

<b>Item No.</b> 14.	<b>Classification:</b> Open	<b>Date:</b> 19 March 2016	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Cycle Quietway 7 (Elephant & Castle to Crystal Palace Quietway)	
<b>Ward(s) or groups affected:</b>		Brunswick Park, South Camberwell Wards	
<b>From:</b>		Head of Highways	

## RECOMMENDATION

1. It is recommended that the following recommendations to be made to the cabinet member for environment and the public realm :
  - Approve implementation of proposals consulted on from New Church Road / Edmund Street junction to Peckham Road subject to statutory procedures.
  - Approve implementation of proposals consulted on from Wilson Road to Lettsom Street subject to statutory procedures
  - Put on hold proposed traffic management trial on Champion Hill until an area wide traffic management study currently underway is completed The outcome of this study will inform impact of any road closures in the wider area (see Appendix S for the extent of study)
  - Put on hold proposed changes at Grove Hill Road / Dog Kennel Hill junction until an area wide traffic management study is completed. (see appendix S for the extent of study)
  - Undertake further investigation into the impact of a possible trial closure to motor vehicles of Edmund Street and/or Benhill Street.

## BACKGROUND INFORMATION

2. In accordance with items 18 and 20 of Part 3H of the Southwark constitution, community councils are to be consulted on the detail of strategic parking / traffic / safety schemes. In practice this is carried out following public consultation.
3. The community council is now being given the opportunity to make final representations to the cabinet member following public consultation.
4. The objectives of the overall scheme are to:
  - Provide a network of continuous and safe cycle routes across inner London;
  - Improve road safety;
  - Better conditions for cyclists;
  - Improve accessibility for all road users; and,
  - Enhance quality of the streetscape.
5. A summary of all responses to the consultation undertaken can be found in the following Appendices:

- Appendix A - New Church Road / Edmund Street junction to Peckham Road
  - Appendix F - Wilson Road to Lettsom Street
  - Appendix K - Dog Kennel Hill / Champion Hill
  - Appendix R - Champion Hill overview results
6. Full details of all responses to the consultation undertaken can be found in the following Appendices:
- Appendix E - New Church Road / Edmund Street junction to Peckham Road
  - Appendix J - Wilson Road to Lettsom Street
  - Appendix O - Dog Kennel Hill / Champion Hill
  - Appendix Q- Champion Hill engagement report.
7. The ward members were made aware of the scheme and the associated design in October 2015. Public consultations were undertaken in late 2015.
8. Response rates across the consultations were low nonetheless overall level of support from respondents was strong.
- New Church Road / Edmund Street junction to Peckham Road - 31 responses from approximately 700 leaflets distributed (4.4% response rate)
  - Wilson Road to Lettsom Street – 29 responses from approximately 600 leaflets distributed (4.8% response rate)
  - Champion Hill engagement - 471 responses from 1180 leaflets,(40% response rate ) – note this section benefitted from enhanced on-street engagement from Sustrans
  - Dog Kennel Hill / Champion Hill– 81 responses from approximately 2,200 leaflets distributed (3.7% response rate).
9. A formal decision on the entire quietway alignment, from Elephant and Castle to Crystal Place, will be made by the cabinet member for environment and the public realm before the end of August 2016.

#### **KEY ISSUES FOR CONSIDERATION:**

##### **New Church Road / Edmund Street junction to Peckham Road**

10. Public consultation took place with all residents and businesses within the area detailed in Appendix D from 26 October 2015 until 20 November 2015 (20 working days).
11. An open day event also took place on the 2 November 2015 at the Debre Sahl Eritrean Orthodox Christian Saint Michael's Community Church (78 Edmund St, London SE5 7NR).
12. Approximately 700 properties and businesses were consulted as part of this consultation of which 31 responses were received for this section. This is a response rate of 4.4%.

13. Overall, 74% of respondents to the public consultation for New Church Road / Edmund Street junction to Peckham Road were in favour of the proposals (a total of 23 responses).

The table below summarises the key concerns and objections to the scheme:

<b>New Church Road / Edmund Street junction to Peckham Road</b>	
<b>Proposal</b>	<b>Concern/Objection</b>
<b>Overall</b>	New Church Road / Edmund Street / Southampton Way Junction is unsafe for pedestrians and cyclists trying to cross
	Request for modal filtering - Speeding and rat-running along Edmund Street / Church Street will not be discouraged with current proposals.
<b>Extension of double yellow lines</b>	Loss of parking.
<b>Proposals at Brunswick Park / Benhill Road junction</b>	Adequate visibility is achieved with current junction layout – the junction should not be changed.

Officer responses to the above comments can be found in Appendix B

## **KEY ISSUES FOR CONSIDERATION –**

### **Wilson Road to Lettsom Street**

14. Public consultation took place with all residents and businesses within the area detailed in Appendix I from 26 October 2015 until 20 November 2015 (20 working days).
15. An open day event also took place on the 2 November 2015 at the Debre Sahl Eritrean Orthodox Christian Saint Michael's Community Church (78 Edmund St, London SE5 7NR).
16. Approximately 600 properties and businesses were consulted as part of this consultation of which 29 responses were received for this section. This is a response rate of 4.8%.
17. Overall, 72% of respondents to the public consultation for Wilson Road to Lettsom Street were in favour of the proposals (a total of 21 responses).

The table below summarises the key concerns and objections to the scheme:

<b>Wilson Road to Lettsom Street</b>	
<b>Proposal</b>	<b>Concern/Objection</b>
<b>Overall</b>	Inadequate provision for cyclists at Peckham Road / Wilson Road / Benhill Road junction.
	Lack of proposals on Camberwell Grove.
<b>Extension of double yellow lines</b>	Loss of parking.
<b>Conversion of existing stepped access at Grace's Mews to ramp</b>	Conflict between pedestrians and cyclists
	Insufficient lighting at this location.

Officer responses to the above comments can be found in Appendix G

#### **KEY ISSUES FOR CONSIDERATION –**

##### **Dog Kennel Hill / Champion Hill**

18. Public consultation took place with all residents and businesses within the area detailed in Appendix N from 23 November 2015 until 18 December 2015 (20 working days).
19. An open day event also took place on 1 December 2015 at the William Booth College, Champion Park, London SE5 8BQ.
20. Approximately 2,200 properties and businesses were consulted as part of this consultation of which 81 responses were received for this section. This is a response rate of 3.7%.
21. Overall, 75% of respondents to the public consultation for Wilson Road to Lettsom Street were in favour of the proposals (a total of 61 responses).

The table below summarises the key concerns and objections to the scheme:

<b>Dog Kennel Hill / Champion Hill</b>	
<b>Proposal</b>	<b>Concern/Objection</b>
<b>Overall Scheme Comments</b>	Rat-running on Camberwell Grove to Dog Kennel Hill
	Unsafe layout for cyclists turning right from Peckham Road into Camberwell Grove
	Suggested introducing traffic calming measures on Camberwell Grove
<b>The</b>	Concerned increasing volume of traffic due to recent changes on

<b>introduction of the right turn from Grove Hill Road into Grove Lane</b>	Camberwell Grove/Grove Hill.
<b>Champion Hill and Grove Hill operating in different signal phases to improve road safety</b>	Objection to different signal phases due to existing delays at the junction at peak times
<b>Improve safety for pedestrians</b>	Objection to replacing the existing speed bumps with sinusoidal humps
	Objection to widening pedestrian footway due to narrow road for motorists

Officer responses to the above comments can be found in Appendix L

22. Any residents who are not aware of the various proposals still have a further opportunity to object during the statutory consultation stage which precedes implementation of certain elements of the proposals. Any such objections will need to be formally considered by the cabinet member prior to implementation.

## KEY ISSUES FOR CONSIDERATION –

### Champion Hill Engagement

23. The table below summarises key concerns raised during consultation

Location/ issue	Comments
Champion Hill raised junction	Poor visibility - blind corner
	Cars cut the corner as the road and pavement are level
	It's very hard to cross as a pedestrian
	Cars drive around it at speed
Denmark Hill - raised junction	Traffic islands and parking cause pinch points
	Drivers are impatient and try to overtake
	Speed limit isn't enforced
	Pavements poor surface and sometimes slippery

	Cars drive the wrong way around traffic islands
Raised junction - Dog kennel Hill	Pavements are too narrow and it is intimidating for pedestrians, especially with children
	Should be able to turn right at Dog Kennel Hill
Crossings	Not enough crossings
	Crossing at all junctions (Denmark Hill, Dog Kennel and raised junction) is difficult.

24. These concerns were to be assessed as part of the intended traffic management trial, following which appropriate remedial measures could be proposed.
25. The proposals for Champion Hill and Dog Kennel Hill / Champion Hill junction cannot to be taken forward in their current form. Dog Kennel Hill, Grove Lane and Champion Park (A2216) form part of the Strategic Road Network (SRN). As a result Transport for London have to approve changes that impact on strategic routes, especially the impact of any traffic management changes on journey times for buses. Due to concerns raised by Transport for London during the consultation process regarding the impact on local bus services of opening the currently banned right turn from Grove Hill Road onto Grove Lane; it is not possible to proceed at this stage with the proposed changes at Dog Kennel Hill / Grove Lane / Champion Hill junction. Without opening the right turn, from Grove Hill road to Grove Lane, it is impossible to trial the proposed traffic management changes on Champion Hill.
26. An area wide traffic management study is therefore currently being undertaken, funded by Transport for London, to establish traffic movement patterns in the area (appendix S), especially Camberwell Grove, Champion Hill, Grove Park, and Bromar Road to assess the impact of mitigation measures on the wider road network. Officers will report to the Community Council, once the study is completed, on the findings of the traffic management study and the recommended way forward.

**Draft recommendations to the cabinet member for environment and the public realm**

27. To approve implementation of proposals consulted on from New Church Road / Edmund Street junction to Peckham Road subject to statutory procedures.
28. To approve implementation of proposals consulted on from Wilson Road to Lettsom Street subject to statutory procedures.
29. Put on hold proposed traffic management trial on Champion Hill until an area wide traffic management study currently underway is completed . Outcome of this study will inform impact of any road closures in the wider area (see Appendix S for the extent of study).
30. Put on hold proposed changes at Grove Hill Road / Dog Kennel Hill junction until an area wide traffic management study is completed. (see appendix S for the extent of study).

31. Undertake further investigation into the impact of a possible trial closure to motor vehicles of Edmund Street and/or Benhill Street.
32. Further considerations will be given throughout the detailed design phase of this project to address the specific comments raised from the consultation and localised consultations carried out where changes to the proposals are made.

### **Policy implications**

33. The recommendations contained within this report are consistent with the London Borough of Southwark's policies within the Transport Plan 2011, particularly:

Policy 1.1	Pursue overall traffic reduction
Policy 1.7	Reduce the need to travel by public transport by encouraging more people to walk and cycle
Policy 1.12	Ensure that cycle parking is provided in areas of high demand and in areas where convenient
Policy 2.3	Promote and encourage sustainable travel choices in the borough
Policy 4.1	Promote active lifestyles
Policy 5.8	Improve perceptions of safety in the Public Realm
Policy 6.3	Support independent travel for the whole community

### **Community impact statement**

34. 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.
35. Cycling infrastructure proposals also have the added advantage of improving the environment through reduction in carbon emissions as well as social health and fitness benefits. No group has been identified as being disproportionately adversely affected as a result of these proposals but it is considered that cyclists will benefit.

### **Resource implications**

36. This report is for the purposes of consultation only and there are no resource implications associated with it.

### **Consultation**

37. Ward members were consulted prior to commencement of the consultation.
38. This report provides an opportunity for final comment to be made by the community council prior to a formal decision scheduled to be taken by the cabinet member for environment and the public realm in summer 2016.
39. If approved for implementation, certain elements of the proposals will be subject to statutory consultation required for the making of the relevant traffic management orders. This gives further opportunity to comment and object, given

the amended proposals. The designs will be subject to further minor modifications and road safety audits.



## Background Documents

Background Papers	Held At	Contact
THE MAYOR'S VISION FOR CYCLING IN LONDON	Southwark Council Environment and the Public Realm Network Development 160 Tooley Street London SE1 2QH Online: <a href="http://content.tfl.gov.uk/gla-mayors-cycle-vision-2013.pdf">http://content.tfl.gov.uk/gla-mayors-cycle-vision-2013.pdf</a>	Clement Agyei-Frempong 020 7525 2305

## APPENDICES

No.	Title
<b>New Church Road / Edmund Street junction to Peckham Road</b>	
Appendix A	Responses to Consultation Questions
Appendix B	Main Consultation Issues and Responses
Appendix C	Consultation Plans
Appendix D	Consultation Area
Appendix E	Detailed Consultation Comments and Responses
<b>Wilson Road to Lettsom Street</b>	
Appendix F	Responses to Consultation Questions
Appendix G	Main Consultation Issues and Responses
Appendix H	Consultation Plans
Appendix I	Consultation Area
Appendix J	Detailed Consultation Comments and Responses
<b>Dog Kennel Hill / Champion Hill</b>	
Appendix K	Responses to Consultation Questions
Appendix L	Main Consultation Issues and Responses
Appendix M	Consultation Plans
Appendix N	Consultation Area
Appendix O	Detailed Consultation Comments and Responses
<b>Champion Hill engagement</b>	
Appendix P	Champion Hill engagement flyer
Appendix Q	Community engagement report
Appendix R	Overview of results
Appendix S	Extent of area wide traffic management study

**AUDIT TRAIL**

<b>Lead Officer</b>	Matthew Hill, Head of Highways	
<b>Report Author</b>	Clement Agyei-Frempong, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	9 March 2016	
<b>Key Decision</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
<b>Date final report sent to Constitutional Team</b>	9 March 2016	