

# Trial of rat run control – morning peak period

## Summary

- Trial of four road-signs restricting vehicle access during the morning peak in a two-borough initiative with far-ranging impact on safety and pollution
- Dramatic lowering of emissions and exposure to pollution in and around schools
- Active citizen involvement. Delivering measurable impact with potential for evidence-based policy development

## Description of the proposal

To trial a scheme that will reduce rat running across part of Middle Park and Sutcliffe ward and most of Lee Green ward during the morning peak period. The scheme requires the coordination of London Borough of Lewisham, Royal Borough of Greenwich and Transport for London to introduce temporary Traffic Management Orders for three prohibitions and for the purchase and erection of four road signs.

The results of the trial will inform appropriate strategies to reduce rat running both locally and in similar parts of London.

The trial restriction will stop all road traffic turning left from Eltham Road A20 into Leyland Road and Cambridge Drive and entering Upwood Road from Horn Park Lane, from 6am to 9.30am on weekdays (see map below). This will be done using Traffic Management Orders and the use of No Left Turn and No Motor Vehicle signs with a plate. Two of the four signs can be sited on existing street furniture.

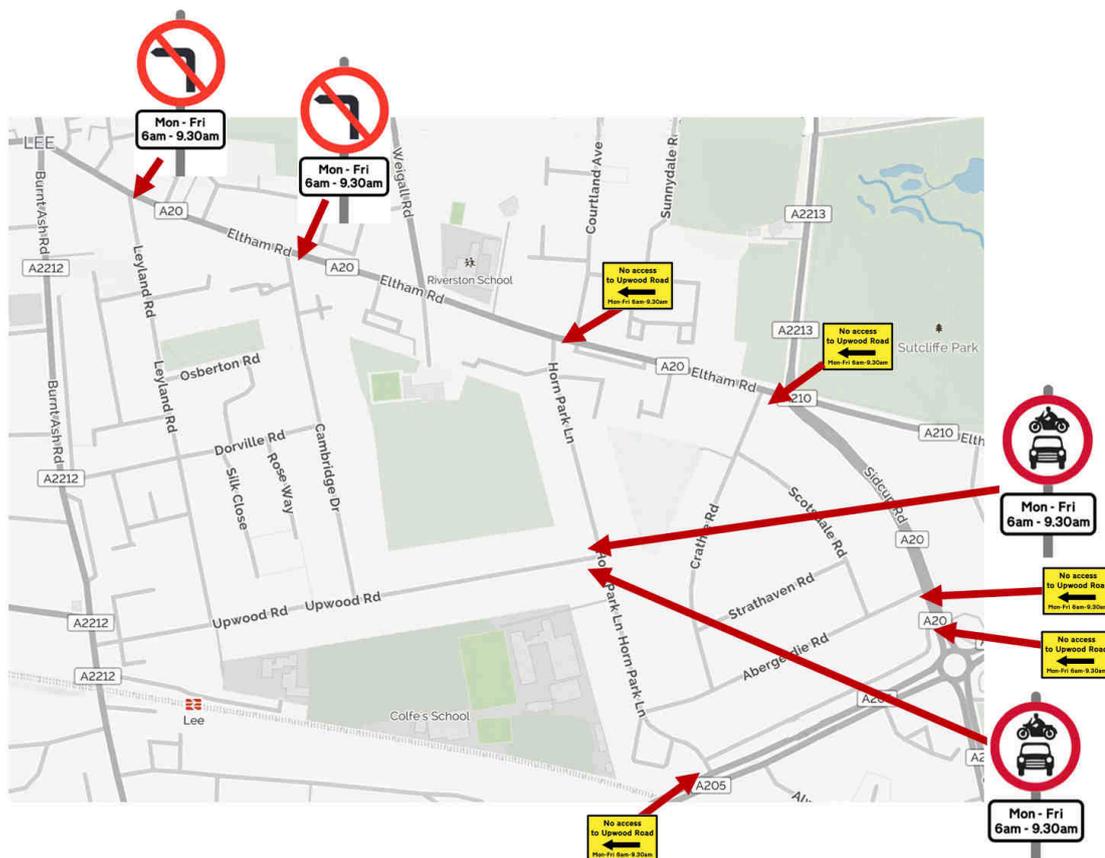


Figure 1 - Signage required for trial scheme

## The problems to be addressed

Pollution levels (of NOx, PM10 and PM2.5) along the streets in this rat run are harming human health. Since the Kings College London survey was done in 2013 (see figure 2) there has been a marked increase in the number and proportion of cars and vans cutting through – this has been caused by increased traffic volumes and the use of real-time traffic information and satellite navigation that indicates to drivers the quickest route that avoids congestion. LiveLee have conducted two traffic surveys that have found that 57% of all cars and vans turning north into Sidcup Road from Clifton’s Roundabout (and not continuing north into Kidbrooke Park Road) turned into either Westthorne Avenue service road or Abergeldie Road.

Colfe’s, Brindishe Lee, Brindishe Manor, and St Winifred’s Infants schools are located along these rat runs. In addition the streets affected are used by young people and children attending a wider number of secondary schools in Lewisham and Greenwich. Issues of road safety and air quality are paramount. There is anecdotal evidence that parents are more likely to use a private motor vehicle to avoid their children walking to school because of the increase risks to safety and health.

The proposal addresses both of these issues directly and may also reduce the number of motor vehicle journeys made by parents.

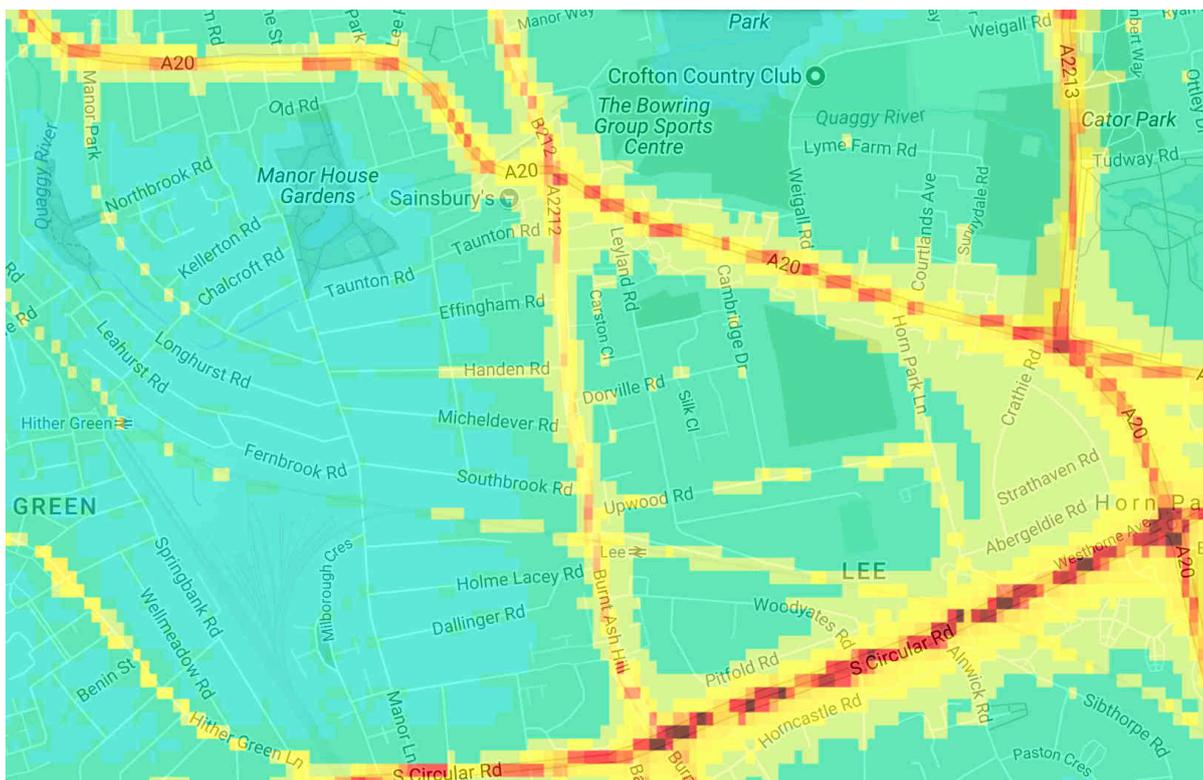


Figure 2 - Annual nitrogen dioxide levels – Kings College London [www.londonair.org.uk](http://www.londonair.org.uk) (annual average pollution figures 2013 used) The areas marked in red and yellow are above the level considered safe by the EU (40µg/m being the EU limit for the protection of human health)

## Impact that the project will have

The main cause of early death in London is inactivity [draft Mayor’s Transport Strategy 2017]. This project will improve the opportunity and experience for people to walk and cycle by making streets less stressful environments for people with fewer vehicles moving and cleaner air.

Reducing vehicle journeys will improve the air quality. This will be experienced in streets where there is a reduction in traffic and includes four local schools.

Fewer vehicle journeys will reduce the risk of pedestrians being hit by road vehicles. During the morning peak this will positively affect streets around four local schools.

Residents in the following streets used as rat runs will experience direct benefit from this trial (the routes marked in red in figure 3 below):

- |                  |   |
|------------------|---|
| Abergeldie Road  | Horne Park Lane                               |
| Cambridge Drive  | Leahurst Road                                 |
| Crathie Road     | Longhurst Road                                |
| Dorville Road    | Manor Lane                                    |
| Ennersdale Road  | Manor Park                                    |
| Fernbrook Road   | Micheldever Road                              |
| Handen Road      | Southbrook Road                               |
| Holme Lacey Road | Upwood Road                                   |
|                  | Westhorne Avenue (service road for 359 – 421) |

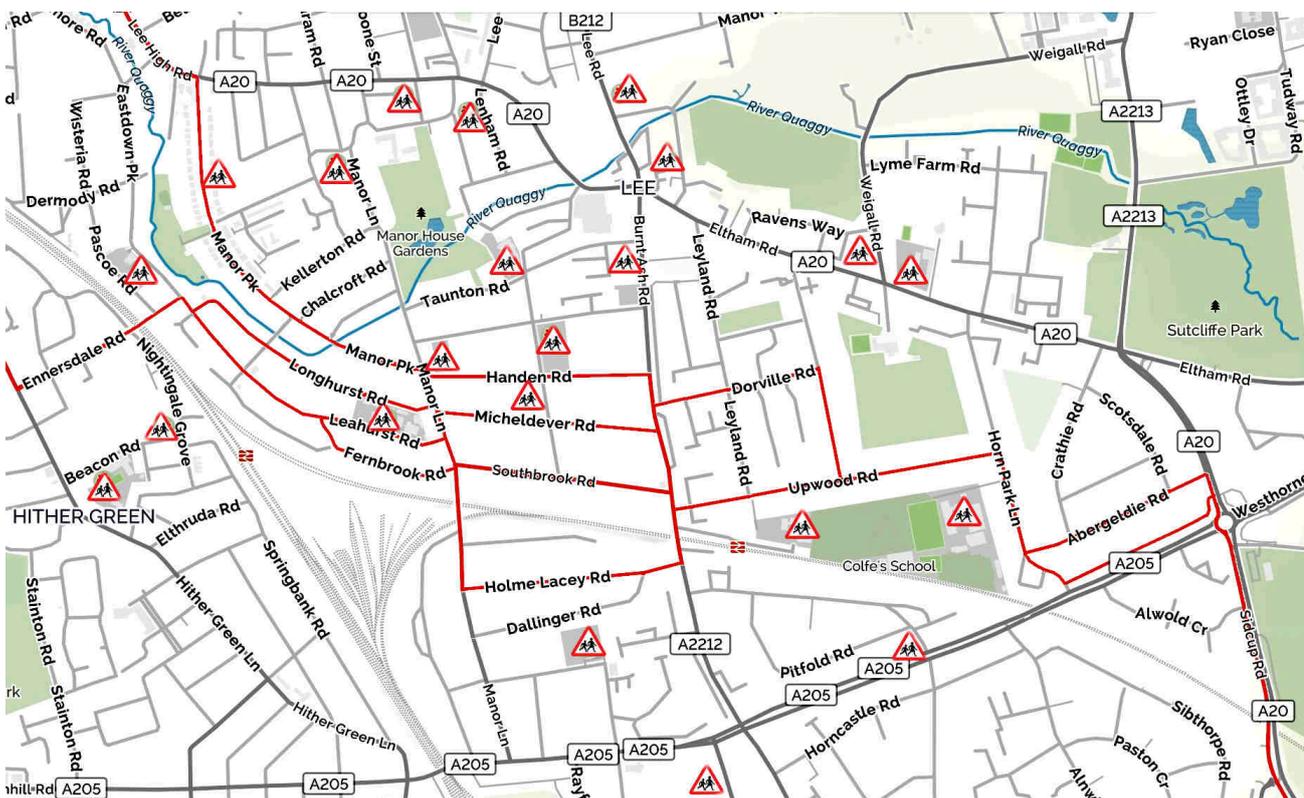


Figure 3 - Morning peak showing rat run routes from A20 (shown in red) and schools and nurseries – source LiveLee 2017

All residents and visitors who use the streets most affected (as drivers, pedestrians and cyclists) will breathe cleaner air and be safer. Our analysis shows that only main roads will show an increase in traffic and no other streets in Lewisham or Greenwich will have increased traffic as there are no alternative non-main roads. The evidence of the trial will inform the best methods to further reduce rat running throughout the day.

The No-Motor-Vehicles restriction will act as a modal filter that allows both pedestrians and cyclist to pass through creating a cleaner, safer and more pleasant experience.

7,500 residents in Lewisham and 400 residents in Greenwich, along with children and parents/carers making journeys to school, will benefit directly from this proposal.

## Impact on behaviours

Drivers who are unable to make the turns into those roads will make one of the following choices:

1. Use another mode of transport to complete that part of their journey
2. Circumnavigate the blocked rat run by either;
  - using the main roads (A20 through to Lewisham and beyond or the A205 to Hither Green Lane and beyond) or,
  - avoiding this general area - by using main roads A2 or A21 where appropriate as other routes are not viable.

Drivers simply take the easiest route – the choices made are based on speed (with reference to satnavs, experience or perception) and cost (usually regarding personal marginal financial cost rather than wider and longer term issues).

## Community involvement

LiveLee residents have used the traffic survey results and online surveys for the analysis in this proposal. These same local citizens could create an evidence base for developing the proposal by undertaking further traffic surveys and an online questionnaire of local residents and those making journeys to and from local schools:

- To estimate the daily average number of vehicles during the morning peak using Dorville Road, Ennersdale Road, Handen Road, Holme Lacey Road, Manor Park, Southbook Road and Upwood Road before the trial starts.
- To estimate the daily average number of vehicles during the morning peak using those same roads during the trial.
- To estimate the daily average number of vehicles ignoring the No Left Turn and No Motor Vehicles road signs during the trial.
- To measure residents' opinion of the effectiveness of the trial.

LiveLee could analyse and report on the survey results and assist council officers in the preparation of traffic management orders and the choice of siting for road signs

Estimated volunteers' time (approximations) totalling 146 hours

Organisation and safety briefings	6hrs
First survey	48hrs
Second survey	48hrs
Production and administration of online survey	10hrs
Monitoring of prohibition compliance	6hrs
Analysis of 3 traffic surveys and compliance monitoring	18hrs
Production of summary report	4hrs
Additional support when required	6hrs

## Measurement of success

The traffic surveys will give an indication of the changed behaviours of drivers in respect of changing levels of vehicle movements during the morning peak in the selected streets. LiveLee could analyse the results and present a report.

An online survey could also be carried out among residents in the neighbourhood seeking feedback on their experience of the trial. The survey could be analysed and presented as a report.

Survey results could be shared with everyone on the LiveLee website.