Schools**
- Problems crossing the street to get to Harris Primary Academy Shortlands, size of junction and speeds - mini roundabout suggested
- Danger to cyclists on Bromley Road especially on bend by Bishop Challoner School
- Danger for pedestrians walking around bend by Bishop Challoner School – very narrow pavement
- Speeds on Bromley Road by Valley School - school concerned about danger
- Need for improved pedestrian crossing to Valley Primary School
- Look at closure of Scotts Avenue at its junction with Bromley Rd to improve safety for traffic and children accessing Bishop Challoner School

**War memorial**
- War memorial service at St Mary’s Church
- War memorial – improve space around it, seating, greenery, extension of pavement to the memorial to the pavement, no need for one arm of the road
- Need to consult stakeholders over war memorial work

**Other**
- Speed and safety concerns on Farnaby Road
- Narrow crossing at top of Farnaby Road for easier crossing for pedestrians
- Rename Hillside/ Valley/ Queen Anne – one name for road
- Could slow speeds to smooth traffic flow on Bromley Road rather than racing up to a red light/ queue
- Speeds over 30mph noted throughout the area
- Collisions at junction of Bromley Road with Downs Bridge Road - key Copers Cope ward priority
- Park Hill Road/ Beckenham Grove public realm treatment to reduce speeds
- More trees and greenery across area
Places discussed during the councillor walkabout

- War Memorial
- Shortlands Station
- Valley Road/ Mays Hill Road junction opposite Harris Primary Academy Shortlands
- Farnaby Road/ Beckenham Lane junction opposite Valley Primary School
- Under the bridge near Shortlands Station
### Stakeholder and Community Engagement

Twenty one participants attended the workshop representing 12 organisations. Each representative was asked to identify the additional organisations they have connections with which could provide further opportunity for engagement if the Liveable Neighbourhood bid is successful.

<table>
<thead>
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<td>Links with all independent schools in LBB.</td>
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<td>Residents’ society within the proposed project area</td>
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<td>Interest in health benefits of improved walking and cycling facilities in local area</td>
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Stakeholder and Community Engagement
### Stakeholder

- **YourBromley BID**
  - Stake in the proposals: The Bromley Improvement District (BID) for Bromley Town Centre
  - Engagement: Supportive and engaged in the workshop. Interested in being involved going forward if Bromley Town centre is involved.
  - Networks: Bromley Town Centre businesses and employees, Bromley Town Safer Neighbourhood Panel, Bromley Town Churches

- **St Christopher’s Primary School, Headteacher**
  - Stake in the proposals: Local school in the proposed project area
  - Engagement: Very engaged throughout the workshop. Contributed issues raised by parent surveys carried out at school.
  - Networks: Shortlands Residents’ Association, St. Mary’s Church, LBB School Travel Planners, St. Barnabas Church in Beckenham

- **Bromley Liberal Democrats**
  - Stake in the proposals: Local political party
  - Engagement: Interested and supportive of SRBBV project. Keen and active interest in wider walking and cycling initiatives across London.
  - Networks: Beckenham Bromley Liberal Democrats, Sutrans South East London Group, Bromley Cyclists, Penge Cycling Club, West Beckenham Residents Association

- **Bromley Council – Road Safety, Regeneration and Renewal Department**
  - Stake in the proposals: Department will manage and deliver the project if bid is successful.
  - Engagement: Supportive of the scheme and engaged in workshop.

Organisations invited/apologies received from South Eastern Railway, Copers Cope Residents’ Association, Clare House Primary School, Highfield Junior School, Valley Primary School, Councillors of Copers Cope, Shortlands and Orpington wards. All were informed of the outcomes of the workshop and will be informed of the next steps and opportunities for further involvement.
Proposed outcome

To ensure all attendees have an understanding of the Liveable Neighbourhoods funding and the Healthy Streets approach.

To provide the opportunity for the group to contribute to the proposals with their insight and experience.

Activities

1. Introduction to Liveable Neighbourhoods programme within the context of the Mayor’s Transport Strategy
2. Introduction to and background of the proposed SRBBV Liveable Neighbourhood
3. Group activity to explore and understand the Healthy Streets approach
4. Workshop: exploring current best practice infrastructure from Enfield, Lambeth and Waltham Forest
5. Workshop: identifying issues and solutions for the Bromley area
6. Group feedback on priority areas to include in proposals
### Issues and solutions identified by stakeholders

Using large scale maps of the proposed SRBBV area, the participants worked in groups to identify where the barriers to walking and cycling currently are and the changes they’d like to see.

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<th>Purple Dot</th>
<th>Location (see map over page)</th>
<th>Comment, Issue or Solution</th>
</tr>
</thead>
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<tr>
<td>1</td>
<td>Bromley Road - Beckenham Lane</td>
<td>Issues all up road with traffic and turning on from side roads.</td>
</tr>
<tr>
<td>2</td>
<td>Beckenham Lane</td>
<td>Need more pedestrian crossing points.</td>
</tr>
<tr>
<td>3</td>
<td>Farnaby Road/ Warren Avenue/ Ravensbourne Avenue</td>
<td>Rat running is a problem on all these roads.</td>
</tr>
<tr>
<td>4</td>
<td>War Memorial</td>
<td>Parking is dangerous on bend by War Memorial.</td>
</tr>
<tr>
<td>5</td>
<td>Station Road</td>
<td>Through traffic is an issue from Bromley Town Centre.</td>
</tr>
<tr>
<td>6</td>
<td>Under Shortlands Bridge</td>
<td>Shortlands (under bridge) is a horrible place for pedestrians and cyclists. Constant heavy traffic queuing back into Bromley. There is no provision for pedestrians to cross the road under the bridge at Shortlands. Big problem area highlighted by participants. Lots of traffic, poor air quality, bad pedestrian access, traffic crossings and bad light signals on either side of the bridge.</td>
</tr>
<tr>
<td>7</td>
<td>Ravensbourne Avenue/ Village Way</td>
<td>There are difficulties for cars exiting from Ravensbourne Ave. onto Village Way (i.e. turning right out of Ravensbourne Ave.) and cars crossing out of Station Rd. Cars frequently jump red lights.</td>
</tr>
<tr>
<td>8</td>
<td>Crossings outside Shortlands Station</td>
<td>Improve crossings outside Shortlands Station.</td>
</tr>
<tr>
<td>9</td>
<td>Bromley Road (by Shortlands Station)</td>
<td>Move bus stop eastbound on Bromley Road to other side of railway and construct pull in on wide pavement.</td>
</tr>
<tr>
<td>10</td>
<td>Martin’s Road/ Recreation Road</td>
<td>Make it one way for traffic. Could become a shared space area like Van Gogh Walk in Lambeth.</td>
</tr>
<tr>
<td>11</td>
<td>Shortlands Village Parade of Shops</td>
<td>Provide bus pull in areas on Shortlands Village side to improve traffic flow and moving bus stops.</td>
</tr>
<tr>
<td>12</td>
<td>Ravensbourne Avenue</td>
<td>Make parking paid only 9-10am (like at New Beckenham) to allow parking for shops in Shortlands for the remainder of the day.</td>
</tr>
<tr>
<td>13</td>
<td>Junction by Beckenham Theatre</td>
<td>Traffic lights not in favour of pedestrians.</td>
</tr>
<tr>
<td>14</td>
<td>Downs Bridge Road</td>
<td>Place a warning sign further up the road to direct high vehicles the correct way and away from the bridge.</td>
</tr>
<tr>
<td>15</td>
<td>Foxgrove Road/ Downs Hill</td>
<td>Difficulty for buses and trucks turning right out of Foxgrove Road onto Downs Hill as bollards narrow the road significantly and parking is allowed too close to junction both in Foxgrove Road and Downs Hill.</td>
</tr>
<tr>
<td>16</td>
<td>Ravensbourne Station</td>
<td>Disabled access to Ravensbourne Station is one side only (outwards from London) so somewhat pointless. Needs to be more disabled access at Station.</td>
</tr>
<tr>
<td>17</td>
<td>Crab Hill</td>
<td>The parking scheme in Crab Hill is not a success, many bays are unused allowing significant speeding by vehicles in both directions.</td>
</tr>
<tr>
<td>18</td>
<td>Madeira Avenue/ Bromley Avenue</td>
<td>Needs to be a give way sign here.</td>
</tr>
<tr>
<td>19</td>
<td>Ravensbourne Avenue/ Crab Hill</td>
<td>Lots of cars parking - railheading</td>
</tr>
<tr>
<td>20</td>
<td>Ravensbourne Avenue/ Crab Hill</td>
<td>Pedestrians are in second place here to the car even though there is an entrance to park here. Pedestrians need to be prioritised.</td>
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</table>
Issues & solutions continued on next two pages
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<td>Junction by Beckenham Theatre</td>
<td>Junction needs improving for pedestrians and vehicles.</td>
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<td>22</td>
<td>Outside St. Christopher’s School</td>
<td>School warning sign is posted too late - just before the bend so people don’t see it until they are on the school. Poor pavement quality outside the school, making it difficult for pushchairs and people with limited mobility.</td>
</tr>
<tr>
<td>23</td>
<td>Outside Harris Primary Academy Shortlands</td>
<td>Double parking on both sides of the road. There needs to be width restrictions outside the school. The junction is too wide outside the school.</td>
</tr>
<tr>
<td>24</td>
<td>Bromley Road, St. Christopher’s Primary School</td>
<td>School warning signage needs to be further up from St. Christopher’s Primary School. It is too close to the school so does not let vehicles know there is a school located there until they are outside the school. This is dangerous for the children travelling to school.</td>
</tr>
<tr>
<td>25</td>
<td>Bromley Road (between Scotts Lane and Scotts Avenue) outside Bishop Challoner School</td>
<td>There needs to be improved monitoring of car parking at the start and finish of the school day at the entrance and exit points on Bromley Road and Scotts Avenue for the safety of pupils, staff and visitors at Bishop Challoner School.</td>
</tr>
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<td>26</td>
<td>Bromley Road (between Scotts Lane and Scotts Avenue) outside Bishop Challoner School</td>
<td>Installation of a pelican crossing, road calming measures, visible roadside speed signs (set at 20mph), and/or Gatso speed cameras on Bromley Road for the safety of pupils, staff and visitors.</td>
</tr>
<tr>
<td>27</td>
<td>Outside Bishop Challoner School</td>
<td>Very unsafe narrow footway across the front of Bishop Challoner school. Unsafe for pedestrians and cyclists along this part of the road.</td>
</tr>
<tr>
<td>28</td>
<td>Downs Bridge Road</td>
<td>This road is not useable.</td>
</tr>
<tr>
<td>29</td>
<td>Beckenham Grove</td>
<td>Too much parking along this road.</td>
</tr>
<tr>
<td>30</td>
<td>College Road</td>
<td>Blocked up with traffic.</td>
</tr>
<tr>
<td>31</td>
<td>A21/Kentish Way</td>
<td>Request for more greenery.</td>
</tr>
<tr>
<td>32</td>
<td>Bromley South Station</td>
<td>Better cyclist access to Bromley South is needed.</td>
</tr>
<tr>
<td>33</td>
<td>Widmore Road (Bromley Town Centre)</td>
<td>Issues with crossings at either end of Widmore Road (Bromley Town Centre). There needs to be a pedestrian crossing and reduction in the speed of traffic. This could be a quick win to start the scheme.</td>
</tr>
<tr>
<td>34</td>
<td>Bromley North Village</td>
<td>A warning sign for HGV’s is needed near Bromley North Village.</td>
</tr>
<tr>
<td>35</td>
<td>High Street</td>
<td>More pedestrian places needed near East Street. Lights at either end and zebra crossing to slow traffic down needed.</td>
</tr>
<tr>
<td>36</td>
<td>Queens Gardens</td>
<td>Very pleasant.</td>
</tr>
</tbody>
</table>
In groups, participants discussed and reached consensus on issues and locations that should be prioritised in the proposals and shared these with the rest of the stakeholders.

### Priorities Identified by Stakeholders

<table>
<thead>
<tr>
<th>Main Priorities Identified</th>
<th>Details</th>
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</thead>
<tbody>
<tr>
<td>Junction outside Shortlands Station</td>
<td>Lighting improved under the bridge</td>
</tr>
<tr>
<td></td>
<td>Improved pedestrian crossings</td>
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<tr>
<td></td>
<td>Solve traffic congestion</td>
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<tr>
<td></td>
<td>Sort area out around the station</td>
</tr>
<tr>
<td>Rat Running</td>
<td>London Lane</td>
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<td></td>
<td>Shortlands Road - Scotts Lane</td>
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<td></td>
<td>Across the area</td>
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<tr>
<td>Railheading</td>
<td>Parking issue at the station and surrounding roads</td>
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<tr>
<td></td>
<td>Sort out parking-commuter</td>
</tr>
<tr>
<td>Access to Bromley South</td>
<td>Currently hostile - very busy (commuters)</td>
</tr>
<tr>
<td></td>
<td>Junction is hostile for walking and cycling</td>
</tr>
<tr>
<td></td>
<td>Simpsons Road</td>
</tr>
<tr>
<td>Access to Schools</td>
<td>St. Marks - dangerous crossing</td>
</tr>
<tr>
<td></td>
<td>Harris Academy - dangerous crossing</td>
</tr>
<tr>
<td></td>
<td>Bishop Challoner School - Narrow pavement and fast traffic outside Bishop Challoner</td>
</tr>
<tr>
<td></td>
<td>Improve walking and cycling access to schools across the area</td>
</tr>
<tr>
<td>Shortlands Village and parade of shops</td>
<td>Bus stop to reduce traffic</td>
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<tr>
<td></td>
<td>Block Station road - resolve congestion</td>
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<tr>
<td></td>
<td>Play Streets</td>
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<tr>
<td></td>
<td>Shared use space/ opportunities</td>
</tr>
<tr>
<td></td>
<td>Concentrate funding in this area</td>
</tr>
</tbody>
</table>

### Engagement Locations proposed by stakeholders

The group also identified key locations to hold the on-street engagement events:
- Junction outside Shortlands Station
- Outside schools and stations
- Shortlands Village and parade of shops
Feedback from Stakeholder Workshop

84% of participants felt that they would like to be part of an ongoing stakeholder group if the SRBBV Liveable Neighbourhood bid is successful.

100% of participants agreed that the workshops had been useful.

100% of participants felt that they understood the principles of Healthy Streets and the Liveable Neighbourhood Programme.

“The session was organised to enable focus on the issues to be discussed and to put forward suggestions for improvement.”
Member of the Ravensbourne Valley Preservation Society

“Very useful. Glad we have been asked to attend and input.”
NHS, Bromley Clinical Commissioning Group, Head of Financial Planning and Strategy

“Good participation methodology. Pictures of what has been done in other boroughs was very helpful.”
Member of Bromley Cyclists

“Very useful opportunity to speak at a forum that will hopefully make Bromley Road and Shortlands a safer place to live, work and visit.”
Estate Project Manager, Bishop Challoner School
Community Engagement

Sustrans delivered three on street engagement events and two after school events. A variety of material was used including a perception survey developed by RMU around the priorities identified by stakeholders. Large scale maps, information boards and photos of places identified by the stakeholder workshop members were displayed to inform and capture the views of the public. Members of the community were encouraged to share their experiences and views by writing on post-it notes and sticking them onto the boards.
Stakeholder and Community Engagement

Public Engagement at Shortlands Station

Station Road Crossing

Comments on this location by members of the public

- Not efficient junction - both traffic and pedestrians have difficulty
- Need pedestrian crossing at lights - lots of children in the morning
- Need a crossing, no pedestrian priority at the moment
- Too long to wait at Shortlands Road
- Dodgy crossing!
- People are crossing where there is no crossing. That crossing is brutal.
- Green light not long enough to cross properly after you get off the bus
- Like the SHORTLANDS painting
- DANGEROUS. Problem to cross when walking. Drivers on Ravensbourne Avenue - difficult to turn right, lights turn red too quickly and cars can’t go through
- Too narrow walking under the station bridges - not a nice place to be
- Queue of cars and challenging crossing
- Need better pedestrian crossings
- Crossing over Ravensbourne Road is difficult - pedestrians aren’t catered for at all.
- Zebra on Station Road (close to junction with Beckenham lane) would be good.
- That’s terrible - no crossing for pedestrians
- Right hand turn is dangerous (from Ravensbourne Ave onto Beckenham Lane)
- Traffic down Station Road is too busy, pavement is too narrow to use with a pushchair, can’t get it past the lamp posts so have to walk in the road!
- Nice station - always something going on, nice village feel, but need a lift!
- Dangerous crossing!
- Crossing is a nightmare
- Hard to cross the road - cars fast round corner
- Need to slow vehicles
- Rain collects at the bottom of the road
- There is a pedestrian crossing this side (shortlands station) of the bridge.
Shortlands Parade of Shops

- Too much traffic - very polluted, it stinks!
- Need safe cycle routes past schools and nurseries
- No crossing
- Need better parking
- Right hand filter is confusing
- Fence put up around the green to stop commercial vehicles driving across
- Outside is a dumping ground for shops - crates and deliveries. Could be a much nicer village green feel
- Can’t park at shops if I’m passing with kids
- Green - stop rubbish and maintain grass
- Too much traffic and too many pigeons!
- Need access for cars near shops - needs to be accessible for people with limited mobility
- Like the Christmas tree
- Need traffic calming, pedestrian crossing with lights by parade of shops. Traffic goes over 30mph
- Controlled Parking Zone needed
- Bollards stop people parking outside
- Improve the quality of the shops - need nice coffee shops, things to do and see for mums with young children
- Summer fete is great. More community events in Station car park, more traders and stalls etc instead of the car park
- Major area of difficulty - crossing is hard to do, easier to cross at Shortlands, traffic congestion
- Lighting is poor - could have heritage lamps. Christmas lights are nice, more of that.
- Quality of shops is poor
- No heart of Shortlands - restaurants, food shops, things to do and see
- Too much traffic - too narrow for cyclists
- Zebra crossing and pedestrian lights

Access to schools

- Harris - kids pour out of May Hill Road
- Clare House - too much traffic around Clare House
- Valley - very difficult for children to cross because of traffic
- Valley - need a Zebra outside the school
- All schools - less parking and better crossings outside
- Valley Primary - Can’t see round the corner when standing on school side looking right up the hill
- Harris - won’t cross at junction but will cross further up the road
- Lots of people have to drive to the school
- Harris - pedestrian crossing on Kingswood road
- Harris Primary - Don’t feel safe to cycle on roads with children. Cycle lanes needed
- Harris - make it no parking on either side of road. Too dangerous at the moment
- Valley - Valley road far too fast, well over 30mph. Lollipop lady not around for breakfast club and after school club times
- Harris - crossing the road is ok as there is a lollipop lady
- Harris - pedestrian or cycle priority by school needed!
- Harris - junction with May’s Hill road, can’t see round the bend, double yellow needs to be extended
- Bishop Challoner - dodgy to cross the road
- Bishop Challoner - need coloured and wider cycleways on the road
- St. Mark’s - Parking at St. Mark’s is bad. Cinema will increase parking issues on Queen Anne Road
- St. Mark’s - cars go on wrong side of the island on Queen Anne Road
- Valley - speeds outside school are high
- St. Mark’s - child broke leg outside school being hit by vehicle
- All Schools - reduce speed of traffic around schools - 20mph zones?

War Memorial

- Traffic along road by memorial
- New double yellow lines are good
- Limited visibility - May’s Hill Road Junction
- More yellow lines from Kingswood Road
- Let’s have a roundabout with flowers in it
- Great that the memorial has been restored
- Scotts lane through traffic is a problem - high speed
- Very confusing layout
- Don’t know which way to cross. Don’t know what lines mean. Very confusing
- Make a feature of the war memorial
- Controlled Parking Zone needed

Other

- No good/ easy way to go into Bromley on Bike - lots of messy junctions
- Rat running - could close Recreation Road
- Lots of young families around the area
- Slow traffic on Queen Anne Road
- Beckenham Lane traffic
- Remove bins outside the station
Key comments

“Need a crossing, no pedestrian priority at the moment.”
(Station Road Crossing)

“Dodgy crossing!”
(Station Road Crossing)

“Make it no parking on either side of road. Too dangerous at the moment.”
(Outside Harris Primary Academy Shortlands School)

“Don’t know which way to cross. Don’t know what lines mean. Very confusing.”
(War Memorial)

“Need traffic calming, pedestrian crossing with lights by parade of shops. Traffic goes over 30mph.”
(Shortlands Village Parade of Shops)
Public Engagement outside Shortlands Parade of Shops

Station Road Crossing

Comments on this location by members of the public

- Preventing children walking to school independently
- Dangerous turning right off Ravensbourne Road
- Bridge looks grim! Walked to Beckenham as nicer shops etc
- Prioritise pedestrians in this area
- Pedestrian crossings, junction, no crossing, have to use island, x3 roads to cross
- Trying to cross is hard
- Have to be very aware, competing for space cars/walking/cyclists
- Need ready access to trains
- Obvious place to cross junction by bridge, ugly
- Crossing is murder
- Would not let child walk to school but to dangerous
- Roundabout!
- Jump the lights (Station Road), only two cars can turn (R. Avenue)
- Ravensbourne Avenue when closed was quiet
- School kids can’t walk to school alone
- Traffic is nightmare on Ravensbourne Avenue
- Crossing is hard for pedestrians
- Absence of Controlled Parking Zone, Congestion, Pedestrian Crossing, Controlling number of vehicles
- Too much pollution
- Junction is terrible, hard to cross, I witnessed an accident
- No green man, crossing points/pelican crossing
- Horrible crossings, more cycle paths
- My 7 year old and I take our life in our hands crossing here. We need safer crossing!
- Difficult to cross, gamble and have to be quick
- Dangerous direct route to Valley, difficult to cross
- Almost hit by lorry whilst on scooter
- Could feel safer, no pedestrian crossing
- No pedestrian lights, not sure who’s doing what, taking life into your own arms
- Crossing very deceiving! Need secure lighting for pedestrians and motorists
- Bridge over railways could be kept nicer
- Junction I hate! Even when driving
- Hard to cross
- Can’t teach children how to cross the road safely
- Pedestrian crossings at the Shortlands junction. No safe time to cross - particularly for children
- Bus stop outside station
- More greenery
- Traffic too fast near the park going up hill and especially down the hill, regularly exceed speeds
- 20mph limit might help to slow speeds down a bit, up Station Road, up near Queen Marys
Stakeholder and Community Engagement

**Shortlands Parade of Shops**

Comments on this location by members of the public

- Not good, no parking, tatty, doesn’t appeal to me
- Lack of access
- No crossing for pedestrian
- Dropped curbs encourages people to cross
- Dangerous to cross roads
- No parking @ shops
- Winter icy, slippery
- Pedestrian crossing by bridge
- Local parking for shops
- Landscaping outside shops + lighting
- General lighting to station
- Parking on pavement is an issue (by business owners)
- Crossing from Ravensbourne
- Congestion
- Bad air pollution
- Junction - no pedestrian access across road, dash across, zebra not where needed, side road crossing dangerous
- Cars, cars, cars, why not pedestrians
- Lack of access puts me off
- Generally unkempt and dirty
- Cycle lane. Highland Road to Shortlands Road - cut traffic
- Like the new artwork under the bridge
- Litter by the station causes issues, household rubbish
- We need a pedestrian crossing to the shops
- Cross by lights and zebra
- More greenery and independent shops
- Proper X-mas tree, create destination
- Crossing at Station Road, cross keep clear
- Could do with a cycle lane
- Needs crossing
- Children can’t walk to school alone
- Ridiculously hard to cross road
- No Crossing, no easy time, just to have to be lucky, get used to it, but always go to lights or zebra crossing, close Ravensbourne
- Cycle lane, pedestrian crossings should be improved
- Floods a lot, by bridge driver
- Deliveries park on curb, block traffic
- No chance to cross, no green man

**Access to schools**

Comments on this location by members of the public

- Children can’t walk to school alone. Too dangerous
- Valley Primary - so much traffic outside
- Harris - Free parking spaces outside
- Bishop Challoner - cars will bump over segregation to get across
- Valley Primary - not many places to cross
- Valley - can’t see around the bend. To cross road, opposite Valley
- Farnaby Road junction very wide, difficult to cross
- Valley - Zebra crossing would help to cross
- Valley - uneven pavements around valley, not easy for scooters
- Bishop Challoner - Bottleneck point, tight for space
- Bishop Challoner - Cars do try and overtake on bend
- Harris - Cars cut around junction even behind other cars, people park on junction

**War Memorial**

Comments on this location by members of the public

- Awkward junction
- Need to attract more attention to memorial
- Dangerous, unsure drivers get very confused here

**Other**

Comments on this location by members of the public

- Drop bridge or wider bridge
- One car gets through lights
- No lights to turn left, dead time
- No access to station on Station Road
- People would walk through if it would be open
- Very narrow for two lane traffic - Shortlands Road to station, no room for cyclists
- Scotts Lane traffic speed very fast, crossing difficult, accident waiting to happen
- Scotts Lane, narrow pavement, wheelchair, buggies, treacherous/dangerous, not accessible
- Very green well kept
- Daughter stopped using scooter as it’s not safe, been knocked off twice
- No lighting in the park near Churchill Theatre
- Lighting under the bridge next to the station. Would love to see more of a village feeling in Shortlands a bit of what they’ve done in Herne Hill
- Harris/Queen Anne Avenue - Worry about tension between cyclists (MAMIL) + school children
- Harris - No Trees Removed
- Rubbish parking
- Farnaby Road - box junction would help, lots of traffic
- Ravensbourne Avenue - close it, rat running, workmen closed = worked well, HGV merge
- Station Road - no chance to cross no green man
- It’s dangerous!
- Need a lift at the station. Can’t come back with shopping as can’t get it down the stairs
- Not enough cycle lanes
- Road is too narrow so cars mount the pavement on Station Road
Key comments

“My 7 year old and I take our life in our hands crossing here. We need safer crossing!”
(Station Road Crossing)

“So much traffic outside the school.”
(Valley Primary School)

“Cars, cars, cars, why not pedestrians?”
(Shortlands Village Parade of Shops)

“Ridiculously hard to cross road.”
(Shortlands Village Parade of Shops)

“Not enough cycle lanes.”
(Across the area)

“Dangerous, unsure drivers get very confused here”
(War Memorial)
Sustrans delivered two engagement events at schools in the proposed project area. After school events at Valley Primary School and St. Mark’s C of E Primary School were designed to engage with parents, pupils and staff around local issues, with a particular focus on access to the schools, pedestrian crossings and traffic. The school communities had the opportunity to complete a survey, view information about the proposed Liveable Neighbourhood and the programme aspirations, and to feed in their views.

Valley Primary School

Station Road Crossing

Comments on this location by members of the public

- Filter light for turning right out of Ravensbourne Avenue!
- Dangerous junction, no crossing points
- Dangerous for pedestrians to cross at all point on this junction. Cars regularly go through red lights
- Needs crossing - zebra, prioritise pedestrians, traffic lights, safer
- Pedestrian crossing!
- The crossing (traffic lights) are dangerous for children and adults (HADEN AGED 10)
- Lights here would enable year 6 to cross independently to use shops and get to school
- You take your life in your hands here!
- Need pedestrian crossings at Shortlands Rd/ Station Rd/ Ravensbourne Junction
- It should have lots of lights on it (JASON AGE 6 NEARLY 7)
- I have nearly been knocked over crossing with the kids
- Horribly structured junction for cars
- The 2 way filter for traffic opposite the Shortlands station - one lane can go right the other lane has to wait to go left, the motorists don’t wait and it is dangerous
- Pedestrian lights and speed cameras so pedestrians can be safe whilst crossing it is hard to cross the crossing without getting rammed over (IAN AGE 9)
- Pedestrian crossing at Shortlands Station
- If we had lights here my disabled child could cross safely to get to school/ shops
- Please, please we need a proper crossing for everybody to cross safely!
- Traffic speed limit on station road shortlands
- Terrible crossing, needs pedestrian crossing. People jump light to get through
- Crossing on station road needed
- Need crossing near station
- Cars coming out of Ravensbourne Avenue - only allows 2 cars through
- Appropriate traffic lights and crossing at Shortlands station from all directions
- Safer crossing near station as traffic coming from all directions
- Change lights by station so they have a pedestrian green light - you take your life in your hands crossing with kids
- The crossing is terrible!! It’s going to take somebody being hit for them to make a change
- Better crossing (JAGO R BREEN AGE 9)
- Safer crossing near bridge and traffic lights
- The crossing is a nightmare. One day something will badly happen. Things need to change.
- Crossing at Shortlands Station!
- If there was a crossing more people would use the shops
- Need a pedestrian phase on these lights. Take your life in your hands, try and judge a gap
### Shortlands Parade of Shops

**Comments on this location by members of the public**

- Needs a village identity! – heritage, chemist, don’t need more food shops, need some variety
- People come through Shortlands to Beckenham - think it’s faster/ a shortcut but it’s not
- Shortlands pub - really narrow pavement. Cars mount pavement as not wide enough for cars to pass. Kids in danger of cars on pavement
- Lack of pedestrian crossings forcing parents to go to Bromley Centre rather than shopping at the parade of shops at Shortlands
- No village feel in Shortlands, nothing to look at. Need village identity like beautiful English village
- No crossing points on this road - hard to cross with children
- Some benches and planters would make place feel nicer, like in Beckenham or at the far end of Bromley
- Need a variety of shops e.g. a pharmacy, not more food shops like Sainsbury’s
- No zebra crossing or wheelchair/pushchair access
- Could we have bike racks for children’s and ladies bikes
- Make roads around Beckenham lane one way, no access or speed bumps. Live on Park end, used as cut through, people speed
- Traffic seems to be concentrated on this side of town
- Nightmare to get through Shortlands - traffic makes it more dangerous to cross
- Traffic - lights to stay red for ages, lots of traffic up road
- Rat issue! By corner by hairdresser
- No crossing on (florist/fireplace side) - I don’t cross over so don’t go to those shops
- Big improvement to footfall if there was a crossing
- Sport ground please and bike lane
- Slow the flow of traffic could get more people through? 30mph zone?
- If there was a crossing more people would use the shops
- More trees to combat air pollution
- Shabby in from of the shops - Bromley North looks nice, need flowers and benches etc
- 12-2pm parking permit kills business. Need car park by shops to access them
- Worst thing with small kids and cars, vans and buses that mount the pavement. Roads are too narrow

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### Access to schools

**Comments on this location by members of the public**

- Harris - A zebra crossing is welcome around Harris Primary Academy Shortlands
- St. Mark’s - Queen Anne Road has nightmare traffic, relies on give ways
- Harris - Need a crossing here - on way to brownies. Road is too wide. Want direct crossing over the road
- Valley - need crossing near the train station to get to school
- Valley - need zebra crossing in Shortlands, cars do not slow down and are not aware they are approaching a crossing
- Valley - crossing Farnaby Road at the bottom is hard (AGNES AGE 9)
- Valley - extended railings outside valley school on pavement
- Valley - cars on pavements to drop children off at school
- Valley - a safer way top cross the road is needed!
- Valley - as a blue badge holder it is very difficult to park. People park illegally all round school pick up time
- Valley - Pedestrian crossing further up the road would be lovely
- Valley - zebra crossing, traffic queues mean often nearly being run over half way across
- Valley - pedestrian crossing needed!
- Valley - people parking partly on the footway outside of the school
- Valley - x2 times a day loads of children crossing the road (breakfast club, morning drop off, pre school pickup/ drop off, end of school, after school club) - needs to be safer
- ALL - 20mph zones around schools
- Valley - parents park illegally means others (including those with limited mobility) have to park further down. Valley - lollipop lady talked her life into her own hands, cars come down very fast.
- Valley - AIR POLLUTION for school is bad caused by traffic
- Valley - no crossing points, narrow pavements
- Valley - somewhere nice to wait for schools to open
- Valley - Blind curb/bend, bend down from Bromley - take lights into own hands, go into the island to be able to see up the road - need curve mirror?
- ALL - more support for secondary children to cycle to school. Cycling warden, warning signs for drivers, drivers drive too fast
- Valley - Farnaby Road - there are loads of parking at pick up time

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### Footbridge

**Comments on this location by members of the public**

- Please do do the footbridge safely for children. Additionally some idea for people with pushchair are welcome
- Want to go across junction from bridge towards Harris Primary easily. Lots of space to use
- Messy, dirty litter - not safe
- Can’t get buggy over this bridge. It’s a nightmare. Could add a ramp for a buggy? Ladywell Park in Catford a good example.
- All bridges equally dodgy/ perceived as unsafe
- Scary in the dark!
- Parent purposefully did not apply to school based on difficulty navigating bridge with buggy
- No wheelchair/ family access over bridge

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### Other

**Comments on this location by members of the public**

- Farnaby Road - cars park illegally, dangerous
- Very narrow pavements up Beckenham Lane - do not feel safe walking or cycling
- Wider pavements on corner of Farnaby Road/ Beckenham Lane. Buses and lorries swing over pavement. Wing mirrors too close to heads!
- Slower traffic please coming out of Bromley. Dangerous crossing at end of Highland Road
- Reduce speed limit to 20mph on side residential roads in Shortlands
- Speeding down residential roads. Nothing substantial done since major crash on Farnaby road outside 102 & 104
- Could we have bike boxes for streets
- I like cycling round Park Langley - really quiet and no-one around (THOMAS AGE 8)
- Cycle paths from Ridley Road (along allotments), multiple crimes committed in this location, environment perceived as unsafe
- Highland Road used a rat run. People regularly drive at 40mph. They do not seem to realise this is a residential street
- Is there any funding for arts space/ kids cafe to serve local families? (Resident, Queensmead Road)
- Could we have segregated cycle paths?
- Better public transport links - Bromley North regeneration focus
- Kids art
- Toilets in the park area please
- Bromley Recreation Ground - no lights. Scary when it is dark in the autumn/ winter. Do not go through with kids after school
- Farnaby - cars bomb down the road. Accident last year. Children live on that street - 20mph zone?
- No zebra crossing – gate opposite Glassmill Lane/ Queensmead Road
- Could bus stops have lower seats for kids to use
- Lights at Bromley Recreation Ground
- Safe off road/ no traffic cycle paths up to Bromley and Beckenham would encourage us to cycle more
- Ravensbourne Road to make a cycle path would be amazing (to Bromley South)
- Space for children to play - improve park facilities
- Refurbish/ Update/ upgrade Shortlands playground and public toilet nearby will be great! Thank you
- Not a public toilet anywhere in the parks or at the library
- Better playground at park for younger and older children
Key comments

“The crossing (traffic lights) are dangerous for children and adults”
– Haiden, age 10 (Station Road Crossing)

“Lights here would enable year 6 to cross independently to use shops and get to school”
(Station Road Crossing)

“No village feel in Shortlands, nothing to look at. Need village identity.”
(Shortlands Village Parade of Shops)

“If there was a crossing more people would use the shops.”
(Shortlands Village Parade of Shops)

“Crossing Farnaby road at the bottom is hard.”
Agnes, age 9 (Access to Valley Primary School)
Stakeholder and Community Engagement

How do you feel about the access to these schools?

Are there any changes you’d like to see?

What parts of it work well for you?

Please write your comments on a post it and stick it up here.

Valley Primary School

Harris Primary Academy

Saint Marks C of E

Bishop Challoner School

How do you feel about this area?

Are there any changes you’d like to see?

What parts of it work well for you?

Please write your comments on a post it and stick it up here.

Queens Mead Road to Mays Hill Road Railway Bridge crossing

Credit Google Images

Access to schools

Comments on this location by members of the public

• Fix the roads
• Need better access from Shortlands station. The road is very narrow.
• More Trees! More plants!
• Road is too narrow - take away parking
• This junction is a nightmare - needs sorting out. Would rather go the long way round and avoid this junction
• There is no zebra line
• Zebra crossing for the kids
• Crossing needs to be improved
• No lights, no pause in the traffic to get across. Have to dash into the road as don’t know which light is going to go next.

St Mark’s - Junction is busy. Buses get stuck at traffic lights. Crossings are away from the junction and take a long time. Traffic comes from all directions

St Mark’s - Road surface is dangerous

St Mark’s - Traffic travelling too fast

St Mark’s - new pedestrian crossing very slow

St Mark’s - too many cars on Newbury & Aylesbury roads. Dangerous and congested.

St Mark’s - cars coming from all directions!!

St Mark’s - more plants and flowers!

Valley Primary - Cars speeding. Lollipop lady taking life into own hands. Hate driving in this area.

Valley Primary - lots of people crossing over the road which seems dangerous (using photo boards)

Station Road Crossing

Comments on this location by members of the public

• Footbridge (nearest St Mark’s) like a swimming pool in the rain - get wet feet!

Other

Comments on this location by members of the public

• Pavements on main roads are too narrow, people get off the bus and swarm towards you. Try to stick to the inside of the pavement away from the traffic.
• On the main road the road is bumpy, had a near miss when a car mounted the pavement having gone round a bus (mum with 3 kids)
• Need playground at the Churchill Park
• Need speed humps in Siwood Road, many children live or use this road on the school run and it is a very fast road and is used as a cut through.

“Cars coming from all directions!!”

(Outside St. Mark’s School)
Key comments

“Too many cars on Newbury & Aylesbury roads. Dangerous and congested.”

(Access to St. Mark’s School)

“Need better access from Shortlands station. The road is very narrow.”

(Shortlands Station)
Analysis of Perception Survey

Chart 1-1 Based on the map which is centred on Shortlands Station, which of these best describes you?

<table>
<thead>
<tr>
<th>Description</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>I live in the area shown</td>
<td>306</td>
</tr>
<tr>
<td>I live elsewhere in London Borough of Bromley</td>
<td>30</td>
</tr>
<tr>
<td>I live elsewhere</td>
<td>12</td>
</tr>
<tr>
<td>I live in London Borough of Lewisham</td>
<td>8</td>
</tr>
</tbody>
</table>

Participants were asked about where they lived. Of those who responded to this question, the majority of survey participants (306 or 85.5%) reported living in the area shown around Shortlands Station and nearby area (Chart 1-1). Of those who live elsewhere, 8.4% (30) live elsewhere in the London Borough of Bromley, 2.2% (8) live in the London Borough of Lewisham, and 3.4% (12) live in another location.

Chart 1-2 How do you normally travel to and from Shortlands Station and/or the Shortlands Village parade of shops?

<table>
<thead>
<tr>
<th>Mode of Travel</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>239</td>
</tr>
<tr>
<td>Car</td>
<td>69</td>
</tr>
<tr>
<td>Cycling</td>
<td>25</td>
</tr>
<tr>
<td>Tube or Train</td>
<td>8</td>
</tr>
<tr>
<td>Another form of transport</td>
<td>4</td>
</tr>
<tr>
<td>Bus</td>
<td>1</td>
</tr>
<tr>
<td>Wheelchair or mobility scooter</td>
<td>5</td>
</tr>
<tr>
<td>Never visited those places</td>
<td>5</td>
</tr>
</tbody>
</table>

Participants were asked how they normally travel to and from Shortlands Station and the Shortlands Village parade of shops. Of the 357 people who answered this question, most survey participants said that they normally travel to and from Shortlands Station and/or the Shortlands Village parade of shops by walking (239 or 66.9%). The next most frequent modes of travel among survey participants were car (69 or 19.3%) and cycling (25 or 7.0%). Of the remaining participants, 2.5% (9) said they used the tube or train, 1.4% (5) said they used another form of transport, 1.1% (4) used the bus, 0.3% (1) used a wheelchair or mobility scooter, and 1.4% (5) said they never visited those places.
Respondent views on neighbourhood priorities

Participants were asked to select from a list the three things they thought should be prioritised in the neighbourhood. Two approaches were used to compile the responses to this question. First, weightings were used to calculate an overall score for each of the 10 provided options. Each first-ranked choice was weighted by three points, each second-ranked choice by two points, and each third-ranked choice by one point. This analysis shows that participants’ key priorities are more pedestrian crossing points and traffic reduction in residential areas, followed by improved quiet walking and cycling routes to school, improved pavement quality and wider pavements, and improved air quality (Chart 1-3).

Chart 1-3 From the list below, what do you think should be prioritised on the local streets? Please select three (weighted scores).

Chart 1-4 From the list below, what do you think should be prioritised on the local streets? Please select three (ranked responses).

Next, for each of the options, the number of participants who named that option as their first priority was counted. This analysis shows similar results to the weighting method: more pedestrian crossing points and traffic reduction in residential areas were again the options that the greatest number of participants named as their top priorities. Improved air quality, improved quiet walking and cycling routes to school, and improved pavement quality and wider pavements all also scored highly (Chart 1-4).
Responses to potential interventions

Participants were asked to comment on a range of potential interventions to the project area. Overall, the suggested interventions received support, with at least half of respondents either agreeing or strongly agreeing that they would like to see each of the proposed interventions.

The most popular proposed intervention was making it easier and safer for parents and children to walk, scoot, and cycle to and from school (Chart 1-5), with over 90% of participants agreeing or strongly agreeing with this intervention, and less than 1% disagreeing. No participants strongly disagreed. The suggestion to make it easier, safer, and more pleasant to walk or cycle to Bromley South station also received strong support, with 77.9% of respondents agreeing or strongly agreeing with this intervention, and 3.1% disagreeing or strongly disagreeing (Chart 1-6).

While still receiving support from half of respondents (50.0%), parking controls around Shortlands and Ravensbourne stations were the least popular proposed intervention (Chart 1-9), with 22.9% of respondents disagreeing or strongly disagreeing with this suggestion.

Chart 1-5 Easier and safer for parents and children to walk, scoot, and cycle to and from school

Chart 1-6 Easier, safer, and more pleasant to walk or cycle to Bromley South station
**Chart 1-7** Rat running restricted on quiet residential streets

I would like to see rat running restricted on quiet residential streets

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>0%</td>
<td>Strongly agree</td>
</tr>
<tr>
<td>10%</td>
<td>Agree</td>
</tr>
<tr>
<td>20%</td>
<td>Neither agree nor disagree</td>
</tr>
<tr>
<td>30%</td>
<td>Disagree</td>
</tr>
<tr>
<td>40%</td>
<td>Strongly disagree</td>
</tr>
</tbody>
</table>

**Chart 1-8** Seating, greenery, and other improvements around the Shortlands War Memorial

I would like to see seating, greenery, and other improvements around the Shortlands War Memorial

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>0%</td>
<td>Strongly agree</td>
</tr>
<tr>
<td>10%</td>
<td>Agree</td>
</tr>
<tr>
<td>20%</td>
<td>Neither agree nor disagree</td>
</tr>
<tr>
<td>30%</td>
<td>Disagree</td>
</tr>
<tr>
<td>40%</td>
<td>Strongly disagree</td>
</tr>
</tbody>
</table>

**Chart 1-9** Parking controls introduced around Shortlands and Ravensbourne stations

I would like to see parking controls introduced around Shortlands and Ravensbourne stations

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>0%</td>
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<tr>
<td>30%</td>
<td>Disagree</td>
</tr>
<tr>
<td>40%</td>
<td>Strongly disagree</td>
</tr>
</tbody>
</table>
Responses to potential interventions around Shortlands Station

Participants were asked to think about the area around Shortlands Station, and then choose the extent to which they would like to see each of seven potential interventions. The suggestions received variable levels of support with five supported by more than 60% of respondents while two suggestions were supported by fewer than half of respondents.

The most popular suggestion for the area around Shortlands Station was improved pedestrian crossing points (Chart 1-10), with 93.2% of participants agreeing or strongly agreeing that they would like to see that improvement implemented, while 1.7% disagreed, and none strongly disagreed.

The next most popular suggestions were improved lighting under the bridges (Chart 1-11; 81.0% of participants agreed or strongly agreed and 1.4% disagreed or strongly disagreed), more greenery (Chart 1-12; 70.9% agreed or strongly agreed and 3.2% disagreed or strongly disagreed), safer cycling facilities (Chart 1-13; 65.0% agreed or strongly agreed and 4.3% disagreed or strongly disagreed), and wider pavements (Chart 1-14; 62.7% agreed or strongly agreed and 6.4% disagreed or strongly disagreed).

Fewer than half of participants agreed or strongly agreed that they would like to see the remaining two interventions: more cycle parking (Chart 1-15) or more seating (Chart 1-16). However, in both cases there was limited opposition, with less than 10% disagreeing or strongly disagreeing with these suggestions.
Responses to potential interventions around Shortlands Village parade of shops

Participants were asked to think about the area around the Shortlands Village parade of shops, and then choose the extent to which they would like to see each of six potential interventions. Two of the interventions received high levels of support with over 70% of respondents agreeing or strongly agreeing with the intervention. The other four received moderate support, with more respondents agreeing and strongly agreeing than those disagreeing or strongly disagreeing.

The intervention with the highest level of support was improved pedestrian crossing points around the Shortlands Village parade of shops (Chart 1-17), with 88.1% of participants agreeing or strongly agreeing that they would like to see this intervention, and 2.3% disagreeing (none strongly disagreed). Participants were also keen to see more greenery around the parade of shops (Chart 1-18), with 74.3% agreeing or strongly agreeing and 2.6% disagreeing (none strongly disagreed).

The majority of participants (52.7%) agreed or strongly agreed that they would like to see wider pavements around the parade of shops, while 8.8% disagreed or strongly disagreed (Chart 1-19). Nearly half of participants (49.6%) agreed or strongly agreed that they would like to see more seating around the parade of shops (Chart 1-20), while 6.5% disagreed. Participants were on balance in favour of more cycle parking, with 45.8% of participants agreeing or strongly agreeing that they would like to see this intervention, while 6.6% disagreed or strongly disagreed (Chart 1-21).

The least popular of the proposed interventions was more vehicle parking spaces (Chart 1-22): while 49.3% of participants agreed or strongly agreed that they would like to see this intervention, 24.6% disagreed or strongly disagreed. This represents the intervention across the project area with the highest level of opposition.

Chart 1-17 Improved pedestrian crossing points

Chart 1-18 More greenery
**Chart 1-19** Wider pavements

![Bar chart showing opinions on wider pavements]

**Chart 1-20** More seating

![Bar chart showing opinions on more seating]

**Chart 1-21** More cycle parking

![Bar chart showing opinions on more cycle parking]

**Chart 1-22** More vehicle parking spaces

![Bar chart showing opinions on more vehicle parking spaces]
Responses to potential interventions in the area as a whole

Participants were asked to think about the area as a whole, and then choose the extent to which they would like to see each of nine potential improvements. Seven of the suggestions received high levels of support (over 70% agreeing or strongly agreeing), while two were less popular but still supported overall.

The suggestion with the most support was improved crossing points (Chart 1-23), with 94.6% of participants agreeing or strongly agreeing that they would like to see this improvement and 0.29% disagreeing (none strongly disagreed). There was also support for making it easier to walk and cycle to access public transport (Chart 1-24; 84.8% agreed or strongly agreed and 2.3% disagreed) and schools (Chart 1-25; 84.6% agreed or strongly agreed and 2.6% disagreed or strongly disagreed).

Other suggestions receiving support from over 70% of participants were improved pavements (Chart 1-26; 79.4% agreed or disagreed and 3.2% disagreed or strongly disagreed), temporary traffic restrictions outside schools at peak hours to improve safety and air quality (Chart 1-27; 72.2% agreed or disagreed and 6.7% disagreed or strongly disagreed), reducing rat running through residential neighbourhoods (Chart 1-28; 71.7% agreed or disagreed and 10.0% disagreed or strongly disagreed), and safer cycling facilities (Chart 1-29; 70.9% agreed or disagreed and 3.8% disagreed or strongly disagreed).

Regarding the introduction of parking controls (CPZ), with 49.6% of participants agreed or strongly agreed that they would like its introduction, while 22.3% disagreed or strongly disagreed (Chart 1-30).

Although the addition of seating did not receive as much support as the other suggestions (Chart 1-31), the balance of participants would like to see more seating in the area (39.8% agreed or strongly agreed and 7.5% disagreed or strongly disagreed), with the majority of people (52.7%) neither agreeing nor disagreeing.

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**Chart 1-23** Improved crossing points

**Chart 1-24** Easier to walk and cycle to access public transport
**Chart 1-25 Easier to walk and cycle to schools**

![Graph showing percentages of agreement with easier to walk and cycle to schools.]

**Chart 1-26 Improved pavements**

![Graph showing percentages of agreement with improved pavements.]

**Chart 1-27 Temporary traffic restrictions outside schools at peak hours to improve safety and air quality**

![Graph showing percentages of agreement with temporary traffic restrictions.]

**Chart 1-28 Reduce rat running through residential neighbourhoods**

![Graph showing percentages of agreement with reduce rat running.]

**Chart 1-29 Safer cycling facilities**

![Graph showing percentages of agreement with safer cycling facilities.]

**Chart 1-30 Parking controls (CPZ)**

![Graph showing percentages of agreement with parking controls.]

SRBBV Proposed Liveable Neighbourhood
Chart 1-31 More seating

More seating

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
Additional suggestions for the Shortlands, Ravensbourne, and Bromley Better Villages project area

Participants were asked to enter any additional comments or suggestions for the Shortlands, Ravensbourne, and Bromley Better Villages project area. Of the 358 survey participants, 163 wrote a response to this question. These responses contained a variety of suggestions. After reading all of the responses, 11 coding categories (as well as an ‘other’ category) were generated that captured the major themes of participants’ comments. A single comment could touch on multiple categories, and thus comment themes sum to a number larger than the number of comments.

The most common topic in participants’ comments, raised by 45 participants, was the importance of improving crossing safety, particularly for pedestrians crossing to Shortlands Station and to the area’s schools (Chart 1-32). For example, one participant wrote:

‘The fourway crossing by Shortlands Station (where Ravensbourne Road intersects) is extremely dangerous for pedestrians trying to access the station. Four times a day I have to run the gauntlet of cars’.

Another common topic, raised by 40 participants, was the need to reduce traffic speeds, reduce dangerous driving and/or enforce existing speed limits. Participants reported that traffic in the area made them feel unsafe, and several suggested imposing a 20 mph speed restriction. Parking was another common concern, brought up by 34 participants, who raised issues including the difficulties faced by residents who found the parking places near their homes occupied by cars they believed belonged to commuters. Improving the area’s junctions was a priority for 29 participants, who brought up issues including the area’s congestion and the hazards caused by unclear signage or signals. The area was deemed to present significant safety risks for children by 21 participants, who wanted to see improvements such as wider pavements and improved crossings, particularly to the stations and schools. In a typical comment, one participant wrote:

‘The pavement on station road that myself and my children have to use during winter to walk home to Ridley road from valley school is often mounted by cars. I worry about my eldest child in year 6 being hit by a car when walking on the pavement as I see cars and lorries mount that pavement every day’.

Of the 163 participants who wrote comments, 106 mentioned a specific location in their comment, and 14 locations were named by at least 3 participants (Chart 1-33). The three most frequently mentioned locations were Ravensbourne Avenue (32 participants), Beckenham Lane (16 participants), and Shortlands Station (14 participants). Two schools were frequently mentioned: Valley School (9 participants) and Bishop Challoner School (6 participants). Participants often had specific, concrete suggestions about ways in which perceived problems at the locations they mentioned could be resolved. For example, one participant wrote:

‘There is a definite need for crossing controls to be put into action on Bromley Road directly outside Bishop Challoner School. This is a major hazard area and causes terrible upset on a daily basis as there is no safe place to cross. Traffic moves far too quickly and it is almost an impossibility to cross the road or access Bishop Challoner School’.
For the full responses to “If you have any additional comments or suggestions for the SRBBV project area, please enter below” please see Appendix A.
Appendix

Responses to “If you have any additional comments or suggestions for the SRBBV project area, please enter below.”

- Things need to happen
- Bad junctions around Shortlands we need these improved
- Crossing at junction of station road
- Parade of shops offer isn't great! Need to clean graffiti quicker
- Valley primary Farnaby Road tricky junction for pedestrians and cyclists
- Please don't prioritise prettiness and seating over improved safety. Improving pavements, lighting and crossing points is far more important than providing seating at the war memorial.
- Unmade roads at The Avenue and Downs bridge need to be surfaced and lit properly so walkers feel safe
- We need safe cycling routes and enforcement of the law re close passes and inconsiderate and dangerous driving
- Cycling around here can be dangerous and is always a hassle. More needs to be done. Speeding is rife.
- Londis shop assistant
- Would like to see pedestrian crossings made a lot safer - village store shop assistant
- Clear visual definition of 'village' zone public realm with signage, design guide for businesses and property owners, max 20mph speed limit
- Turning right under the bridge from Ravensbourne can be difficult leading vehicle users to jump red lights - Homezone Estate Agents
- Business parking locally, bays - shop keeper
- Remove bins, signs on pavements - shop keeper
- Shop keeper
- Make more bold and creative proposals for remodelling the bridge area by Shortlands shops parade.
- Tidy / clean bridge facade
- Put some lights in the park connecting Shortlands to the theatre in Bromley South
- Please put in crossing signals at junction by station. Please have a plan for shortlands village parade - it's a right mess especially the village stores / Londis debacle
- The crossing outside valley school is used outside of school hours (when there is a lollipop lady) and is very dangerous as you can't see if anything is coming down the hill - it's too far down to the pedestrian crossing so something needs to be done to make this safer.
- Wider pavements should NOT be installed at the expense of reducing the width of the carriageway. This only endangers cyclists more. Consideration should also be given to making the area through Shortlands 20mph and marking the road to give cyclists and pedestrians priority over the whole area.
- 1. There is a bricked up pedestrian entrance to the station in Station Road. Can you see if it can be re-opened it would make it easier for
pedestrians coming from that side and open up some less used space. 2. The parking is too near the end of Station Road so cyclists cannot filter up the inside because of queuing traffic too close to the parked cars. 3. There is no covered cycle parking.

- Shortlands is a very difficult area for a cyclist to get through on routes from Bromley towards Catford Sydenham and particularly CENTRAL LONDON. The rail companies are likely to benefit from increased access and should contribute.
- Bromley Road outside Bishop Challoner School is extremely dangerous for pedestrians due to lack of controlled pedestrian crossings, narrow footpaths and the complete absence of any form of vehicle slow or calming measures. This is a fatal road accident waiting to happen and will likely involve children and the elderly from the school, accommodation for the elderly and the hospital. This MUST be made a PRIORITY.
- Widening dangerous narrow pavement on Bromley Road leading to Shortlands Station from the Beckenham side
- There is nowhere to park at Shortlands between 12&2, this kills lunchtime trade for the small businesses. Also, the pay by mobile parking scheme at Ravensbourne is an utter disaster, hardly used, and merely pushes congestion into Ravensbourne Avenue and Downs Hill. I walk my dog along Ravensbourne Avenue to Beckenham Place Park daily and most days there are stand-offs between drivers too impatient to wait and allow others through. This needs urgent attention.
- Speeding down the hill into Queens Mead Road en route to the station is an issue. Sooner or later there will be fatalities.
- Wider pavement when walking up from shortlands station. Speed restriction around bend by Scott’s avenue
- More pedestrian crossings needed outside Bishop Challoner School. Paths down the hill to the station far too narrow for young children. Hill is steep and difficult to cycle.
- Temporary traffic controls outside schools in peak hours just push waiting parents back to more unsafe locations causing unexpected hazards and greater frustration for larger numbers of residents. ‘local’ needs to be defined as one mile to be an effective restriction!
- The main road would get too busy if cars can not use back streets to get around. There is already too much traffic congestion going under shortlands station bridge and this would only get worse if you restrict routes for cars. Parking should remain free on residential roads. That is just a money making ploy for the council and will not help people trying to go to work and improve our economy.
- There is a definite need for crossing controls to be put into action on Bromley Road directly outside Bishop Challoner School. This is a major hazard area and causes terrible upset on a daily basis as there is no safe place to cross. Traffic moves far too quickly and it is almost an impossibility to cross the road or access Bishop Challoner School.
- Speeding down the hill (Glassmill Lane) onto Queens Mead Route en route to Shortlands station is endemic. A flashing warning signal does not deter. Concerned that there will be a really serious accident because of this.
- (1) Shortlands rail junction is a very dangerous and congested interchange which needs urgent improvements. (2) It’s incredibly difficult to park on my own road (Meadow Road). Can anything be done to ease parking congestion e.g. a new CPZ zone so that only those living near the station can park there.
- The fourway crossing by Shortlands Station (where Ravensbourne Road intersects) is extremely dangerous for pedestrians trying to access the station. Four times a day I have to run the gauntlet of cars - and as I’m heavily pregnant, I’ll soon have to be doing that with a buggy in tow - its just not acceptable. There is also a huge issue with people parking on our street (Meadow Road) as its near the station. As a consequence, I can rarely park my car on the street I leave it but have to instead drive around neighbouring roads (also very congested) hunting for a space before carrying my belongings back to my house. Again, with me being heavily pregnant, this is only going to become more challenging to manage.
• Crossing outside Bishop Challoner School is hazardous as it is on a bend and difficult for pedestrians and motorists to see what is ahead.
• I have already reported several years ago that the pavement on the way to Bishop Challoner school was very narrow but got a response from the borough telling me that it would cost too much money to change the layout of the road... I used to walk there 7 years ago and never felt safe. Also when you place a pedestrian island in the middle of the road, this creates a narrowing which then endangers cyclists as cars overtake squish in. The quality of the air at the bottom of the hill is awful in the evening as I cycle there. It even stings my eyes. Bromley is really backwards with regards to cyclists. Good luck!
• Slower traffic on main road near Valley school
• When schools on main road, if temporary traffic restrictions are implemented won’t this imply that residential roads will be used more?
• There needs to be easier access to park where the shops are otherwise it is impossible to use them.
• Re-open tunnel access at Shortlands Station
• Ban adults cycling on pavements!
• Would just like to see cleaner better kept Madeira Avenue. More weedkiller on weeds and moss on pavements.
• Better traffic control at junction Beckenham Lane and Ravensbourne Avenue
• Provisions to reduce speed in Crab Hill and Ravensbourne Avenue. The area has become very dangerous
• Introduce a roundabout at junction Shortlands Rd, Scotts Lane, Hayes Lane.
• I actually think the walking and cycling in the area is pretty pleasant already.
• I am very local to Shortlands yet do not use it as it is so hazardous to cross the road safely. Equally when driving I don’t use Shortlands as it is impossible to park. No more parking restrictions please as it discourages trade. Improve traffic lights so there isn’t a queue in ravensbourne Avenue.
• No
• Please improve the traffic flow for cars turning right out of Ravensbourne Avenue as traffic coming down from Bromley past Primark jump the lights meaning only one or a maximum of two cars are able to proceed. This causes traffic to back up outside my house and I’m
• Improved safe exit from Ravensbourne Avenue into Beckenham Lane
• Probably outside the scope but Shortlands lacks a restaurant.!
• Reduce speed of traffic entering Crab Hill from Foxgrove Road. Crossing the street has become Russian roulette. A visiting councillor suggested that one needs a fatality to intervene.
• Support improvement to cafe in ravensbourne.
• Specific request to improve the traffic flow when turning right out of Ravensbourne Avenue. Sort out parking at Ravensbourne station - at least put in parking meters for short term parking.
• Improve traffic control for traffic turning right out of Ravensbourne Avenue. Traffic coming down from Primark jump the lights causing a back up of traffic in Ravensbourne Avenue so that residents have problems getting out of their drives during the morning and evening rush hour as cars are parked up on both sides of the road
• The speed and amount of traffic on Beckenham Lane makes it horrible to walk along. I wouldn’t want to sit or spend time in Shortlands unless the traffic was diverted or reduced in some way.
• The cross roads of Wickham Road and Bromley is so dangerous for pedestrians. Also the pavements are to narrow On the B230.
• Placing parking restrictions in residential areas and restricted traffic flow outside schools are relevant ideas - where else though are people
going to park and where is the traffic going to be diverted to? These areas are very densely populated and roads very busy as main connectors to Beckenham and Bromley.

- Serious consideration needs to be given to the traffic flow at the junction with Ravensbourne Ave., & Station Road.
- The junction at the end of Ravensbourne Avenue turning right needs a right filter for a 15 seconds or so to stop traffic having to jump the lights to have a chance of turning right at busy times. The right turn into Ravensbourne Avenue for traffic coming down Beckenham Lane must remain because of the number of high vehicles that ignore the signs and their sat nav’s about Shortlands Bridge and only turn right at the last second. There is not enough room for large vehicles to make a left turn before bridge. Please note many lorries use the junction of Farnaby Road and Ravensbourne Avenue for turning so it would be unwise to install islands here. Any parking restrictions near the Shortlands shops should allow free parking for 20/30 minutes for customers. This box doesn’t allow me to read what I haven’t written! Please do not let Shortlands be ruined as Bromley and Beckenham town centres have. We don’t need black blobs to sit on or concrete looking things just a
- The main thing I would like is a better selection of shops at Shortlands - it has lots of shops and almost none of them are useful (we really need a post office and a good quality grocery shop for example)
- Parking control zones should not include Saturdays
- Prohibiting parking in the streets around the station for two hours in the morning would make the streets safer, look better and be safer for pedestrians and cyclists.
- Widen and heighten the bridge. Improve Road markings and prosecute ATS jumpers.
- Roads should be cleaned more regular when cars are not parked
- Improve parking where dangerous: foot of Downs Hill by Ravensbourne Avenue; Ravensbourne Avenue if both sides. Do not waste money on greenery and pavements. Few cycles as hills. Turning from Foxgrove Road to Downs Hill difficult for large vehicles and if cars parked by pillar-box. Car parking on both sides of roads has increased recently so through traffic congestion for 354 bus etc. School traffic and parking restricts Westgate. Need mirrors to spot traffic on each side of Westgate railway bridge.
- I feel that the roads clog up after rain at the point of traffic lights before and after bridge at Shortlands Station so pavements become huge puddles
  1. There should be a short pedestrian phase at Shortlands lights, 2 the vehicle entrance to the Shortlands station car park should be widened to allow for cars to enter and exit at the same time, 3. Lorries should not be allowed to unload on Beckenham Lane, there should be loading bays on Station Road and Ravensbourne Avenue and drivers should push cages through the short distances. Lorry loading on Beckenham Lane causes long hold-ups and is dangerous forcing traffic into oncoming traffic, 4 The council should insist the hoardings are removed on the ‘development site’ as no development is taking place. This is blocking a public right of way and makes the bus stop section very dangerous when people are waiting for a bus especially with pushchairs as pedestrians are forced into the road - any licence for hoardings should be temporary and strictly controlled for a short period to allow building works to take place. If no building works are being undertaken the Council should insist on their removal until works actually start. Are the developers attempting to acquire public footpath by stealth?
- We would strongly advise children WALKING or cycling to School rather than being driven. Would like parking restrictions outside Schools
- It is not clear to me what is meant by parking controls relating to Ravensbourne and Shortlands railway stations. I certainly would not wish to see any more parking made available. In addition, Ravensbourne Ave requires traffic calming measures of some sort to curb excess - and sometimes reckless - speeding
• Need improved traffic flows around the Shortlands Rd/Ravensbourne ave junction
• Some change in the traffic lights or notices warning traffic turning right into Ravensbourne Avenue that oncoming traffic have right of way as they see a red light in front of them but traffic is still able to come forward under the Bridge
• Please open up the disused eastern passenger access to Shortlands Station
• Better traffic flow for the motorist. The roads are always congested around Shortlands Station.
• Open closed entrance to Shortlands station in station road
• A bus route between Shortlands and Downham along Warren Avenue and Calmont Road
• Safer cycle route from Bromley to Beckenham palace park
• With the new school in Shortlands the crossing from Ravensbourne Avenue to Shortlands Road needs urgent review. The multiple crossings and narrow central island are a problem. There have been potentially dangerous incidents as cars turn from Shortlands is not Bromley road: cars often mistake the separate green signals and turn into crossing pedestrians.
• Slow traffic in Farnaby Road. This seems to be a 'rat running' route and some people speed down the road very irresponsibly. There are many young children living in this road and even more walk along it to and from Valley Primary School. Also, it would be ideal if there were traffic lights in from of Valley Primary School to ensure children can always cross the road safely to get to and from the school. The crossing is in a massive blind spot with cars spreading down the hill. It is very dangerous and an accident waiting to happen!
• Please impose traffic lights system under the Shortland Bridge (Bromley direction) - It is not safe
• Speed restrictions in Farnaby Road - regularly used as a rat run with cars in excess of 40mph as they speed around the back to the Shortlands lights
• Traffic calming in Crab Hill, large trucks diverted. A lot of pedestrians walk to the station and park.
• More bins in the area! Not enough to throw away rubbish. Also to have dog litter bins around including signs and fines around Queensmeade Park. Terrible incidence on the playing field and this is not policed. Also poor night lighting around the park area.
• Shortlands parade of shops suffers terribly with rats. I have seen on a number of occasions 30 plus rats under parked cars outside the London Shop and hairdresser near the end of the row at the station road end. The corner is very scruffy, with tumbled down fencing and an obvious rat infestation that has gone unchecked for years. The pavement on station road that myself and my children have to use during winter to walk home to Ridley road from valley school is often mounted by cars. I worry about my eldest child in year 6 being hit by a car when walking on the pavement as I see cars and lorries mount that pavement every day. The park at queens mead needs additional lighting so that it can be walked through safely this is a main route to my side of Shortlands and is pitch black at the point between recreation road and the opening into the park during winter. The memorial of the gift of the queens mead sports ground is beautiful and should be repaired to functioning status as at the moment it is badly broken and in disrepair, and could really add something to the park if it was in its original state. I would also like to see the club house on the sports ground painted and repaired. Maybe even a small shop or cafe in there would really add a community hub feel to the park. Shortlands village is a very polluted area, my children’s school is valley school, and so I would really like to see a reduction in traffic traveling through Shortlands village, the air is obviously polluted to the taste some evenings. Perhaps the addition of some trees along the main road would help, bug traffic re routing would also be effective. The front of the parade at the village shop and London’s area needs improvement, it is scruffy, dirty and unwelcoming. This needs to be resurfaced- I would suggest in the style of east street in Bromley- the council have done a wonderful job there. The planters in front of the shops are dated and messy and should also be replaced with low maintenance evergreen shrubs and classic containers as in Bromley to really bring
that parade back to life. I would also suggest a couple more crossings to enable shops to get more customers to travel between the two sides- I rarely cross the road at Shortlands if I have a spare ten minutes before pick up. This would improve trade.

- It would be nice to have some nice shops at Shortlands village. Such a weird array of not useful retailers.

- The most pressing priority is the junction by Shortlands station which is dangerous to cross

- Improve lighting, safety and policing of the alley-way leading from Beckenham Road, dissecting Recreation & Martins Road. It often attracts youths, drinking & urinating

- Enforce speeding cameras on Farnaby Road at the end where it connects to ravensbourne avenue or speed humps. This would reduce the rat run and make it safer for residents as cars do travel way above 30mph and even over 60mph and very aggressively. I see it every day and night. And one day of police on the corner does nothing in the long run. Also, better traffic lights on the crossroad at shortlands at either side of the bridge. Firstly so pedestrians can cross safely and secondly so cars can filter properly instead of risking it to turn right under the bridge on ravensbourne avenue as only one or max two car make it.

- Shortlands Village would be improved and enlivened by utilising the generous space outside the shops as quality pavement and include trees, with perhaps the existing pavement being used as car park spaces to attract more people to use shops in the village. Obviously this should be coupled with improved cycling facilities and better pavements generally. I live on Ravensbourne Avenue and as I'm sure you are aware crossing over to get to the station is currently the biggest problem we have as locals, commuting as a family for both work and school.

- The bend on beckenham lane by Valley School needs urgent thought. Cars race around it and buses over reach onto pavement (on outside bend).

- I am particularly concerned about the level of pollution and traffic outside Valley Primary and would like to see traffic restrictions or change in bus routes running outside the school

- Air quality is a major issue for school pupils and staff as well as local residents. Parking outside residents homes, across driveways and at times even in driveways at peak times is not managed in any way. The catchment area is so small that there really shouldn't be this volume of people driving to the school. If people are not close enough to walk they have played the system and stopped genuinely local children getting places in the school. Speeds driven by cars is routinely excessive and not so long ago resulted in a major crash with a car on its side on the pavement outside my house. It was a miracle that no one was killed including innocent pedestrians walking by. The measures put in place since then have been abysmal. There also needs to be better care taken of council planted trees. As much as it's good to have tree lined streets, large branches regularly fall on the pavements and front gardens during autumn and winter and very few trees are pruned or monitored in any way.

- Speeding is also a terrible problem in this area. Walking with kids feels unsafe.

- Stricter on control (more law enforcement) for parents parking dangerously and selfishly outside the school on the main road and close to the corners on the roads opposite the school. This is very hazardous to children crossing and to other drivers and cyclists

- Sheltered bus stops, better traffic flow on Beckenham lane during peak periods ; more variety of shops in Shortlands village; community events; better street lighting; install SOS points for emergency; improved security around station and residential areas during late evenings

- The crossing towards Shortlands station is extremely dangerous

- Cars should not park on shop fronts - I have seen a couple of near misses where drivers have not seen children walking behind car s they start to reverse. Improved junction at railway bridge on Ravensbourne avenue side. Complete uninterrupted cycle path linking Beckenham place park and Shortlands queen's mead park. This is so families and children can cycle safely between the two parks with no risk from
We don't feel safe walking to school with our children, and neither does it feel that pedestrians (of which there are a huge number) are a priority at the station. Both my elderly mother and a wheelchair-bound friend are frankly terrified by the crossing to get to the station. There is no safe gap in the traffic in which to cross the road. With 3 children of an age when they can walk independently to the station this is the most dangerous part of any of their journeys, even when travelling into London. This can surely be improved!

Re 'Rat Running' - I am really concerned that restricting the ability to cut through certain residential roads will just add to the appalling traffic which currently runs down from Bromley through Shortlands. I live on Farnaby Road, and although we do get very fast cars speeding down here, if you were to make Farnaby, or Ravensbourne, or Highland & Blythe Rd dead ends the traffic through Shortlands would be permanently backed-up. Regarding pavements - the pavements through the village, especially near Valley Primary, are far too narrow. Trucks and buses going around the bend on Beckenham lane, past the end of Farnaby Rd are dangerously close to pedestrians - their wing mirrors come out over the pavement. It is particularly dangerous there as the road/pavement slopes down from Farnaby as it joins the main road opposite the school - cyclists and children on scooters naturally speed up as they reach that junction. We have previously asked for a railing to be put around that corner as a deterrent to speeding larger vehicles, but it was cited as a danger to cyclists. Re the pavements themselves - Farnaby Rd was supposedly 're-paved' a few years ago - but in fact, the old paving stones were lifted up and re-laid with new pavement filled in - it now looks worse than it did before. Other roads in the wider area received nice new smaller paving slabs, so the money spent was worth it - here it was just a waste. And Bromley’s town centre re-paving is another waste of money - it is being done again after only a few years - if these works were done once but well, we wouldn’t have the waste and the upheaval. Parking: there are already parking restrictions near the stations and residents parking in place, so this money would be better spent on the 4 way traffic junction in Shortlands, which is a nightmare. The only way more than 2 cars can get out of Ravensbourne Ave at a green light is for them to jump the lights by tailgating the car in front which happens all the time. And to have no crossing here, where locals & commuters cross all day - many of whom are children going to and from school is unbelievable! I’ve lived here for 7 years, and every year we think something is going to be done about it - as a parent I’m terrified for my children’s safety just getting to the station, after that its plain sailing! To have the most dangerous part of their journey so close to home, despite moving to a safer/suburban area is ridiculous.

If put temp traffic restrictions in please make sure there are still a couple of places blue badges can park

The crossing situation near Valley Primary school is very worrying, not all the cars slow down in the morning in the rush to get to work

There should be railings down Beckenham Lane to Valley School as it is dangerous for children to walk due to speeding traffic

Speed cameras in Farnaby Road and Ravensbourne Road or speed humps. Vehicles race at high speeds down these roads. There have been several accidents

Would like to reduce traffic flow, air pollution and increase greenery making it safer for children. Currently it is not a pleasant place to sit. If the former could be improved then additional seating would be ideal. Would love the concept of a village and the village high street. Would like to retain high street, reduce residential and other housing and reduce chain shops e.g. retain local independent businesses and character to area greenery

20 is plenty. Something that Bromley have been slow to adopt and counsellor campaign against it.

People do not tend to stop for pedestrians at the current zebra crossing outside the village shops. I have even experienced on several occasions where I am already halfway across and yet cars do not stop. I have two young children and I fear for their safety when trying to
cross. We need a traffic light crossing instead of a zebra crossing.

- Close Beckenham lane from 8:45-9 and 3:20-3:40 to improve air quality and road safety. Introduce traffic calming on Farnaby road and prevent exit to turn right on Beckenham lane to stop rat running. Safe cycle lane required on Beckenham lane as it's not safe for children scooting or cycling due to speed of traffic and congestion.

- The village could be much better with improved pavements, greenery, a change in the times that people can stop as restrictions over lunchtime kill local business. A 20 mile an hour speed restriction through the area would be a priority but of course Bromley council don't agree with this!!! Child safety walking to and from school is critical. The corner and beyond around valley school should have cameras for people who stop on the yellow lines a red line would be better.

- The borough in general has a serious problem with speeding which the police and Bromley council seem disinterested in tackling. Reducing traffic speed would ease a lot of the issues described in this consultation which must surely focus on making it safer and more healthy for children and adults to get around. Key to this would be to invest in pavements and in cycling infrastructure. People are afraid of letting children out on bikes due to the excessive speed many drivers seem happy to do.

- I think the main areas to be improved are the traffic lights and pedestrian crossing at the end of ravensbourne Avenue and Beckenham lane. There are enough restrictions in the area and more would cause even less footfall to the Local businesses. Help the school with the school crossing as this is essential on the main road.

- Crossroads at the end of Village Shops is terrible - unsafe for pedestrians crossing, difficult for cars turning left out of Ravensbourne Avenue.

- The crossing to Shortlands stations urgently needs to be improved, pedestrians were not taken into consideration when someone was planning it! It is very unsafe to cross the road as no zebra or traffic lights aimed for pedestrians, so that’s I think should be the main priority!

- Encourage better independent shops, bars and cafés into the area.

- Cars to reduce speed on Beckenham Lane perhaps with more zebra crossing or speed camera, Tokyo style crossing at the bridge on the side of shortlands village, more light on the recreation ground. It is horrible and scary to walk through with the child during winter as it gets dark very early. We need to put a bid to have a chemist in the village, perhaps more people will start to use other shops as well. Give to shorthand’s village the old English heritage look, improve the children playground area in the recreation ground. Create public toilet in the recreation ground. Create more circle path. Create a lift in shortlands station, it is horrible to see mums carry their pram up the stairs. Create a better over passage between queens mead road and valley road, perhaps one white-out stairs where a plum can be pushed.

- Improve accessibility at shortlands station.

- 20 mph in residential areas, more zebra crossings near schools and station, speed bumps to stop speeding vehicles on Queen Anne Ave. Some extra seating and picnic benches for the children’s playground in Queensmead Gardens Park with toilet facilities.

- There needs to be a pedestrian crossing near the station. It’s v dangerous crossing with my kids.

- Better lighting required through Queensmead park and Churchill gardens (Glassmill pond entrance). Perhaps more formal cycle routes through these parks? Also, improved crossings on Queen Anne Ave to support Harris Primary Academy Shortlands given that it will reach full capacity in 2 yrs time.

- The path on Bromley road outside Ferndale dentist could do with widening. It is very difficult when you have a pushchair and a small child particularly when there are people at the bus stop. I have had to walk on the road with my children on a number of occasions.

- Lighting is needed perimeters of the Mead from Shortlands Tavern to Bromley Gardens.

- To put shortlands parking permit as having its own zone not shared with A or B.

- Get rid of the dirty pigeons under the rail bridge. Adopt The Avenue, Downs Bridge Road so they have decent surfaces so cars can bypass.
the overbusy junction at Shortlands / Ravensbourne Avenue.

- Improved lighting and CCTV from Shortlands and Bromley south stations
- Rat running is a massive problem, cars aggressively overtaking on small residential roads. It’s only a matter of time before there is a terrible accident.
- Crossing under shortlands station bridge is extremely dangerous
- Restrict Commuter parking
- The crossing from the shortlands village parade of shops to the station is vary dangerous with no pedestrian crossing. Car owners sometimes skip the red light to get through before they change. I’d love to see the shortlands village entrance to the station reopened with coffee shops etc along that wall. It would make the village feel like the station didn’t have its back to it! The air pollution is terrible with vehicles backed up all along Beckenham Lane at peak times. These times coincide with school drop off/pick ups so the children have to wake through diesel fumes to get to school. Beckenham lane also turns sharply at the bottom of the hill outside the school and cars drive very fast around the corner. There is no way to see what is coming down the hill and it makes crossing with children dangerous. Thanks for your efforts to improve our neighbourhood!
- Drivers in the area speed, go through red lights, don’t use indicators, and don’t give way to pedestrians, as they know they will never be caught. How about some police checks, from time to time as a deterrent?
- I believe that reducing “rat runs” would increase traffic and pollution on the main roads. Coming down the hill from Beckenham in the evening, people get in the outside lane for turning right, and then cut across into the inside lane to go straight on. This should be discouraged.
- Improvement to pavement around St. Paul’s sq as there are many elderly and visually impaired residents.
- Farnaby road experiences heavy traffic and vehicles travelling at high speed. I would like to see rat racing reduced particularly here, where people use this residential road to drive between Beckenham Lane and Ravensbourne station. I would also like to see speeding restrictions imposed such as limits on speed to 20.
- Need to find ways of reducing car usage and commuter parking so residents can enjoy a better quality of life. The Village needs to find a personality-more hedges, pots, seating would help
- Better street lighting & public toilet facilities needed in the parks, possibly with the introduction of a Cafe or similar, also better playground equipment
- Traffic lights need looking at, a camera to stop red light jumping from Station Road is a must to enable traffic to turn out of Ravensbourne Avenue
- the crossing at Shortlands Station is very difficult for pedestrians
- A lot of money has been spent on improvements in Bromley town centre, but the streets are often very dirty in the mornings and gum is an ever present eyesore. Please, therefore, set aside enough money to ensure that whatever is done in Shortlands, the streets and pavements can be kept clean!
- It would be helpful to try to clean up the railway bridge at Shortlands, in particular getting rid of the pigeons which make a real mess of the pavements and the possibility of droppings prevents some people from walking under the bridge.
- 1. Footpath on Bromley road very narrow around Bishop Challoner School.
• Please keep and restore the historic character of Shortlands village, it’s popularity and charm is down to its Victorian houses and the shortlands tavern and draws people from across south London to visit. Please do not modernise the high street and use concrete blocks as seating like in Bromley or beckenham, it ruins the village feel and they are ugly. Think about how some London villages upgrade keeping the quaint village character, like Dulwich village, or some parts of Greenwich and Blackheath villages. It would also be lovely for more eateries to open with seating outside. Also upgrading the train station by keeping the lovely character of the bridge and the arches. Also I know the lighting needs to be improved but please think about the type of lamp posts you use, no modern ones, we don’t want shortlands village to just be an extension of Bromley town centre, but something separate and quaint. I think as long as it can still feel like the pretty Victorian village it once was I think it would definitely feel safe, and a great place to visit. Especially with the brilliant train line.

• When Ravensbourne Avenue was recently closed for Thames water work this produced (unintentionally) a much quieter street and a safer street for children to play on. I would appeal to the SRBBV PROJECT to consider a permanent road closure to Ravensbourne Avenue at the main crossroads at shortlands. This would also assist with making it easier for pedestrians to cross the main road and help reduce rat runs to Beckenham along the back roads.

• Wish: Roundabout on junction of Bromley Road / Downsbridge Road / Scotts Lane to slow down traffic and improve traffic flow

• The pavements around the main shops in shortlands are in a terrible state and made up of many types of payment materials making it look terrible. Also the lack of trees of green areas makes the shop fronts look like car parks. The local shop owners should be encouraged to keep more traditional signage inkeeping with the look of the buildings and shop fronts and the Village look.

• Any new parking restrictions should involve 12-2 prohibition, not pay and display.

• Parking restrictions are in place already in Shortlands. To encourage people to use the shops and encourage new business, parking (short-term) should be increased/improved. The priority is to add a safe crossing across Station Road, at or close to the crossroads.

• The unmade stretch of Ravensbourne Avenue north of Crab Hill is unadopted and thus upkeep is the responsibility of residents. However, it is heavily congested by commuter parking during the weekdays and people enjoying the park all the daylight hours, including the park runs on the weekend and other times. Frontages are fed up of providing and subsidising free parking and suffering damage to the road surface. In some cases, residents cannot get out of or into their properties. Residents rarely use the unmade road other than for getting to and from their properties. It would be a small part of this grant to make up this road and have it adopted, as has already done with the footpath/cycle path. Also, making up and adopting the road would enable controlled parking (the road is not wide enough for parking on both sides, yet people do park on both sides and on the verges on the east side). Also rainwater runs off Crab Hill down our lane and destroys the unmade surface and floods the frontage of the 212-220 Ravensbourne Avenue. The drains get blocked by the shingle.

• Make up the unmade end of Ravensbourne Ave, improve the drainage off Crab Hill into the unmade part of Ravensbourne Ave, better signage and road markings at the junction of Crab Hill and Ravensbourne Ave drivers fail to give way, improve ramp access from the path to the platform on direction to Bromley. It all seems very temporary and very noisy when you walk on it and repair steps at the bottom of the ramp which do not drain way the rain water, impossible to step on safely after rain, even though the steps are newly constructed they are not at the right angle for the water to drain off. Generally drainage is a problem, our properties get flooded even after a short burst of rain carrying sediment off the road all the way to the bottom of Ravensbourne Ave by the park entrance.

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- The stretch of Ravensbourne Avenue, North of the crab hill junction is currently unmade. This stretch is currently congested with parked vehicles due to its proximity to Ravensbourne Station and Beckenham Place Park, meaning residents struggle to enter and leave their homes. The presence of the cycle lane has made that part of Ravensbourne Avenue very narrow, meaning that 2 rows of cars either side of the road are not feasible. I believe the problem is made worse by a lack of markings on the road, that could otherwise prevent parking and relieve congestion. Furthermore, in high rainfall the road erodes, creating big potholes and thus making it difficult for residents to get in and out of their homes. The road has not been adopted, making it the resident's responsibility to maintain upkeep, this hardly seems fair considering residents use the road a fraction of the amount compared to the large amount using the park and train station. Thus I believe it is important the road is made-up and adopted as part of this grant regarding Shortlands, Ravensbourne and Bromley Better Villages.

- Would like to see road surface improvement in Ravensbourne Ave by the park. Mainly because of fear of flooding because of the unmade road, inconsiderate parking by dog walkers and would like parking restrictions extended to this end of Ravensbourne Ave as many park for the station all day causing obstruction to residential properties.

- There is an urgent need to ‘adopt’ the road at the north end of Ravensbourne Avenue as it runs into the park. Most days the road is heavily used by commuters, dog walkers and at the weekends - people using the park. Since the park usage has changed we have seen this activity dramatically increase. The road is degrading rapidly and every time it rains there is run off into our properties and flooding at the base. Given that this road is a major access route into a busy park I feel it is no longer fair or acceptable to expect a small number of households to maintain this road. Please give this your consideration.

- Introduction of parking charges at Ravensbourne station was poorly thought through, done without consultation of local residents and has had negative effects and should be abandoned - the consequence is unused spots by the station and displacement parking into residential areas, including into the unmade section of Ravensbourne Avenue with damage to the roadway (owned by and paid for by a not-for-profit entity) and obstruction to residents' properties. Happy to provide further evidence of the effects, which have been continuously negative over a prolonged period.

- Ravensbourne Avenue is in need of being made up – it’s often used as a cut through for non-residents gaining access to the park – and the residents live with the results – too many vehicles and the potholed, muddy unmade road. Commuters use it as a car park.

- Introduce pull-ins for vehicles outside the Shortlands Village shops so that supply lorries and buses do not restrict main flows of traffic.

- The unmade stretch of Ravensbourne Avenue (beyond the junction with Crab Hill) is unadopted and upkeep is the responsibility of residents. It is heavily congested by commuter parking during weekdays as well as users of Beckenham Place park all week, including many dog walkers who drive to the park and participants in the “park run” at weekends. Commuter parking has become more of a problem since metered parking was introduced on the made up stretch of road around the corner by Ravensbourne station. There are times when residents cannot get out of or into their properties because of heavy and inconsiderate parking and when people who wish to walk in the park during the day are unable to park because of all-day commuter parking (the road is not wide enough for parking on both sides, yet people do park on both sides and on the verges). Residents are fed up of providing and subsidising free parking and suffering damage to the road surface. The unmade surface is not able to cope with the very large volume of non-resident use and I would propose that part of
this grant should be used to make up this road and have it adopted, as has already done with the footpath/cycle path. Controlled, sensible and safe parking could then be put in place.

- More clear signs indicating the villages
- Pedestrian crossing on the eastern side of Shortlands railway bridge. Re-timing of traffic lights to favour traffic going East-West (or reverse) as Beckenham Lane is always gridlocked (hence why people try to avoid it and use ‘rat-run’ routes).
- The traffic through the area, particularly Beckenham Lane and by Valley Primary School needs to be seriously reduced children’s safety and air pollution quality must be prioritised.
- I would recommend making up the unmade part the road on Ravensbourne Avenue and then adding parking controls.
- Improved pedestrian crossing under bridge at Shortlands station needed urgently. Improved traffic exit from Ravensbourne Avenue, turning right into Bromley Road needed urgently.
- I would like to see residential permit parking on BOTH sides of Farnaby Road, not just one as at present.
Materials and resources used throughout the engagement process

Shortlands, Ravensbourne and Bromley Better Villages (SRBBV)

The London Borough of Bromley and Sustrans are working together to explore ways in which the areas of Shortlands, Ravensbourne and Bromley can be transformed into places that are more welcoming, safe and well connected to enable people to make a more convenient day to work, live and play.

The Mayor of London's Healthy Streets approach is central to this. The approach aims to reduce congestion through transforming communities, making them greener, healthier and more attractive places to live and do business.

The work across the area will aim to complement improvements to Bromley North Station Road- Access to Shortlands Station and to the surrounding area.

The SRBBV programme will bid for funding from TfL's Liveable Neighbourhoods programme. The Liveable Neighbourhoods programme responds to the Mayor of London’s Healthy Streets approach, which aims to reduce congestion through transforming communities, making them greener, healthier and more attractive places to live and do business.
Get in touch

Sustrans is the charity making it easier for people to walk and cycle. If you’d like to know more about our work, we’d love to hear from you.

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