

London Borough of Southwark

Quietway Cycling Proposals

Site C – Abercorn Way and Oxley Close

Public Consultation Summary

September 2014

London Borough of Southwark

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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 C linking Abercorn Way to Oxley Close. 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.

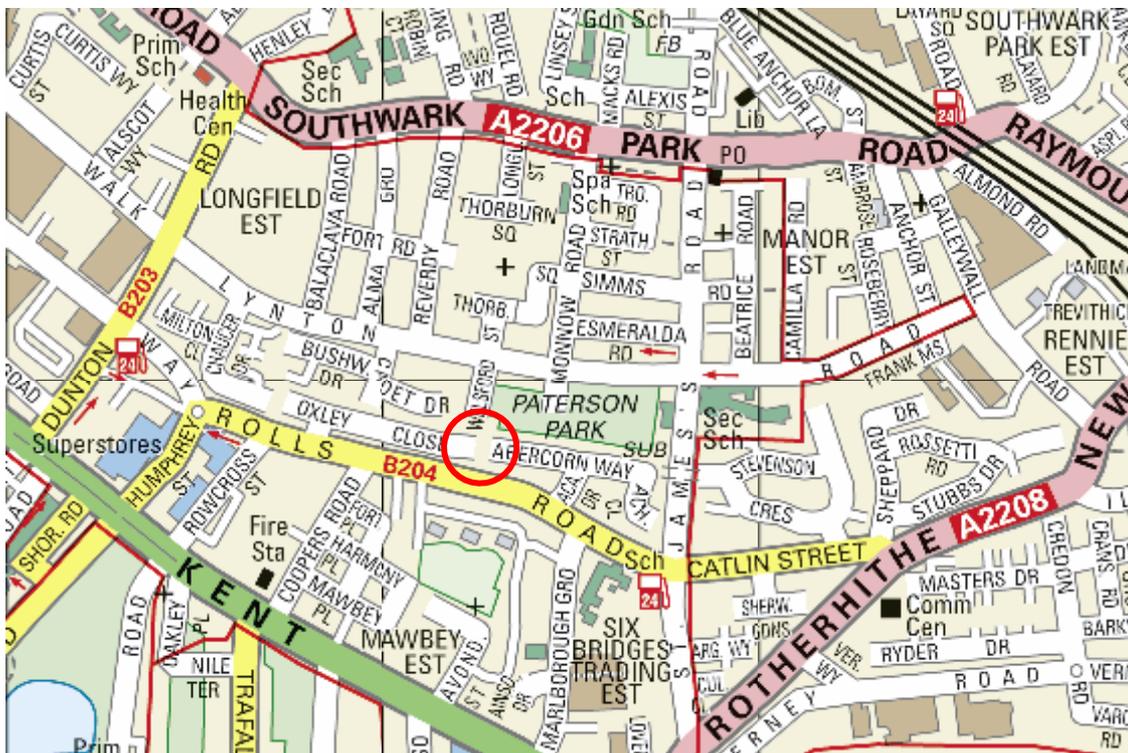


Figure 1: Location of proposed scheme

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.

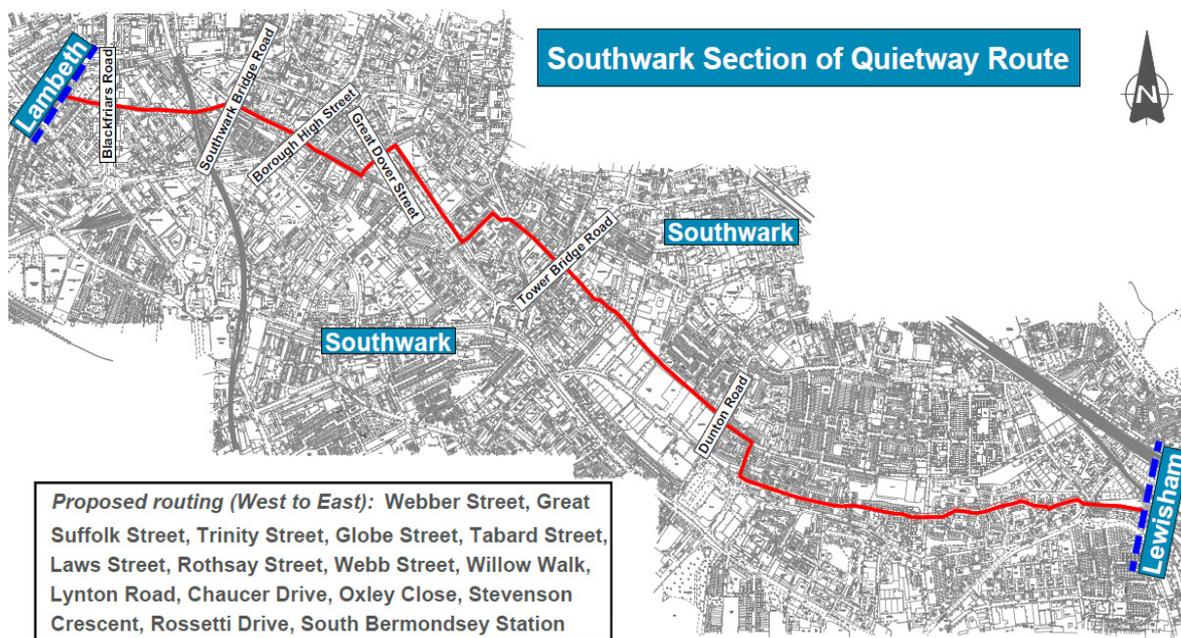


Figure 2: Southwark's section of Quietway Route

- 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 propose 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:
- Cycle access to be upgraded to allow unobstructed two way movement of cyclists from Abercorn Way to Oxley Close. Bollards will be erected either side of the access to prevent motor vehicles using this facility.
 - Proposed planters and tree pit areas either side of the cycle access to improve the visual quality of the streetscape.
 - Hard standing area for refuse bins to be formalised adjacent to the planting area to ensure southern footway is free from obstruction.
 - Proposed footway buildouts at the side turnings on the northern side of Oxley Close and Abercorn Way. Buildouts to have tree planting and improved pedestrian crossing points with dropped kerbs and tactile paving that will assist pedestrian accessibility.

- Sections of footway and carriageway to be resurfaced to asphalt to improve the appearance of the streetscape
- Proposed sections of ‘at any time’ parking restrictions on the corners of junctions and on approach to the cycle access to ensure visibility is maintained at pedestrian crossing locations and the cycle access is not obstructed.

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 Abercorn Way and Oxley Close 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 67 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 (12 returned questionnaires, 3 online responses), equating to a 24% 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	16	0
Total	100%	0%

Table 1: Returned questionnaire results for question 1

2.2.3 Table 1 indicates that all responses received throughout the consultation period were from local residents.

Question 2 – Do you support the proposals?

	Support	Opposed	No Opinion
Replies	11	4	1
Total	69%	25%	6%

Table 2: Returned questionnaire results for question 2

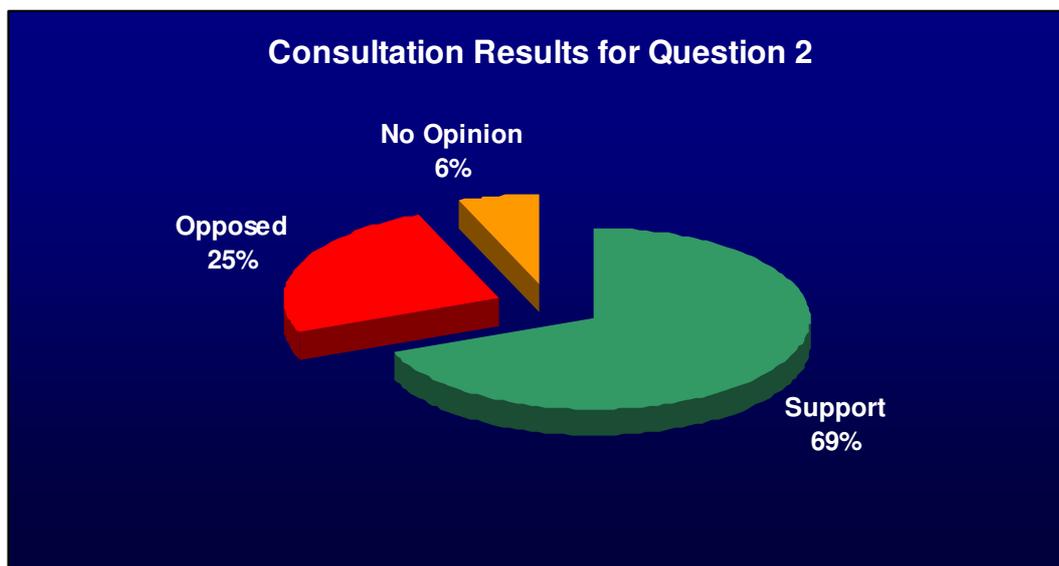


Figure 3: Graphical representation of consultation data for question 2

2.2.4 Table 2 and figure 2 indicate a majority of support for question 2, with 69% 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 (69%) indicated support for the proposed measures, indicating that the measures were an excellent idea and hope it goes ahead.

2.3.3 A number of replies indicated that the proposed double yellow lines and bins storage area were a good idea.

2.3.4 A request was made for the bollards between Abercorn Way and Oxley Close should be retractable and can be activated by residents to get into Oxley Close so that they don't have to access the area via Rowcross Road from Old Kent Road. *

* In response, this proposal is not feasible as it would be totally unmanageable and open to abuse. Retractable bollards would be a maintenance liability and compromise the safety of the Quietway route.

2.3.5 A concern was expressed about the double yellow lines proposed as part of the scheme as it is already difficult to park in the area. *

* In response, all residential houses and flats have designed off street parking facilities and therefore there should be no requirement to park on the carriageway. Double yellow lines are only proposed on the corners of road junctions / side turnings to ensure that sightlines are maintained at pedestrian crossing locations, along the narrow side road turnings leading to parking bays,

across existing dropped kerbs / parking bays and adjacent to the cycle access. Therefore the potential loss of kerbside parking availability as part of this scheme is negligible.

- 2.3.6 A concern was raised that the proposed planter and bin storage area on the southern side of the carriageway could potentially result in pedestrians using the cycle access instead of the southern footway.*

* In response, the existing southern footway traverses around an existing parking bay to the east of the cycle access, proposed planter and bin storage area. Therefore there is no existing direct, linear pedestrian route along the southern side of the road. The proposals do not compromise pedestrian access or adversely affect the existing route as pedestrians will still utilise the existing footway layout. It was observed on site that the main pedestrian movement occurred on the northern footway, with pedestrians using the southern footway only to access adjacent flats / townhouses and parking bays.

- 2.3.7 A request was made to keep disruption to a minimum when undertaking the works and to ensure that the planted area is cleared and maintained regularly. *

* In response, works will be phased accordingly to minimise disruption to local residents and road users. Sections of footway and carriageway will be undertaken separately to ensure that vehicle and pedestrian access is maintained. Both planting areas will have an initial five year maintenance contract to ensure the garden beds and plants are checked and maintained regularly. Following this five year period, the planting areas will revert to the council's maintenance programme.

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

A number of respondents objected to widening the cycle access as it will be easier for motorbikes to speed through; 'leave things the way they are'.*

* In response, the cycle access is being widened to the current design standards to ensure that all forms of bicycles can get through without difficulty, thereby providing an inclusive cycle route regardless of ability.

As part of the scheme post implementation process, the council and TfL will monitor the site to ensure there are not any adverse consequences associated with widening the access. It must be noted that there are no existing chicane barriers at this location and that the access is only being widened by approximately 300mm on both sides of the carriageway. Bollards will be retained in the centre to the access way to prevent motor vehicles from traversing through.

Issues regarding antisocial behaviour should be disseminated to local ward members and discussed at the community council forum with neighbourhood Police Officers in order to formulate an action plan for the area and to potentially secure local funding to install deterrent measures such as CCTV.

An objection was received stating that the money should be spent on speed bumps to slow down youths on stolen scooters. This is more important in saving lives than improving the streetscape*

* In response, funding for the Quietway scheme can only be spent directly on improvements to the route that are beneficial to the movement and accessibility of cyclists. As the streets have low traffic volumes and only cater for local traffic on the housing estate, it would be difficult to justify expenditure of Quietway funding on vertical deflection measures which are not necessary.

As outlined above, such issues regarding antisocial behaviour should be discussed by way of deputation at the local community council, so that road safety issues and anti social behaviour problems can be identified and addressed potentially using community council funding in consultation with the local neighbourhood Police.

2.3.9 18% 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:

- 69% of respondents support the introduction of the Quietway cycle route proposals for Site C;
- 25% of respondents are opposed to the proposals;
- 6% of respondents had no opinion.

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 particularly endorsed the tightening of the corner radii at the side road access turnings to help reduce traffic speeds and improve pedestrian accessibility.
- 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. It was also mentioned that due to off-street parking provision, the need for on-street car parking should be challenged. The link between Abercorn Way and Patterson Park should also be improved. *

* 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 and will be positioned in the centre of the running lane.

Parking restrictions have been introduced on approach and adjacent to the cycle entrance to prevent indiscriminate parking that could block access. 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.

The funding from TfL can only be spent upgrading the Quietway route and not other cycle links or routes in the area. Improvements to the Patterson Park link could potentially be investigated in the future using the council's discretionary cycle funding.

- c) **Southwark Cyclists** replied indicating strong support for the Quietway proposals. They welcome the tidying up of the filter barrier, carriageway resurfacing, additional parking restrictions and tightening of the corner radii of the two small side roads. They noted that 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.

- d) **Sustrans** replied indicating support for the measures, particularly widening of the cycle access and introduction of planting areas. The introduction of CCTV cameras was suggested in response to resident requests following the initial scoping exercise.*

* In response, the introduction of CCTV cameras to deter antisocial behaviour is very costly, would not provide a measurable benefit to cycling and is not infrastructure that can be funded from the Quietway budget. As discussed above, if there is a constant issue regarding anti-social behaviour at this location, then it should be investigated and discussed at the appropriate community forum.

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