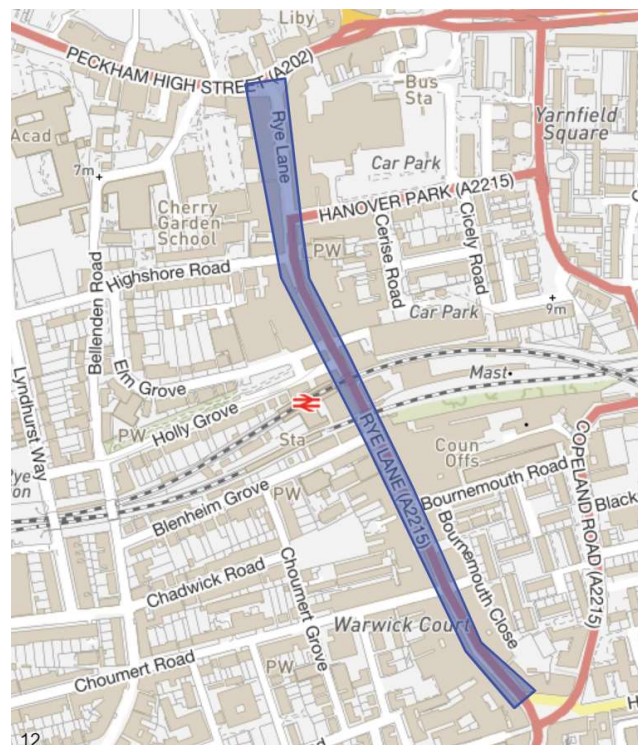


Rye Lane Consultation Report

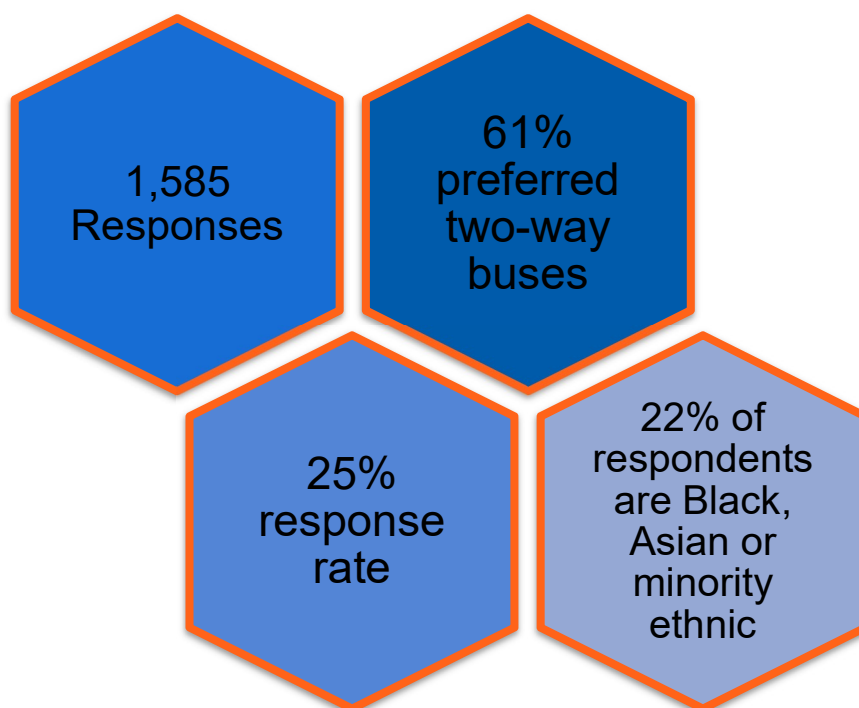
An overview of the feedback received during the consultation on the bus arrangement on Rye Lane



Between July and September 2022, Southwark Council consulted on the recent reopening of Rye Lane to two-way buses and cyclists at all times and loading/unloading from 7am to 10am. This arrangement has been enforced under an experimental traffic management order, which means that within 18 months of it coming into force, we must consult on the efficacy of the scheme and whether it should be removed, amended or kept as it is.

While the key question asked as part of this consultation exercise was whether the respondent preferred buses to be kept in two-way operation or one-way operation, the survey also asked for feedback on other aspects of Rye Lane such as street cleansing, graffiti and waste management. The recommendations at the end of this report cover actions to be taken forward by the Highways Division and all other issues will be passed to the relevant department for consideration

Headline Results



As part of this consultation, two options were presented as a way forward for the traffic arrangement on Rye Lane. Option A was to keep the arrangement as it is now with buses two-way and loading and unloading for other motor vehicles from 7am to 10am. Option B was to switch buses to one-way working with either northbound or southbound buses diverted as per the arrangement during the Covid-19 pandemic, this option would still allow cyclists to travel both ways.

As well as asking this key question, other questions about how the Council could improve Rye Lane were asked to inform future improvements in the area. This included options on how to improve the walking and cycling experience, plus questions about personal safety and the cleanliness of Rye Lane. Questions were also asked about how to improve section north of Hanover Park.

We will outline the responses to additional questions in this report, but many do not come under the remit of the Highways Division and will thus be passed onto the relevant department to be considered.

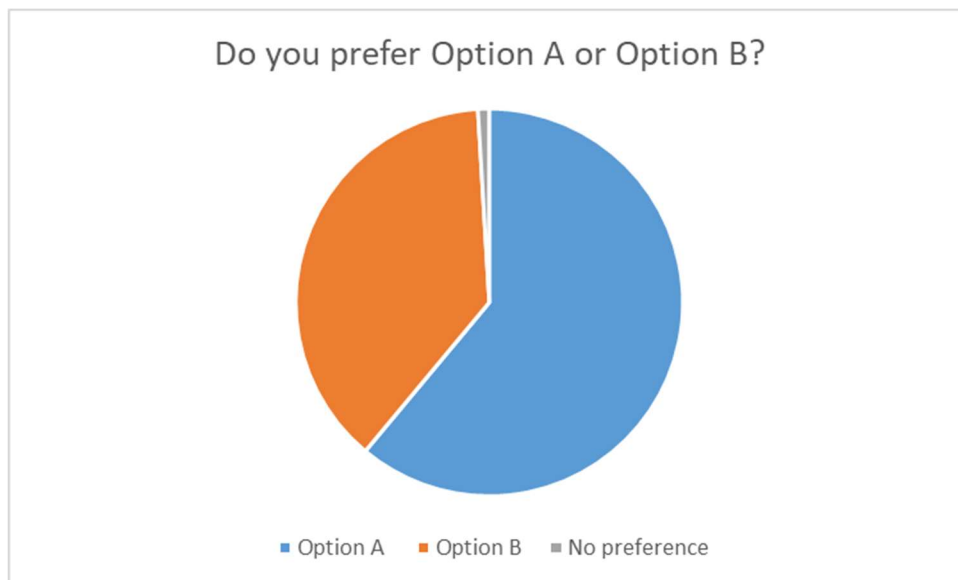
Over a two month period, two separate flyers were sent to 6,223 addresses. One invited recipients to respond to the online questionnaire and invited people to attend two events, one was an on street stall intended to reach out to passers-by and one was in the hall at the back of the Baptist Church on Rye Lane, this was intended for those who wanted to plan to visit and speak to officers. Prior to the second event, a reminder flyer was sent to all addresses asking for them to attend the event and respond to the online questionnaire.

As well as receiving the flyer, the businesses in the area were visited as part of this consultation and asked questions in person from a shortened questionnaire. These were then inputted into the main questionnaire.

Key external stakeholders were contacted regarding this consultation, including: Peckham Vision, Transport for London and Southwark Cyclists. Peckham Vision emailed details to their stakeholder list and TfL and Southwark cyclists sent their feedback to the proposals, which has been included in this consultation overview.

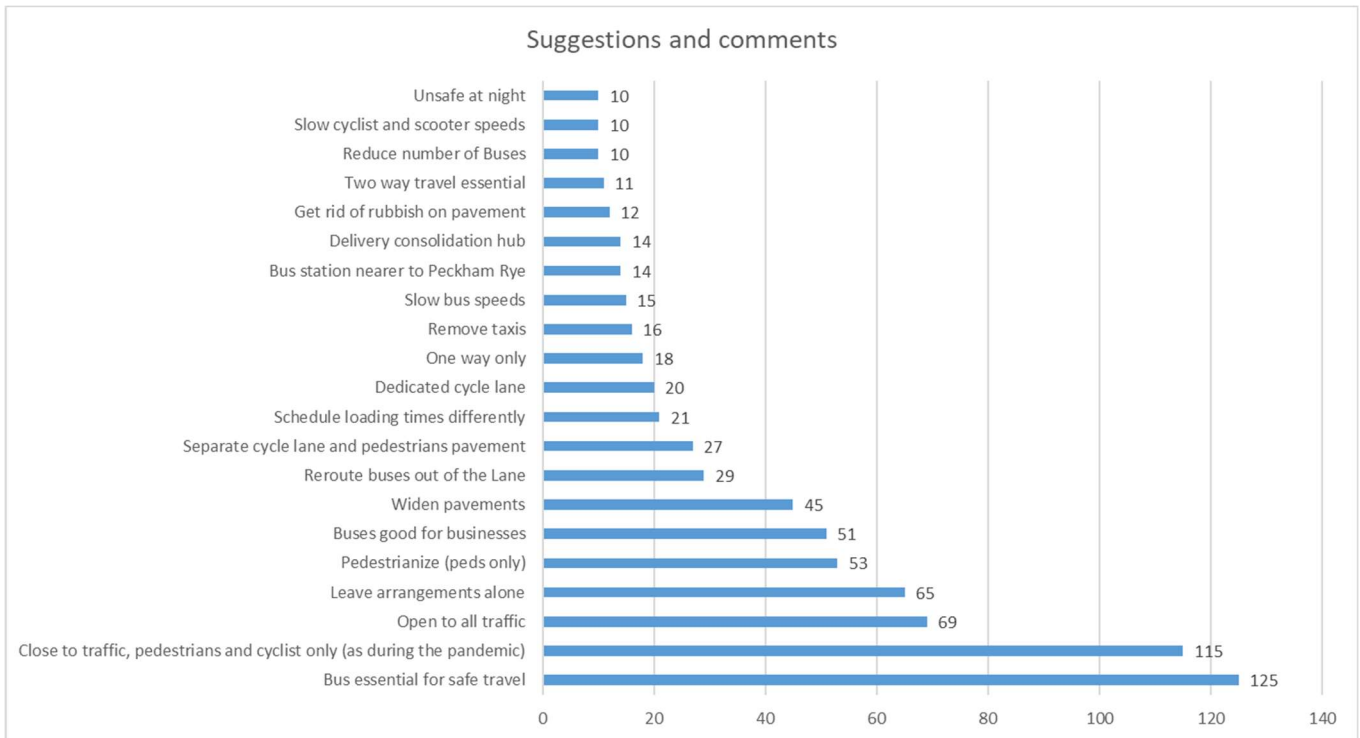
Option A or B?

Option A is two-way buses and Option B is one-way buses.



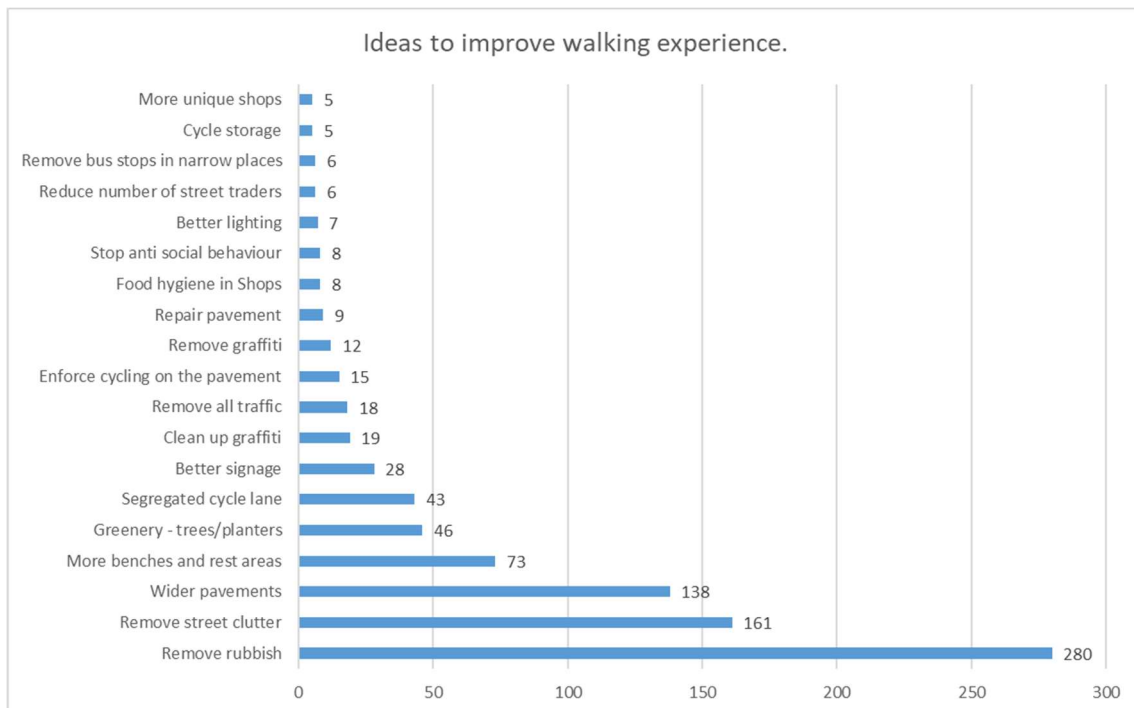
Chosen Option	Number	Percentage
Option A	968	61.1%
Option B	602	38.0%
No preference	15	0.9%

Alternative suggestions for the traffic arrangement on Rye Lane?



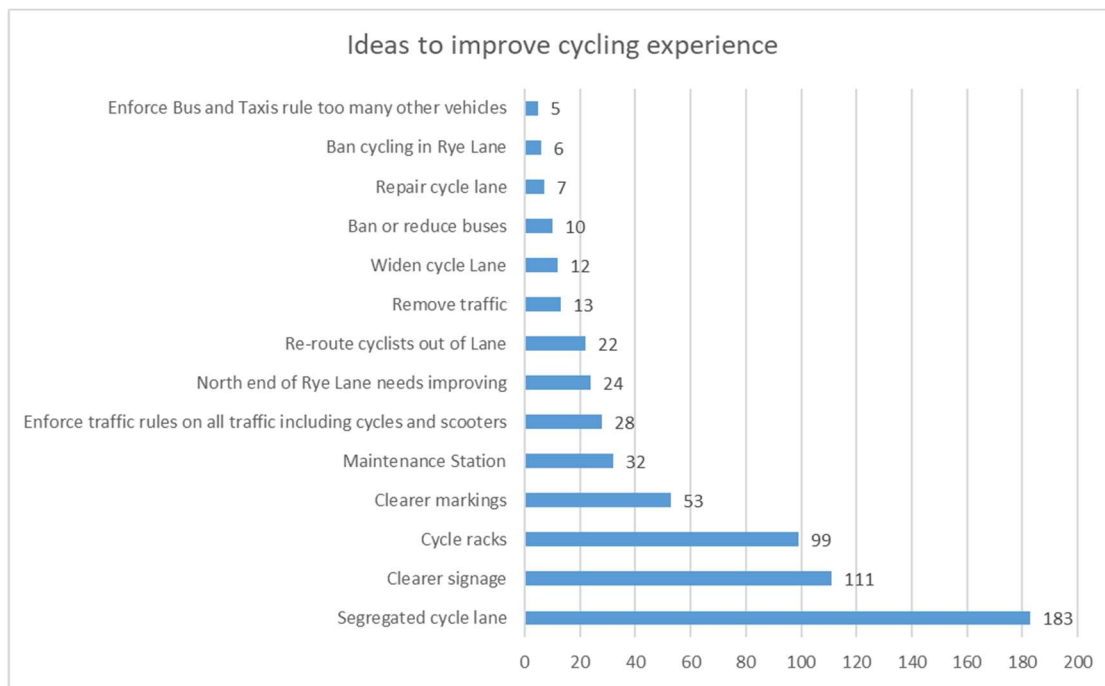
A large amount of people stated that being able to use the bus was essential for safe travel, but many also asked for Rye Lane to be closed to traffic at all times.

What could be done to make the walking experience on Rye Lane better?



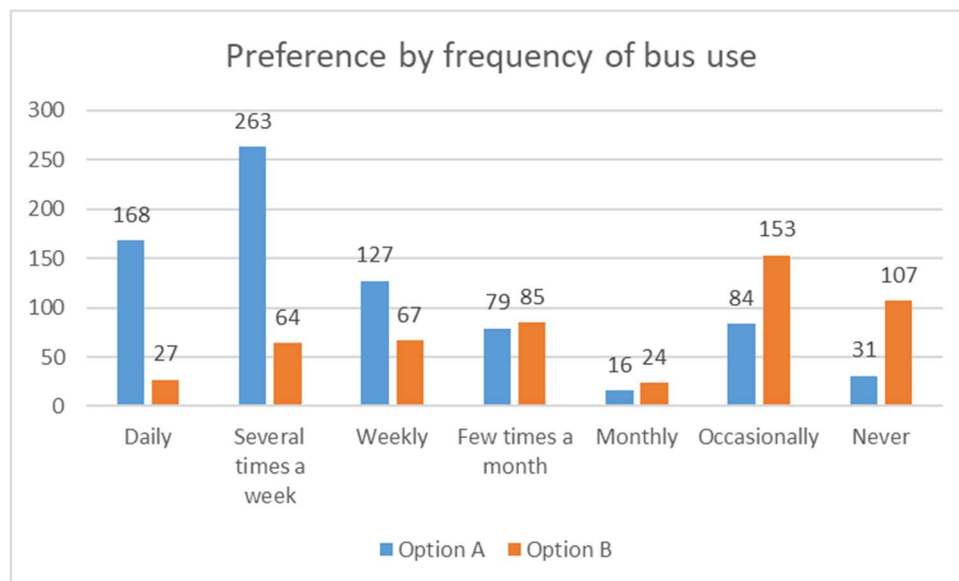
The theme of the most popular responses were Rye Lane's pavements and the rubbish in the area, plus street clutter removal. There was also a focus on wider pavements and more benches and places to rest.

What could be done to make the cycling experience along Rye Lane better?



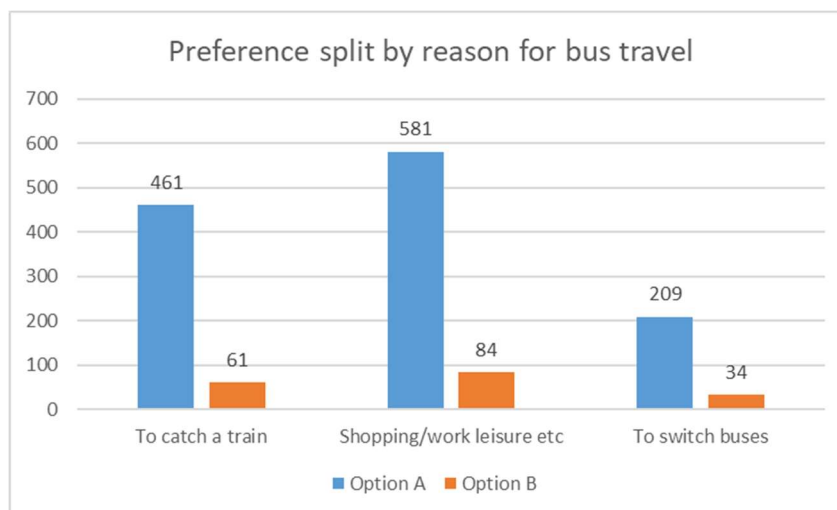
The largest number asked for a segregated cycle lane, plus clearer signage and cycle racks.

How often do you travel by bus to Rye Lane cross referenced with preference for the traffic arrangement:



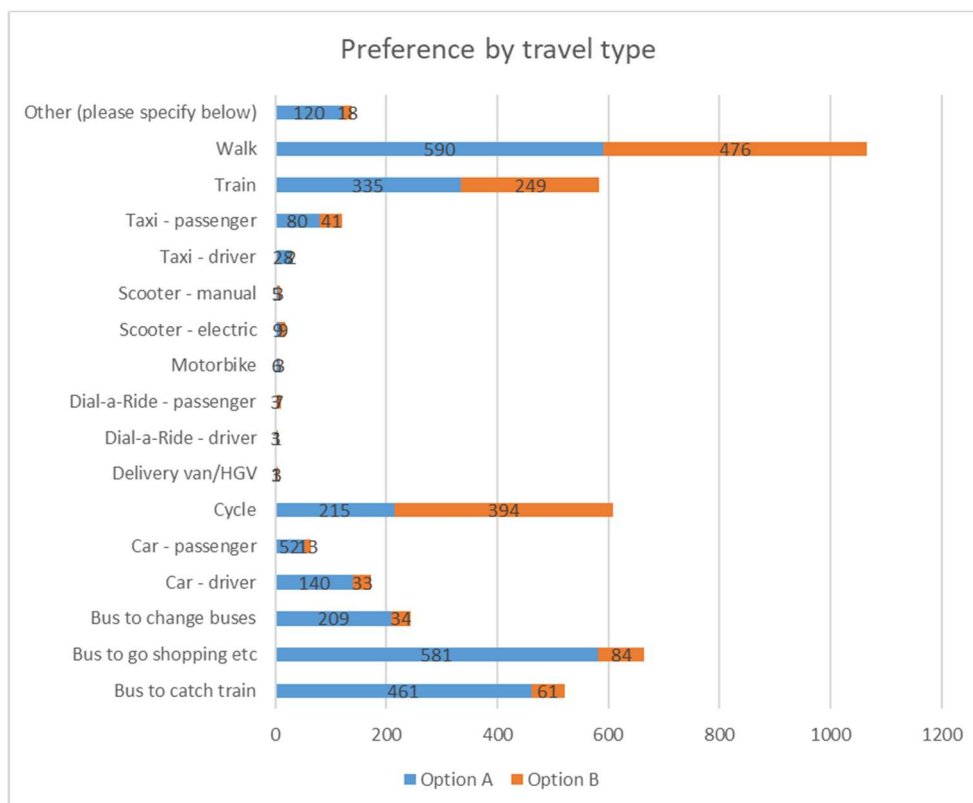
There's a direct correlation between the frequency of bus usage and the preference for option A or B. The more that a respondent used the bus, the more likely that they were going to choose to have buses two-way.

Preference cross referenced by reason for bus travel:



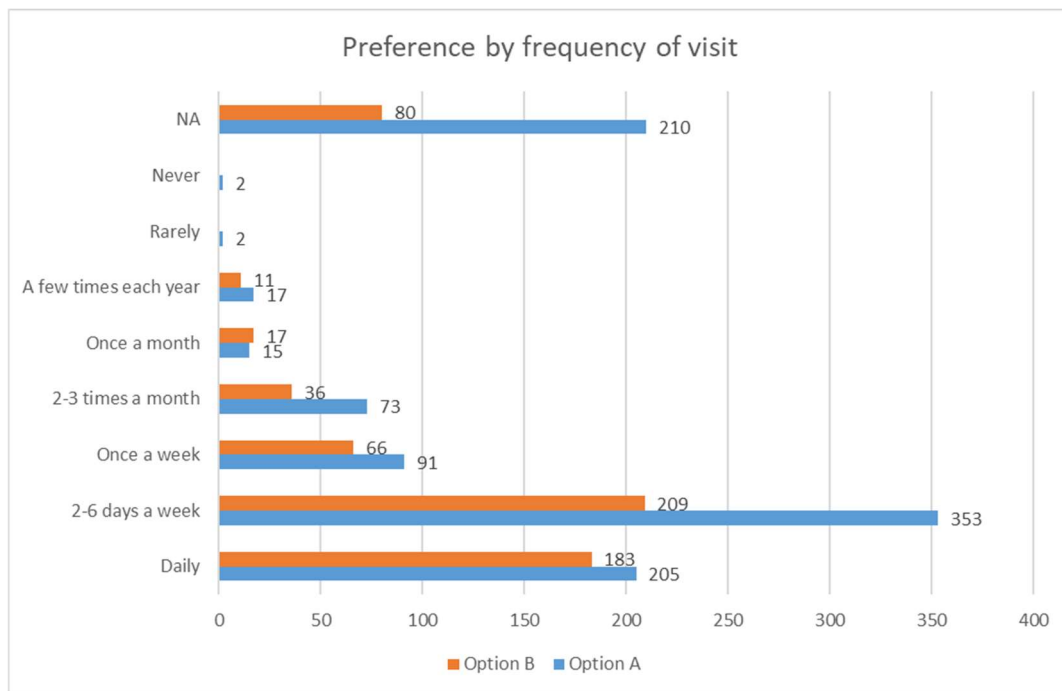
For most respondents, the reason for travelling to Rye Lane was either for shopping/leisure/work or to catch a train.

Which of these forms of transport do you use to get to/or along Rye Lane – once a month or more often?



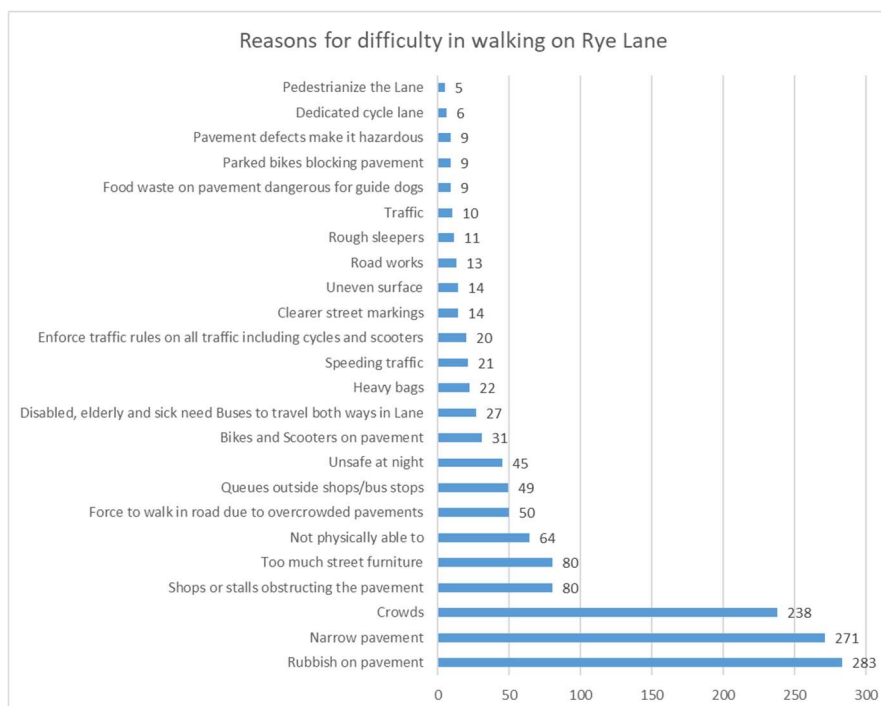
It must be noted that respondents were allowed to select more than one response for the forms of transport question. Those who walk, take the bus and take the train would prefer buses to be kept two-way and those who cycle would prefer buses one-way.

How often do you visit Rye Lane?



Those who visited Rye Lane two to six days per week were strongly in favour of two-way buses, while those who visit daily do prefer two-way buses, but just 22 less preferred one-way buses.

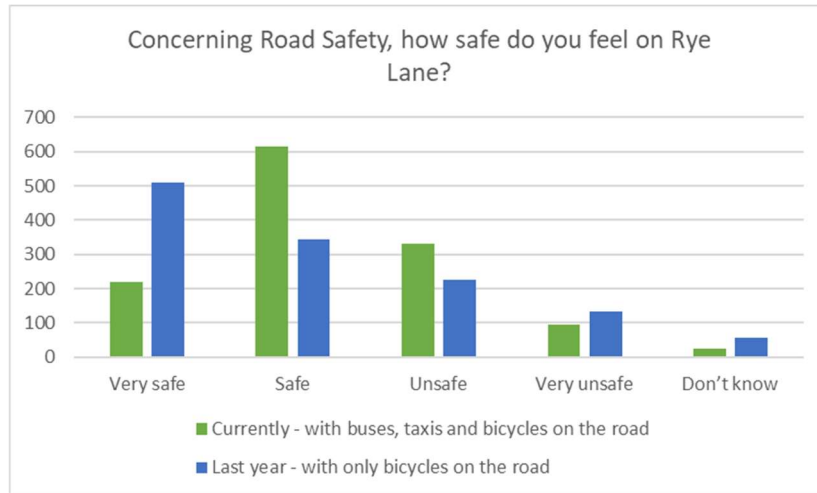
Why do people have difficulty walking on Rye Lane?



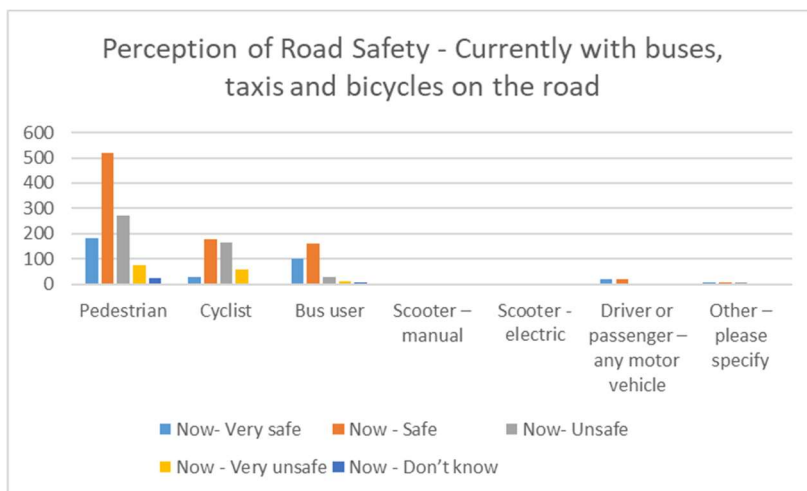
The most popular response related to issues with pavements in the area, either they are too narrow or too cluttered with street furniture or rubbish.

Perception of the area

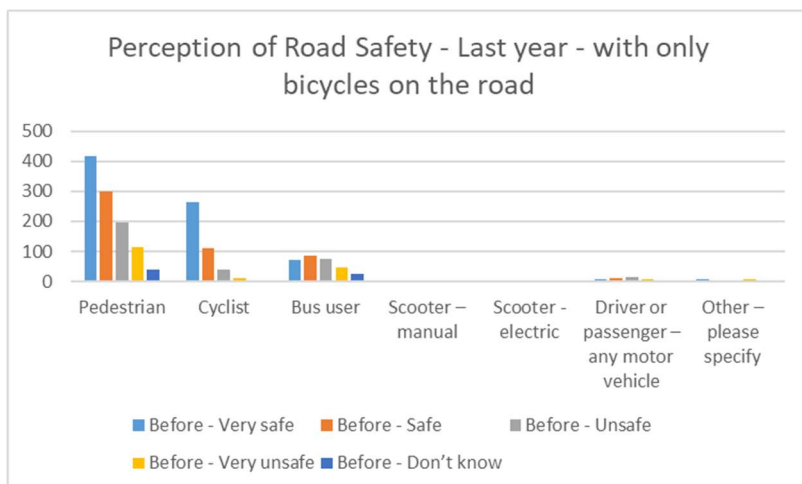
Concerning road safety, how safe do you feel on Rye Lane?



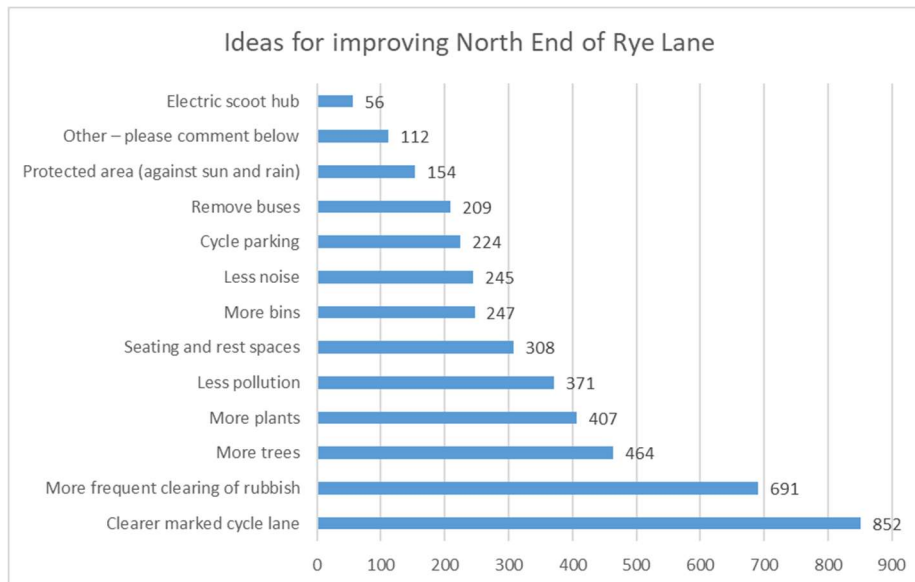
This question shows a mixed story, more people felt very safer when there were only bicycles on the road but more people feel safe now that there are buses, taxis and bicycles on the road. There's not too much we can read from this.



For pedestrians, more felt very safe when there were only bicycles on the road. With the current arrangement, more pedestrians feel safe rather than very safe. Cyclists felt very safe when the road was only open to bicycles, whereas now there isn't much difference between the amount that feel they are safe or unsafe. For bus users, more feel safe or very safe with buses, taxis and bicycles on the road.



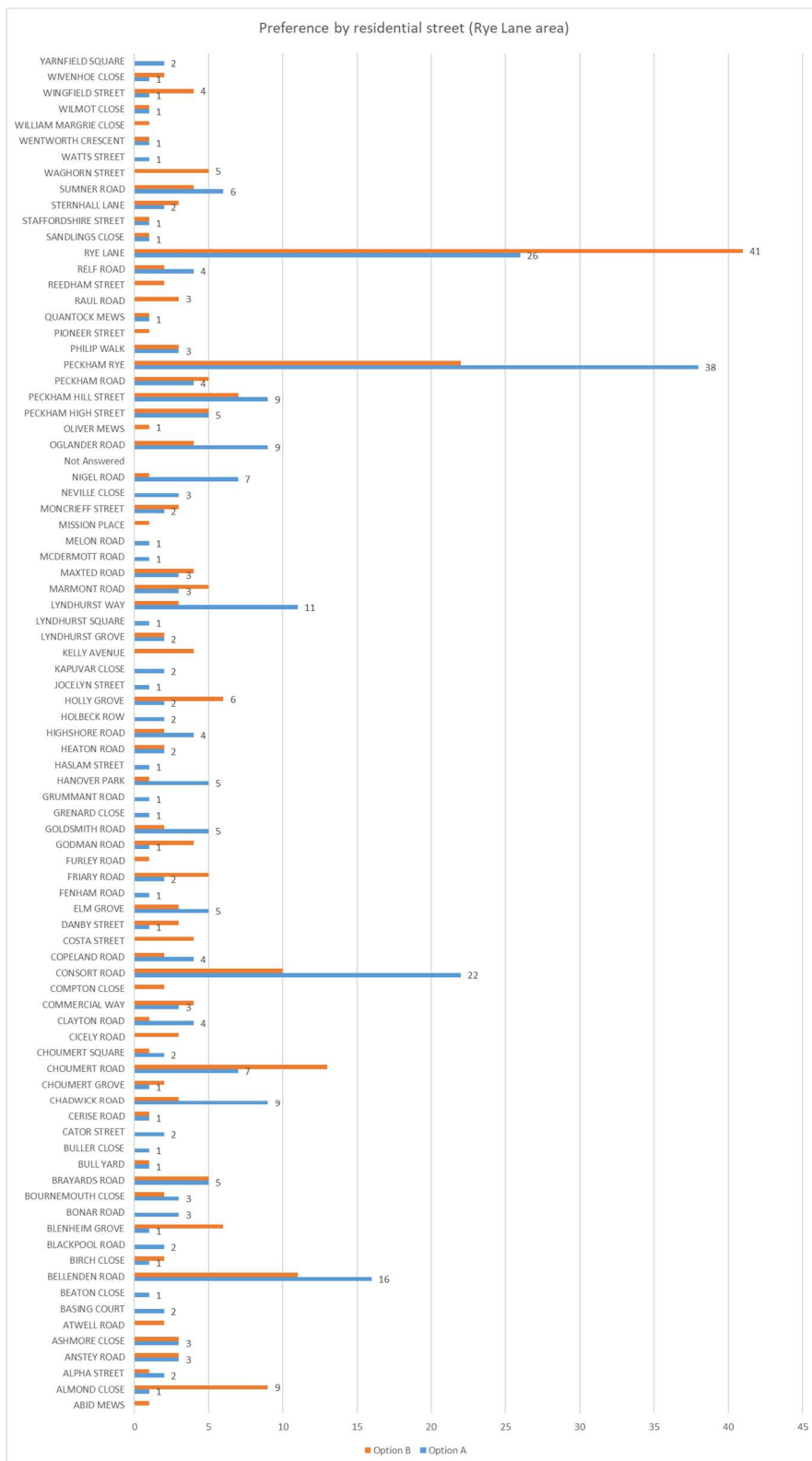
Ideas for improving North End of Rye Lane



Re. the northern end of Rye Lane, many people would like to see the cycle lane more clearly marked plus removal of rubbish and more greenery.

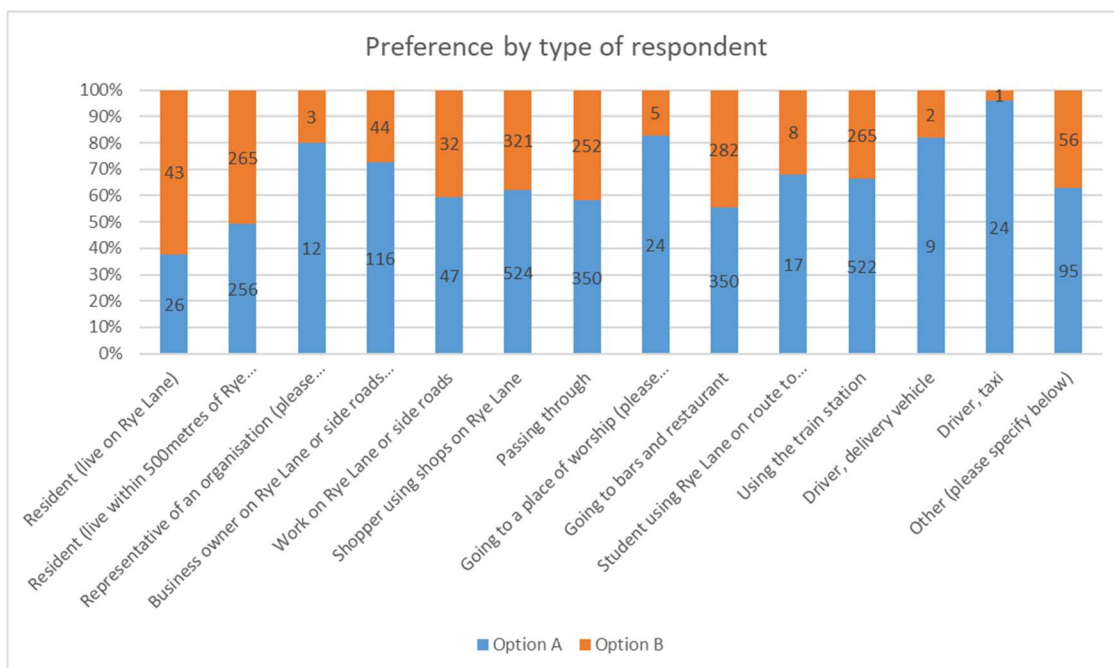
Option A or B by Respondent?

By Street Address



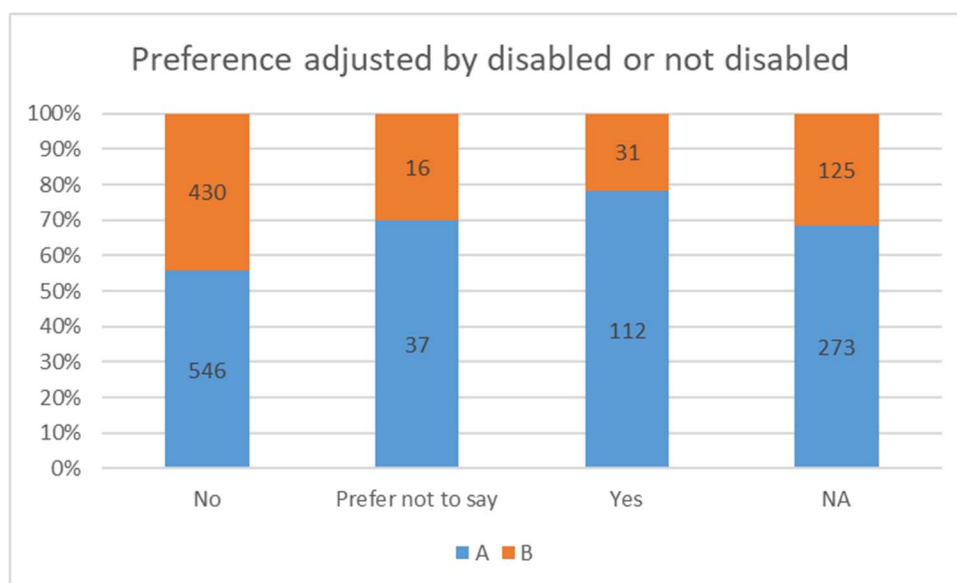
From this, you can see that those living on Rye Lane would prefer the buses to be one-way.

By Type of Respondent



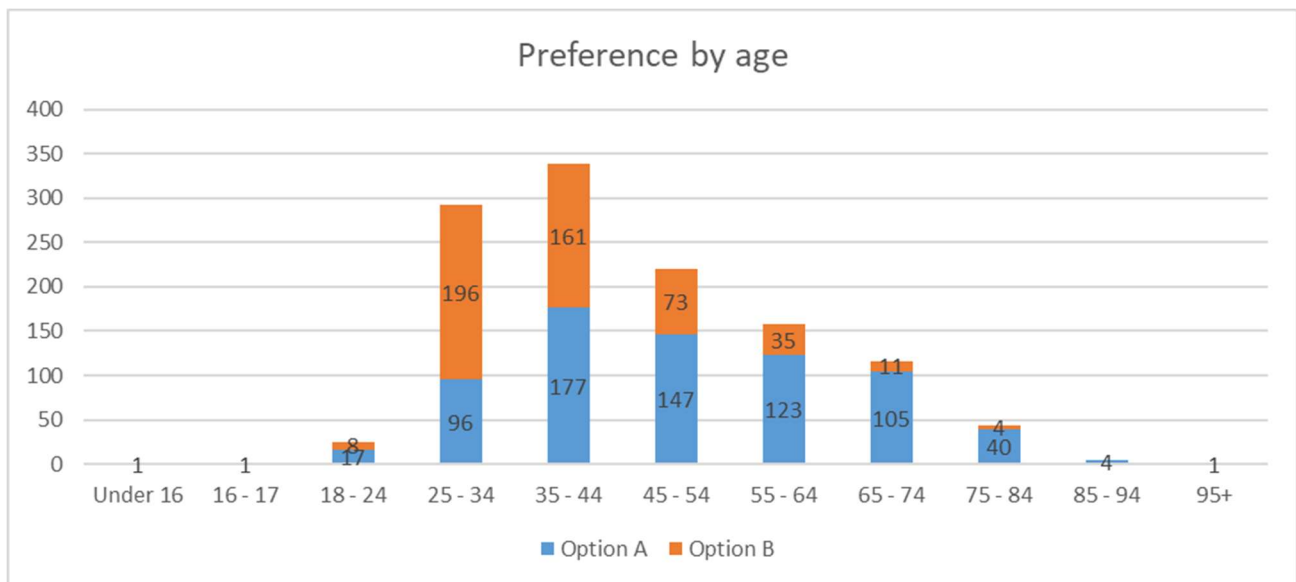
From this, it looks like residents were more in favour of one-way buses but those with businesses or visiting preferred two-way buses.

By Disability



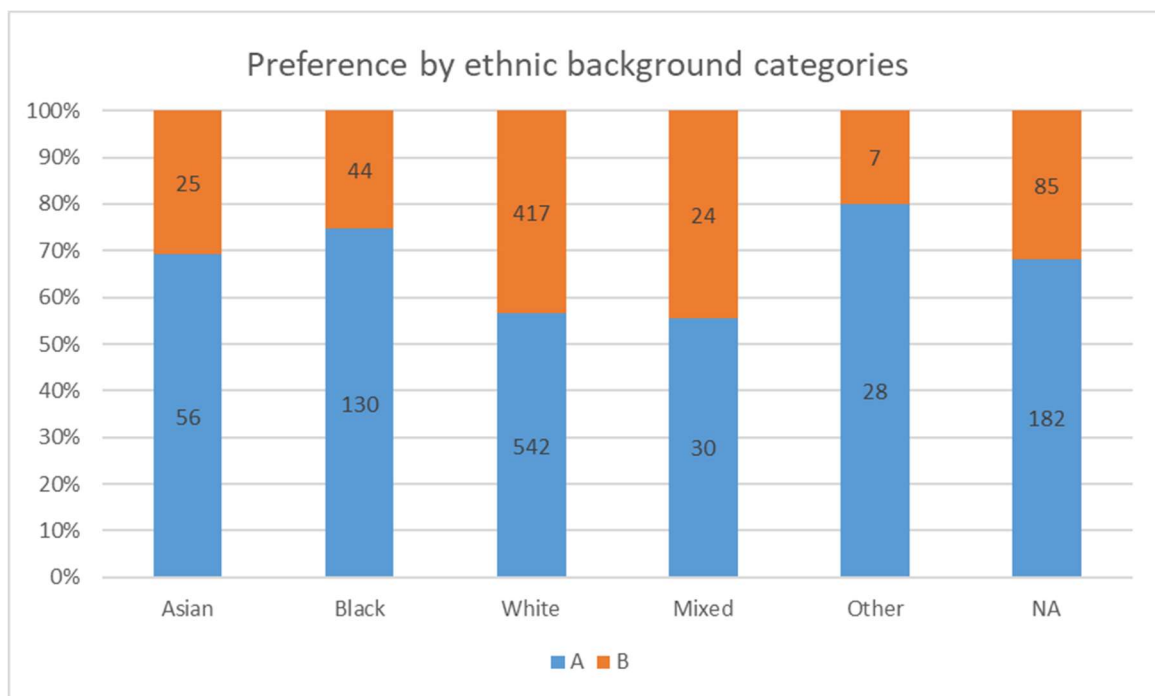
Those with a disability would prefer the buses to be kept two-way.

By Age



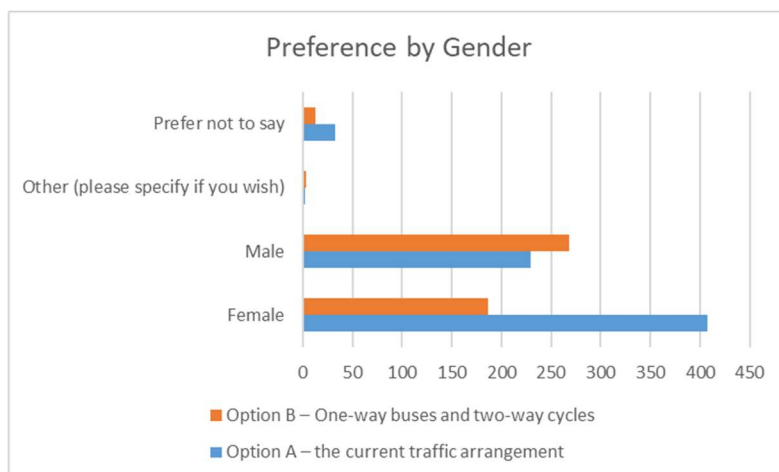
There is a rough pattern here that suggests that the older the respondent is, the more likely they are to be in favour of two-way buses.

By Ethnicity



Two-way buses were more popular for all ethnicities

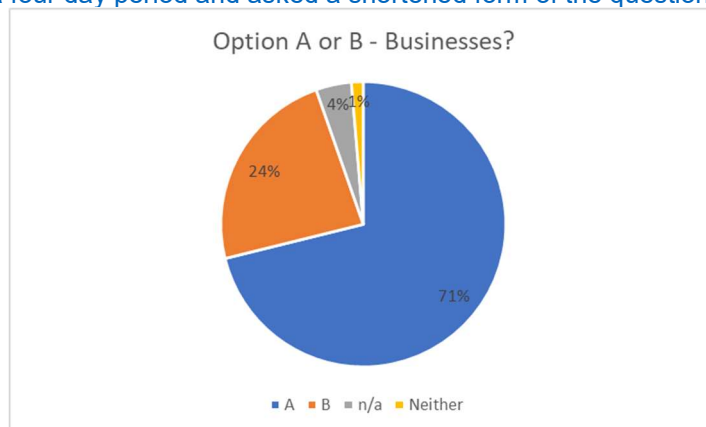
By Gender



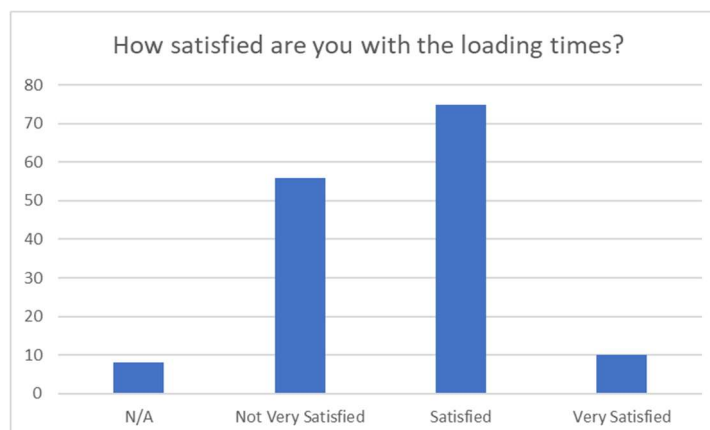
Those who selected female were more likely to ask for the current traffic arrangement to remain and those who selected male were more likely to select one-way buses.

Business Surveys

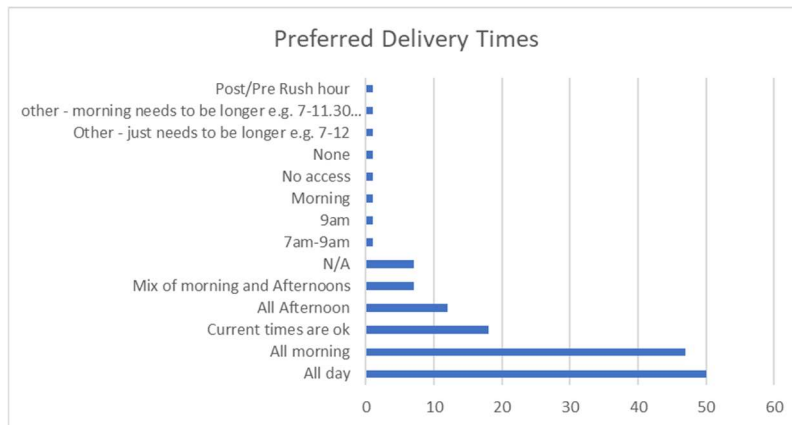
Business were visited over a four day period and asked a shortened form of the questionnaire.



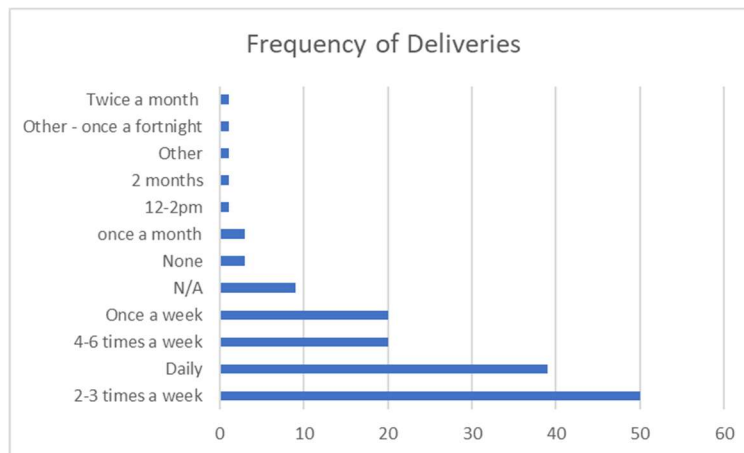
A large majority of businesses would prefer for two-way buses to remain



The majority of businesses are satisfied with the loading times



Businesses would like to extend the current loading times from 7am to 10am to either all day or all morning.



The majority of businesses receive deliveries more than twice a week.

Response from Southwark Cyclists

Southwark Cyclists were asked to feedback into this consultation and send through the following thoughts:

- A preference for Option B, one-way buses and two-way cyclists
- That all traffic should be removed as it was during the pandemic and zero emission shuttle buses should run for those who need assistance to get to the station.
- That buses should not be allowed to overtake each other and not travel above 10mph
- Rye Lane could be improved with clearer pavements and less street furniture
- A two-way cycle track could be installed to separate cyclists from buses
- They feel very unsafe now and felt very safe when it was just cyclists on Rye Lane
- That the northern section of Rye Lane should be two way for cycling and the rest of the street pedestrians only
- Rye Lane is an important part of Southwark's cycle network and the majority of cyclists travelling from the South will use Rye Lane.

Response from Transport for London

The full response can be found in Appended to this document:

It is important that access to Rye Lane is retained for buses. We would support making the current traffic order permanent. We would prefer general traffic be kept away from Rye Lane. We would be concerned about passenger and operational impacts of any withdrawal of bus services from Rye Lane, which would make it less attractive for bus passengers. We would recommend that journey time impacts be properly assessed through modelling as pandemic-era journey times would not be a reliable guide given the recovery in traffic volumes.

 @lb_southwark  facebook.com/southwarkcouncil

Conclusion

61% of respondents would like to keep buses two-way on Rye Lane. Other than cyclists and people aged between 25 and 34, there isn't one particular group who are strongly in favour of changing the arrangement to one-way buses. Residents of Rye Lane and nearby are slightly more likely to be in favour of one-way buses, which is important to note. However, businesses are strongly in favour of keeping buses two-way due to the perception that buses increase the amount of customers visiting. It wasn't particularly clear whether people feel safer with the current two-way buses or before when just cyclists were on the road, this could be because people weren't just thinking about road safety and were thinking about personal safety.

In terms of the other comments about Rye Lane, the amount of rubbish in the area was highlighted by many respondents, as were the narrow pavements and the amount of street clutter. This was also the feedback received at the drop in sessions. This information will be passed to the relevant departments at the council. It is recommended that the current arrangement of buses traveling two-way is made permanent.