

London Borough of Southwark



Quietway Cycling Proposals

Site B – Stevenson Crescent and Abercorn Way

Public Consultation Summary

September 2014

London Borough of Southwark

Site B Quietway Cycling Proposals Stevenson Crescent and Abercorn Way Underpass

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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 B between Stevenson Crescent and Abercorn Way. 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.

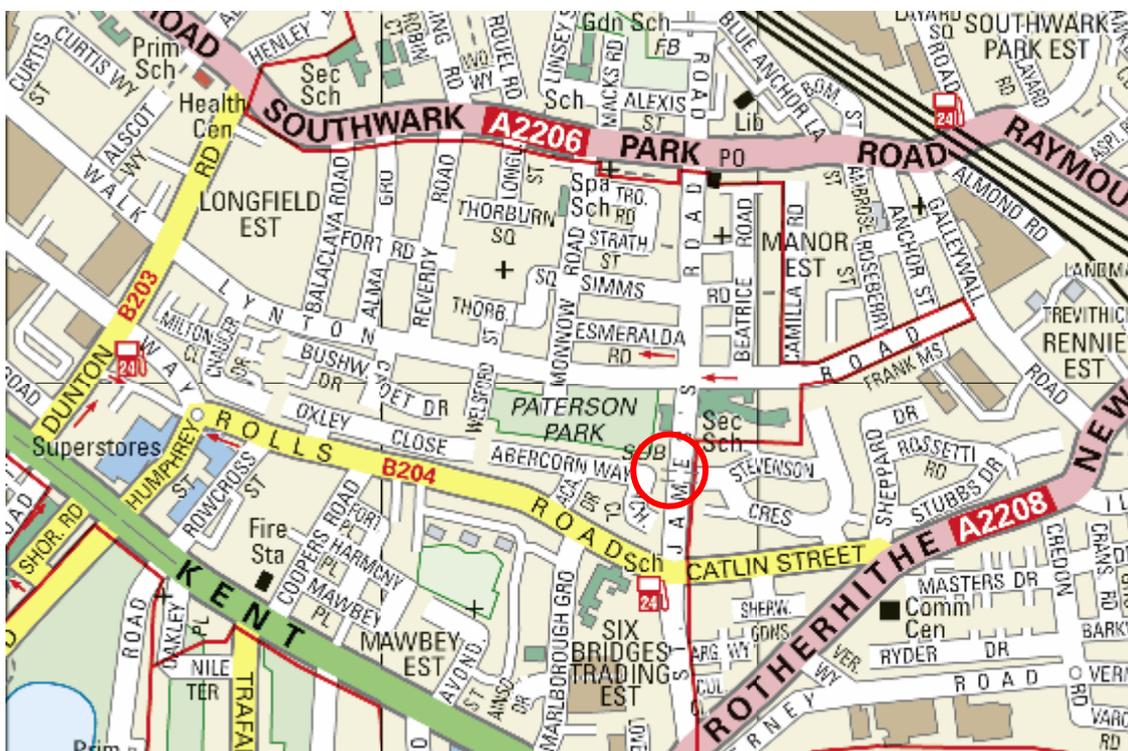


Figure 1: Location of proposed scheme

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.

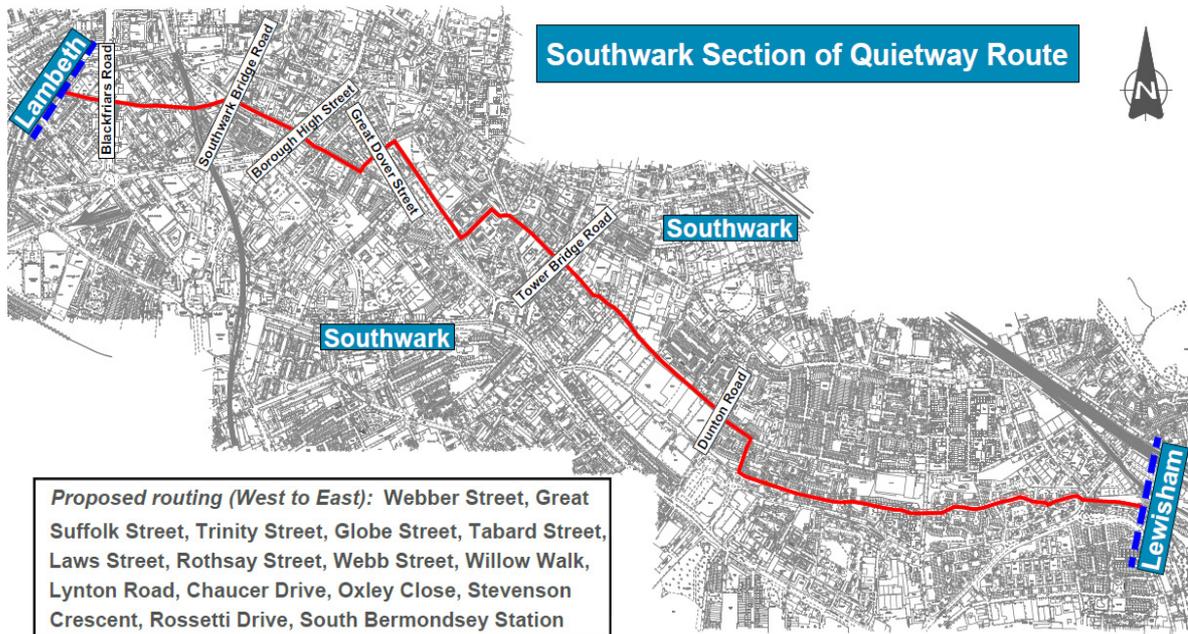


Figure 2: Southwark's section of Quietway Route

- 1.2.2 Quietways are a network of bike routes for less confident cyclists using low-traffic back streets. 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 and promote the vision to increase the modal share of cycling as a primary means of transport in the borough.
- 1.2.4 The following measures were consulted upon to improve cycling and pedestrian accessibility and enhance the streetscape:
- Upgraded segregated cycle track between Achilles Close and the eastern side of St. James's Road Bridge, including new surfacing, removal of barriers to improve accessibility and installation of two double speed humps to discourage motorcyclists and moped riders using the cycle track.
 - Informal pedestrian crossings proposed either side of the bridge to provide a link between the northern and southern footways. The crossing points will be paved in a different material to the cycle track and have tactile paving. Cyclists will give way to pedestrians at these locations.
 - Proposed footway extensions at either end of the cycle track incorporating shrub / tree planters to improve the visual quality of the streetscape.
 - Lighting to be upgraded under the bridge and along the footway to improve security and safety at night.

- Existing bollards and chicane barriers to be removed to improve accessibility and declutter the streetscape. (The planters and proposed bollard at either end of the cycle track will prevent vehicle access).
- 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.
- Pedestrian footways to be renewed in paving to improve the quality of the streetscape.
- Improved pedestrian crossing locations with dropped kerbs and tactile paving across Achilles Close and car park entrance to improve accessibility.
- Proposed 'at any time' parking restrictions on Abercorn Way / Achilles Close to ensure visibility is maintained at pedestrian crossing location and no obstruction occurs accessing the cycle track.

(see Appendix A for preliminary scheme design)

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 area between Stevenson Crescent and Abercorn Way 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 C of list of addresses within the distribution area.
- 1.3.5 The consultation documents were delivered by Royal Mail to 161 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 in the 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 16 responses were received during the consultation period (10 returned questionnaires, 6 online responses), equating to a 10% response rate.

2.1.3 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	15	1
Total	94%	6%

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	13	3	0
Total	81%	19%	0%

Table 2: Returned questionnaire results for question 2

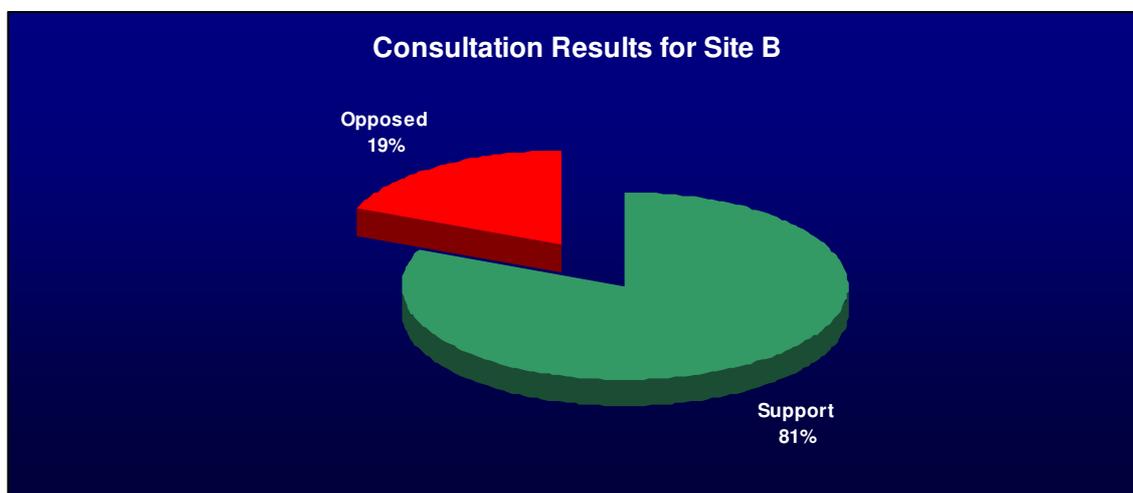


Figure 3: Graphical representation of consultation data for question 2

2.2.4 Table 2 and figure 2 indicate a majority of support for question 2, with 81% 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 via the council's website.

2.3.2 The majority of respondents (81%) indicated support for the proposed measures, indicating that the measures were an excellent idea and highlighted that it will be safer for people to ride their bikes.

2.3.3 Respondents wrote that it was good that the council were making use of the infrastructure already in place and the upgrade of the lighting in the underpass was essential.

2.3.4 A number of replies discussed that greater consistency of provision for cyclists is very welcome, especially simplifying or removing bollard and chicane arrangements. A respondent also indicated that they cycle along the route every day and the proposals will make the route more comfortable and safer for cycling.

2.3.5 A request was made for additional double yellow lines to extend across the entrances to the cycle track to discourage parking. *

* In response, this will be looked at a part of the detailed design to ensure that access to the cycle track is maintained at all times. Introducing parking restrictions adjacent to the entrances of the cycle track will not reduce kerbside parking availability, as all adjacent properties have off street parking facilities.

- 2.3.5 A concern was expressed about the removal of the footway under the bridge on the southern side of the cycle track, as it could potentially lead to pedestrians using the cycle track. *

* In response, the section of southern footway under the bridge is a substandard width and unable to be extended due to the requirement for the cycle track to be 3m in width. The majority of pedestrians use the northern footway and as part of the scheme, it is proposed that the northern footway be upgraded using new footway materials which will make it more attractive to use. The removal of the existing barriers will also compliment these works. Pedestrian crossing points will link the southern sections of footway either side of the underpass to the northern footway, to make it easier for pedestrians to cross the cycle track.

- 2.3.6 A request was made to ensure that the pedestrian crossing points do not interrupt the smooth surface of the cycleway. *

* In response, the proposed informal pedestrian crossings will be at-grade with the adjacent cycleway surfacing. The crossing points will be paved in the same materials as the footway to make them stand out to cyclists. However there is no up-stand or vertical deflection proposed. It is anticipated that the proposed Dutch style double humps will effectively curtail cycle speeds on approach to both crossing locations.

- 2.3.7 A request was made for a parking clearway along Stevenson Crescent, as most people park on the road thereby narrowing carriageway width, even though they have sufficient parking spaces off street. *

* In response, measures are being targeted at existing cycling infrastructure to make them safer and more accessible to cyclists. Removing kerbside parking provision along Quietway links which do not have heavy traffic volumes would have a negligible benefit to cyclists and potentially result in vociferous objections from local residents.

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

A respondent that objected to the scheme indicated that the scheme was unnecessary and a total waste on money.*

* In response, the proposed measures along the Quietway route align with the council's emerging cycling strategy and the Mayor's Vision for Cycling. The Mayor has commitment to invest total of £913m over the next 10 years in cycling safety and infrastructure development to significantly increase the modal share in cycling as a safe, healthy and sustainable form of transport in London.

The London boroughs will play a central role in delivering this vision, by helping to develop, fund and deliver better and safer routes for cycling.

The council welcomes significant investment from Transport for London to take forward the Quietway programme that will not only significantly upgrade a number of existing cycle routes, but also make considerable improvements to the streetscape for the benefits of all road users and local residents.

The proposals will significantly upgrade the street environment at this location, including lighting which will improve safety and security at night, footway and carriageway surfacing and introduction of planting areas to gentrify the streetscape. All measures will have significant benefit to local residents, pedestrians and cyclists, many of which were identified by residents as part of the initial Quietway scoping exercise carried out by Sustrans earlier in the year.

An objection highlighted that there was enough noise with motorbikes speeding around the estate without having outsiders using our estate as a cut through.*

* In response, Stevenson Crescent and Abercorn Way are part of the existing London Cycle Network and is a defined, historic route for both local cycle trips and commuters accessing Lambeth to the west and Lewisham in the east.

The route is ideal for this mode of transport, with the low volumes of vehicles using streets in the area (only residential local traffic accessing the area). The route runs parallel with a major arterial route in and out of London (Old Kent Road) and offers cyclists a much safer and more pleasant environment to reach their destination and mitigates the risks of travelling along a heavily trafficked vehicle corridor.

Compared with motor vehicles and other forms of motorised transport, there is no noise or harmful emissions generated from cycling and therefore cycling has no adverse impact on the environment or ambient noise levels.

A respondent objected to the scheme indicating that the cycle track is very dangerous and they have nearly been hit by cyclists. 'We have to keep our children in because of this bike road. It's likely someone will be killed'. *

* In response, the Quietway route at this location is confined to the carriageway and is clearly segregated from adjacent footways. Upgrading the route and implementing the proposed measures will assist with further defining areas of footway and carriageway, making it clear to all road users.

The section of cycle track through the underpass linking Stevenson Crescent to Abercorn Way will have two sets of double Dutch style humps to slow cyclists down, especially on approach to uncontrolled pedestrian crossing points. This will assist with road user safety and reduce the potential for any conflict with pedestrians. The sightlines along this section of cycle track are also adequate and decluttering the underpass of chicane barriers and bollards will also improve visibility. Upgraded lighting at night will also assist with improving visibility for both cyclists and pedestrians along this section of the route.

The cycle track is clearly not a shared pedestrian zone and therefore should be treated as a normal carriageway, which is not an appropriate place for children to be congregating.

2.3.9 10% 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:

- 81% of respondents support the introduction of the Quietway cycle route proposals for Site B;
- 19% of respondents 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 cycle logos painted on the carriageway adjacent to junctions are in the centre of the lane and not the edge of the carriageway. *

* In response, the consultation plans are just indicative and as part of the detailed design process, all cycle logos proposed adjacent to junctions will be suitably positioned in the carriageway so that cycles do not traverse along the nearside kerb on approach to side road junctions.

- 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 improve 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 to the Dutch style 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) Planting on the western side of the scheme could obscure vision of motorists and cyclists. *

*In response, the planting areas proposed are to have low level shrubs not more than 1m in height in order not to obstruct sightlines at the junction.

- iii) Painted cycle logos in the carriageway are incorrectly placed.*

* In response, as detailed above, all cycle logos on the consultation plan are indicative and will be correctly positioned as part of the detailed design process.

- iv) A concern was raised that there are two pedestrian crossing locations on the cycle track and requested if only one would be sufficient. Also noted that give ways not necessary as the cycle track is technically a carriageway.*

* In response, both pedestrian crossing locations are required as the substandard southern footway in the underpass is being removed. Therefore pedestrians have to have a facility whereby they can access the northern footway from the southern footway at both sides of the underpass. The council will review the need for give way markings to cyclists on the cycle track to see if they are required. This will be formally assessed at the safety audit stage.

v) Concerned that non-cycling measures are proposed as part of the scheme such as footway repaving and lighting.*

* In response, a key objective of the Quietway route is to create a more attractive and safer environment for all road users. This includes measures that improve the streetscape such as footway repaving to assist pedestrians and lighting to improve safety and security at night. Other measures such as tree planting not only enhance the area for local residents, but also make the route more visually appealing to cyclists. Such measures are important to assist with getting local buy-in from residents who will be able to see not only an upgrade to the cycle route but also a genuine improvement in their streetscape.

d) **Sustrans** replied indicating strong support the removal of the bollards/chicanes and upgrades to the lighting.

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.

Appendices

Appendix A:	Initial Scheme Design
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 Design

Appendix B: Consultation Documents

Appendix C: Location Plan and Extents of Consultation

Appendix D: List of Addresses within Distribution Area