

## APPENDIX B

### 1 Introduction

#### 1.1 Background

Southwark Council had commissioned CONWAY AECOM (CA) to develop proposal to improve walking and cycling between Rye Lane and Nunhead town centres and to enhance the general amenity of the Brayards Road neighbourhood area.

As part of the scheme development, the design team met resident representatives to discuss the existing issues and opportunities for improvement in the area.

Preliminary design was developed and it was decided to consult the local residents and businesses to gauge their support of the scheme. Consultation leaflets were distributed to the area shown in Figure 1. A questionnaire was attached to the consultation leaflet for residents and businesses to fill in with FREEPOST address provided. The aim for the questionnaire is to gauge the level support for the scheme in general and also specific elements of the proposal.

Consultation materials were also published on the Council's consultation website to allow residents to response online. The consultation period ran between 1st November and 21st November 2014.

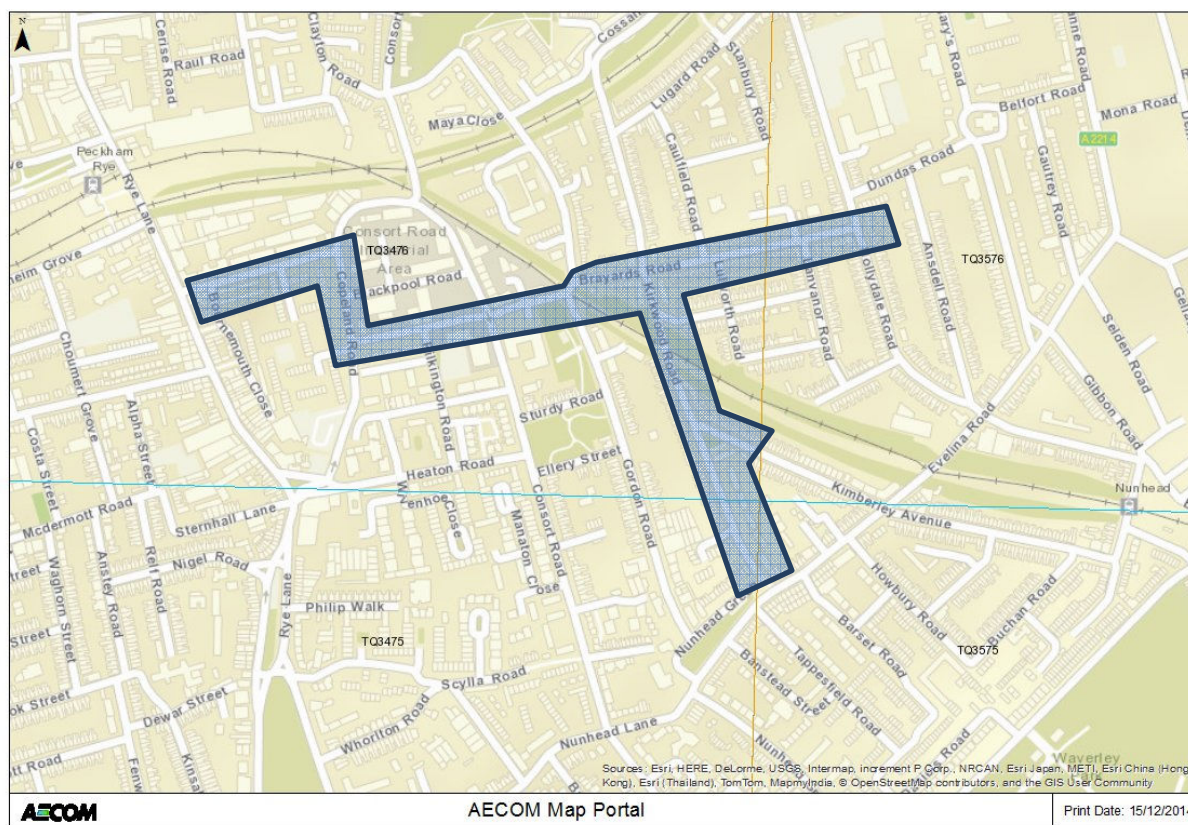


Figure 1 Consultation leaflet distribution area

### 2 Consultation Responses

## Summary of the consultation responses

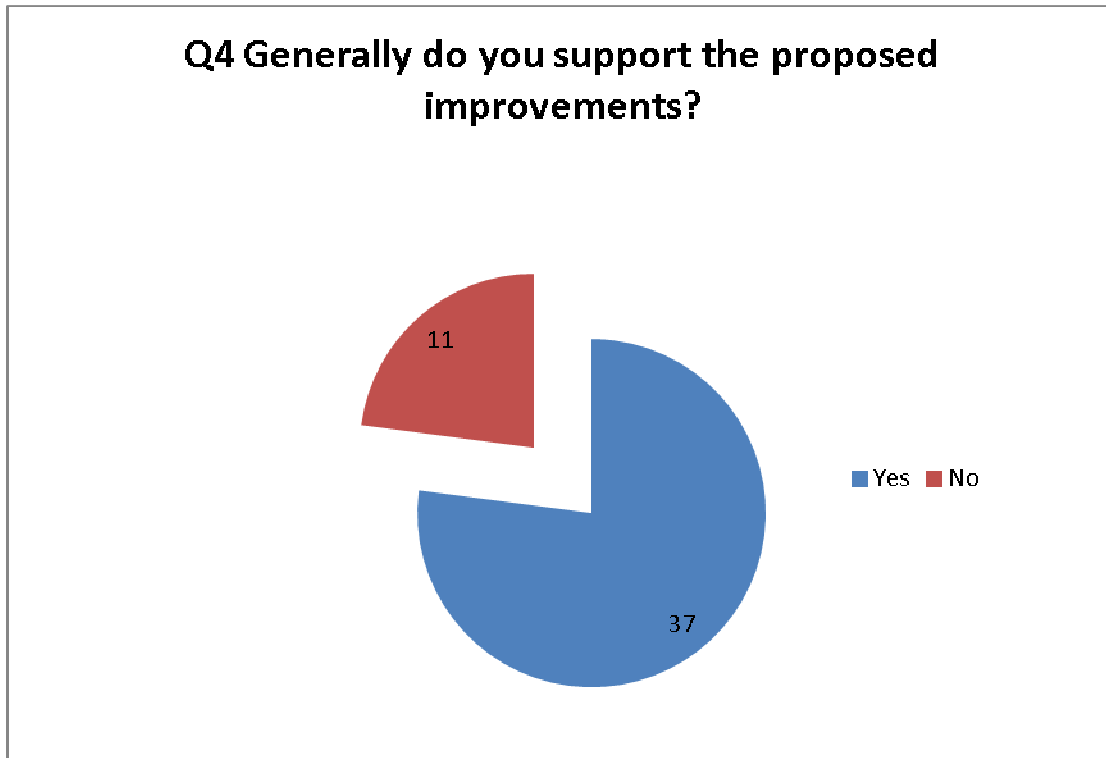
### **2.1 General**

Out of the 512 consultation leaflets delivered in the November consultation, a total of 51 responses were received during the consultation period, equating to 10% response rate. The comments raised and highlighted frequently have been noted in the report.

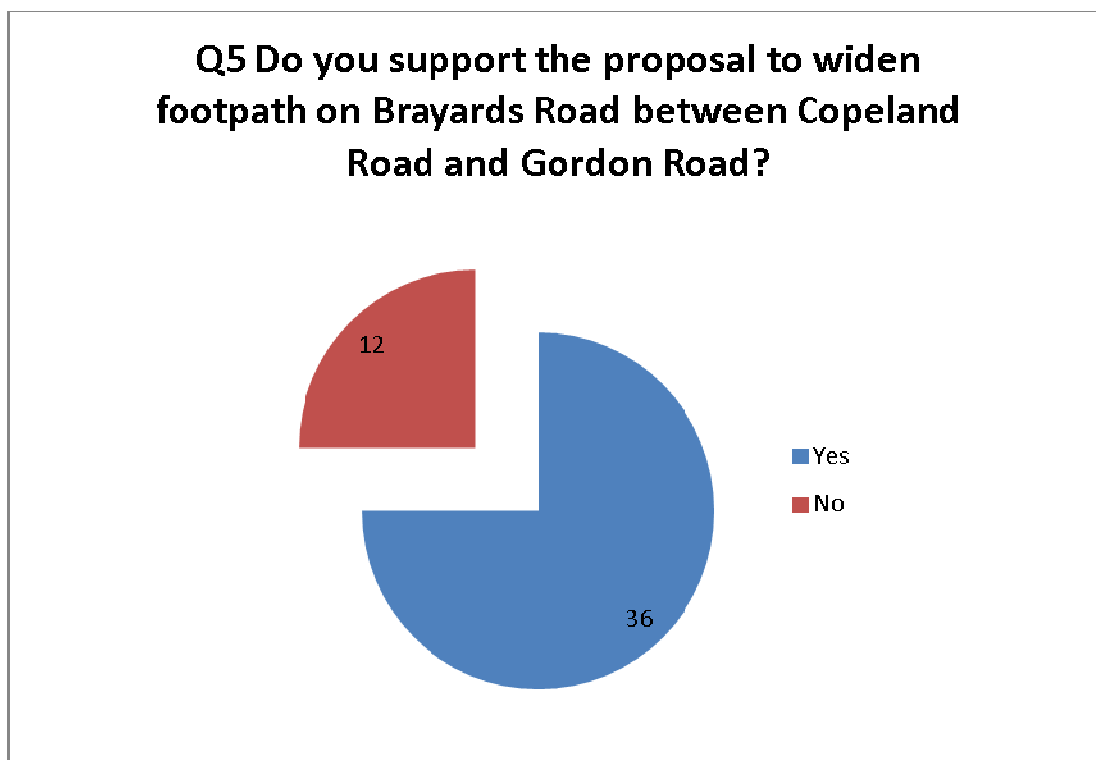
Question 1 to 3 in the questionnaire ask about personal details such as name and address and will not be summarised in the report.

Responses received are collated and can be found in Appendix A. The following summarises the responses to each question and also specific comments.

## 2.2 Responses



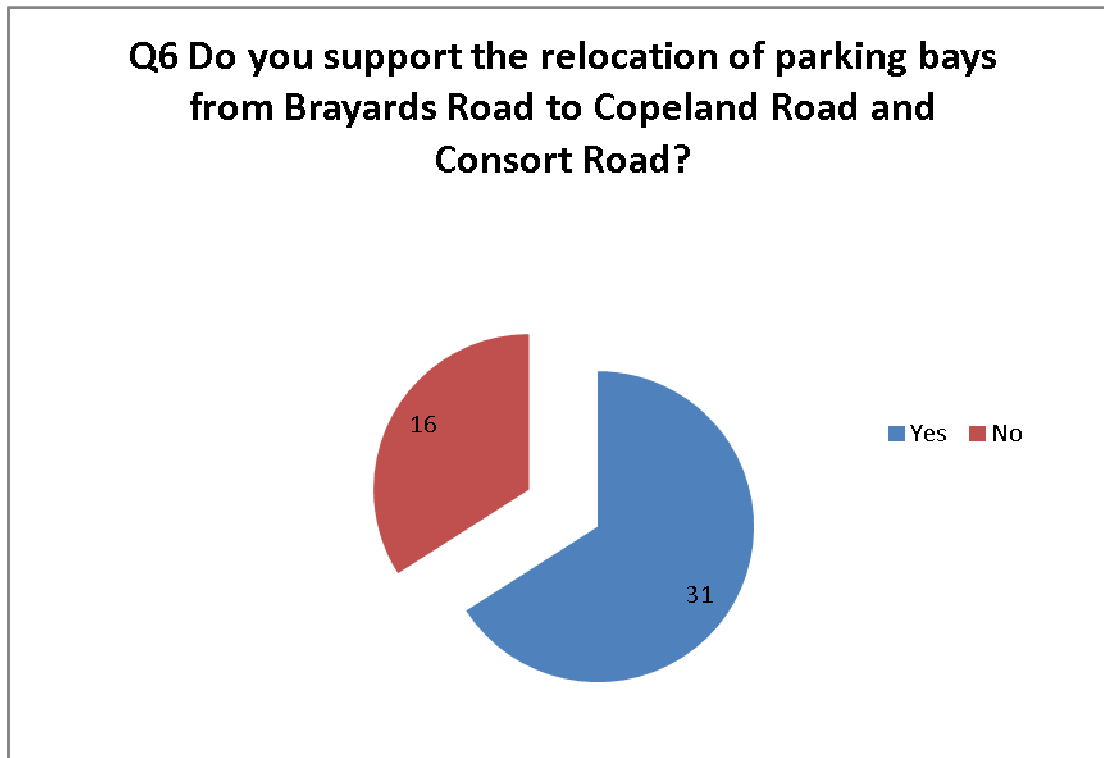
This question aims to gauge the level of support for the overall scheme. The response to this question shows 77% are in support for the proposals in general, showing a good level of support.



This question aimed specifically to the proposed improvement to the walking environment and accessibility on Brayards Road between Copeland Road and Gordon Road. The response to this question shows 75% are in support for this proposal.

The majority of those consulted are greatly in favour of footway improvements. They were very keen to see in this proposal:

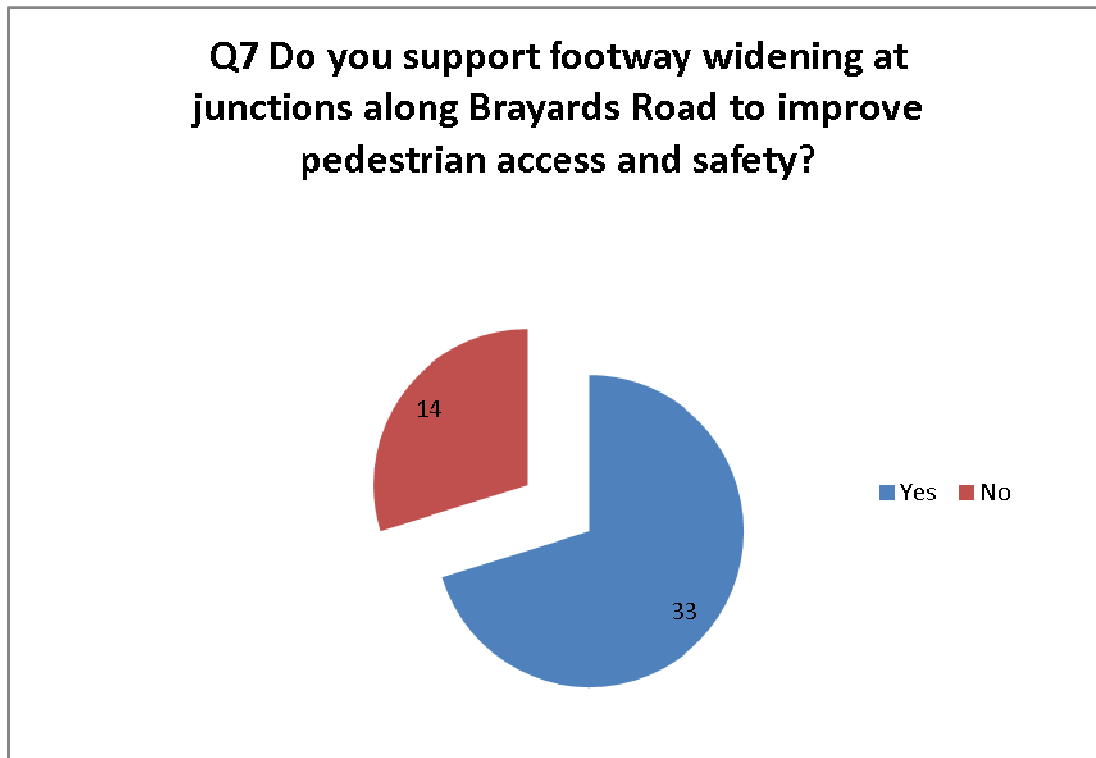
- The footway widening under the railway arches as this would prevent the owners of the car mechanics from parking their customer vehicles nearby which restrict access and reduce road safety.
- Also, they would like to see more of these measures around the local shops to allow for tables and chairs and for convivial street activities.
- A number of cyclists commented that there is nothing in these proposals to enhance cycle safety and that these features are very dangerous to their freedom to ride safely as well as create a 'pinch point' between them and the vehicles that pass at speed.



The response to this question shows 66% are in support for this proposal which is majority; however, at a slightly lower level than the other proposals.

The following concerns were made:

- Reduced freedom to park their vehicles on Brayards Road, especially amongst the elderly who feel that this will affect them the most as there is no other alternative transport nearby which link to and from their properties.
- They would find it difficult 'due to demand' in the area to park elsewhere especially during the week as local businesses take up most of the allocated parking bays and the inevitable consequence of the displacement of parking on other local roads in the area.

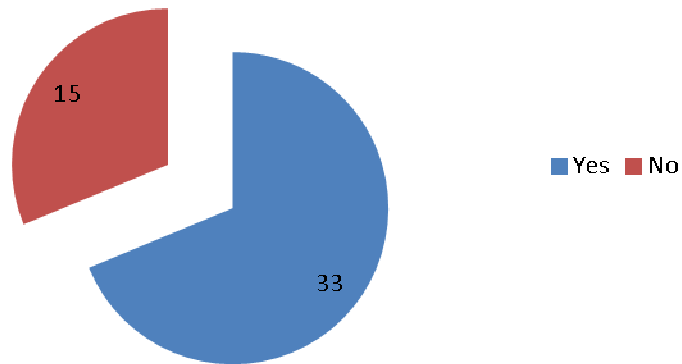


The responses to this question show 70% of residents and businesses who responded are in support for this proposal to tighten the junctions along Brayards Road to improve pedestrian access and safety.

The following concern was made:

- A number of the cyclists commented that the proposed buildouts in their view are unsafe for cyclists; as cyclists have to move in and out to avoid the buildouts and also potentially squeeze by vehicles through these pinch points.

**Q8 Do you support new layout for Kirkwood Road / Kimberley Avenue Junction to give priority to Kirkwood Rd?**

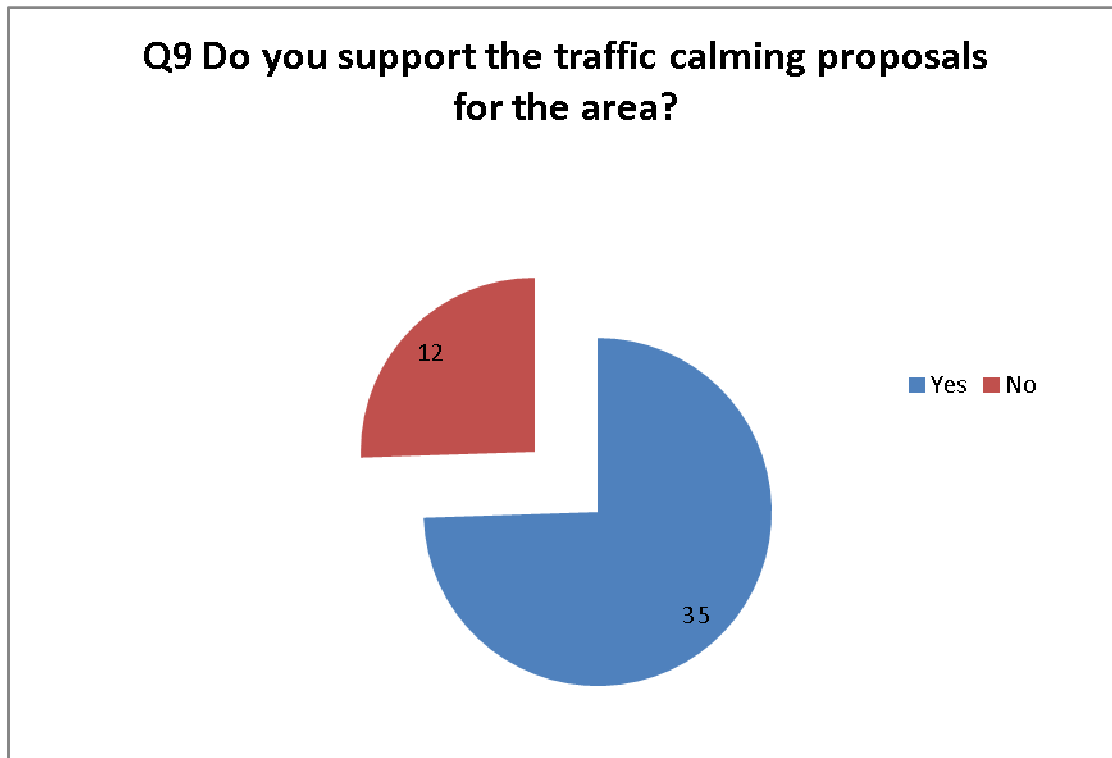


The response to this question shows 69% of the respondents are in support for the new layout at Kirkwood Road / Kimberley Avenue junction to give priority to improve traffic movement and permeability for their local network.

A few individual comments were made:

- This new layout of this junction might encourage vehicles to use Kirkwood Road as a 'through route' in order to avoid traffic on the main roads.
- There is a suggestion of a raised table at this junction.
- Also a suggestion to consider realigning Kimberley Avenue to be perpendicular to Kirkwood Road at the junction.

Summary of the consultation responses



The response to this question shows 74% are in support for the overall traffic calming proposals which include kerb buildouts, junction tables and speed humps with the intention of reducing traffic speed as well as to improve safety for pedestrian and cyclists.

There are specific suggestions for further traffic calming features to be introduced on:

- Consort Road junction with Copeland Road; and
- Kimberley Avenue junction with Kirkwood Road.



### 3 Stakeholders Responses

This section focuses on the response from the official response from the key stakeholders. Southwark Cyclists did not provide answers to the questions, comments / suggestions for specific areas have been provide instead.

<b>Q4 Generally do you support the proposed improvements</b>	<b>YES</b>	<b>NO</b>
Southwark Cyclists		
Southwark Living Streets	✓	

<b>Q5 Do you support the proposal to widen footway on Brayards Road between Copeland Road and Gordon Road</b>	<b>YES</b>	<b>NO</b>
Southwark Cyclists		
Southwark Living Streets	✓	

<b>Q6 Do you support the relocation of parking bays from Brayards Road to Copeland Road and Consort Road.</b>	<b>YES</b>	<b>NO</b>
Southwark Cyclists		
Southwark Living Streets	✓	

<b>Q7 Do you support footway widening at junctions along Brayards Road to improve pedestrian access and safety</b>	<b>YES</b>	<b>NO</b>
Southwark Cyclists		
Southwark Living Streets	✓	

<b>Q8 Do you support new layout at Kirkwood Road/Kimberley Avenue junction, to give priority to Kirkwood Road</b>	<b>YES</b>	<b>NO</b>
Southwark Cyclists		
Southwark Living Streets	✓	

<b>Q9 Do you support the traffic calming proposal for the area</b>	<b>YES</b>	<b>NO</b>
Southwark Cyclists		
Southwark Living Streets	✓	

In summary, Southwark Living Streets is very supportive of all the proposals. There are a number of comments made as part of the response, which is included in Appendix B in full, which include:

- Concerns about vehicles speed on Consort Road and Copeland Road;
- Give pedestrian priority over vehicle access into Atwell Estate;

## Summary of the consultation responses

Southwark Cyclists feels there is no cycle improvement from the scheme. A number of comments and suggestions were made, a full response is included in Appendix B2, the following summarises the comments:

- Buildouts are dangerous for cyclists as they force cyclists to swerve and into the general traffic flow;
- Remove one side of parking on Bournemouth Road;
- Introduce cycle lane on Copeland Road rather than footway widening;
- Brayards Road between Copeland Road and Consort Road, introduce cycle lane on both side of the road instead of footway widening on north side;
- Brayards Road between Consort Road and Gordon Road, would like to see a contra-flow cycle lane;
- Under the rail bridge - a fully segregated cycle lane should be introduced;
- Brayards Road east - do not feel buildouts will achieve much as the area is fully parked;
- Give Kirkwood Road priority over Brayards Road east-west movement;
- Changing priority at Kimberley Avenue / Kirkwood Road junction would make it difficult for cyclists on LCN 65. Suggested to square up the junction and retaining existing priority.

## Officers response to Consultation Comments

The responses from the public consultation show support of the scheme with 77% in favour. Specific measures also received high level of support (all over 66%).

**Southwark Living Streets** raised concerns regarding vehicle speed on Consort Road and Copeland Road. The kerb buildouts on Copeland Road will narrow the down the carriageway width and tighten the junction bell mouths which will help reduce vehicle speed. Addressing speeding concerns on the entire length of Copeland road and Consort road is beyond the scope of the project. This will be referred to our transport policy team for future review. Pedestrians priority recommended at Atwell Estate will be reviewed during detail design

**Southwark Cyclists** comments that buildouts are dangerous for cyclists as they force cyclists to swerve and into the general traffic this however is not the case in this instance because all the kerbside space is already fully parked on Brayards Road and Bournemouth Road. Cyclists will not be required to swerve out into general traffic as the buildouts will not be wider than the existing line of parked cars.

Regarding the removal of parking on Bournemouth Road, the location is close to the town centre on Rye Lane, removing parking bays may adversely impact the businesses in the area. Also traffic level on Bournemouth Road is low. For these reasons, removing further parking on Bournemouth Road is not considered desirable.

Southwark Cyclists suggested to introducing a cycle lane on Copeland Road instead of footway widening. The proposed footway widening will form part of the walking route linking Rye Lane and Nunhead town centres. The widening of the footway will also open opportunities to introducing some greenery along the western side of Copeland Road. The design reflects a balanced approach which will benefit pedestrians and cyclists. Cycle markings will be introduced on Copeland road to reinforce the presence of cyclists.

## Summary of the consultation responses

Regarding the suggestion to introduce a cycle lane on Brayards Road between Copeland Road and Consort Road instead of footway widening; The footway is currently narrow especially next to existing trees where effective footway width is less than 1m. Footway widening is essential to improve pedestrian accessibility through this section.

Southwark Cyclists also suggested a fully segregated cycle lane to be introduced at the eastern arm of Brayards road. This option has been investigated during feasibility stage and was rejected on safety grounds. By introducing a segregated cycle lane, cyclists will have to swerve out into general traffic at the junctions of Gordon Road due to the parked cars hence this option was not progressed.

Southwark Cyclists do not feel buildouts will achieve much on Brayards Road as the area is fully parked. The reason for the buildouts was to break up the parking and provide space for pedestrian to cross the road. They will also provide opportunities for greening.

Southwark Cyclists suggested to give Kirkwood Road priority over Brayards Road east-west movement. Brayards Road is the main east-west route through the area; drivers will not expect to have to give-way to Kirkwood Road traffic. This would create a potential safety issue.

There is also a suggestion to square up the Kimberley Avenue / Kirkwood Road junction and maintain existing priority. The reason to reverse the priority was that traffic on Kimberley Avenue travels around the bend at speed. Giving priority to Kirkwood Road, which has better sightline, will force the Kimberley Avenue traffic to slow down on the approach to the junction. The suggestion to square up the junction have been investigated, it will mean the loss of a mature tree, hence was not progressed.

## **4 Summary**

Public consultation was carried out for the proposed Brayards Road Neighbourhood area in November. A total of 512 leaflets were distributed. 51 responses were received at the end of the consultation period, equating to 10% response rate.

The responses for each of the measures were all around 70% in favour of the proposals; except for Question 6, the relocation of parking bays from Brayards Way to Copeland Road and Consort Road, which has slightly lower support.

Responses from key stakeholders are mixed with Southwark Living Streets in favour of the proposals while Southwark Cyclists felt there is no cycle improvement and would like to see more cycle specific measures to be implemented.

## **5 Recommendations**

On the basis of the results of the public consultation it is recommended to implement the proposals for Brayards Road – Walking and Cycling improvements subject to statutory consultation and results of Road Safety Audits.

## Response from Southwark Living Streets

### Brayards Road Consultation – Autumn 2014: Response from Southwark Living Streets

We are very supportive of these proposals and would answer Yes to questions 4 to 9. We would make the following additional comments again in the spirit of strong support for the scheme.

- Vehicle speeds. We are very supportive of the removal of the former gyratory in this area and are pleased that a review is occurring of that scheme. We would point out that from the “after” traffic counts, vehicle speeds still remained high and higher than the 20mph speed limit that is coming into force across the borough. We feel that this review should contribute to reducing speeds on these roads more towards the 20mph target. We notice that, at the traffic counts taken in April 2012, the Copeland Road northbound average speed of vehicles was 25mph and the 85th percentile speed was 28.9mph. Southbound, the average speed of vehicles was 25.1mph and the 85th percentile speed was 29.3mph. As part of this project, we would like to see some cost effective calming measures introduced to reduce vehicle speeds and thus complement the benefit of the removal of the gyratory. We feel that a similar approach would not be unreasonable on Bournemouth Rd and more importantly on Consort Rd and would complement the proposals on Brayards Rd (east of Consort Rd) and Kirkwood Rd where traffic calming improvements are being made with the up grade from cushions to sinusoidal humps.
- Cross-over. Very near this point is the vehicle access road into the Atwell Estate. The plan shows this also having widened pavements but could be a case for a treatment giving the pavement of Copeland Road priority over the access as it is not a public road.
- We attached a couple of pictures below of the entry treatments to Cambria Rd in Lambeth (off Coldharbour Lane SE5). Although we understand the need to use tactile paving to give the appropriate indications to those with impaired vision we feel that this approach is one that gives pedestrians far more priority and could be useful for the Attwell Estate entrance.



Judith Harries & Jeremy Leach Southwark Living Streets 13<sup>th</sup> November 2014

## Response from Southwark Cyclists

### General points.

1. This consultation is titled “Brayards Road neighbourhood- walking and cycling improvements” but there are no cycling improvements. Actually there are some cycling UNIMPROVEMENTS. We rather think someone on Public Realm is having a little joke with us cyclists. But if one penny of this scheme is paid for out of the cycling budget, then look out!
2. The scheme is full of pavement build outs. For cyclists, build outs can be dangerous as they force cyclists into the general traffic flow. This is widely recognised:

London Cycling Design Standard, 2005. Section 3.6.6

Footway build-outs should not restrict cycle flows or require cyclists to swerve into the path of other vehicles

The new LCDS draft says: 5.4.2

Cyclists are particularly susceptible to being destabilised by abrupt changes in road surface level or being made to deviate sharply from their course. For those reasons, methods of traffic calming designed for motorised vehicles that are a problem for cyclists include: rumble-strips, steep humps with upstands, sharply angled footway build-outs, pinch points and ramps with bumpy or slippery surfacing. These should be avoided on cycle routes, unless the intention is to slow cyclists.

Cycling England’s Design Portfolio

A.03 Traffic Calming

Road narrowings

Central refuges, build-outs and other forms of road narrowing are often used as traffic calming measures by reducing the available width. However, this can often lead to problems if the resulting gap is not wide enough for cyclists to be overtaken safely.

(Continues...)

Where sufficient space exists, a properly designed cycle by-pass will allow cyclists to safely and conveniently avoid the build out. If limited space precludes the construction of an arrangement that can be mechanically swept, a ramped by-pass can be considered.

[http://www.ciltuk.org.uk/Portals/0/Documents/The%20Hub/Design%20Toolkit/A03\\_Design\\_portfolio\\_traffic\\_calming.pdf](http://www.ciltuk.org.uk/Portals/0/Documents/The%20Hub/Design%20Toolkit/A03_Design_portfolio_traffic_calming.pdf)

3. Note that most of the streets here are part of London Cycling Network 65
4. In practice the aim of reducing traffic speeds and improving things for pedestrians and cyclists could be easily achieved in this area, So here are my proposals, section by section.

### Specific suggestions

1. Bournemouth Rd. Build outs will make little difference here as there is lots of parking. Best way to improve this road is to ban parking, at least on one side. It would then be possible to widen pavements and put in cycle lanes. This is LCN 65 after all and a useful route that allow cyclists to get off congested Rye Lane.

## Summary of the consultation responses

2. Copeland Rd. Widening the pavements at the junction with Bournemouth Rd will be dangerous for cyclists. Along this road the east side is non-residential and a wide pavement is not needed. Much better to narrow the road by introducing a cycle lane, Again this is LCN 65. Continue cycle lane to junction to narrow this. Also remove the existing build out at the crossing. On the west side, there is no need to widen the existing pavement and anyway there is a broad grass strip between pavement and houses. Much better to put in a cycle lane. On Copeland Rd might use light segregation (armadillos) to ensure cycle lane is respected (and not used for parking).
3. Brayards Rd West. Build out at Copeland Rd junction is not marked as new. It is not needed. Same effect can be achieved by continuing a cycle lane round this corner. Removal of the island at this junction is fine. Removal of parking on north side is good. But why not the south side as well? Am appalled to see the parking bays by the Primary School. Maybe they are not available during school hours. If such a restriction is not present, then this should certainly be introduced. There appears no case for widening the pavement on the north side where it is all commercial. So a cycle lane could be run there. Existing carriageway widening at Pilkington Rd junction is interesting as it is at carriageway height, so could allow cycling if marked appropriately, thus avoiding cyclists being forced out. But better to have a proper cycle lane along both sides of this road. It is also a surprise to me that there are not more crossings near the school, for example of Consort Rd south arm and Pilkington Rd.
4. Brayards Rd Central. Again good to get rid of some parking, this time on the south side. This section used to be one way westwards with a cycle contraflow. This was a much better arrangement for cyclists. Returning to this arrangement would allow a proper cycle lane on both sides plus some pavement widening.
5. Rail Bridge. Well you have excelled yourselves here, turning a reasonably straightforward route for cyclists into a death trap. Well done. You should by all means narrow the carriageway to slow traffic, but do this while giving cyclists a safe lane. So instead of a massively widened pavement, have a bit more pavement plus a semi of fully segregated bike lane.
6. Brayards Rd East. Build outs will achieve little and affect little as parking is allowed on both sides of this road. Like many terraced streets in London, this one is marred by parking. Fiddling around with a few planters is not going to change anything. A way to slow traffic would be to change the priority at Kirkwood Rd. This would be nice as this is the LCN 65 turn.
7. Changing the priority at the Kimberley Ave junction will make it more difficult for cyclists on LCN 65. It would be better to keep the existing priority. If there is a concern about motor traffic speeding round the fast right hand bend from Kimberley to Kirkwood, then a neat solution would be to square up the junction by turning the bottom of Kimberley left across the present small green space. Any space lost on the south side would be matched by new space on the north side. Some trees would need to go, but new ones could be planted. The proposed build outs under the rail bridge are potentially very dangerous. This is the least parked part of the road and so the build outs would push cyclists into the traffic flow. If it is desired to widen the pavement, then the road side of the build out should be a cycle path, perhaps dual use. As with most of the roads in this consultation, it is

## Summary of the consultation responses

heavily parked and would benefit from a drastic reduction in parking that would allow better pavements and cycle lanes.