

# London Borough of Southwark



## Quietway Cycling Proposals

### Site E – Dunton Road / Lynton Road / Chaucer Drive Junctions

## Public Consultation Summary

September 2014

## London Borough of Southwark

### Site E Quietway Cycling Proposals Dunton Road / Lynton Road / Chaucer Drive Junction

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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 E between and inclusive of the junctions of Dunton Road / Willow Walk and Lynton Road and Lynton Road / Chaucer Drive. 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 SE1 district of Southwark (Bermondsey) in the north of the borough. See figure 1 below.

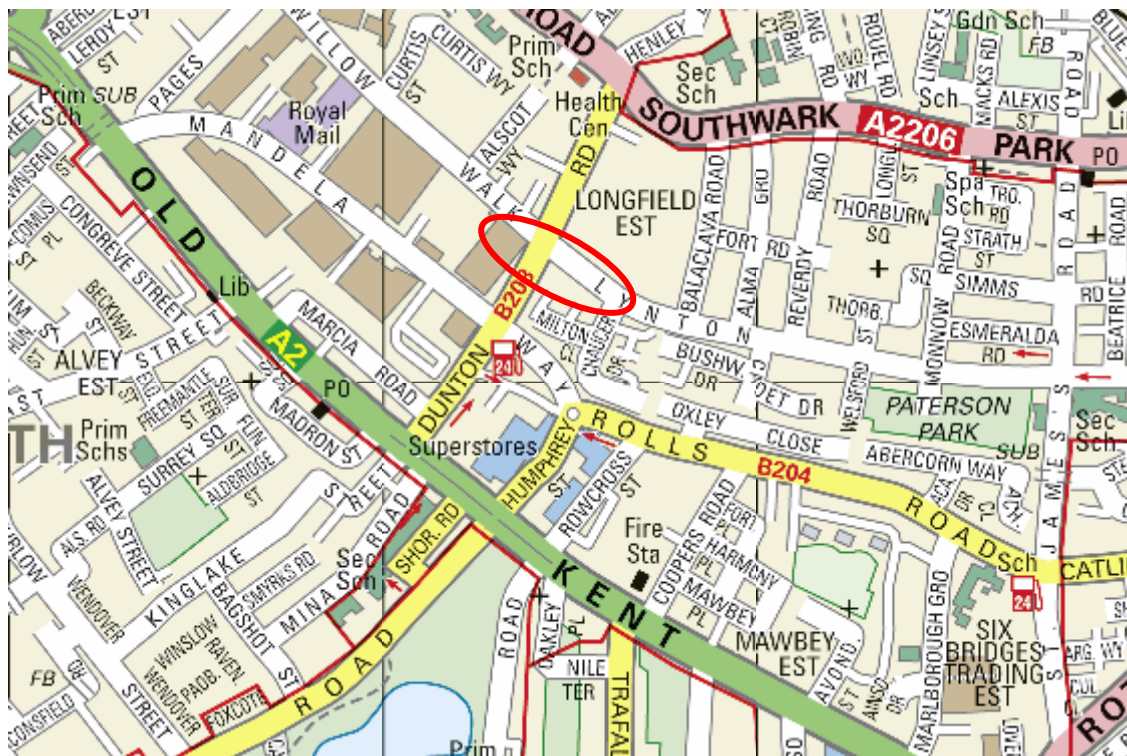
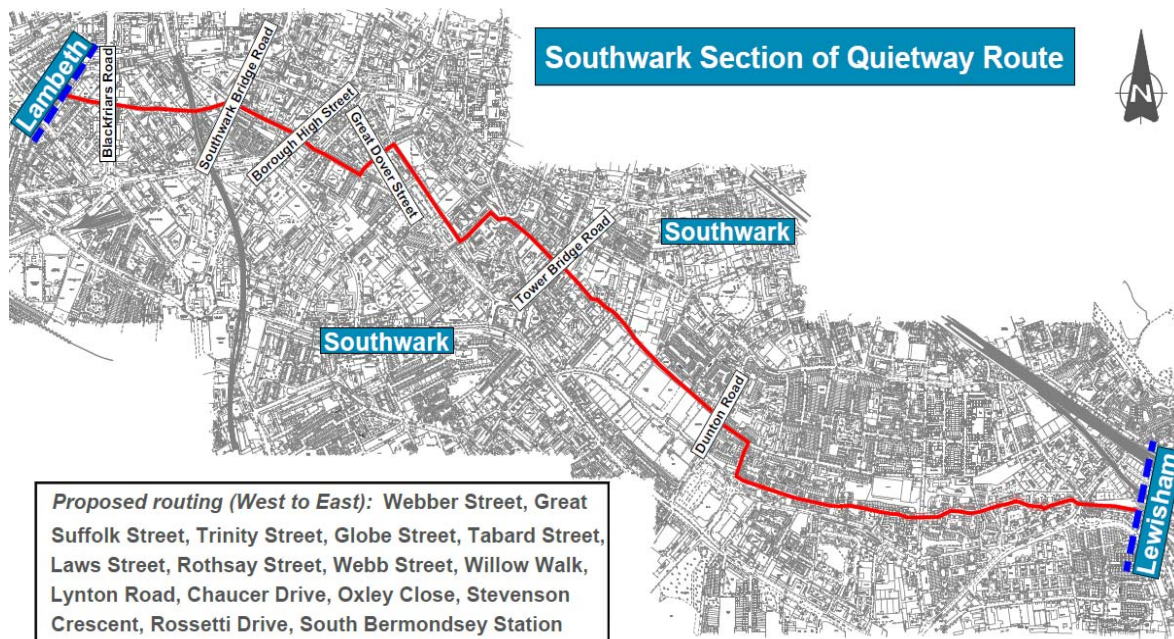


Figure 1: Location of proposed scheme

### 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:
- Dunton Road / Willow Walk / Lynton Road junction to be fully signalled to make crossing Dunton Road safer for cyclists. New asphalt raised table to be installed on Dunton Road and brick side road entry treatments installed on Willow Walk and Lynton Road to reduce traffic speeds and improve pedestrian accessibility.
  - Junction to have an all green pedestrian phase, with all signal crossings having pedestrian countdown feature to inform pedestrians how much time they have left to cross the road.

- Both approaches on Dunton Road to have advanced cycle waiting area with semi-segregated cycle lanes to give cyclists priority at the junction.
- Cycle pre-signals to be installed in Lynton Road and Willow Walk (Q2 route) to allow cyclists to enter the junction and undertake turning movements before general traffic. Both approaches to have semi-segregated cycle lanes to access the pre-signal waiting area on top of the raised table. Please note that cycle pre-signal technology is new and currently unapproved. The Department for Transport or other bodies may not approve its use as part of this scheme
- Footways to be extended in Lynton Road on approach to Dunton Road to ensure parking does not obstruct cycle access or traffic flow. Where possible, trees will be implemented on the footway buildouts to improve the streetscape.
- Existing parking bay on the southern side of Willow Walk (opposite Buttermere Close) to be removed to ensure traffic entering Willow Walk is not obstructed.
- Existing speed cushions and associated buildouts in Lynton Road to be removed. The area of the removed buildout will be converted to kerbside parking. A single sinusoidal road hump is proposed between the two carriageway tables to curtail traffic speeds.
- Footways and carriageway of Lynton Road between Dunton Road and Chaucer Drive to be resurfaced to improve the visual quality of the streetscape.
- Raised carriageway table proposed at the junction of Lynton Road and Chaucer Drive to reduce speeds, facilitate the removal of speed cushions and to improve safety and accessibility for cyclists and pedestrians using the junction.

(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 Lynton Road between Dunton Road and Chaucer Drive 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 382 addresses detailed within the distribution list. The documents were delivered on the 25<sup>th</sup> July 2014, with a return deadline of the 15<sup>th</sup> August 2014, allowing 3 weeks for the consultation period. However due to the summer holiday period, responses were accepted online until the 25<sup>th</sup> 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 24 responses were received during the consultation period (18 returned questionnaires and 6 online responses), equating to a 6.3% 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	24	0
Total	100%	0%

Table 1: Returned questionnaire results for question 1

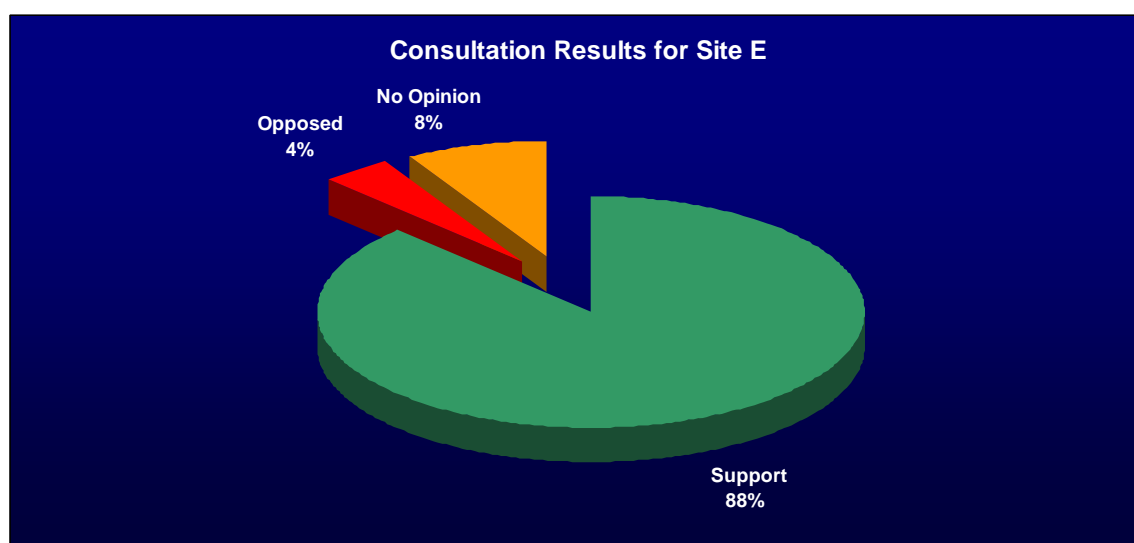


2.2.3 Table 1 indicates that all responses received throughout the consultation period were from local residents.

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

	Support	Opposed	No Opinion
Replies	21	1	2
Total	88%	4%	8%

**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 88% 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 (88%) indicated support for the proposed measures, indicating that they are good for the local residents and will improve road safety of cyclists and pedestrians.

2.3.3 A respondent indicated that the scheme is a good deal for cyclists as they will not get killed on the main roads. Crossing Dunton Road on a bike is extremely dangerous and the traffic lights will improve safety in a big way.

- 2.3.4 Number of respondents commented that the proposed scheme will help everyone in the community, drivers, cyclists and pedestrians. 'Traffic lights with ASLs will be a great improvement and cycle early start even better.'
- 2.3.5 A respondent indicated that it is good that a rather chaotic junction will be signalised and the including of early start signals and pedestrians crossing countdowns is particularly desirable.
- 2.3.6 A resident highlighted that they use this cycle route daily and the changes on the whole look like significant improvements, especially at the junction with Dunton Road. 'I have experienced several near misses at this location, chiefly due to speeding and inattentive drivers. It seems sensible to separate motor traffic and cyclists at this location.'
- 2.3.7 A comment was made stating that parking bays on the raised table are inappropriate and could create dangerous conflicts due to manoeuvring motor traffic. \*

\* In response, all proposals will be subject to a full road safety audit which will ascertain if there are any adverse safety implications associated with the changes in highway layout.

It must be noted that the parking bay will not result in cyclists having to change their alignment in the carriageway. Immediately to the east of the existing parking bay is a footway buildout which incorporates an uncontrolled pedestrian crossing point. Therefore cyclists take a line past the parking bay and footway buildout to traverse across the junction. Introducing a raised surface treatment here will not alter this alignment.

Removing the parking on the table would expose the footway buildout when heading eastbound and therefore a potential safety hazard for cyclists, as they would have to suddenly swing out into the carriageway to traverse past this feature. The footway buildout has not only been installed to ensure appropriate sightlines past parked vehicles in the bay immediately to the west, but also due to the curvature of the carriageway on the westbound approach and parking bay to the east. If the buildout is removed then significant sections of both bays would have to be removed to ensure the safety of pedestrians crossing at this location.

It can also be argued that the raised table will actually improve safety at the junction by curtailing traffic speeds and the available carriageway width has been maintained to ensure cyclists can wait to turn right into Chaucer Drive without conflict.

- 2.3.8 A request was made for parking provision in Lynton Road to be restricted to one side of the carriageway and cycle lanes introduced along both sides.\*

\* In response, removing the parking on one side of the road would not provide enough available carriageway width to implement a cycle lane in both directions and allow enough room for two general vehicle running lanes. The existing parking bay width is approximately 1.8m and a cycle lane in each direction would require 3m of carriageway width.

Removal of a significant amount of kerbside parking availability along this section of Lynton Road would potentially result in numerous objections from local

residents that do not have access to off street parking facilities. Cycle lanes would only be considered if there was an identified safety problem with high vehicle flows and speeds. This section of Lynton Road will have two tables and a sinusoidal hump to effectively curtail traffic speeds and there were no road safety issues identified throughout the feasibility stage of the scheme.

- 2.3.9 A request was made to close Lynton Road and Willow Walk to through traffic that would truly benefit cyclists and promote the ethos of a 'Quietway'. \*

\* In response, the council is considering holding a consultation with residents and businesses to close Willow Walk to through traffic. Due to the controversial nature of preventing through traffic and the potential access changes to local commercial properties in Willow Walk, Pages Walk and Crimscott Street, a separate consultation specifically on this proposal is required. It must be noted that the designs proposed at both the Dunton Road and Pages Walk junction as part of the Quietway route will compliment any future traffic management changes to Willow Walk.

- 2.3.10 A number of concerns were raised highlighting that the traffic lights will cause a significant backup / backlog of traffic down Dunton Road and potentially block Mandela Way junction which is already congested in peak times.\*

\* In response, the signal junction proposals will be modelled and phasing designed by Transport for London to ensure the junction operates efficiently to minimise any delay to traffic on Dunton Road. As the junction will have a pedestrian phase and pre-signal for cyclists, it is inevitable that there will be some delay to traffic on Dunton Road. However the safety benefits to pedestrians and cyclists have to be measured against any disbenefits to motor vehicle traffic using Dunton Road.

Southwark's Road User Hierarchy clearly prioritises pedestrians and cyclists over motor vehicle traffic and as outlined by a number of respondents above, crossing Dunton Road at this location is hazard for cyclists and the junction currently acts as severance along the route which is potentially off-putting to new and less confident cyclists.

It may also be possible to link the Dunton Road to Mandela Way junctions to ensure that the signal phasing is synchronised in order for traffic to be filtered through the junctions efficiently.

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

***The objection received highlighted that the proposals will result in more traffic congestion, and noise pollution. A better solution would be to install a box junction. \****

\* In response, as outlined above, the signal design will be modelled and most efficient phasing implemented to ensure delay to traffic on Dunton Road is minimised. Whilst it is likely that there will be some delay to traffic on Dunton Road, particularly in peak periods, there is a significant safety benefits to more vulnerable road users.

It is likely that the junction will be linked to Mandela Way junction achieve efficient operation and synchronisation between the two facilities.

A box junction marking could potentially help in peak periods. However this measure would have to be very large in order to cover the carriageway adjacent to both side road junctions and would be difficult to enforce without installing a traffic enforcement camera. A box junction does also not have the significant safety benefits associated with a fully signalised junction with early start facilities for cyclists. Consideration must also be given to pedestrians, as Dunton Road is primary pedestrian route to schools on Grange Road. The installation of an all green pedestrian phase with countdown system will not only assist pedestrians crossing the junction safety, but will allow more efficient phasing and operation of the signals.

2.3.9 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:

- 88% of respondents support the introduction of the Quietway cycle route proposals for Site D;
- 4% of respondents are opposed to the proposals; and
- 8% 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 commented that the measures were excellent. A suggestion was made to install a sinusoidal road humps on Dunton Road on both approaches to the raised table to further curtail traffic speeds and a further hump on Lynton Road to the east of the proposed raised table at the junction of Chaucer Drive. \*

\* In response, Dunton Road forms part of the 78 Bus Route. In accordance with TfL's 'Traffic Calming for Bus Routes', road humps are not recommended on bus routes due to ride quality impacts and potential damage. However as part of the scheme detailed design process, the existing set of speed cushions on Lynton Road to the east of the proposed raised table will be converted to a full width sinusoidal road hump, which will assist with reducing traffic speeds on approach to the bend in the carriageway and raised table.

- 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. Also mentioned if a 'scramble' crossing would be more appropriate here or a change in priority so Dunton Road gives way to the side roads. \*

\* 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.

Scramble crossings can't currently be introduced in the United Kingdom, as current legislation will not allow conflict between pedestrians and other forms of non-motorised transport. Whilst this proposal could technically work in practice, the design would not be approved by the appropriate governing bodies.

Changing the priorities at the Dunton Road junction would be both confusing to drivers and dangerous. Willow Walk and Lynton Road are offset from each other and therefore you would technically need a separate give way line for each side road. This would result in the side roads being blocked, as a vehicle giving way to traffic at Lynton Road would potentially block traffic and cyclists coming out of Willow Walk and vice versa. The signal control measures proposed as part of this scheme are a better solution and will allow for the safe, controlled passage of cyclists across the junction and remove conflicts with traffic on Dunton Road.

- c) **Southwark Cyclists** replied indicating support for the scheme, stating that the treatment of both Chaucer Drive and Dunton Road junctions is excellent.

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

i) There are around 200 cyclists crossing Dunton Road per hour and there has been a lot of concern about crossing Dunton Road as part of LCN 22.

ii) We were concerned about possible risk to cyclists from left turning motor vehicles out of Lynton Road. However our traffic counts indicated that only up to 40 vehicles turn left per hour in peak periods and therefore the risk is minimal and made smaller by the introduction of an early start.

iii) Southwark Cyclists also fully support: ASLs in Dunton Road, moving the bus stops further away from the junction, removing the parking bay in Willow Walk and raised table with right turn pocket for cyclists at Chaucer Drive junction.

iv) Painted cycle logos at Chaucer Drive junction are too close to the near side.

\* In response, please see comment responding to this issue from Lambeth Cyclists.

v) Traffic can back up along Dunton Road past Willow Walk, so it is suggested that a yellow box junction marking be introduced. \*

\* In response, the situation will be monitored once the junction is operational. TfL and the borough will be undertaking post monitoring of the scheme to ensure that the timing, phasing and operation of the junction is optimal. If there is an issue with traffic blocking the side roads when they are given a green signal, then the introduction of a box junction will be considered.

- d) **Sustrans** replied indicating strong support for the scheme highlighting the signalisation and early start cycle signals are welcome. \*

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**