

London Borough of Southwark



Quietway Cycling Proposals

Site D – Oxley Close and Chaucer Drive

Public Consultation Summary

September 2014

London Borough of Southwark

Site D Quietway Cycling Proposals Chaucer Drive / Oxley Close

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	6
2.0 Consultation Responses	7
2.1 Response Rate and Distribution	7
2.2 Questionnaire Analysis	7
2.3 Additional Comments	8
2.4 Levels of Consensus	10
2.5 Statutory Consultee Replies	10
3.0 Recommendations	12
Appendices	13
Appendix A: Consultation Documents	14
Appendix B: Location Plan and Extents of Consultation	15
Appendix C: List of Addresses within Distribution Area	16
Appendix D: Revised Scheme Design	17

List of Figures

Figure 1:	Location of proposed scheme	4
Figure 2:	Southwark's section of Quietway Route	5
Figure 3:	Graphical representation of consultation data for question 2	7

List of Tables

Table 1:	Returned questionnaire results for question 1	7
Table 2:	Returned 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 the Quietway Cycling Proposals for Site D between Chaucer Drive and 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.

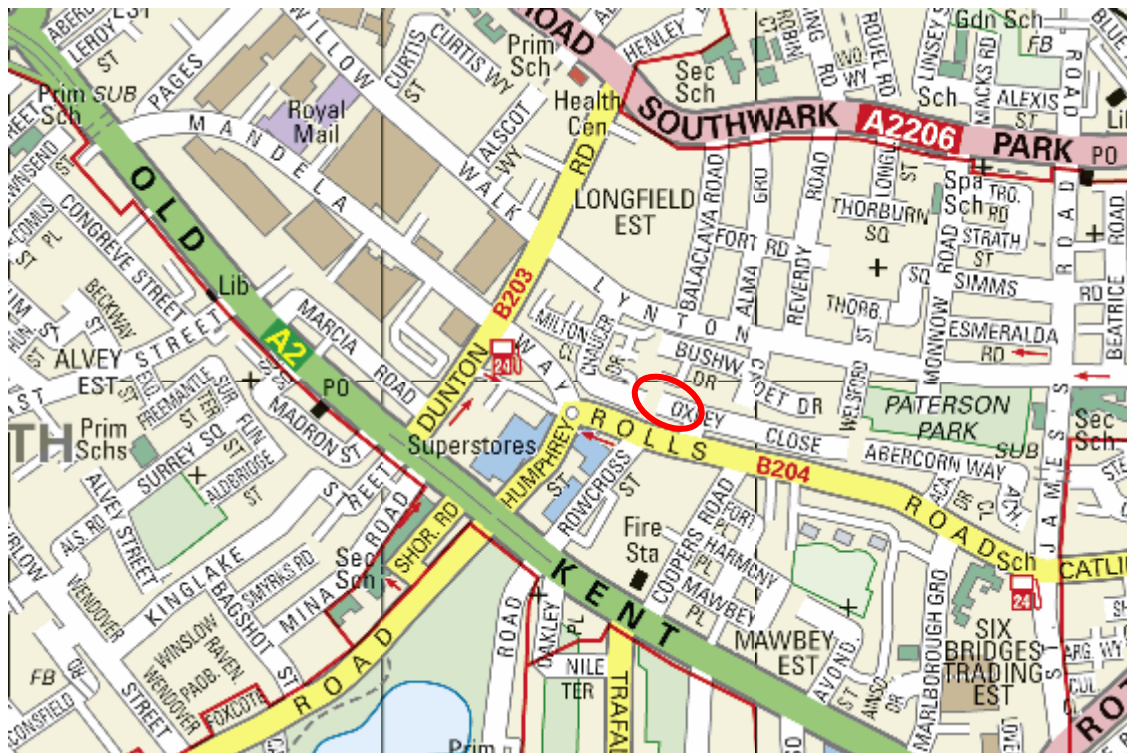


Figure 1: Location of proposed scheme

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.

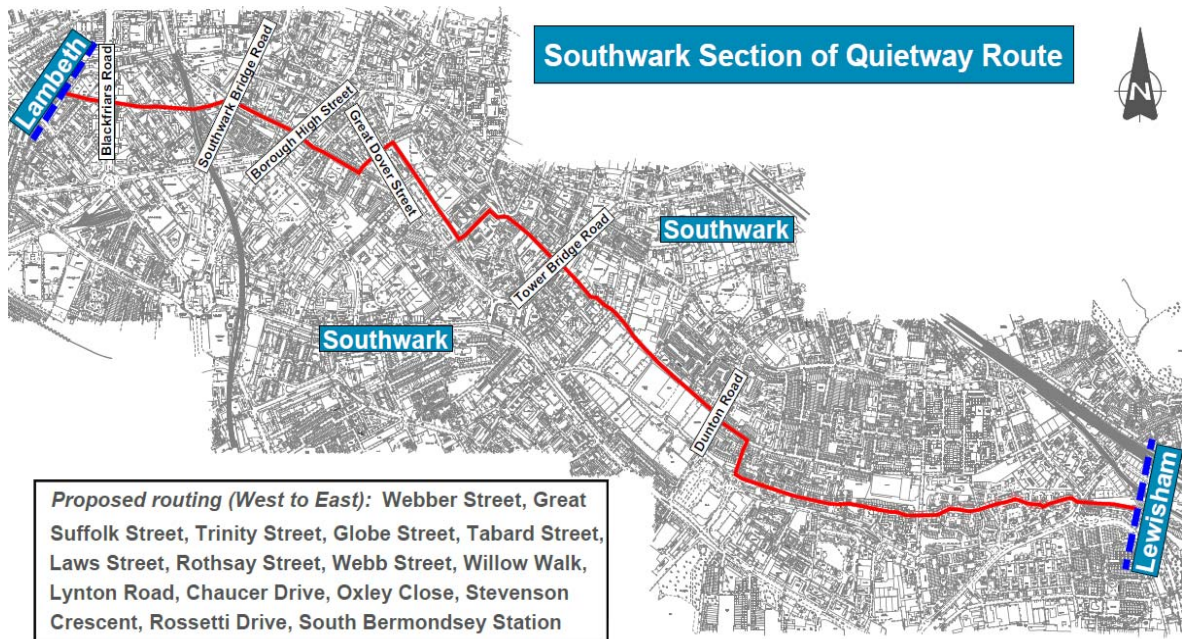


Figure 2: Southwark's section of Quietway Route

- 1.2.2 Quietways are a network of bike routes for less confident cyclists using 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:
- Existing chicane barriers and bollards on the footway and cycle track to be removed to assist pedestrians and cyclists. Bollards will be erected at either end of the cycle track to prevent motor vehicle access.
 - Upgraded segregated cycle track between Chaucer Drive and Oxley Close including new surfacing and installation of a double speed hump to discourage motorcyclists and moped riders using the cycle track.
 - Footway buildouts / widening on the southern side of Chaucer Drive with new drop kerbs and tactile paving to improve pedestrian accessibility along the southern side of the road.

- New street lighting on the northern and southern footways to improve security and safety at night.
- Exiting planting area to be extended to the east to improve the visual quality of the streetscape
- Footway buildouts at the two car park side turnings with new dropped kerbs and tactile paving to assist pedestrian accessibility.
- Footway to on the southern side of cycle track to be paved to provide visual differentiation between the two facilities. Existing parking bay to the east of the cycle track to be removed to ensure unobstructed access for cyclists.
- Proposed 'at any' time parking restrictions on the corners of the junctions and on approach to the cycle track to ensure visibility is maintained at the pedestrian crossing locations and cyclists have unobstructed access to the cycle track.
- Litter bins to be provided on the northern and southern footways.

(See Appendix A – Initial 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 Chaucer Drive 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 D of list of addresses within the distribution area.
- 1.3.5 The consultation documents were delivered by Royal Mail to 101 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 14 responses were received during the consultation period (8 returned questionnaires, 6 online responses and one email response), equating to a 14% 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	14	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	12	2	0
Total	86%	14%	0%

Table 2: Returned questionnaire results for question 2

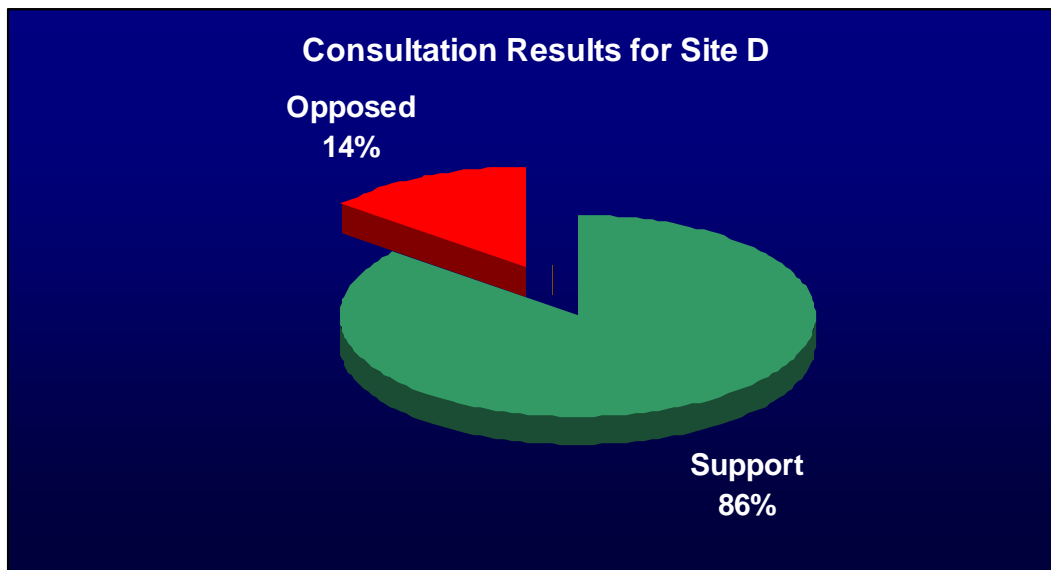


Figure 3: Graphical representation of consultation data for question 2

2.2.4 Table 2 and figure 2 indicate a majority of support for question 2, with 86% 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 (86%) 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 A number of respondents indicated that they were cyclists and it is very helpful that the 'weird' bollards are being removed and the streetscape improvements will be beneficial to all residents in the area.

2.3.4 A resident commented that everything that can help cyclists avoid major roads is good. There have been too many accidents and deaths. Moreover, the area will look better.

2.3.5 A comment was also received in favour of the tighter side road junctions and pedestrian access improvements.

2.3.6 A request was made to ensure that the correct house numbers are painted on car parking spaces. *

* In response, as part of this scheme, it is not currently proposed to renew the house / flat numbers on existing residential parking bays, as this has no tangible

benefit for cyclists, pedestrians or the streetscape. This request will be passed to the council's Street Maintenance Team in order for this to be investigated further.

- 2.3.5 A request was made for the installation of CCTV cameras to deter fly tipping and help with reducing car crime and bike thefts.*

* In response, Quietway funding can not be spent on measures to tackle crime and anti-social behaviour. Funding can only be utilised to improve conditions for cycling and the adjacent streetscape. Requests for such measures should be discussed with the local Tenants and Residents Association and then representations made to local community forums and housing office to investigate potential solutions to tackle crime and anti-social behaviour.

- 2.3.6 A comment was made indicating that widening a section of footway will result in one of the parking bays adjacent to the flats being affected and each space is allocated to a particular address. *

* In response, the adjacent parking bays will be offset by 1m to allow for the additional southern footway width proposed as part of the scheme. Therefore the number of existing bays will remain. Each bay in this section will be remarked as part of the works so that they can be clearly identified by residents.

- 2.6.7 A request was made to extend the proposed double yellow line parking restriction across the eastern entrance into the cycle tack. *

* In response, the extension of the proposed kerbside parking controls will be investigated as part of the scheme detailed design process.

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

An objection received highlighted that the proposed footway buildout and extension of the southern side of Chaucer Drive is not needed as pedestrian numbers and vehicle traffic is low. Better idea to use the money to recondition Lynton Road where the surface is deteriorated. *

* In response, the southern footway of Chaucer Drive is currently substandard, with a narrow section of 0.8m wide footway adjacent to the cycle track. This results in pedestrians walking in the cycle track rather than the footway, which leads to potential conflict with cyclists.

Widening the southern footway adjacent to the western end of the cycle track will ensure pedestrians do not have to walk in the cycle track and can access the adjoining part of the southern footway across the vehicular access into the adjacent flats.

Currently the southern section of footway in Chaucer Drive to the west of the vehicular access into the estate car park ends abruptly due to a mature tree and garden bed. Pedestrians traversing the footway wishing to head east along Chaucer Drive, have to either cross to the northern footway or walk in the carriageway. The proposed footway widening at this location will provide safe, direct access to the opposite side of the vehicular entrance into the car park (which is also being widened), to assist pedestrian access and safety. Both sides

will have new tactile paving slabs to improve accessibility for visually impaired pedestrians.

As part of the Quietway proposals for Site E, the carriageway of Lynton Road between Dunton Road and Chaucer Drive is proposed to be resurfaced to improve the ride quality for cyclists.

An objection was received stating that the route is very indirect compared to other parallel routes and is insecure at night.*

* In response, Quietway cycle routes are ideally located on quiet residential streets with low traffic volume. Stevenson Crescent, Abercorn Way, Oxley Close and Chaucer Drive are all low volume, no through roads that only service the adjacent residential estate and are therefore ideal to cater for cycling. The route is also an established route that was previously part of the London Cycle Network and is therefore familiar to existing cyclists and commuters. The route also provides a direct link to Southern Bermondsey Station and key destinations in the north of the borough, and runs parallel with a major arterial route (Old Kent Road). The route is also much more pleasant and attractive to use for cyclists, regardless of ability, when compared to parallel routes with heavy traffic volumes, where traffic speeds are higher and conflict occurs between cyclists and other modes of transport.

Upgraded lighting was a request by local residents made during of the pre-consultation scoping exercise undertaken by Sustrans. As part of the proposals, additional lighting columns are to be installed along the carriageway and footway areas to improve safety and security at night. This site has many mature trees that can block illumination of the carriageway and footways at night. Additional lighting is proposed at the western end of the cycle track to improve illumination of the cycle track, upgraded pedestrian footway sections and side road access into the estate parking area. New low level lighting is proposed along the northern footway to assist pedestrians traversing this footway at night.

2.3.9 15% 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:

- 86% of respondents support the introduction of the Quietway cycle route proposals for Site D;
- 14% 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 and were very supportive of the tightening of the side road access junctions to reduce traffic speed 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. They also mentioned that then bend in Chaucer Drive needs attention due to parked vehicles on the carriageway blocking sightlines. Perhaps the introduction of double yellow lines or a raised table may help. *

* 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.

The bend in Chaucer Drive has single yellow line parking restrictions that are in operation as part of the existing CPZ, which assist with keeping the carriageway clear from obstruction throughout the day. As part of the scheme detailed design process, officers will investigate if more stringent kerbside parking controls are necessary at this location to aid the passage of cyclists and other road users.

- 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) Welcome the removal of the bollards, tightening of the junction corner radii and additional double yellow line restrictions to ensure visibility and access is maintained.

ii) 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.

- d) **Sustrans** replied indicating strong support for the proposed measures and were particularly pleased with the introduction of low level lighting, removal of guardrail / chicanes on the footway and installation of litter bins. Also noted support for the proposed increase in greenery, but highlighted that a concern was expressed by residents regarding maintenance of the planting beds. *

* In response, 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.

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

3.0 Recommendations

Due to the majority of respondents supporting the scheme and Southwark's on-going 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