

# London Borough of Southwark



## Rotherhithe New Road / Hawkstone Road

### Road Safety and Pedestrian Accessibility Scheme

### Public Consultation Summary

September 2013

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## 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 road safety and pedestrian accessibility scheme at the Rotherhithe New Road / Hawkstone Road roundabout SE16. 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 SE16 district of Southwark in the north of the borough. See figure 1 below.

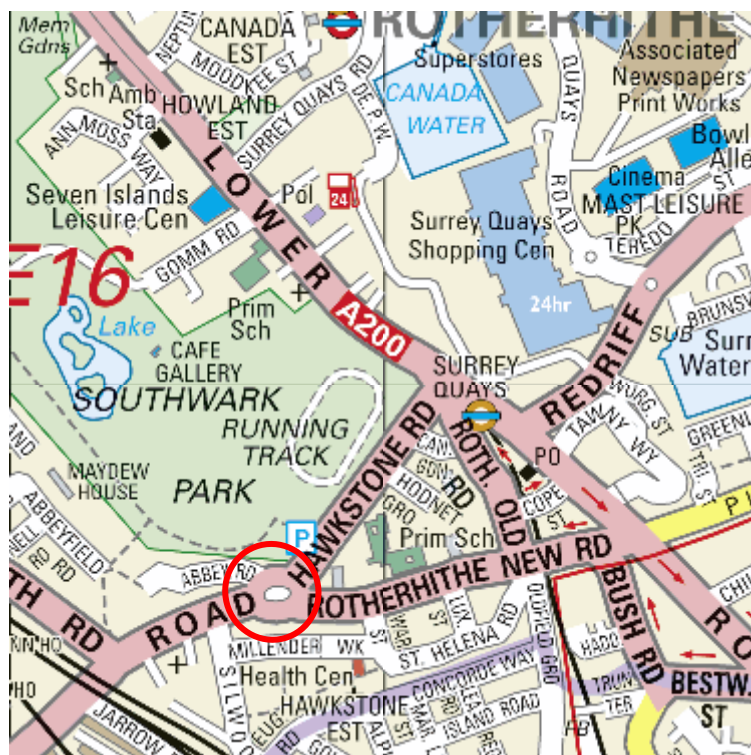


Figure 1: Location of proposed scheme

### 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.

1.2.2 It is proposed that the following measures be implemented to reduce traffic speeds and improve road safety along this stretch of road:

- Large sections of footway widening to reduce oversized carriageway lane widths, improve the pedestrian environment and create more vehicle deflection on the approaches to the roundabout (thereby reducing traffic approach

speeds). The footway widening will also address current pedestrian accessibility issues, particularly on the northern side of the roundabout where a mature tree blocks the entire footway (forcing pedestrian into the carriageway).

- Provision of improved pedestrian crossings facilities on all arms of the junction. Both arms of Rotherhithe New Road and Hawkstone Road will have new, raised zebra crossing facilities to reduce traffic speeds, enhance pedestrian safety and accessibility and provide a level surface for pedestrians to cross the carriageway.
- The existing traffic signals on the western arm of Rotherhithe New Road will be removed to allow for the introduction of the zebra crossing facility which will result in better pedestrian priority, reduction in maintenance costs and significant visual decluttering.
- A new raised entry treatment with footway buildouts will be introduced at the junction headway of Abbeyfield Road which will fully address the current accessibility issues experienced by pedestrians at this location.
- Existing roundabout to be trimmed on the southern side to allow for the new layout design (please note that the existing brick wall will be rebuilt using existing materials so that the change is in keeping with the rest of the structure).
- Proposed tree and shrub planting on sections of footway buildouts to improve the pedestrian environment.
- A cycle bypass lane heading westbound along Rotherhithe New Road, allowing cyclists to bypass this section of the roundabout which has had a historically high number of recorded collisions involving pedal cyclists.
- Significant street furniture decluttering to improve the visual amenity of the streetscape, including bollards and guardrail.

*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 Rotherhithe New Road / Hawkstone Road roundabout, 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 675 addresses detailed within the distribution list. The documents were delivered on the 29<sup>th</sup> July 2013, with a return deadline of the 11<sup>th</sup> September 2013, allowing 5 weeks for the consultation period.

## 2.0 Consultation Responses

### 2.1 Response Rate and Distribution

2.1.1 A total of 51 responses were received during the consultation period, equating to an 8% response rate.

2.1.3 Two questionnaires were received from Statutory Consultees (Southwark Living Streets and Southwark Cyclists).

### 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	49	2
Total	96%	4%

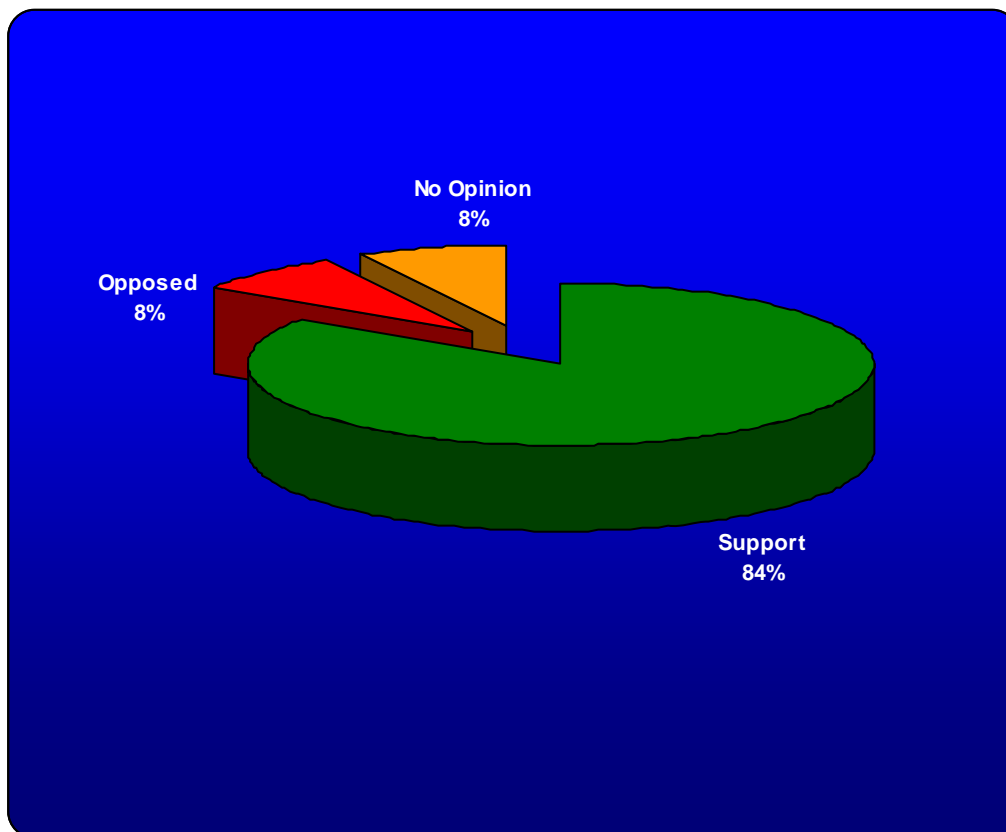
Table 1: Returned questionnaire results for question 1

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

**Question 2 – Do you support the proposals?**

	Support	Opposed	No Opinion
Replies	43	4	4
Total	84%	8%	8%

**Table 2: Returned questionnaire results for question 2**



**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 84% welcoming the proposed measures.

**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 (84%) indicated full support for the proposed scheme, 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 Respondents in support of the scheme highlighted that the proposed measures were a very good idea and like the layout of the site including proposed tree planting. Many discussed that it was about time something was done with improvements to road safety a necessity.
- 2.3.4 Numerous respondents indicated that they regularly walk through that area to access, schools, Southwark Park and Surrey Quays Station; and the improvements will make their journey more pleasurable and safer.
- 2.3.5 *A number of respondents highlighted the Silwood Street / Rotherhithe New Road junction as hazardous, due to poor sightlines and indiscriminately parked vehicles.\**

\* In response, the Silwood Street junction falls outside the extents of the proposed scheme and there is not enough funding currently available to extend the proposals to include this location. The Road Safety Team will be informed of these concerns and will look to investigate them further as part of a safety review.

- 2.3.6 *A concern was expressed that the works will cause traffic congestion.\**

\* In response, traffic delays will be inevitable throughout the construction phase of the works. Notice boards informing drivers a number of months before works commence will be erected on all arms of the junction. This will provide drivers opportunity to potentially plan alternative routes during the construction phase. The phasing of the works will still allow for traffic to traverse through the roundabout. If road closures are required (for instance to implement raised carriageway tables), then these will be undertaken at night to ensure impact on traffic flow is minimal.

- 2.3.7 *A number of respondents mentioned that the roundabout should be removed.\**

\* In response, this option was investigated. However, it was concluded that this scheme would require an additional £250K due to the requirement to have a full signalised junction installation, roundabout removal, excavation and carriageway resurfacing, additional lighting columns and larger footway buildouts.

The proposed scheme offers the best alternative solution to the roundabout removal proposal, meeting all scheme objectives (such as improved pedestrian safety and reducing vehicle speeds), as well as providing a step change in the visual amenity of the area.

- 2.3.8 *A number of respondents stated that raised carriageway crossings cause noise and vibration.\**

\* In response, all proposed carriageway tables on the main thoroughfares (Hawkstone Road and Rotherhithe New Road) will be built to national highway standards and in accordance with TfL guidance 'Traffic Calming for Bus

Routes' which prescribe a design that curtails traffic speeds but provide a longer, shallower table ramp so that larger vehicles are able to traverse the table without causing deformation to the carriageway structure that would result in vibration and excessive noise.

2.3.9 *A comment was made stating that the pedestrian crossing lights on the western arm of Rotherhithe New Road take a long time to change.\**

\* In response, it is proposed that the existing pelican crossing is removed and replaced with a zebra crossing. The proposed zebra crossing will provide priority for pedestrians to cross the road at this location, significantly reducing pedestrian waiting times currently experienced with the pelican crossing.

2.3.10 *A request was made for on-footway cycle lanes on all footways surrounding the roundabout. There was also a suggestion to increase the proposed footway buildouts further and reducing the roundabout size to create on-footway cycle lanes.\**

\* In response, on-footway cycle lanes have been incorporated into the footway buildouts where possible, particularly at locations where there is a recorded history of collisions on the roundabout involving cyclists. Other locations would not support the introduction of cycle lanes incorporated into the footway as there is simply not enough available width to incorporate both pedestrian and cyclists.

With regards to increasing the footway buildouts further (and reducing the size of the roundabout), there is simply not enough funding to take this forward. Whilst this is a sensible suggestion, the additional costs of reducing the roundabout (replacing it with carriageway) and building out the footways further (resulting in large additional areas of excavation and paving), would result in the budget being significantly overspent.

2.3.11 *A request was made for additional parking bays for residents at Addy House.\**

\* In response, this request will be sent to the Park Team to ascertain if it is feasible to install additional resident parking bays in the area to cater for residents at Addys House.

2.3.12 *A request as made to pedestrianise Hawkstone Road.\**

\* In response, the council is planning to modify the Surrey Quays road network including the one way systems. Closing Hawkstone Road to traffic would not be compatible with the proposed changes.

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

***A respondent objected stating that the works would cause too much disruption whilst being constructed and they have not witnessed any collisions at the roundabout.\****

\* In response, there will be some minor disruption to traffic whilst the scheme is being built. However, the elements of the works will be phased carefully to

ensure that traffic can still operate on all arms of the junction. Major works, such as raised carriageway tables will be constructed at night time to ensure less impact traffic flow.

The scheme location was selected due to the high number of recorded collisions, especially involving vulnerable road users such as cyclists. For that reason the objectives of the scheme are to provide measures that will reduce traffic speeds, improve visibility and improve safety for vulnerable road users such as cyclists.

***A respondent objected on the grounds that the scheme had too much bias for pedestrians which will result in traffic delays and congestion. Planting will also obstruct the view of pedestrians and drivers.\****

\* In response, pedestrians are the foremost priority in Southwark's road user hierarchy. The arms of the junction adjacent to the roundabout have poor pedestrian facilities which present significant accessibility and safety issues. This is particularly pertinent, as the junction is a main pedestrian thoroughfare from the surrounding densely populated estates to Surrey Quays Station, Surrey Quays shopping centre, local primary schools and Southwark Park.

A number of footways, particularly on the northern side of the roundabout are inaccessible due to mature trees and street furniture narrowing available footway width below minimum standard (1.2m). It is also evident that the existing carriageway width, particularly on both approaches of Rotherhithe New Road, are too wide (up to 12m in width) resulting in no lane deflection and high vehicle speeds (which has been attributed to numerous recorded accidents at this location). The proposed footway widening and carriageway narrowing, whilst greatly benefiting pedestrians and the aesthetics of the junction, is also extremely effective at reducing vehicle speeds and reducing the occurrence and severity of road collisions, which are the primary objectives of the scheme.

The proposed footway buildouts were modelled using pedestrian barriers for a seven day period in April 2013 to ascertain if there would be a negative impact on traffic congestion from narrowing the existing two lane approaches on Rotherhithe New Road into one lane. During the trial, officers observed traffic flow and queuing, particularly in peak periods (8am -9am and 5pm – 6pm). The findings concluded that there was no measurable increase in traffic congestion or adverse effect on journey times through the roundabout.

The proposed tree and shrub planting will not obstruct visibility at the roundabout. The garden beds and tree pits will be set back from the kerb edge and the positions have been audited to ensure that sightlines to zebra crossing facilities and traffic flows approaching from the right (as per prescribed roundabout operation) are free from obstruction.

***A respondent objected indicating that there should not be any raised zebra crossings and that traffic is already slow enough.\****

\* In response, raised zebra crossings have two key benefits. The first is they provide a level crossing surface, which greatly assists vulnerable and mobility impaired pedestrians (such as wheelchair users). The second benefit is that they improve pedestrian safety by physically slowing vehicle approach speeds to the crossing location, thereby reducing the likelihood of collisions.

The main causation factor for road collisions at the roundabout in the last three years was vehicle speed. Minimal lane deflection and wide carriageway width promote high vehicle speeds on approach to the roundabout. Therefore it is essential that vehicle speeds are curtailed to reduce the frequency and seriousness of future road collisions at this location.

***A respondent objected on the grounds that the scheme does not take cycling into consideration and a 'Dutch style' roundabout should be implemented.\****

\* In response, the scheme has targeted measures to improve safety for cyclists. The accident review indicated that there were a high number of recorded collisions involving cyclists adjacent to the south-eastern entry into the roundabout (eastern arm of Rotherhithe New Road). In response to this safety issue, the council is proposing to install a segregated so that cyclists travelling westbound along Rotherhithe New Road can bypass the roundabout and rejoin Rotherhithe New Road near Sillwood Street.

In addition to this, other proposed highway measures such as raised carriageway tables and creation of more lane deflection on approach to the roundabout, will assist with curtailing traffic speeds, which will directly benefit cyclists and other vulnerable road users.

The council notes the design of the Dutch style roundabout. However it is evident that on two sides of the roundabout, the footway widths would not be wide enough to allow incorporation of segregated cycle lanes.

2.3.14 43% 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:

- 84% of consultees support the scheme;
- 8% of consultees are opposed to the scheme; and
- 8% of consultees had no opinion on the proposed measures.

## 2.5 Statutory Consultee Replies

2.5.1 Two statutory consultees provided a reply to the consultation.

- Southwark Living Street Replied indicating full support for the proposed measures.
- Southwark Cyclists responded highlighting support for the proposals but requested consideration of removing the roundabout, closing Hawkstone Road to through traffic; or retaining a smaller roundabout with even wider footways (to accommodate cycle lanes). \*

(\* Please note that these issues are discussed above in sections 2.3.7, 2.3.10 and 2.3.12)

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