

Item No. 18.	Classification: Open	Date: 6 February 2016	Meeting Name: Peckham and Nunhead Community Council
Report title:		Bellenden Road – Holly Grove – Lyndhurst Way Cycling and Walking Improvements - Results of Public Consultation	
Ward(s) or groups affected:		The Lane	
From:		Head of Highways	

RECOMMENDATION

1. That the Peckham and Nunhead Community Council supports the proposed recommendation to the cabinet member for Environment and the Public Realm to implement the proposals, as detailed in paragraph 5, subject to statutory procedures.

BACKGROUND INFORMATION

2. In accordance with Part 3H, paragraph 20 of the Southwark constitution, the community councils are to be consulted on traffic management decisions of a strategic nature.
3. The objectives of the scheme are to:
 - Promote Bellenden Road as the quieter route for cycling and walking in line with the Council's adopted cycling strategy (Southwark Spine);
 - Improve conditions for walking and access to green spaces;
 - Improve safety at junctions for all road users.
4. The Bellenden Road – Holly Grove – Lyndhurst Way cycling and walking improvements scheme area is bounded by Bellenden Road, Chadwick Road, Lyndhurst Way and Highshore Road. The study area is west of Rye Lane and is within the Holly Grove Conservation Area.
5. As part of the proposal, a number of changes would be put in place. This involves:
 - Removal of the Bellenden Road - Lyndhurst Way one-way gyratory, with two-way operation introduced on Lyndhurst Way, Holly Grove, Bellenden Road and Chadwick Road to maintain local access.
 - Bellenden Road between Highshore Road and Blenheim Grove to become no through route for motorised traffic. This section will be for local access only. Point closure to motorised traffic on Bellenden Road by William Griggs Garden in order to safely accommodate two-way cycling on Bellenden Road.

- Reconfiguration of William Griggs Garden to provide a turnaround facility on Bellenden Road (subject to planning approval). There will be a net gain in green space.
- Holly Grove west of Bellenden Road to be closed to through motorised traffic. This will provide a safe access for pedestrian and cyclists from Holly Grove into Warwick Gardens. The closure of Holly Grove will also open up an opportunity for future public realm improvements.
- Modify Highshore Road / Bellenden Road / Elm Grove junction to give priority to Highshore Road west and Bellenden Road north. A new zebra crossing to be provided at Highshore Road / Bellenden Road junction.
- New footway on the eastern side of Bellenden Road between Holly Grove and Highshore Road. In order to achieve this, the relocation of three parking spaces from Bellenden Road to Holly Grove is required.
- Footway widening and raised table at junctions to improve pedestrian safety and accessibility. As a result of this, four parking spaces to be removed from Lyndhurst Way at Lyndhurst Grove.
- Replace existing traffic humps with sinusoidal profile humps for the study area.
- Two-way operation on Highshore Road in order to maintain access to/from the northern end of Bellenden Road. This will require the removal of 10 parking spaces on the north side of Highshore Road.
- Northbound P13 bus to be rerouted along Bellenden Road north of Chadwick Road, then right into Blenheim Grove. Bus stop on Chadwick Road to be removed.
- Double yellow lines to improve visibility / safety for all road users.

6. If approved, the implementation of the proposal will start in spring 2016.

KEY ISSUES FOR CONSIDERATION

7. In March 2013 Southwark council consulted residents, businesses & stakeholders on the Bellenden Road area traffic management and road Safety proposals. Although feedback from the consultation indicated there was generally support for the proposals, certain features fundamental to a successful delivery of the overall scheme did not have majority support. Given the lack of a clear consensus on these issues it was recommended by the then cabinet member for Environment, Transport and Recycling that officers engage further with local community to ensure any proposals developed meet residents' aspirations and therefore will be better locally supported.
8. As a result, a drop in session was held in September 2014 for local residents and businesses to identify opportunities for improvements and the concerns they had in relation to the 2013 proposals.
9. Additionally, project officers carried out a walkabout with representatives from local stakeholders groups to gather their views on the issues affecting pedestrian and cyclists, and comments on the emerging design in March 2015.

10. An outline design was then developed, incorporating the comments from the drop in and walkabout sessions. See Appendix A for design layout. The key elements of the resultant scheme are as described in Paragraph 5.
11. A public consultation was held on these proposals in December 2015 and January 2016. The consultation was consulted over five weeks, until the 15 January 2016, to take into account the Christmas and New Year holiday period.
12. Three drop-in events were held, on Friday 18 December to Saturday 19 December 2015 and 8 January 2016. Officers were available at these events to discuss the scheme as well as answering any questions/queries attendees had. Over 90 consultees attended across the three events.
13. A total of 1,069 leaflets were delivered as part of the consultation, a total of 200 responses were received (duplicated responses were removed) during the consultation period, equating to a 19% response rate. See Appendix B for the distribution plan and Appendix C consultation leaflet.
14. The table below shows the distribution of the respondents' address:

Street	No. of Response
Lyndhurst Way	49
Bellenden Road	27
Holly Grove	14
Highshore Road	13
Elm Grove	11
Chadwick Road	6
Blenheim Grove	4
Choumert Street	4
Other	68

15. The consultation leaflet asked respondents to give their views on each of the individual proposals, as well as their overall view on the measures.

Public Responses

16. The consultation responses are summarised as follows:

	Support	Opposed	No answer
Overall view of the proposals	87	72	37
	44%	37%	19%
The proposed two-way operation on Lyndhurst Way, Holly Grove, Bellenden Road and Chadwick Road	107	73	16
	55%	37%	8%
The proposed 'No through' access for motorised traffic on Bellenden Road between Highshore Road and Blenheim Grove	96	83	17
	49%	42%	9%

The proposed reconfiguration of the William Griggs Garden to provide turnaround facility for Bellenden Road	85	91	20
	43%	46%	10%
The proposed closure of Holly Grove by Lyndhurst Way to vehicular traffic to improve access to Warwick Gardens for pedestrians and cyclists	96	82	18
	49%	42%	9%
The proposed modifications of Highshore Road/ Bellenden Road/ Elm Grove junction to give priority to Highshore Road west and Bellenden Road north	102	72	22
	52%	37%	11%
The proposed new footway on the eastern side of Bellenden Road between Holly Grove and Highshore, which requires relocating all existing parking bays to Holly Grove	104	74	18
	53%	38%	9%
The proposed 'No through' access on Bellenden Road by William Griggs Garden to vehicular traffic	95	83	18
	48%	42%	9%
The proposed two-way operation of Highshore Road and the removal of 10 parking spaces	99	75	22
	51%	38%	11%
The proposed footway widening and raised table at junctions to reduce crossing distances and improve accessibility?	112	66	18
	57%	34%	9%
The proposed replacement of existing traffic humps with sinusoidal humps	126	48	22
	64%	24%	11%
The proposed re-routing of the bus P13 to turn right directly into Blenheim Grove	107	65	24
	55%	33%	12%
The double yellow lines to improve visibility / safety for all road users	110	61	25
	56%	31%	13%

17. Summary of the responses received for each question, objections and concerns raised, together with officer's response are contained in Appendix D. The original responses can be found in Appendix E.

18. The key themes of objection and concern were:

- Increase in traffic volumes on Lyndhurst Way and Chadwick Road;
- Safety at junctions of Lyndhurst Way / Chadwick Road and Bellenden Road/Chadwick Road with the increased traffic volume and turning movements;
- Turnaround facility and reconfiguration of the William Griggs Garden;
- Removal of the parking spaces on Highshore Road and Lyndhurst Way; and,

- Replacing single yellow lines with double yellow lines on parts of Bellenden Road, Lyndhurst Way and Chadwick Road.

Stakeholders Responses

19. Both Southwark Living Streets and Southwark cyclists strongly support the overall proposal.
20. Southwark Living Streets felt that the existing one-way system is a real barrier to walking and cycling in the area. They strongly support the creation of a pedestrianised link between Holly Grove Gardens and Warwick Gardens. Living Streets also strongly support the proposed traffic calming throughout this route. They expressed strong support for the removal of the double mini-roundabout at Highshore Road / Bellenden Road junction.
21. Southwark Cyclists strongly support the changes overall. However, they raised a number of concerns:
 - Highshore Road junction with Bellenden Road as cyclists will be turning at the corner with reduced visibility;
 - Object to the buildout on Lyndhurst Way immediate north of Highshore Road as it would prevent the very lightly used parking being reallocated to space for cycling for the next section of the Spine;
 - There is no lighting under the rail bridges on Bellenden Road and Lyndhurst Way;
 - Concern that the Bellenden Road / Chadwick Road junction may lead to conflict as most motor vehicles will turn left whilst cyclists continue straight ahead; and,
 - Object to the kerb buildout on Chadwick Road (east of Bellenden Road) as this would make it harder to enable contraflow cycling in future.

Draft Recommendations to the cabinet member for Environment and the Public Realm

22. On the basis of the results of the public consultation the cabinet member is recommended to approve the implementation of the proposals, subject to necessary statutory procedures.

Policy implications

23. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly

Policy 1.7 – Reduce the need to travel by public transport by encouraging more people to walk and cycle

Policy 1.8 – Improve the walking environment and ensure that people have the information and confidence to use it

Policy 2.3 – Promote and encourage sustainable travel choices in the borough

Policy 4.2 – Create places that people can enjoy

Policy 5.1 – Improve safety on our roads and to help make all modes of transport safer

Policy 6.1 – Make our streets more accessible for pedestrians

Policy 8.1 – Seek to reduce overall levels of private motor vehicle traffic on our streets

Community Impact Statement

24. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.
25. The recommendations are area based and therefore will have greatest affect upon those people living, working or traveling in the vicinity of the areas where the proposals are made.
26. The proposed cycling and walking improvements will not only create a better cycle route for existing cyclists but also encourage people who are not currently cycling to do so.
27. As part of the scheme, public realm improvements will be made to which will be enjoyed by all road users.
28. The proposed two-way operation on Lyndhurst Way, Holly Grove, Bellenden Road, Chadwick Road and Highshore Road is necessary to maintain local access.
29. The proposed closures of Bellenden Road by Highshore Road and Holly Grove by Lyndhurst Way except for cyclists will vastly reduce the traffic volume on these streets and along the route. However, there will be some negative impact on local access where motor vehicles will have to travel a longer distance to enter or exit the local network.
30. An increase in traffic flow on Lyndhurst Way between Chadwick Road and Highshore Road, as well as on Chadwick Road between Bellenden Road and Lyndhurst Way is expected. Existing AM and PM peak hour flows on these sections are 620 passenger car units (pcus) and 390 pcus respectively. The proposed layout is predicted to increase the flows on both sections to approximately 850 pcus in both peak periods.
31. The introduction of double yellow lines at junctions and narrow sections gives benefit to all road users through the improvement of inter-visibility and therefore road safety. There is a risk that new restrictions may cause parking to be displaced.
32. The scheme will result in an overall loss of 14 parking spaces with 10 being removed on Highshore Road and 4 on Lyndhurst Way. The utilisation of the 10 resident permit/pay and display spaces on Highshore Road is low and there are alternative parking spaces on Lyndhurst Way north of Highshore Road, which also have low utilisation. The four spaces on Lyndhurst Way by Lyndhurst Grove are proposed to be removed to improve pedestrian visibility crossing at the junction.
33. William Griggs Garden is proposed to be reconfigured to accommodate a new vehicle turning facility for Bellenden Road. Existing carriageway space on the western edge of the garden would be converted and integrated into the garden to compensate for the loss of garden resulting from the turning facility. Under the proposal, there will be a net gain of garden area of 79m².

34. Bus route P13 is proposed to be re-routed in the northbound direction. At the moment the northbound buses on Bellenden Road turn left at Chadwick Road and follow the one-way system via Lyndhurst Way and Holly Grove, then turn left into Blenheim Grove and continue towards Rye Lane. Under the proposal, northbound buses will continue straight on Bellenden Road and turn right into Blenheim Grove. This will shorten the journey time for buses.
35. The bus stop on Chadwick Road between Bellenden Road and Lyndhurst Way will become redundant and will be removed.

Resource implications

36. All costs arising from implementing the recommendations will be fully contained within the existing budgets, which are funded by Transport for London.

Consultation

37. Consultation to date has been carried out as described in paragraphs 7 to 12.
38. Ward members were consulted in July 2015 prior to the commencement of the public consultation.
39. Pre-engagement was carried out with residents and representatives of the local stakeholders in September 2014 and March 2015 respectively.
40. The report provides an opportunity for the final comment to be made by the community council prior to a non-key decision scheduled to be made by the cabinet member for Environment and the Public Realm. Should the cabinet member approve the proposal statutory consultation, as defined by national regulations, is required before the implementation of traffic management orders for certain aspects of the scheme. The council will place a proposal notice in proximity to the site location and also publish the notice in the Southwark News and the London Gazette. The notice and any associated documents and plans will also be made available for inspection on the council's website or by appointment at its Tooley Street office.
41. Any person wishing to comment upon or object to the proposed traffic management orders will have 21 days in which to do so. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the cabinet member for determination, in accordance with the Southwark constitution.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011 Cycle Strategy	Southwark Council Environment and Leisure Parks Design Team 160 Tooley Street London SE1 2QH	Matt Hill 020 7525 3541

	Online: http://www.southwark.gov.uk/info/2/00107/transport_policy/1947/transport_plan	
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APPENDICES

No.	Title
Appendix A	Outline design layout
Appendix B	Consultation Distribution Plan
Appendix C	Consultation leaflet
Appendix D	Response summary
Appendix E	Full response

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Clement Agyei-Frempong , Project Manager	
Version	Final	
Dated	26 January 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	26 January 2016	