

London Borough of Southwark



Brockley Way Zebra Crossing

Public Consultation Summary

November 2012

London Borough of Southwark

Brockley Way Zebra Crossing Proposal

Public Consultation Summary

Contents

List of Figures	2
List of Tables	3
1.0 Introduction	4
1.1 Background	4
1.2 Project and Objectives	4
1.3 Consultation Procedure	5
2.0 Consultation Responses	5
2.1 Response Rate and Distribution	5
2.2 Questionnaire Analysis	6
2.3 Additional Comments	7
2.4 Levels of Consensus	8
2.5 Statutory Consultee Replies	9
3.0 Recommendations	9
Appendices	10
Appendix A: Scheme Proposals	11
Appendix B: Consultation Documents	12
Appendix C: Location Plan and Extents of Consultation	13
Appendix D: List of Addresses within Distribution Area	14

List of Figures

Figure 1:	Location of proposed scheme	4
Figure 2:	Graphical representation of consultation data for question 2	7

List of Tables

Table 1:	Retuned questionnaire results for question 1	6
Table 2:	Retuned questionnaire results for question 2	7

1.0 Introduction

1.1 Background

1.1.1 This document report has been produced by the London Borough of Southwark Public Realm Projects Group, to provide a summary of the consultation exercise for a proposed zebra crossing in Brockley Way SE15. The measures are being drafted by the Public Realm Projects Team, with the project manager for this scheme being Chris Mascord (Senior Engineer).

1.1.2 The area under consideration is located within the SE15 district of Southwark (Nunhead) in the centre of the borough. See figure 1 below.

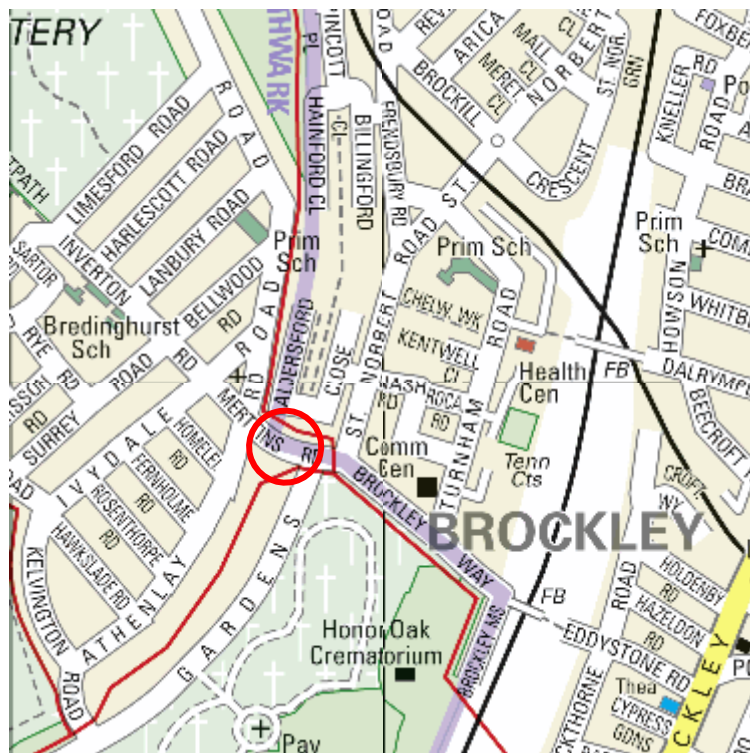


Figure 1: Location of proposed scheme

1.2 Project and Objectives

1.2.1 The measures proposed in this consultation are part of the Council's ongoing commitment to make Southwark's streets safer and more accessible for all. The proposed measures will assist to enhance the environment for all road users, reducing traffic speeds and improving pedestrian safety.

1.2.3 It is proposed that new zebra crossing is introduced on Brockley Way adjacent to Athenlay Road junction. Additional measures include:

- A footway buildout on the northern side of Brockley Way. This measure will reduce carriageway width and crossing distance for pedestrians as well as acting as a traffic calming feature.

- A street tree is proposed to be planted on the footway buildout to improve the visual quality of the streetscape.
- There are also parking restrictions associated with the zebra crossing to ensure that there is adequate visibility on approach to the crossing location. These have been kept to a minimum, but are essential to ensure the safety of pedestrians using the crossing facility.

See Appendix A for drawing of proposed scheme

1.3 Consultation Procedure

- 1.3.1 The views of the local community and those of statutory consultees have been sought, prior to the development of measures to a detailed design stage. Active community participation was encouraged through the use of a consultation document and questionnaire (see Appendix B – Consultation Documents).
- 1.3.2 The consultation document included a covering letter describing the proposals and a request for comments (including information to assist in translation and large print versions of the consultation document), preliminary design drawings (A3 size) and a questionnaire/comment form that could be sent to the Public Realm Projects Group with a pre-paid address reply.
- 1.3.3 The consultation document was delivered to a geographical area centred on the junctions of Brockley Way and Athenlay Road using strategic roads and pedestrian desire lines as defined cut off points (See Appendix C – Location Plan and Extents of Consultation).
- 1.3.4 The distribution area was large enough to gain views from the wider community that may be considered to be affected by the proposed measures. A mailing list was established for the area by way of the Council's GIS database. In addition, the consultation documents and plans were supplied to the Council's established list of statutory consultees including London Buses, cycle groups and the Metropolitan Police. Please see Appendix D of list of addresses within the distribution area.
- 1.3.5 The consultation documents were delivered by Royal Mail to 94 addresses detailed within the distribution list. The documents were delivered on the 2nd October 2012, with a return deadline of the 26th October 2012, allowing 4 weeks for the consultation period. However, consultation responses were considered for one further week after the prescribed deadline on the consultation document.

2.0 Consultation Responses

2.1 Response Rate and Distribution

- 2.1.1 A total of 33 responses were received during the consultation period, equating to a 35% response rate.
- 2.1.2 A response was received from Lewisham Council indicating that they noted the proposal and were happy with the design.
- 2.1.3 No questionnaires were received from Statutory Consultees.

2.2 Questionnaire Analysis

2.2.1 The questionnaire element of the consultation document contained the following key questions and associated tick box options:

Q1. Are you a resident or business?

Q2. Do you support the proposals?

2.2.2 The following is a summary of replies received:

Question 1 - Are you a resident or business?

	Resident	Business
Replies	32	1
Total	97%	3%

Table 1: Returned questionnaire results for question 1

2.2.3 Table 1 indicates that the majority of responses received throughout the consultation period were from local residents, with only one business formally replying.

Question 2 – Do you support the proposals?

	Support	Opposed	No Opinion
Replies	28	4	1
Total	85%	12%	3%

Table 2: Returned questionnaire results for question 2

Brockley Way Zebra Crossing Consultation Response

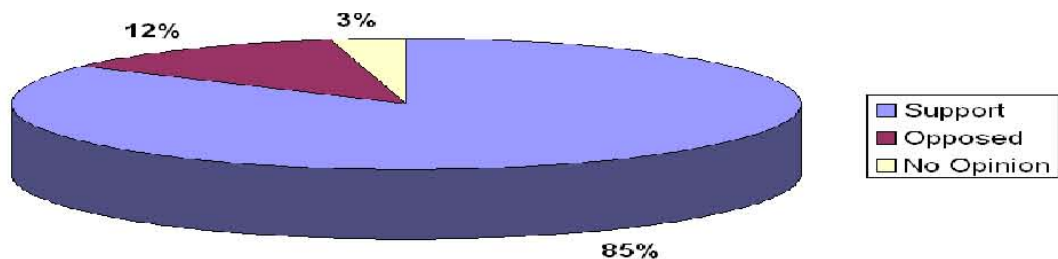


Figure 2: Graphical representation of consultation data for question 2

2.2.4 Table 2 and figure 2 indicate a majority of support for question 2, with 85% welcoming the proposed zebra crossing in Brockley Way.

2.3 Additional Comments

2.3.1 The questionnaire element of the consultation document invited consultees to attach any additional comments they may have on the proposals when returning the reply-paid questionnaire.

2.3.2 The majority of respondents (85%) indicated full support for the proposed road safety measures, indicating that the measures were very welcome to enhance road safety and pedestrian safety, as well as effectively reducing traffic speeds in the area.

2.3.3 Many respondents indicated that a zebra crossing at the proposed location is a necessity and will assist school children and the elderly crossing this dangerous section of the road.

2.3.4 A request was made for a zebra crossing at Cheltenham Road / Stuart Road junction. *

* In response, there is no current funding to look at the feasibility of this proposal. The request has been noted for future reference.

2.3.5 A number of requests were made for traffic calming measures in Athenlay Road (humps, chicanes, signage)*

* In response, there are currently no proposals for additional traffic calming in the area and no budget to investigate the feasibility of these requests. Potential funding may become available from future CGS applications.

2.3.9 Analysis of the additional comments from respondents that objected to the scheme highlighted the following concerns:

A number of objections were received relating that the loss of parking.*

* In response, the restrictions associated with the zebra crossing to ensure that there is adequate visibility on approach to the crossing location. These have been kept to a minimum, but are essential to ensure the safety of pedestrians using the crossing facility. Without the zig zag controlling lines, the crossing would not be safe to use and would not pass a highway safety audit.

It must be noted that the positioning of the crossing also minimises the loss of kerbside parking in Brockley Way due to its close proximity to Athenlay Road.

The council's road user hierarchy also prioritises pedestrians and more vulnerable road users over parking and car usage.

An objection was received detailing concern that there were inadequate sightlines to the proposed crossing facility.

* In response, there is adequate forward stopping sightline for both approaches to the zebra crossing. The road is has a speed limit of 20mph with 85th percentile speeds of 22pmph.

The manual for streets indicates that a 45m stopping sightline distance is required for a road with a 30mph limit. Therefore a road with 22mph (85% percentile) speed requires approximately 33m clear forward visibility to a controlled pedestrian crossing facility.

A 33m approach visibility is maintained on the northwest approach (down the hill) even if there are vehicles parked adjacent to the kerbside on the south-eastern side of Brockley Way.

A 45m forward visibility is maintained on the southwest approach.

A number of objections indicated they would prefer the crossing in another location. *

* In response, the proposed location of the zebra crossing has been chosen in response to local residents' comments and suggestions. The proposed location is also on the main crossing desire line on Brockley Way.

Locating the crossing in a different location may result in road safety issues, pedestrians not using the facility (as it is located way from the desire line) and increased loss of kerbside parking.

2.3.10 22% respondents did not submit a further comment.

2.4 Levels of Consensus

2.4.1 The following majority levels of agreement have been given in relation to the questions contained within the consultation document:

- 85% of consultees support the introduction of the zebra crossing;

- 12% of consultees are opposed to the introduction of the zebra crossing; and
- 3% of consultees had no opinion regarding the proposed scheme.

2.5 Statutory Consultee Replies

2.5.1 No statutory consultees provided a reply to the consultation.

2.5.2 No objections were received from Ward Members throughout the consultation period.

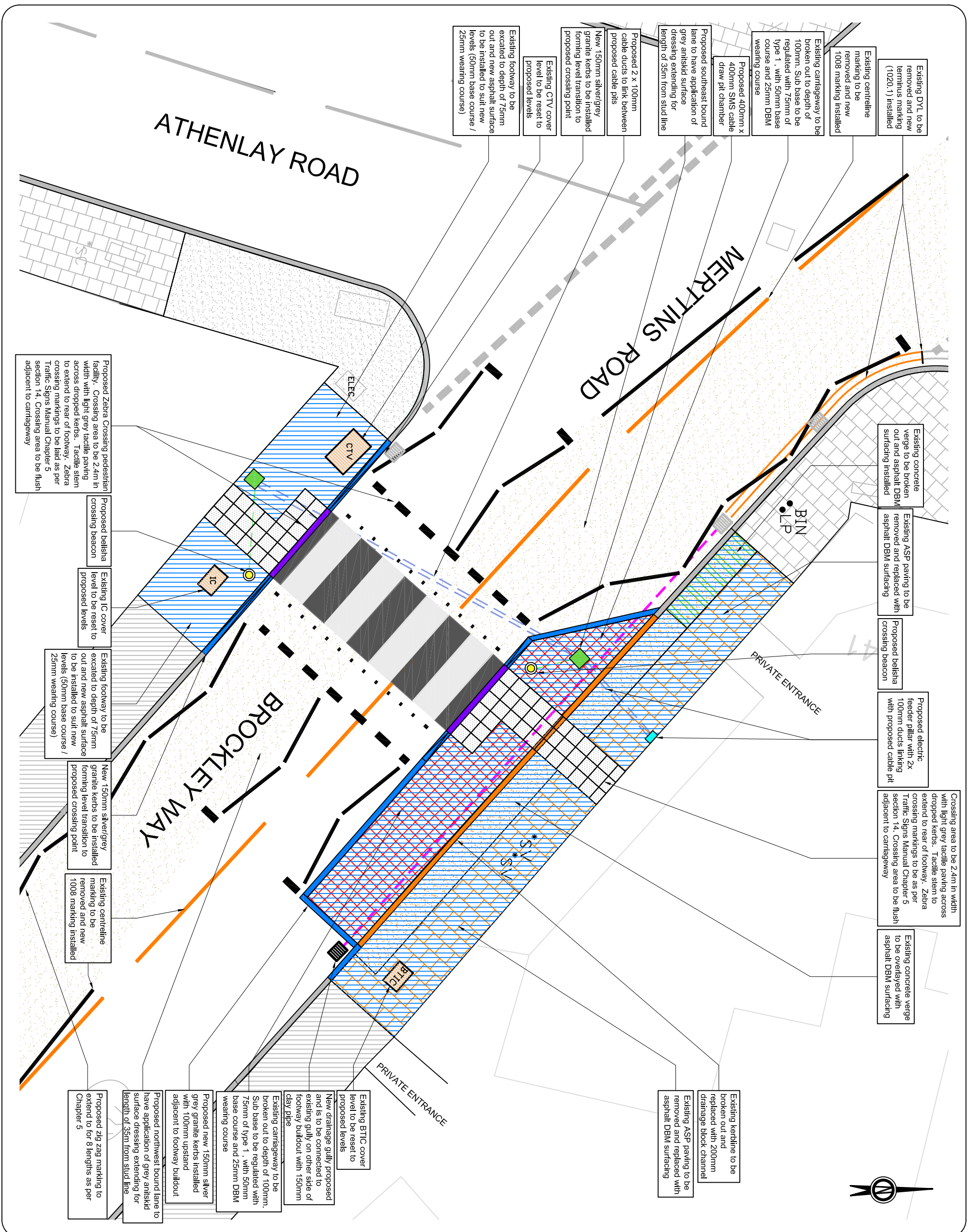
3.0 Recommendations

3.1 Due to the majority of respondents supporting the scheme and Southwark's ongoing commitment to make streets in the borough safer for all, it is recommended that the scheme is progressed to implementation.

Appendices

Appendix A:	Initial Scheme Proposals
Appendix B:	Consultation Documents
Appendix C:	Location Plan and Extents of Consultation
Appendix D:	List of Addresses within the Distribution Area

Appendix A: Initial Scheme Proposals



Existing DVL to be removed and new terminus marking (1020.1) installed

Existing centreline marking to be removed and new 1008 marking installed

Existing carriageway to be broken out to depth of 100mm. Sub base to be regulated with 75mm of type 1, with 50mm base course and 25mm DBM wearing course

Proposed 400mm x 400mm SMS cable draw pit chamber

Proposed southeast bound lane to have application of grey antiskid surface dressing extending for length of 35m from stud line

Proposed 2 x 100mm cable ducts to link between proposed cable pits

New 150mm silver/gray granite kerbs to be installed forming level transition to proposed crossing point

Existing CTV cover level to be reset to proposed levels

Existing footway to be excavated to depth of 75mm out and new asphalt surface to be installed to suit new levels (50mm base course / 25mm wearing course)

Existing concrete verge to be broken out and asphalt DBM surfacing installed

Existing ASP paving to be removed and replaced with asphalt DBM surfacing

Proposed balisha crossing beacon

Proposed electric feeder pillar with 2x 100mm ducts linking with proposed cable pit

Crossing area to be 2.4m in width with light grey tactile paving across dropped kerbs. Tactile stem to extend to rear of footway. Zebra crossing markings to be as per section 14, Crossing area to be flush adjacent to carriageway

Existing concrete verge to be overlaid with asphalt DBM surfacing

Existing kerbline to be broken out and replaced with 200mm drainage block channel

Existing ASP paving to be removed and replaced with asphalt DBM surfacing

Existing BITC cover level to be reset to proposed levels

New drainage gully proposed and is to be connected to existing gully on other side of footway buildout with 150mm clay pipe

Existing carriageway to be broken out to depth of 100mm. Sub base to be regulated with 75mm of type 1, with 50mm base course and 25mm DBM wearing course

Proposed new 150mm silver grey granite kerbs installed with 100mm upstand adjacent to footway buildout

Proposed northwest bound lane to have application of grey antiskid surface dressing extending for length of 35m from stud line

Proposed zlg zag marking to extend to for 8 lengths as per Chapter 5

LEGEND / NOTES.

- Proposed new 150mm granite kerb
- Existing kerbline to be broken out / removed and new footway drainage channel installed
- Proposed flush 150mm granite kerb
- Existing kerb to remain
- Proposed transition kerb
- Existing asphalt footway
- Proposed overlay / new asphalt footway
- Existing concrete verge / footway
- Concrete verge overlaid in asphalt
- Proposed grey antiskid carriageway surfacing
- Concrete verge to be broken out
- Section of carriageway to be excavated
- Existing ASP paving
- ASP paving to be removed
- Proposed 400mm x 400mm grey tactile units
- Existing utility cover (level to be adjusted)
- Proposed drainage gully
- Existing drainage gully
- Proposed 150mm clay pipe
- Existing lining to be removed
- Proposed white lining
- Proposed yellow lining
- Existing lining to remain
- Proposed balisha beacon
- Proposed SMS 400mm x 400mm cable drawpit
- Proposed feeder pillar
- Proposed 2 x 100mm cable duct
- Proposed 50mm cable duct

No.	Date	Revision
-	-	-

Software Council
PUBLIC REALM PROJECTS TEAM | 160 TOOLEY STREET SE 111 SA
mouchel
working in partnership with

Project
BROCKLEY WAY
ZEBRA CROSSING

Title
GENERAL ARRANGEMENT

Contract No.
-

Scale
1:50 @ A3

Drawing No.
CM/CGS-002

Date Issued
AUGUST 2012

Appendix C: Location Plan and Extents of Consultation

We want your views

It is important for all consultees to respond to the consultation. We would be grateful if you could take the time to review the proposals outlined in this document and provide a response using the pre-paid envelope and questionnaire provided by **Friday 26th October 2012**

Your views are essential for us to understand your requirements for the proposal and form a fundamental part of the scheme development process, whether you use public transport, cycle, walk or drive a private vehicle.



Brockley Way Proposed Zebra Crossing

What happens next?

As you will appreciate Southwark Council receives many comments from consultations and therefore are unable to respond personally to specific issues raised. However all comments and suggestions will be taken into consideration before a decision is made.

The responses to the questionnaire will be analysed and taken into account in the final design of the proposed works.

Should you require any further information regarding the proposed scheme please do not hesitate to contact Chris Mascord on 020 7525 5385. Alternatively you can email to: chris.mascord@southwark.gov.uk.

If appropriate, implementation should take place in Spring 2013.

To arrange a translation of this leaflet and the other consultation documents, or for other assistance, please take it to:

**One Stop Shop – 122 Peckham Hill Street, London SE15, or
One Stop Shop – 151 Walworth Road, London SE17, or
One Stop Shop – 17 Spa Road, London SE16, or
Southwark Town Hall – Peckham Road, London SE5.**

للترتيب لترجمة هذه الكراسة خذها رجاء إلى أحد العنوانين التاليين:

Para obtener una traducción de este folleto, llévelo a:

Bu broşürün tercüme edilmesini düzenlemek için lütfen onu aşağıdaki yerlerden birine götürün:

Để có bản dịch tiếng Việt, hãy mang tờ rơi này đến cửa hàng:

Pour une traduction de ce dépliant, présentez-le à l'un des guichets uniques suivants :

এই প্রচারপুস্তিকাটির (লিফলেটের) একটি অনুবাদের আয়োজন করতে হলে দয়া করে এটি এখানে নিয়ে যান:

為獲取此單張的翻譯版本，請將單張帶到以下一站式辦事處：

Have your say

Southwark Council is holding a consultation to receive residents and key stakeholders comments regarding the proposal to introduce a pedestrian zebra crossing in Brockley Way.

Background

A petition was submitted to the Nunhead and Peckham Community Council signed by local residents and stakeholders requesting the provision of safer pedestrian facilities on Mertins Road and Brockley Way. Currently there are no formal pedestrian crossing facilities and as a result, the Community Council allocated funding to progress the design of a zebra crossing to address local concern.

What are the proposed changes?

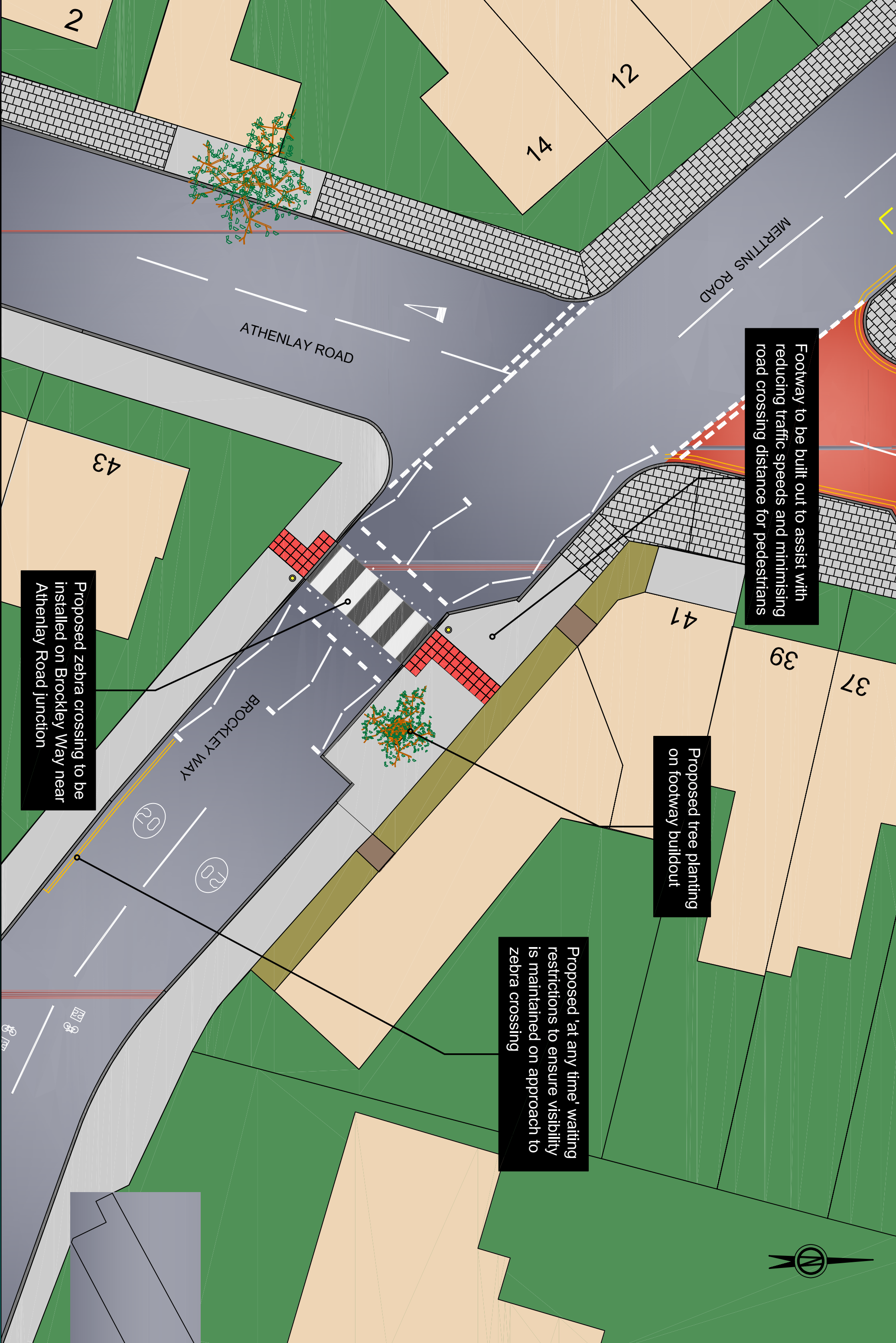
A new formal pedestrian zebra crossing is proposed to be installed on Brockley Way near Athenlay Road junction.

Measures include a footway buildout on the northern side of Brockley Way. This measure will reduce carriageway width and crossing distance for pedestrians as well as acting as a traffic calming feature.

A street tree is proposed to be planted on the footway buildout to improve the visual quality of the streetscape.

There are also parking restrictions associated with the zebra crossing to ensure that there is adequate visibility on approach to the crossing location. These have been kept to a minimum, but are essential to ensure the safety of pedestrians using the crossing facility.

BROCKLEY WAY PROPOSED ZEBRA CROSSING

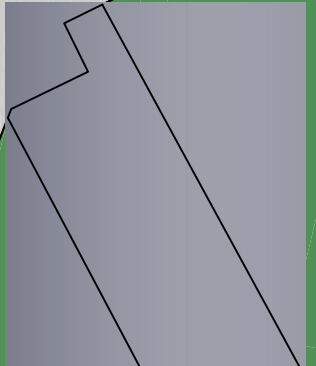


Footway to be built out to assist with reducing traffic speeds and minimising road crossing distance for pedestrians

Proposed tree planting on footway buildout

Proposed 'at any time' waiting restrictions to ensure visibility is maintained on approach to zebra crossing

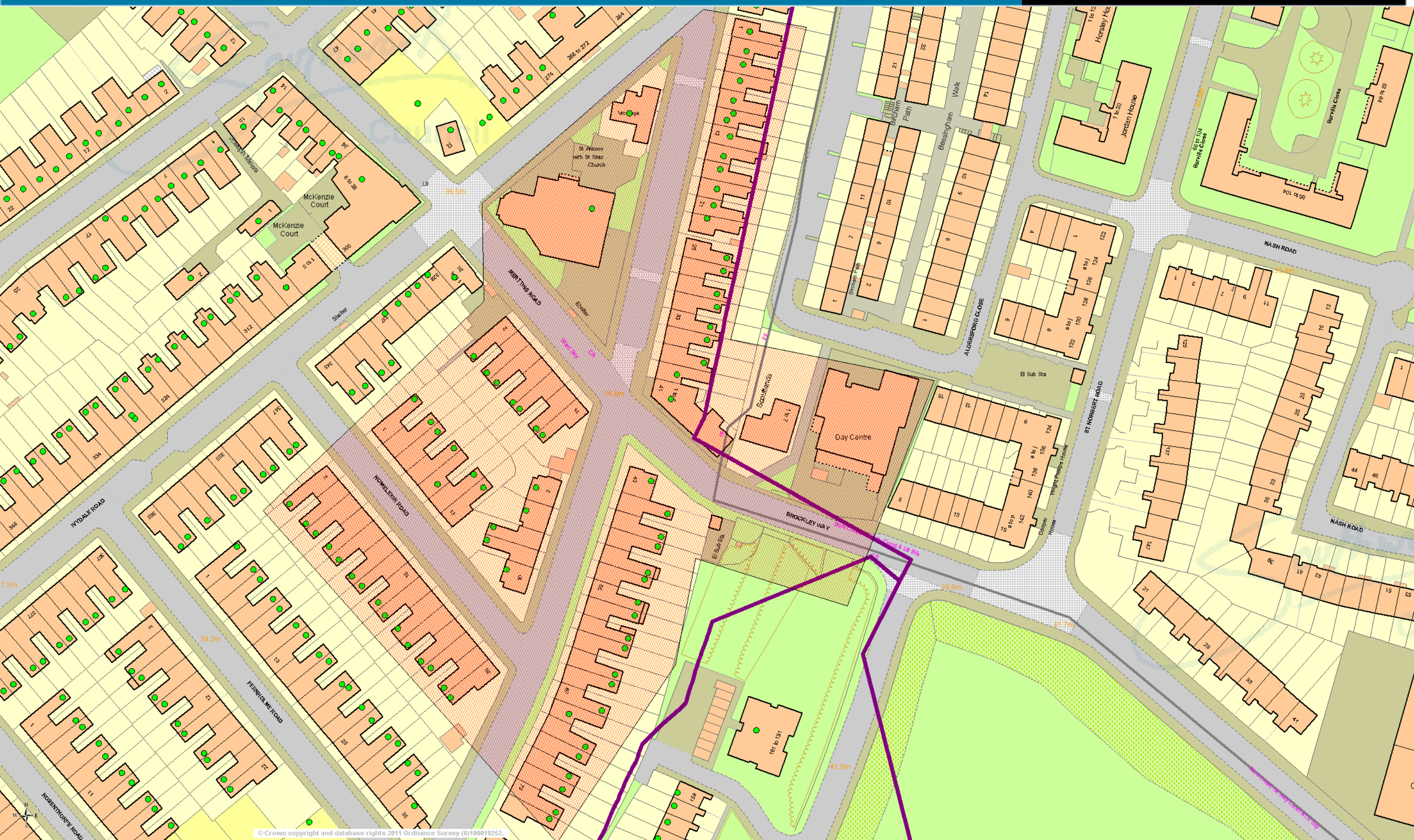
Proposed zebra crossing to be installed on Brockley Way near Athenlay Road junction



Appendix B: Consultation Documents

Brockley Way Zebra Crossing Consultation Area

Date 20/9/2012



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Appendix D: List of Addresses within Distribution Area

SUB_BUILDING	BUILDING	STREET_NUMBER	STREET	POSTCODE
		6	MERTTINS ROAD	SE15 3EB
		2	MERTTINS ROAD	SE15 3EB
		10	MERTTINS ROAD	SE15 3EB
		8	MERTTINS ROAD	SE15 3EB
		4	MERTTINS ROAD	SE15 3EB
		14	MERTTINS ROAD	SE15 3EB
		12	MERTTINS ROAD	SE15 3EB
			HOMELEIGH	
FIRST FLOOR FLAT		28	ROAD	SE15 3EE
			HOMELEIGH	
GROUND FLOOR FLAT		28	ROAD	SE15 3EE
			HOMELEIGH	
		11	ROAD	SE15 3EE
			HOMELEIGH	
		20	ROAD	SE15 3EE
			HOMELEIGH	
		18	ROAD	SE15 3EE
			HOMELEIGH	
		13	ROAD	SE15 3EE
			HOMELEIGH	
		7	ROAD	SE15 3EE
			HOMELEIGH	
		4	ROAD	SE15 3EE
			HOMELEIGH	
		24	ROAD	SE15 3EE
			HOMELEIGH	
		9	ROAD	SE15 3EE
			HOMELEIGH	
		3	ROAD	SE15 3EE
			HOMELEIGH	
		26	ROAD	SE15 3EE
			HOMELEIGH	
		22	ROAD	SE15 3EE
			HOMELEIGH	
		2	ROAD	SE15 3EE
			HOMELEIGH	
		16	ROAD	SE15 3EE
			HOMELEIGH	
		14	ROAD	SE15 3EE
			HOMELEIGH	
		12	ROAD	SE15 3EE
			HOMELEIGH	
		10	ROAD	SE15 3EE
			HOMELEIGH	
		8	ROAD	SE15 3EE
			HOMELEIGH	
		6	ROAD	SE15 3EE
			HOMELEIGH	
		5	ROAD	SE15 3EE
			HOMELEIGH	
		30	ROAD	SE15 3EE
			HOMELEIGH	
		1	ROAD	SE15 3EE
PUDDLEDUCK NURSERY	ST ANTHONY WITH ST SILAS CHURCH		ATHENLAY ROAD	SE15 3EP
	ST ANTHONY WITH ST SILAS VICARAGE		ATHENLAY ROAD	SE15 3EP
	ST ANTHONY WITH ST SILAS		ATHENLAY ROAD	SE15 3EP

	CHURCH			
		79B	ATHENLAY ROAD	SE15 3EN
FIRST FLOOR FLAT			75 ATHENLAY ROAD	SE15 3EN
			10 ATHENLAY ROAD	SE15 3EN
			8 ATHENLAY ROAD	SE15 3EN
			65 ATHENLAY ROAD	SE15 3EN
			61 ATHENLAY ROAD	SE15 3EN
			57 ATHENLAY ROAD	SE15 3EN
			53 ATHENLAY ROAD	SE15 3EN
			47 ATHENLAY ROAD	SE15 3EN
			43 ATHENLAY ROAD	SE15 3EN
			77 ATHENLAY ROAD	SE15 3EN
	FIRST FLOOR FLAT			
		79A	69 ATHENLAY ROAD	SE15 3EN
			ATHENLAY ROAD	SE15 3EN
GROUND FLOOR FLAT			75 ATHENLAY ROAD	SE15 3EN
			67 ATHENLAY ROAD	SE15 3EN
			63 ATHENLAY ROAD	SE15 3EN
			6 ATHENLAY ROAD	SE15 3EN
			59 ATHENLAY ROAD	SE15 3EN
			55 ATHENLAY ROAD	SE15 3EN
			51 ATHENLAY ROAD	SE15 3EN
			49 ATHENLAY ROAD	SE15 3EN
			45 ATHENLAY ROAD	SE15 3EN
			4 ATHENLAY ROAD	SE15 3EN
			2 ATHENLAY ROAD	SE15 3EN
			81 ATHENLAY ROAD	SE15 3EN
			73 ATHENLAY ROAD	SE15 3EN
			71 ATHENLAY ROAD	SE15 3EN
	GROUND FLOOR FLAT			
FLAT 3			69 ATHENLAY ROAD	SE15 3EN
FIRST FLOOR FLAT			41 ATHENLAY ROAD	SE15 3EA
GROUND FLOOR FLAT			13 ATHENLAY ROAD	SE15 3EA
FLAT 7			13 ATHENLAY ROAD	SE15 3EA
FLAT 5			41 ATHENLAY ROAD	SE15 3EA
FLAT 2			41 ATHENLAY ROAD	SE15 3EA
		39A	ATHENLAY ROAD	SE15 3EA
			7 ATHENLAY ROAD	SE15 3EA
			37 ATHENLAY ROAD	SE15 3EA
			3 ATHENLAY ROAD	SE15 3EA
			25 ATHENLAY ROAD	SE15 3EA
			21 ATHENLAY ROAD	SE15 3EA
			15 ATHENLAY ROAD	SE15 3EA
			1 ATHENLAY ROAD	SE15 3EA
FLAT B			33 ATHENLAY ROAD	SE15 3EA
FLAT 1			11 ATHENLAY ROAD	SE15 3EA
FLAT 2			11 ATHENLAY ROAD	SE15 3EA
FLAT A			33 ATHENLAY ROAD	SE15 3EA
FLAT 4			41 ATHENLAY ROAD	SE15 3EA
FLAT 1			41 ATHENLAY ROAD	SE15 3EA
KGMC LTD			41 ATHENLAY ROAD	SE15 3EA
FLAT 8			41 ATHENLAY ROAD	SE15 3EA
FLAT 6			41 ATHENLAY ROAD	SE15 3EA
			9 ATHENLAY ROAD	SE15 3EA

	5	ATHENLAY ROAD	SE15 3EA
	35	ATHENLAY ROAD	SE15 3EA
	31	ATHENLAY ROAD	SE15 3EA
	29	ATHENLAY ROAD	SE15 3EA
	27	ATHENLAY ROAD	SE15 3EA
	23	ATHENLAY ROAD	SE15 3EA
	19	ATHENLAY ROAD	SE15 3EA
	17	ATHENLAY ROAD	SE15 3EA
39B		ATHENLAY ROAD	SE15 3EA