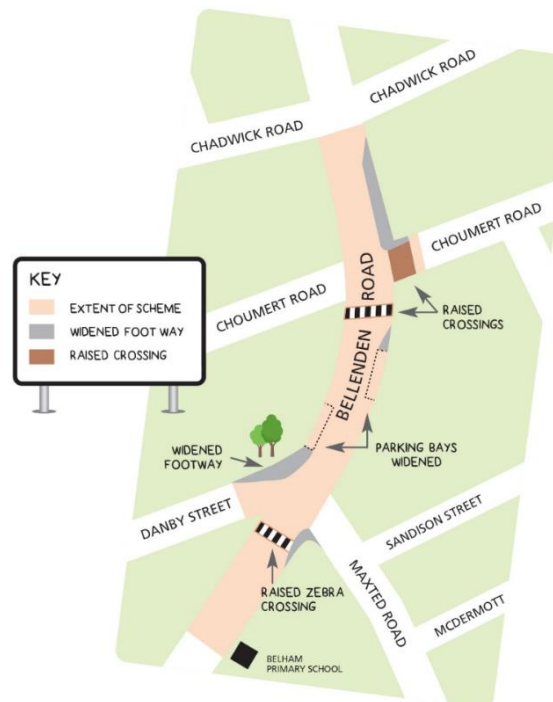


Southwark Spine Package 4 - Bellenden Village Street Improvements

Consultation Summary Report
January 2022



Introduction

This report has been produced by the London Borough of Southwark Highways team to provide a summary on the public consultation exercise for the proposed improvements to cycling and pedestrian facilities along Bellenden Road between its junction with Chadwick Road and Danby Street.

The proposed improvements presented are as follows

Widening of the eastern footway along Bellenden Road

Changing existing single yellow lines to double yellow lines along Bellenden Road between its junction with Chadwick Road and Danby Street

Introduction of raised crossings along Bellenden Road and Chourmert Road

Footway buildout at the junction of Danby Street and Bellenden Road

Consultation Process

Letters were sent out to 189 addresses along Bellenden Road and including addresses on Chadwick Road, Chourmert Road, Danby Street and Maxted Road on 22 November 2021 notifying recipients that the online survey was open until 17 December 2021 for their responses and comments.

Mailing lists were created using the Council's Smart2 mapping system and database. Copies of the flyer and distribution areas are contained in Appendix 1.

Consultees were advised to respond to the consultation via the online consultation portal. They were also given an email address by which to respond, and a freepost address to send their comments regarding the survey.

All letter and flyers were delivered by Royal Mail.

The consultation was available online via the consultation portal at the following link:

www.southwark.gov.uk/bellenden21

Public access to the online form was removed at the end of the consultation period.

Summary of Consultation Results

Consultation Returns and Response Rate

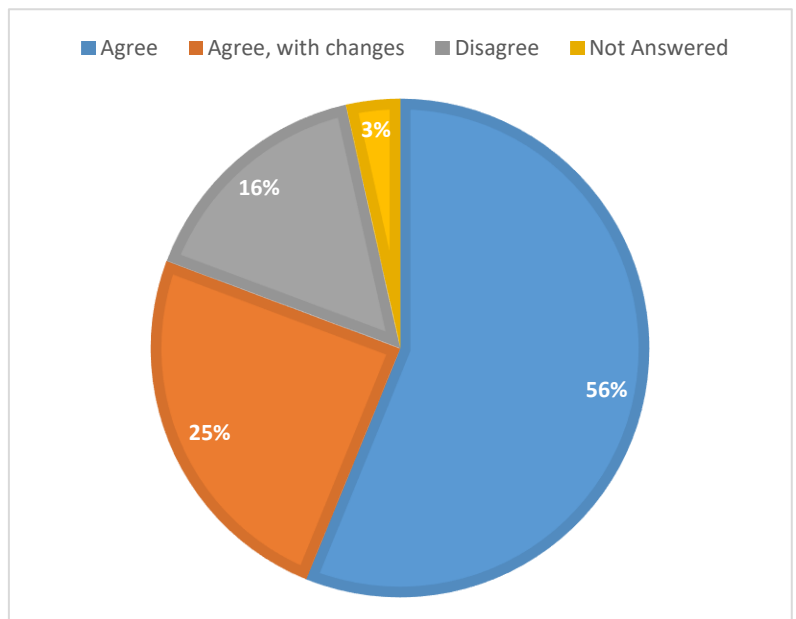
The consultation closed on 17 December 2021. Public access to the online portal was removed at midnight on this date.

A total of 341 online responses and one email response were received during the consultation period out of 189 flyers sent. A review of the responses shows that of the 341 responses received, only 57 were from residents/ businesses within the consultation area, and therefore represents an initial response rate of 16.8%, however considering all responses received represents a response rate of 181%. It was observed that during the consultation, Southwark Cyclists (a cycling organisation with Southwark) sent out a social media post encouraging their followers to respond to the consultation

Question 1 – Do you agree with the proposal to widen sections of the pavement on Bellenden Road - providing more space for people to walk and stand?

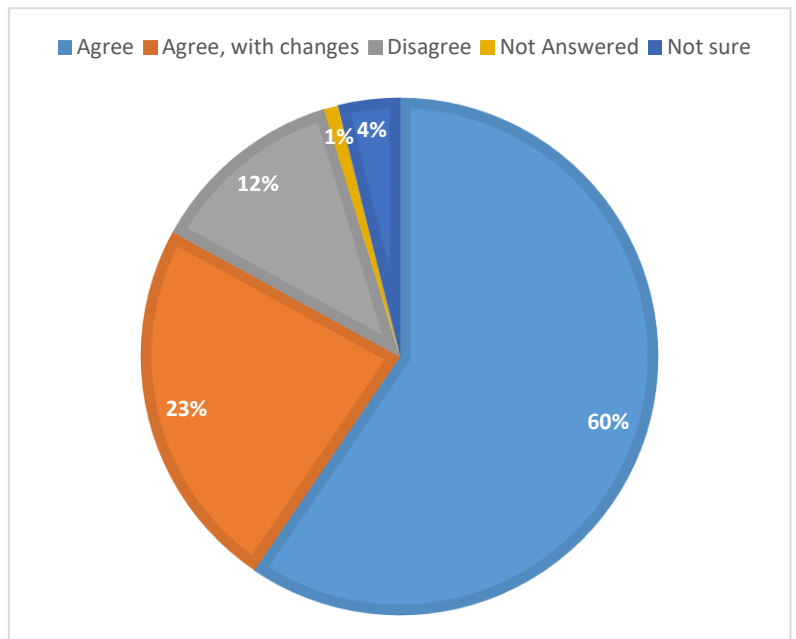
Residents/ businesses within the consultation area

Response	No of responses
Agree	32
Agree, with changes	14
Disagree	9
Not Answered	2
Total	57



All responses received

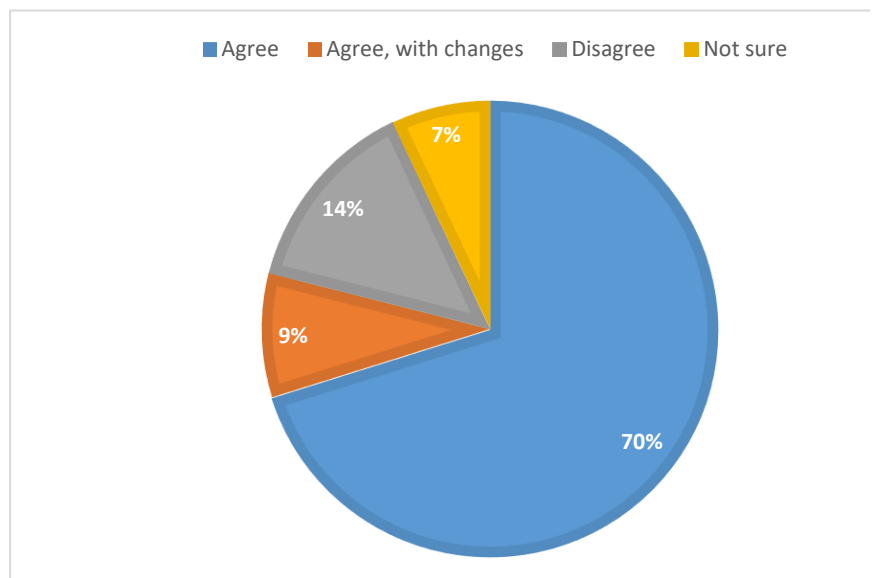
Response	No of responses
Agree	203
Agree, with changes	80
Disagree	42
Not Answered	3
Not Sure	13
Total	341



Question 2 – Do you agree with the proposal to change existing sections of single yellow lines to double yellow lines?

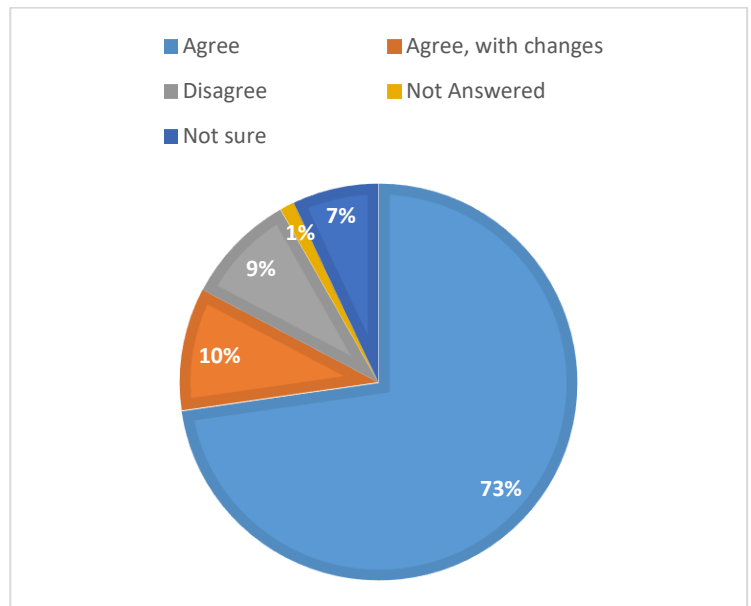
Residents/ businesses within the consultation area

Response	No of responses
Agree	40
Agree, with changes	5
Disagree	8
Not Sure	4
Total	57



All responses received

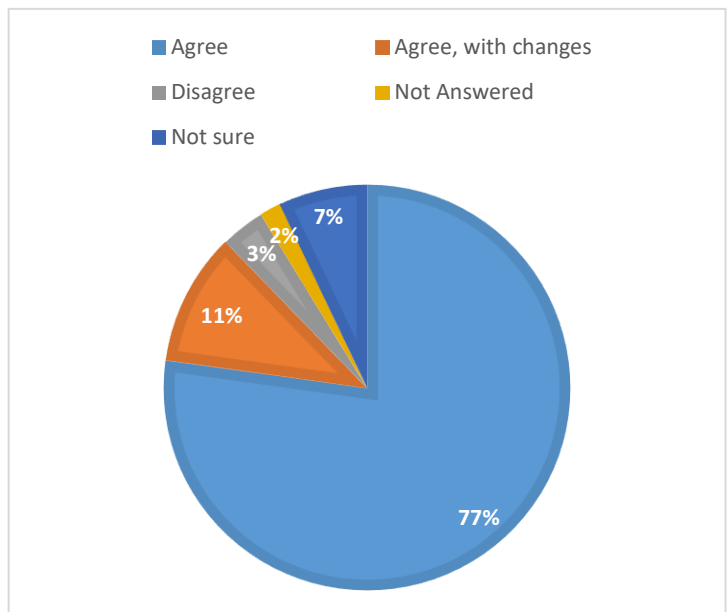
Response	No of responses
Agree	248
Agree, with changes	34
Disagree	31
Not Answered	4
Not Sure	24
Total	341



Question 3 – Do you agree with the proposal to introduce new raised crossings on Bellenden Road and Choumert Road?

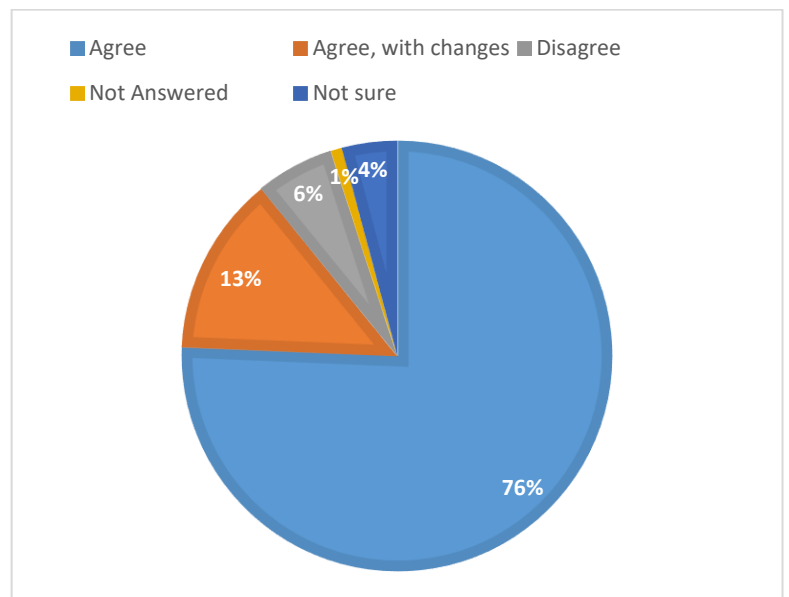
Residents/ businesses within the consultation area

Response	No of responses
Agree	44
Agree, with changes	6
Disagree	2
Not Answered	1
Not Sure	4
Total	57



All responses received

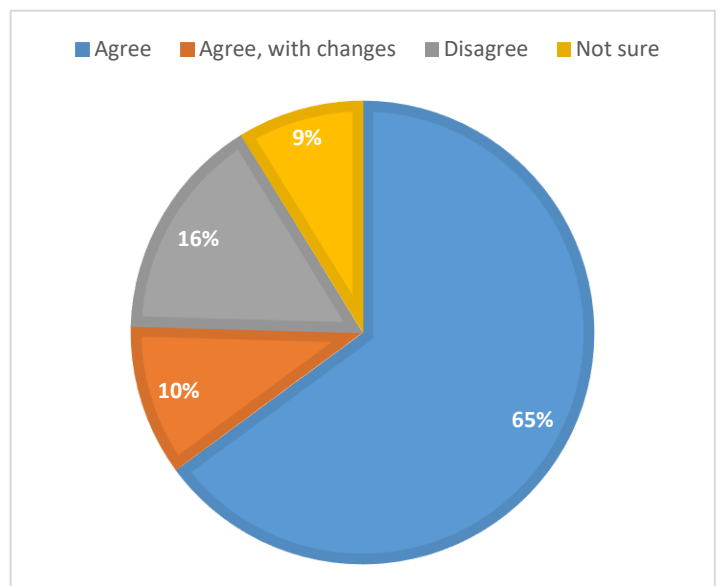
Response	No of responses
Agree	258
Agree, with changes	46
Disagree	20
Not Answered	3
Not Sure	14
Total	341



Question 4 – Do you agree with the proposal to build out the junction of Danby Road and Bellenden Road - providing more space for people walking and encouraging vehicles to slow down at the junction?

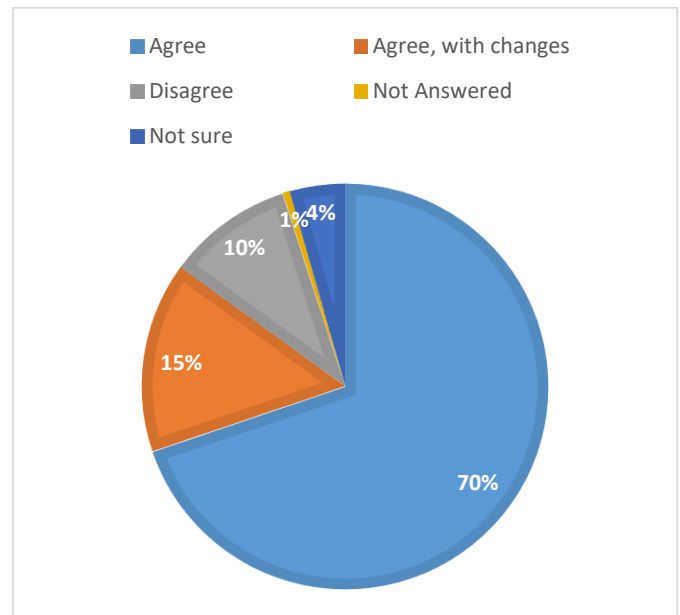
Residents/ businesses within the consultation area

Response	No of responses
Agree	37
Agree, with changes	6
Disagree	9
Not Sure	5
Total	57



All responses received

Response	No of responses
Agree	238
Agree, with changes	52
Disagree	34
Not Answered	2
Not Sure	15
Total	341

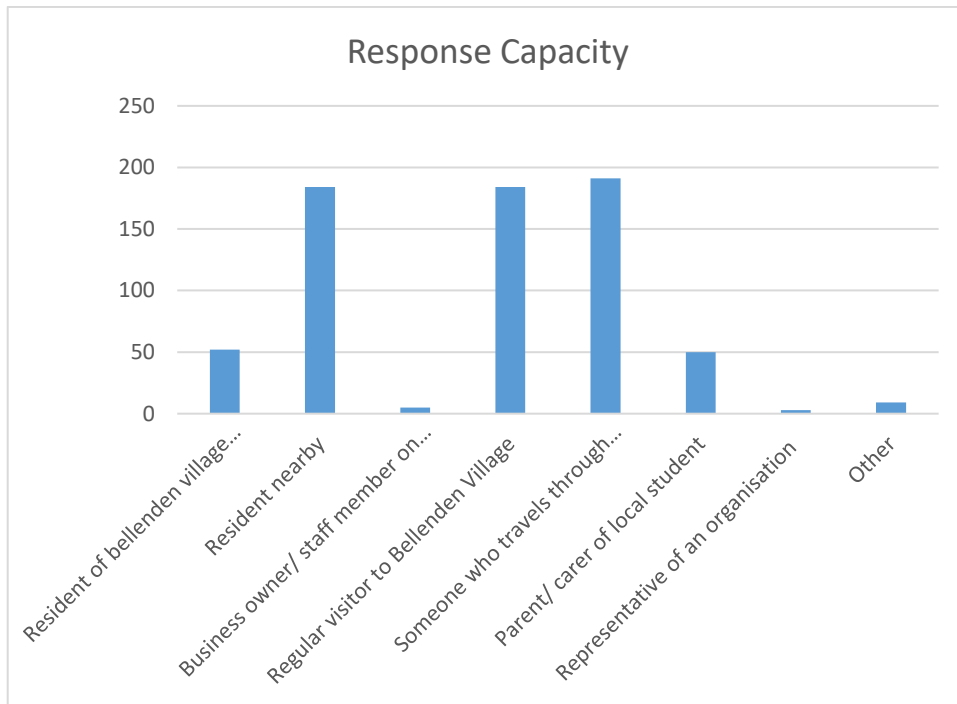


Response Analysis

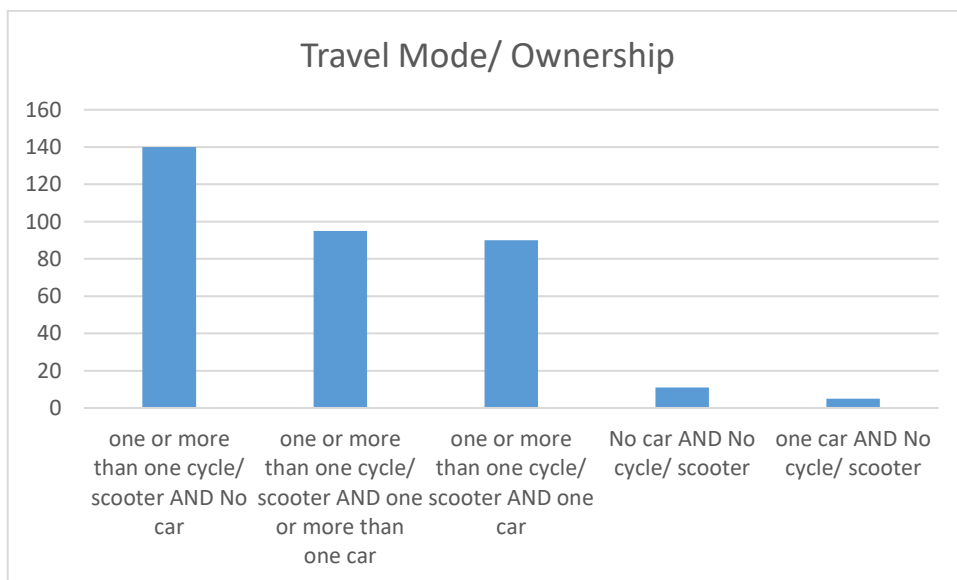
It was observed that during the consultation, Southwark Cyclists (a cycling organisation with Southwark) sent out a social media post encouraging their followers to respond to the consultation, who have approved all our proposals, however their comments call for stronger pro-cycling measures. Whilst these responses have been separated in the analysis above, further details are provided below

Analyses of responses regarding response capacity and mode of travel and are shown below. It should be noted that respondents were able to select more than one response.

Question 7: In what capacity are you responding



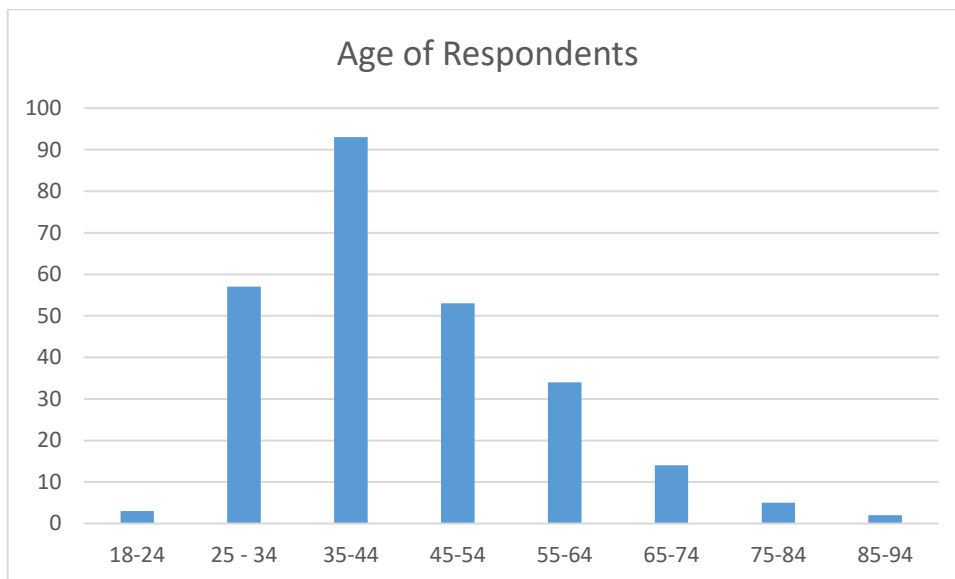
Question 9: How do you usually travel in this area/ vehicle ownership



Further analysis of the mode of travel/ ownership response shows that almost 50% of responses (140) own one or more bicycles/ scooter which is assumed to be used as a mode of transport, as they do not own a car. Whilst approximately 5% do not own a car, cycle or scooter and therefore rely on walking or public transport to move about.

Equalities questions

Question 11



Ethnicity	
White British	156
Other European	20
Other White	20
White English	12
White Irish	12
White Scottish	6

White Welsh	5
Other Ethnic background	4
Asian British	3
Other Mixed background	3
Black Caribbean	2
Mixed White/ Asian	2
Indian	2
Latin American	2
Black British	1
Ghanaian	1
Other African	1
Nigerian	1
Mixed White/ Black Caribbean	1

Are you disabled	
No	222
Yes	25
Prefer not to say/ Not answered	6

Analysis of the respondents with a disability showed that 80% agreed with the proposals, whilst those that disagreed were calling for the implementation of a low traffic neighbourhood. It should be noted that of the 25 respondents, three live within the consultation area, all of who are in agreement with the scheme proposals.

Summary of responses

Footway widening on the eastern footway along Bellenden Road between its junction with Chadwick Road and Danby Street

56% of respondents agreed with the proposals, whilst a further 25% agreed but with changes. Some of the changes proposed include the following

- Widening of both sides of Bellenden Road
- Making Bellenden Road one-way and creating a low traffic neighbourhood in the area
- Introduction of segregated cycle lanes
- Reduce parking provision

Widening on both sides of the road will be looked into, although there are existing constraints on the western footway. Introduction of a low traffic neighbourhood is outside the scope of this scheme, but implementation of additional traffic filters/ traffic reducing measures can be investigated as a next stage to this scheme, subject to approval

Change existing single yellow lines to double yellow lines along Bellenden Road between its junction with Chadwick Road and Danby Road

70% of respondents agreed with the proposals, whilst a further 9% agreed with changes. Some of the changes proposed include the following

- Implement loading restrictions in addition to the double yellow lines
- Creation of a low traffic neighbourhood in the area
- Chicane effect created by parking bays considered a safety concern
- Parking should be provided only on one side of the road

Chicane effect around the parking bays and possible introduction of loading restrictions will be looked into. Introduction of a low traffic neighbourhood is outside the scope of this scheme, but implementation of additional traffic filters/ traffic reducing measures can be investigated as a next stage to this scheme, subject to approval

Introduction of raised crossings on Bellenden Road and Chourmert Road

77% of respondents agreed with the proposals, whilst a further 11% agreed with changes. Some of the changes proposed include the following

- Implement measures to reduce through traffic
- Provision of traffic signals and zebra crossings
- Creation of a low traffic neighbourhood in the area

It is noted that there is already a zebra crossing on Bellenden road, however introduction of a zebra crossing on Chourmert Road will be looked. The introduction of a low traffic neighbourhood is outside the scope of this scheme, but implementation of additional traffic filters/ traffic reducing measures can be investigated as a next stage to this scheme, subject to approval

Introduction of footway build out at junction of Danby Street and Bellenden Road

77% of respondents agreed with the proposals, whilst a further 11% agreed with changes. Some of the changes proposed include the following

- Provision of a pedestrian crossing
- Build out required outside the school
- Planting and seating should be provided
- Implement measures to reduce through traffic
- Creation of a low traffic neighbourhood in the area

There is already low level planting proposed at this location, seating will be looked into as well as provision of a crossing at this location. Introduction of a low traffic neighbourhood is outside the scope of this scheme, but implementation of additional traffic filters/ traffic reducing measures can be investigated as a next stage to this scheme, subject to approval

There was also an opportunity for respondents to suggest other ideas. These are summarised below

- Implement measures to reduce through traffic
- Creation of a low traffic neighbourhood in the area
- Decluttering of the footways, especially removal/ relocation of the commercial bins
- Introduction of more trees/ greenery/ low level planting

It was noted that the request for the creation of a low traffic neighbourhood was primarily from the non-residents that responded to the scheme – this was mainly made up of cyclists associated with Southwark Cyclists

Recommendations

The response to the consultation indicates there is overwhelming support for implementing the proposed changes along Bellenden Road, Chourmert Road and Danby Road. Suggested changes will be looked into and where feasible may be introduced at the detailed design stage.

We recommend proceeding to detailed design following approval by the Cabinet Member.

Appendix 1 – Consultation material