



Cheltenham Road Summary Report

Footway and Bus Priority Improvement Works

February 2020

Introduction

This report has been produced by the London Borough of Southwark Highways team to provide a summary on the consultation exercise for the proposed Bus Priority Improvement Works along Cheltenham Road.

Cheltenham Road is located in the Peckham Rye Ward.

The Council, in collaboration with Transport for London is committed to making Southwark's street safer and more accessible to all and the proposals for the road fulfil this commitment. The proposed measures enhance the environment for cyclists and improve bus journey times for passengers using the 343 and 484 bus routes. These measures support Transport for London's Healthy Streets indicator – people choose to walk, cycle and use public transport.

The following measures were consulted upon to improve bus journey times along Cheltenham Road, around its junction with Ivydale Road and Kelvington Road, see Appendix A for scheme proposals:

- Widening of the footway between No 114 and 124 Cheltenham Road to improve walking conditions, encourage slower traffic and give road priority to buses
- Removal and resurfacing of a disused driveway on north side of Cheltenham Road
- Extension of the bus stop on south side of Cheltenham Road
- New off-street loading bay on south side of Cheltenham Road.
- Provision of a footway build-out on the eastern side of Kelvington at its junction with Cheltenham Road

Public Consultation on these proposals took place from 6 January to 2 February 2020. All residents and businesses within the consultation area were asked whether they support, support with changes or do not support the proposed improvements.

Consultation Process

The views of the local community were sought as part of this consultation exercise.

A letter including a plan of the proposals was posted to addresses within a consultation area. Consultees were advised to respond to the consultation via the online consultation portal (A copy of the letter is attached in Appendix B). The consultation letters were delivered by Royal Mail to 192 addresses on 8 January with a deadline for responding of 2 February 2020. A further reminder was sent on 27 January. No letters were

returned to Southwark offices due to the addresses no longer being occupied

The consultation area included all properties Kelvington Road and Hawkslade Road and properties within the vicinity of the scheme on Cheltenham Road, Ivydale Road and Surrey Road. A map showing the consultation area is attached in Appendix C.

In addition, a direct phone number and email address to the Highways project manager was made available to those wishing to make enquires or respond to the consultation via email or phone.

Summary of Consultation Results

Consultation Returns and Response Rate

A total of 36 responses were received during the consultation period. This represented approximately 19% response rate.

Analysis of the responses revealed that there were three responses received from outside the consultation area which have been removed from the analysis and which brings the response rate to 17% as shown in Table 1 below

Description	Result
Number of properties consulted	192
Number of all responses	36
Number of duplicate responses	0
Number of responses received from outside the consultation area	3
Number of responses received from organisations	0
Response Rate	17%

Table 1 Summary of consultation returns

Analyses of the responses received reveal general support for the scheme.

Summary of results

Table 2 below summarises the responses received to question Q1 from all respondents:

Response rate	Q1, Overall, do you support the proposed improvements on Cheltenham Road?		
	Support	Support with changes	Do not support
33 out of 192	14	8	9
17%	43%	24%	27%

The results indicate 67% 'fully support' / 'support with changes' the proposals for improvements along Cheltenham Road. Two of the respondents did not answer question 1 but were in support of all the other specific proposals as part of the scheme (contained in questions 2-7).

Of the other questions asked, the two specific proposals with over 70% support were for narrower crossing at junction with Kelvington Road and provision of a new loading bay.

Consultees were also asked how they travel in the area. The options were given were: Walking; Car; Mobility scooter/wheelchair; Cycling; Walking with child's buggy; Motorcycle/moped; and, public transport. Consultees were able to select more than one option and the results are in figure 1 below

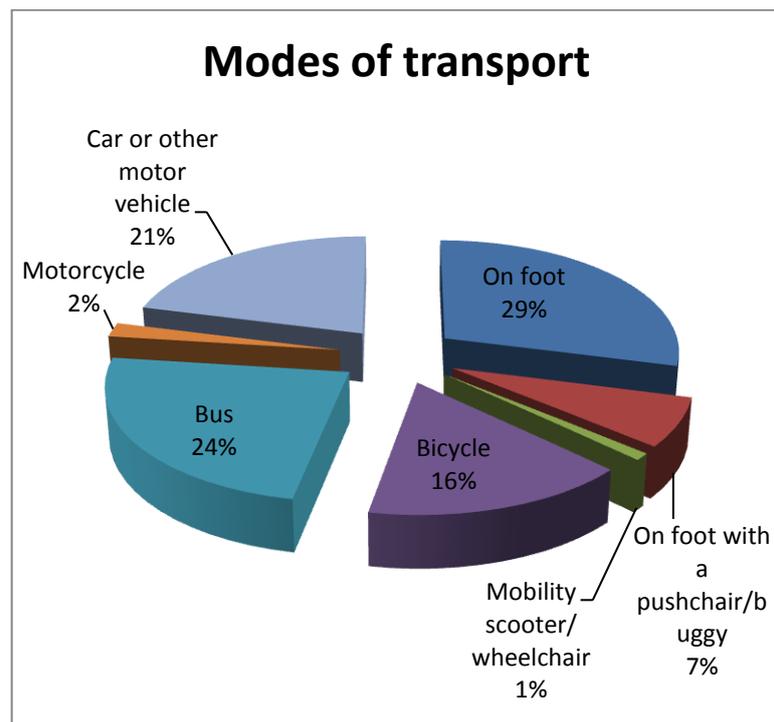


Figure 1 - Consultation Results to how people travel through this area

Figure 1 shows that a significant proportion (76%) uses the local buses, cycling and walking as a means of transport.

Respondents' Comments

The consultation website allowed consultees to support, support with changes or not support and also provide any comments they may have on the proposals.

All responses received are reproduced in Table 3 overleaf with officer's responses.

Comments	Notes
<ul style="list-style-type: none"> • I would like you to consider the following suggestions to further improve safety for pedestrians by <ol style="list-style-type: none"> 1. Getting motorists travelling on Cheltenham road to slow down as they approach the junction with Ivydale by raising the entire surface of the road either from Stuart Road or Surrey Road so traffic will be forced to slow down before getting to the turn . 2. Clearer , bolder signage for motorists warning them of the approaching turn into Ivydale. <p>3. Have you considered a mini roundabout ? This will slow traffic and improve safety .</p> • I would suggest a bus gate or other solution that would reduce the amount of unnecessary through-traffic in the area. • The proposed changes are great. In addition Cheltenham Road (south side) is in desperate need of a speed camera or speed bumps. We live in Surrey Road (just off Cheltenham are) and the speeding up and down the road throughout the day and evening is ridiculous. People treat the Ivydale corner like a race track and then speed up to The Rye. It needs to have something like the other main roads in the area - Ivydale/Colyton/Peckham Rye. With so many families and children it's a miracle no one has been hit so something must be installed to prevent this. • I am not too sure how it would slow people on that corner from Ivydale around to Cheltenham. I cross there with my young daughter and it is terrifying how fast people come round that corner. Generally I support anything that should make it safer and more pedestrian and bicycle friendly. I'm not sure about the effect of the loading bay change to the cafe and shops on that corner. I but there are often large vehicles unloading at or close to the bus stop making visibility poor so it would probably be good overall. • Additional tree planting and greening where possible. Especially used to breakup parking. • The whole stretch of Cheltenham road requires more in the way of traffic calming measures. It is 20mph but no one abides by this as there are no speed bumps or speed cameras. All other 20mph stretches of road around the Peckham Rye park either have speed bumps or cameras. This stretch does not. • In addition to what you have set out above, there needs to be a raised (speed bump) zebra crossing where Cheltenham road meets Hichisson road as well. This is a busy crossing area for people getting to and from the park and Ivydale school but cars race along that stretch. Either that or speed bumps spaced out along Cheltenham road. 	<p>Narrowing of the carriageway is designed to encourage vehicles to lower speeds without affecting buses and emergency services journeys. Following implementation of the scheme trends will be monitored and if required additional measures will be proposed</p>

Comments	Notes
<ul style="list-style-type: none"> • Traffic calming measures further up Cheltenham towards Peckham Rye Park. • Extension of bus stop 3m max. Single loading bay. Concerns include: There will be privacy issues with passengers being able to look directly into residential windows when bus has stopped. 343 bus is a 24hr bus route, and will lead to increased noise, and loss of sleep throughout the night for some residents as buses and other motor vehicles brake and accelerate, as well as when passengers board and alight. Domestic and business refuse is often left beside bus stop bin, which will further lead to extra litter further down Cheltenham Road. • These proposals will make this area of the road more congested to the car drivers, who I notice haven't been considered . <p>As it is cars and buses juggle to pass each other at this point, widening pavements that are adequate, although need upgrading in places, will only cause more trouble, and buses trying to exit Cheltenham road into Ivydale will have reduced turning space, it's already a problem!! Removing trees along this road would give the pedestrians more room on the pavements as the roots cause problems. Make the area outside the shop as you turn into Ivydale no parking, in my opinion should have been done when the width restrictions were put in place, and the first one points in the wrong direction so near a corner. The corner by Ivydale lower school should also be no parking , you try driving two buses round there with cars parked both sides not to mention cars !!!!!</p> <p>I'm sure the residents on the south side, who have parking problems already, won't be pleased about the extension of the bus stop, and this will cause further congestion to the side streets , including mine Hawkslade, as we have cars from surrounding roads already when we have limited parking for our own residents.</p> <p>All in all I can only see major upheaval during implementation, Hardly any benefits! And a total waste, yet again of tax payers money, but regardless of my or anyone else's objections I expect you will go ahead , so I'm unsure why you bother to consult us</p>	<p>The designs have been modified to exclude extension of the bus stop. In addition, the bus shelter will be replaced with a smaller one and the bus flag relocated to maximise effective use of the bus cage</p> <p>The widening of the footway on the northern side will provide a wider turning radius for buses allowing them to manoeuvre easier. Movement of vehicles around the corner and junction with Kelvington Road has been tracked and shown to work</p>

Comments	Notes
<ul style="list-style-type: none"> • On whole v welcome plan. Slowing traffic there a good idea as the corner and junctions around it difficult to cross even as far up as surrey road. otd of school children use these bus stops. My son crosses from surrey road junction over cheltenham.road for bus towards peckham and its quite a tricky crossing to make - particularly as cars speed along that section revving up from and yowards kelvingtom road. Proposed bus stop towards lewisham move is very near corner - can anticipate accidents. Bus stop towards peckham and dulwich - good to extend but can imagine tesidents of 110 and 112 xheltenham will not like it being right outside their frontdoors. • A raised junction table with pcc sinusoidal ramps would help slow all traffic, not just busses, and would help to reprioritise the road space in favour of pedestrians. • I would not extend the bus cage and move the bus stop flag in front of more residential properties. The proposed changes would make the busses stop, and people wait at a bus stop outside of residential properties rather than the commercial properties at 116 and above where they currently do. <p>Keeping the bus stop outside of the shops makes more sense than moving it down the road outside of ground floor residential properties.</p> <ul style="list-style-type: none"> • Do not extend the southern side bus stop in front of ground floor residential properties. This bus stop is currently only outside ground floor commercial properties. People waiting and boarding the bus do so without having to wait outside the front or ground floor residential. • Traffic calming measures further up Cheltenham towards Peckham Rye Park. • Not happy at all. Narrowing the road will not allow parking and will cause friction in the neighbouring sheets. Just put in speed bumps to slow down traffic. • This is not a proper consultation. You have already set a date for work to begin therefore residents have not been consulted at the idea stage. I am not happy about double yellow lines and narrowing the road. • Do not do any of the proposed changes. It will cause bottlenecks and disarray. <p>But put speed-bumbs (I think is called sleeping policeman) all through the road. This will slow down the traffic.</p> <p>Also could put a zebra crossings one or both ends of the street.</p>	<p>Following discussions with TfL, the designs have been modified to exclude extension of the bus stop on the south-side (outside No 112). In addition, the bus shelter will be replaced with a smaller one and the bus flag relocated to maximise effective use of the bus cage. The bus shelter on the southbound carriageway will be relocated forward of its current position to provide more space around the shelter to facilitate pedestrian movements</p> <p>The widening of the footway on the northern side will provide a wider turning radius for buses allowing them to manoeuvre easier</p>

Comments	Notes
<p>I use the road daily as it is my main road of use I understand the matrix of the road and strongly believe that speed bumps will be cost effective and be efficient to have the desired impact.</p> <p>I STRONGLY OPPOSE THE PROPOSAL.</p> <ul style="list-style-type: none"> • Wide speed bumps to slow traffic. Humps in the road • I don't think changing only the road layout and pavements will make the road safer. Liaising with TfL regarding the number of buses that drive through (far too frequent for a residential area) and driver training - every day buses drive through at such speed houses along Ivydale road shake. They have no consideration for cyclists, pedestrians and other road users. The road and area is not made for such a large amount of through traffic from buses! • I am not against the "junction widening and narrower crossing at junction with Kelvington Road" being proposed, but there is one issue. <p>Many cars turning from Cheltenham on to Ivydale at that junction have to come to a complete stop due to oncoming buses or vehicles heading towards them. This is because the latter have the right of way at the narrow "traffic calming" spot that was installed on Ivydale road, just after that corner.</p> <p>This often causes traffic jams, especially when the cars are unaware of the upcoming traffic calming spot. Bus drivers are aware and do their best to avoid causing a jam but it's not always possible. And parked cars on both sides of that spot leave no room to manoeuvre so many cars have to reverse to make room for oncoming buses/vehicles. This is dangerous for fellow drivers as well as cyclists.</p> <p>I'd suggest the parking space on the north side of that spot, just outside the shop, be removed and double yellow lines be put in place. This would give drivers time to pull in and avoid traffic build up at that spot.</p> <ul style="list-style-type: none"> • The problem with cars driving too fast is on Cheltenham rd from Kelvington until Peckham rye common. My concern is that if there are further traffic jams at the corner of Cheltenham and Ivydale that frustrated drivers will drive even faster towards the park. • I consider that all of the proposed changes are sensible. However, in addition, there needs to be more done to deter drivers from speeding on Cheltenham Road. It is no exaggeration to say that sometimes people go so fast, that our house (on Surrey Road) vibrates. <p>Please can speed bumps and / or a speed camera be put on the road. If something isn't done, someone is going to be seriously injured.</p>	<p>Following discussions with TfL, the designs have been modified to exclude extension of the bus stop on the south-side (outside No 112). In addition, the bus shelter will be replaced with a smaller one and the bus flag relocated to maximise effective use of the bus cage.</p> <p>Narrowing of the carriageway is designed to encourage vehicles to lower speeds without affecting buses and emergency services journeys. Following implementation of the scheme trends will be monitored and if required additional measures will be proposed</p>

Comments	Notes
<ul style="list-style-type: none"> • This residential road, with a few important and well used local shops, supports two bus routes. Both busses can often end up travelling together. As well as the busses, there are a lot of cyclists, and car drivers and motorcyclists. It's an important road. By narrowing it (unnecessarily widening the pavement) you are making things even more difficult. It would be completely unnecessary to widen the pavement but would make things worse for road users. Do you really wish to do this? The pinch points on Ivydale Road have made things really difficult especially for busses, to progress down that road so if you make things even more difficult for them on Cheltenham Road there could be even more hold ups as they are forced to wait for the opportunity to progress down a narrowed road. We are aware you are trying to stop people driving cars and motorcycles (incidentally, please install more motorcycle parking bays with rails to which we can lock our motorcycles so they are not easily lifted away into vans and stolen, maybe on the corner of Stuart and Cheltenham Roads?) but you have to accept that Cheltenham Road is a major through road. And people live on both sides of the road and there is quite a community there. A bus build out will simply hold up all the traffic behind it. It is totally unnecessary and makes things worse. Please do not do this. • I don't want the road narrowed any more. The existing road narrowing has made it bad enough as it is with buses, vans and other traffic stopped outside my house, trying to edge past each other, pumping out pollution, revving up and shaking my house to pieces, to say nothing of the noise. Creating more traffic jams will also be detrimental to bus services. It's a waste of council taxpayers' money and will significantly worsen the adverse conditions you've already created. • I don't see the need to make so many changes to Cheltenham road. I agree with Junction widening and narrower crossing at the junction with Kelvington Road. In addition I agree with the plan to remove the unused driveway. <p>This aside I don't understand why there should be so much money put into widening an already sufficiently sized pavement. I don't see many bikes using the existing bike stands so more makes no sense to me. Furthermore the bus stop is fine the way it is. Again there isn't a pressing need to do anything in this regard.</p>	<p>Narrowing of the carriageway is designed to encourage vehicles to lower speeds without affecting buses and emergency services journeys. Following implementation of the scheme trends will be monitored and if required additional measures will be proposed</p>

Recommendations

In light of the consultation comments for the proposed improvements along Cheltenham Road and council's commitment for making streets in the borough safer for all road users, it is recommended that the scheme is progressed to detailed design.

A report is being taken to the Cabinet Member for Environment, Transport and the Climate Emergency in March 2020 with the officer's recommendation to carry out advertisement of the relevant traffic management orders.

Appendices

- Appendix A – Scheme Proposal
- Appendix B – Consultation letter
- Appendix C – Map of the consultation area