

London Borough of Southwark



Quietway Cycling Proposals

Site A – Stevenson Crescent and Rossetti Road

Public Consultation Summary

September 2014

London Borough of Southwark

Site A Quietway Cycling Proposals Rossetti Road / Stevenson Crescent

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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 the Quietway Cycling Proposals for Site A between Rossetti Road and Stevenson Crescent. 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 (Bermondsey) in the north of the borough. See figure 1 below.

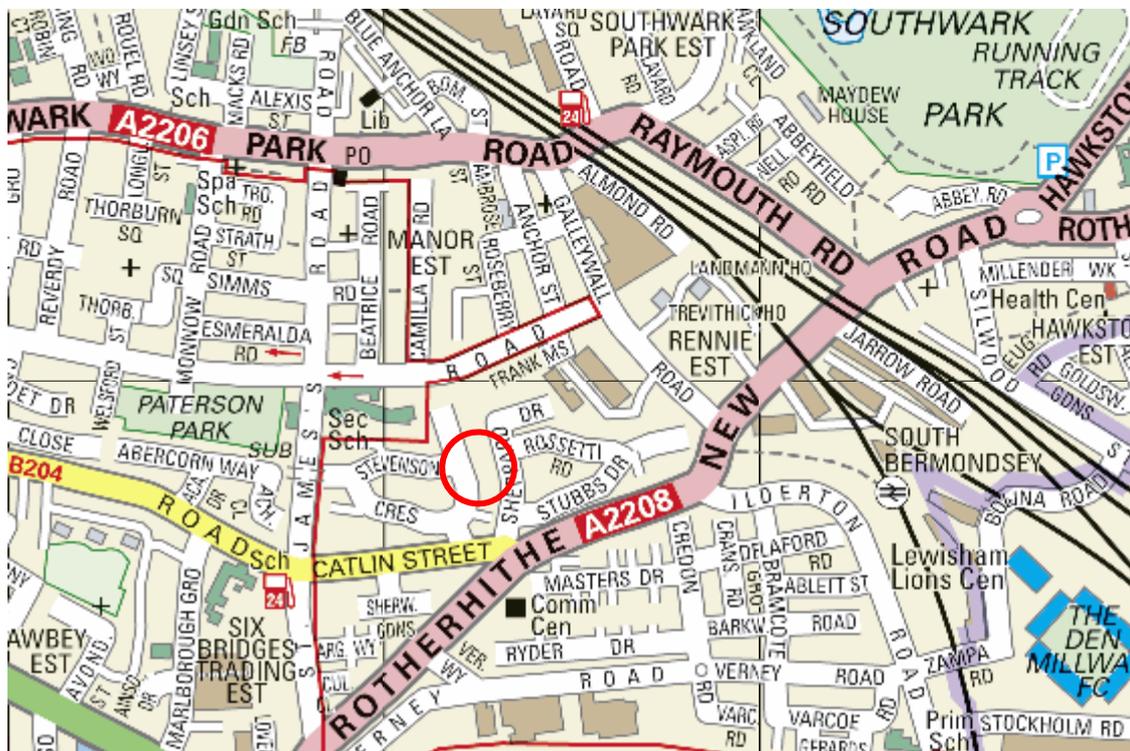


Figure 1: Location of proposed scheme

1.2 Project and Objectives

1.2.1 This site forms part of a series of improvements along the route within Southwark that starts from South Bermondsey Station in the east and traversing local roads to The Cut in the west (see figure 2). The proposed schemes will not only improve accessibility and safety for cyclists, but also significantly improve the streetscape.

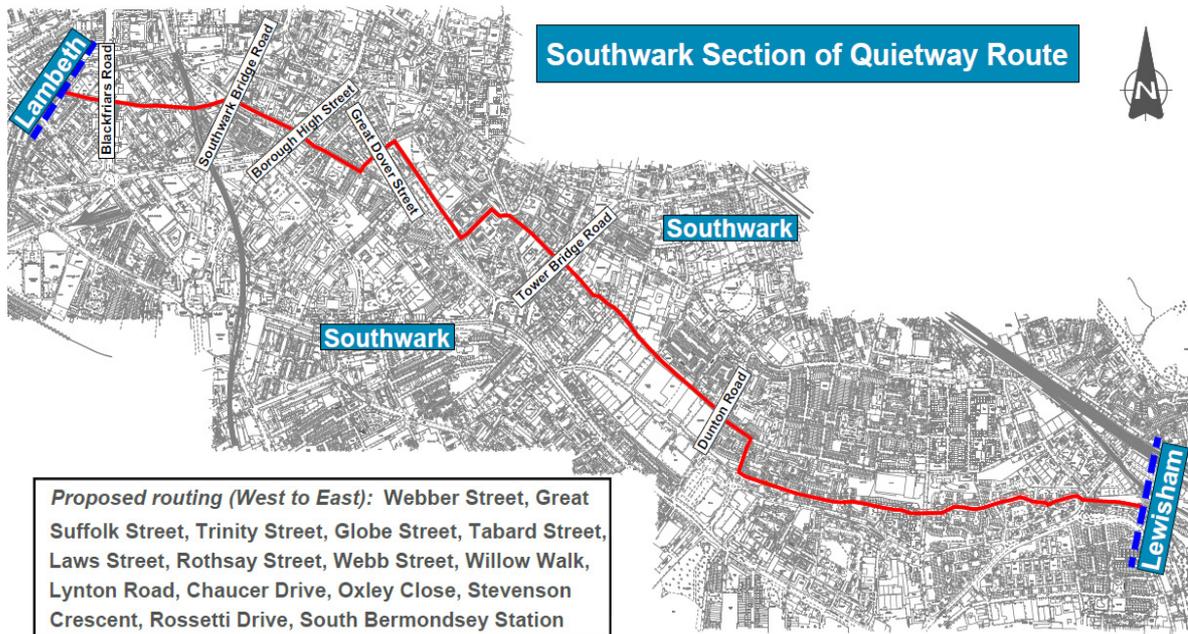


Figure 2: Southwark's section of Quietway Route

- 1.2.2 Quietways are a network of bike routes for less confident cyclists using residential streets with low traffic volumes. The routes are not just for current cyclists, but are for people who have always been put off cycling by the thought of sharing the road with high volumes of cars, vans, buses and lorries. Introducing Quietways forms an integral part of the Mayor of London's vision for cycling and the council's objective to significantly increase the number of residents using a cycling as their preferred mode of transport, particularly for local journeys.
- 1.2.3 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 enhance the environment for all road users, reducing traffic speeds and improving pedestrian safety. Cycling proposals also have the added health benefits of improving the environment through reducing carbon emissions and getting more people onto bikes which in turn enhances their fitness and health.
- 1.2.4 The following measures were consulted upon to improve cycling and pedestrian accessibility and enhance the streetscape:
- Upgraded segregated cycle track between Stevenson Crescent and Sheppard Drive, including new surfacing, removal of barriers to improve accessibility and installation of a double speed hump to discourage motorcyclists and moped riders using the cycle track.
 - Pedestrian crossing priority at either end of the cycle track.
 - Footway buildouts at either end of the cycle path in Stevenson Crescent and Sheppard Drive to discourage obstruction parking adjacent to the cycle track entry / exit.
 - Footway adjacent to the cycle path to be resurfaced.

- Trees to be planted on the footway buildouts to improve the visual quality of the streetscape.
- New pedestrian crossing points with tactile paving on the proposed footway buildouts to link the pathway adjacent to the cycle track to opposite footways of Stevenson Crescent and Rossetti Road.
- Proposed 'at any time' parking restrictions on the south-western corner of Stevenson Crescent and south-eastern corner of Rossetti Road / Sheppard Drive to ensure adequate visibility is maintained for the pedestrian crossing location.

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 A – 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 area between Stevenson Crescent and Rossetti Road using strategic roads and pedestrian desire lines as defined cut off points (See Appendix B – 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 C of list of addresses within the distribution area.
- 1.3.5 The consultation documents were delivered by Royal Mail to 171 addresses detailed within the distribution list. The documents were delivered on the 25th July 2014, with a return deadline of the 15th August 2014, allowing 3 weeks for the consultation period. However due to the summer holiday period, responses were accepted online until the 25th August 2014.
- 1.3.6 The proposals were also available to view online using consultation section of the council's website, with an e-form questionnaire provided in order to capture responses.

2.0 Consultation Responses

2.1 Response Rate and Distribution

2.1.1 A total of 20 responses were received during the consultation period (13 returned questionnaires, 6 online responses and one email response), equating to a 12% response rate.

2.1.2 Four responses were received from Statutory Consultees (Southwark Living Streets, Southwark Cyclists, Lambeth Cyclists and Sustrans).

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	19	1
Total	95%	5%

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	12	8	0
Total	60%	40%	0%

Table 2: Returned questionnaire results for question 2



Figure 3: 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 60% 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. Consultees were also able to reply to the consultation online using the council's website.

2.3.2 The majority of respondents (60%) indicated support for the proposed measures, indicating that the measures were very welcome and will make the cycle route more comfortable and safer for cycling.

2.3.3 Many respondents indicated that the proposed improvements were a good idea and will minimise stop/start along the route. The double humps will help to discourage motorcyclists but must be the correct length to ensure they are effective but do not make the ride uncomfortable for cyclists.

2.3.4 A request was made for additional double yellow lines at both entrances to cycle path on Stevenson Crescent and Rossetti Road. *

* In response, the council is currently revising the proposals to include further parking restrictions at both junctions to ensure unobstructed access to the cycle path and to maintain visibility at pedestrian crossing locations. It must be noted that the restrictions technically do not reduce kerbside parking availability, as vehicles should not be parking within 10m of a road junction as prescribed in the Highway Code. Please refer to Appendix D to view proposed extents of kerbside parking controls.

2.3.5 A request was made for a 'Boris Bike' station near to this location to enable greater use of the bike route. *

* In response, there are no immediate plans for the installation of a cycle hire station in the area. However it is likely in the future that consideration will be

made for installing a cycle hire facility near South Bermondsey Station which is in close proximity to this site and located on the Quietway Route.

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

A number of respondents that objected to the scheme indicated that they did not want any further parking restrictions.*

* In response, parking restrictions are only proposed adjacent to road junctions or pedestrian crossing points to improve safety and ensure sightlines are maintained. Vehicles should not be parked within 10m of a road junction due to the adverse effect on sightlines and constraints on carriageway width. Therefore the availability of kerbside parking for local residents is not compromised as part of these proposals.

It is also noted that all adjacent townhouses and residential flats have designated off street parking facilities available and therefore there should be no requirement to park at or near the Rossetti Road or Stevenson Crescent junction. Cyclists have also informed the council that vehicles regularly park at the junctions, blocking the cycle path, which is problematic for access. The proposed restrictions will ensure that the ingress and egress of cyclists on the cycle path will remain unobstructed at all times.

The majority of objections received from consultees related to the removal of existing bollards and chicane barriers which will 'compromise pedestrian safety and encourage moped and motorcyclist use of the cycle path'.*

* In response, the existing chicane barriers at Rossetti Road adversely affect cycle access and movement and were installed a number of years ago as a reactionary measure to deter antisocial behaviour. They present an accessibility problem for larger bikes, such as tricycles, cargo bikes and tandems which are becoming more common as cycling levels increase.

The existing bollards on both the footway and cycle path serve no purpose and have not impact on the speeds of cyclists. The footway width is constrained and presents accessibility problems for pedestrians, especially those with pushchairs or the visually impaired. Removal of the bollards will therefore have no impact on cycling speeds or pedestrian safety. The removal of these redundant features will significantly de-clutter the streetscape and improve the visual amenity of the area.

It is anticipated that the installation of Dutch style double humps will deter moped and motorcycle riders from using the cycle track and will effectively reduce the speed of cyclists, especially on approach to pedestrian footways, which will assist pedestrian safety.

In addition, the visibility splays on the cycle track on approach to both Rossetti Road and Stevenson Crescent are sufficient to ensure that there is minimal risk of conflict between pedestrians and cyclists. Footways in the area have a low volume of pedestrian footfall, which also reduces the likelihood of collisions between cyclists and pedestrians.

It is noted that some residents felt that removal of the barriers will encourage use of the cycle path by powered two wheeler users. As a result, the council is currently in discussions with TfL to agree the best form of monitoring cycle paths where existing chicane barriers are proposed to be removed. It is likely that this may take the form of video surveys using mounted cameras to ascertain if powered two wheeler users traverse the cycle track once the chicane barriers are removed. The results of the monitoring can be used as evidence in order to propose additional speed reduction or preventive measures where there is a confirmed problem.

A respondent that objected to the scheme indicated that the proposed footway buildouts at either end of the cycle path are dangerous and will lead to collisions.*

* In response, in light of comments received by residents and statutory consultees (detailed later in the report), the proposal to install footway buildouts at the ends of the cycle path on Rossetti Road and Stevenson Crescent has been revised. The revised scheme (that can be viewed in Appendix D), replaces the footway buildouts with fully raised carriageway tables, so existing carriageway width is maintained, but has the added benefit of curtailing traffic speeds at the junction to improve safety.

In addition to the carriageway tables, parking restrictions are proposed as a complementary measure at the junctions that will ensure access to the cycle path from both Rossetti Road and Stevenson Crescent is maintained at all times.

A number of respondents that objected to the scheme highlighted that cyclists will be able to travel too fast and the proposed humps will not be effective in slowing them down or discouraging motorcyclists and mopeds.*

* In response, the design of the double hump feature proposed is to be based on the Dutch style design that involves an initial dip in the carriageway, followed by a sinusoidal hump, then a further dip. This design has been shown to effectively reduce cycle speeds and deter powered two wheeler users from traversing similar cycle paths in continental Europe.

In light of the concerns raised, the design of the scheme has been modified to include a second double hump feature in the cycle track. The double humps will be positioned leading up to both ends of the cycle path on approach to the pedestrian footpaths (please refer to Appendix D). This will have the added benefit of slowing cyclists down before they cross the pedestrian footways at either end of the site and enter the carriageway of Stevenson Crescent and Rossetti Road.

The cycle path is to be fully segregated from the adjacent pedestrian footway so that no conflict occurs between pedestrians and cyclists. There will also be a clear colour contrast between the cycle track and footway (including the footway at Stevenson Crescent and Rossetti Drive) by using light grey paving units for the footways and black asphalt for the cycle path.

As detailed earlier, the site will be closely monitored to identify if there are adverse consequences associated with removing existing chicanes and bollards and to assess the effectiveness of the proposed double hump measures.

2.3.7 25% 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:

- 60% of consultees support the introduction of the Quietway cycle route proposals for Site A;
- 40% of consultees are opposed to the proposals.

2.5 Statutory Consultee Replies

2.5.1 Four statutory consultees provided a reply to the consultation.

- a) **Southwark Living Streets** replied indicating support for the scheme and commented that the measures were excellent.
- b) **Lambeth Cyclists** replied in support of the scheme and requested that junction priorities are changed at both Rossetti Road and Stevenson Crescent junctions to give the Quietway Route priority. *

* In response, the council, subject to safety audit, will propose to change the priorities at the junction so that motor vehicle traffic on the northbound and southbound approaches of Stevenson Crescent and northbound and southbound approaches of Sheppard Drive give way to cyclists on the Quietway route.

- c) **Southwark Cyclists** replied indicating strong support for the Quietway proposals which will improve cycling in Southwark and help get more people onto bicycles, thereby improving health and the environment.

Southwark cyclists provided a comprehensive set of comments which are summarised below;

- i) The proposed double hump should conform to the Dutch style scooter hump which dips into the ground rather than being a raised feature. *

* In response, the council will be implementing a similar style feature based on the Dutch design, which will involve an initial dip in the carriageway, followed by a sinusoidal hump, then a further dip. As outlined previously there will be two of these features proposed to assist with reducing bicycle speeds on approach to pedestrian crossing points and discourage use of the cycle path by mopeds and motorcyclists.

- ii) The pavement buildouts could be potentially bad for cyclists as they force cyclists out into the path of vehicles. These measures are unnecessary. *

*In response to these comments and comments received from residents (as detailed previously), the council proposals to alter the design at both junctions to omit footway buildouts. Installation of raised asphalt carriageway junction tables will not only reduce traffic speeds on approach to the Quietway route, but also improve pedestrian accessibility through the provision of new pedestrian crossing points. As a complimentary measure, the corner radii of Stevenson Crescent and Rossetti Drive will be tightened to reduce traffic speeds, allow for the introduction of new pedestrian crossing points and reduce crossing distances for pedestrians.

iii) The cycle route should have priority over traffic using the roads cross the route.*

* In response, as detailed previously and subject to safety audit, the Quietway cycle route along Stevenson Crescent and Rossetti Road will have priority over the side road traffic in Sheppard Drive and the northern and southern approaches of Stevenson Crescent.

- d) **Sustrans** replied indicating strong support the removal of the bollards/chicanes as well as the use of double humps; also that double yellow line parking restrictions have been extended in many places.

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 improve and promote cycling in the borough, it is recommended that the scheme proceed to implementation based on the revised design detailed in Appendix D. The revisions to the scheme include:

- a) Removal of footway buildouts at either end of the cycle path and introduction of raised asphalt junction tables at both Stevenson Crescent and Rossetti Road, with tightened kerb corner radii.
- b) Change of junction priority at Stevenson Crescent and Rossetti Road so that the Quietway route takes precedence over adjacent side roads.
- c) Introduction of an additional Dutch style double hump on the cycle track and repositioning the humps on approach to the pedestrian footpaths crossing either end of the cycle track.

(Please refer to Appendix D for more detailed information).

Appendices

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

Appendix A: Consultation Documents

Appendix B: Location Plan and Extents of Consultation

Appendix C: List of Addresses within Distribution Area

Appendix D: Revised Scheme Design