

London Borough of Southwark



Gallery Road Raised Zebra Crossing

Consultation Summary

December 2014

Gallery Road Raised Zebra Crossing Facility

Public Consultation Summary

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1 Introduction

1.1 Background

- 1.1.1 This document has been produced by Southwark Council Public Realm Projects Group, to provide a summary of the consultation exercise for the proposed raised zebra crossing facility in Gallery Road between Lovers' Walk and new pedestrian access into Belair Park. The measures are being proposed by the Public Realm Projects Team, with the project manager for this scheme being Chris Mascord (Senior Engineer).
- 1.1.2 The area under consideration is located within the SE21 district of Southwark (Village Ward) in the south of the borough. See figure 1 below.

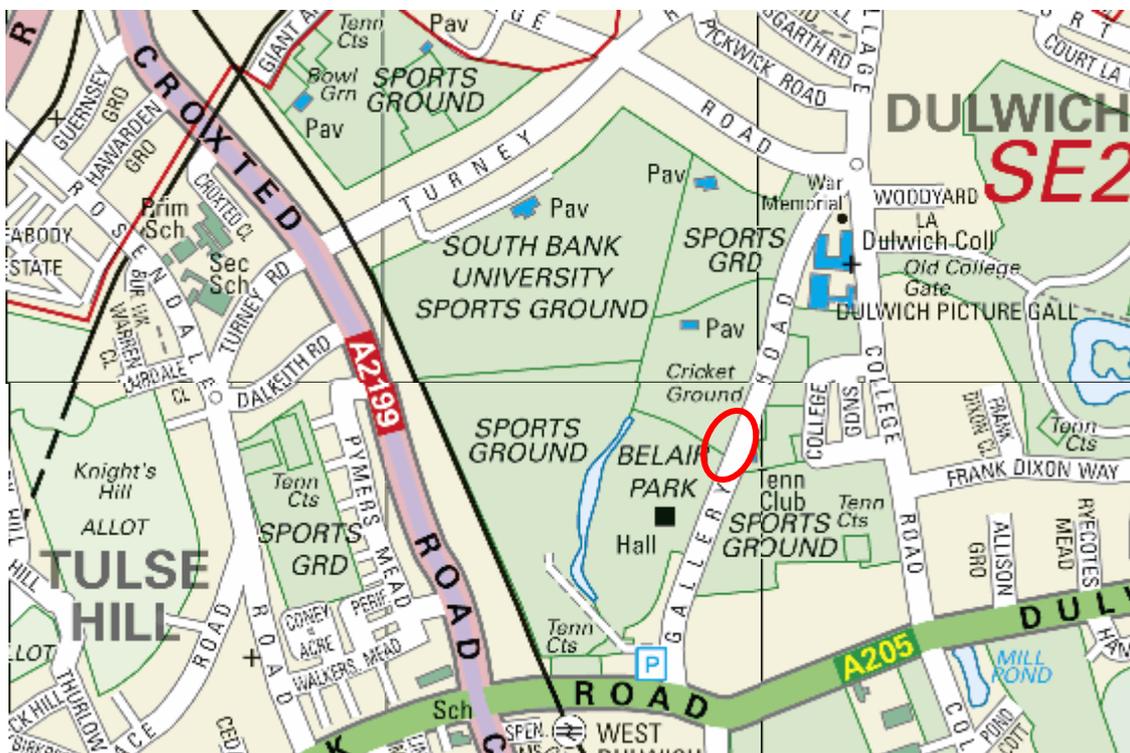


Figure 1 Location of proposed scheme

1.2 Project and Objectives

- 1.2.1 A new pedestrian pathway and access leading from Lloyds Register Cricket Club Ground and Belair Park to the western footway of Gallery Road has resulted in an increased number of pedestrians crossing Gallery Road from Lovers' Walk. In response to the increase in pedestrian activity at this location, Dulwich Community Council has allocated funding to investigate installing a raised pedestrian crossing on Gallery Road situated between Lovers' Walk and the new pedestrian pathway into Belair Park. It is anticipated that the crossing will improve pedestrian safety and accessibility, as well as assisting to reduce traffic speeds.

1.2.2 The measures proposed in this consultation are part of the Council's ongoing commitment to make Southwark's streets safer and more accessible for all. The proposed measures will enhance the environment for all road users, reducing traffic speeds and improving pedestrian safety.

1.2.3 It is proposed that the following measures be implemented:

- A raised zebra crossing on Gallery Road to improve pedestrian accessibility and safety.
- The eastern kerb line of Gallery Road is to be built out to reduce the crossing distance for pedestrians and to ensure that adequate visibility for traffic approaching the zebra crossing is maintained.
- To ensure that local parking provision is not reduced as a result of introducing the zebra crossing, the second parking bay to the north of the zebra crossing location (adjacent to the Old College Lawn Tennis Club) will be extended by 19m. This will compensate for the changes to the parking bay adjacent to Lovers' Walk associated with the footway buildout and location of the zebra crossing.

(See Appendix A – Initial Scheme Design)

1 **Consultation Procedure**

1.3.1 The views of the local stakeholders and those of statutory consultees have been sought, prior to the development of measures to a detailed design stage.

1.3.2 As there are no residential frontages affected by the proposal, a list of key local stakeholders was agreed with ward members that would be consulted directly by email.

1.3.3 The list of stakeholders was The Dulwich Society, Friends of Belair Park, the Old College Lawn Tennis and Croquet Club, Dulwich and Herne Hill Safer Routes to School, The Dulwich Picture Gallery and Dulwich Estates.

1.3.4 In addition, the consultation documents and plans were supplied via email to the Council's established list of statutory/formal consultees including London Buses, Living Streets, cycle groups and the Metropolitan Police.

1.3.5 The consultation information that included an A3 PDF plan and email outlining the background and proposed measures of the scheme was sent to key stakeholders on 7th November 2014, with a reply deadline of 28th November 2014, allowing 3 weeks for the consultation period.

Consultation Responses

Response Rate and Distribution

2.1.1 A total of 3 email responses were received from key stakeholders during the consultation period.

2.1.2 Three responses were received from statutory/formal consultees (Southwark Living Streets, Southwark Cyclists and the Metropolitan Police Traffic Management Unit).

□□□ Stakeholder Response Analysis

- 2.2.1 All three formal replies received during the consultation period from key stakeholders were in favour of the proposals.
- 2.2.2 Replies were received from the Dulwich Society, the Old College Lawn Tennis and Croquet Club and Dulwich and Herne Hill Safer Routes to School.
- 2.2.3 No formal replies or correspondence was received from the Dulwich Picture Gallery, Dulwich Estates or Friends of Belair Park.

□□□ Stakeholder Comments

- 2.3.1 Old College Lawn Tennis and Croquet Club

'Thank you very much for consulting Old College LT&CC on the proposed crossing on Gallery Road between Lover's Walk and Belair Park. We have considered this and consulted our members. Our two prime concerns are safety, which the crossing will improve, and maintaining the parking spaces available in the two bays adjacent to the Club's grounds. The proposal you make, to reduce the southerly one but to lengthen the northerly one, addresses this concern. Needless to say we would be very concerned if this were to be abandoned, but we trust that will not happen. So, subject to that, we are very content with your proposals.'

- 2.3.2 The Dulwich Society

'This seems to be fully in accordance with the plans you showed us recently. It is strongly supported by the Dulwich Society.'

- 2.3.3 Dulwich and Herne Hill Safer Routes to School

'Dulwich and Herne Hill Safe Routes to School supports this scheme. We believe it is an important step in improving pedestrian safety for people wishing to cross Gallery Road at the desire line between Belair Park and Lover's Walk, completing an important chain between West Dulwich Station and Dulwich Park, via the Dulwich Picture Gallery. We hope it will raise driver awareness of pedestrians and slow driving speed. We also believe it will improve options for parents wishing to walk, scoot and cycle with their children to local schools. We are grateful to Southwark for undertaking this work and to local councillors for supporting it.'

□□□ Statutory Formal Consultee Replies

- 2.5.1 Three statutory/formal consultees replied to the consultation.
 - a) **Southwark Living Streets** replied indicating strong support for the scheme and highlighted that it will be of real benefit to the Dulwich area and significantly improve pedestrian safety and accessibility at this location.

Southwark Living Streets also highlighted that traffic speeds on Gallery Road can be excessive and suggested investigation of further traffic calming measures if future funding is made available, in line with the borough's aim of becoming a 20mph borough.

- b) A representative from **Southwark Cyclists** replied expressing concern at the proposed footway buildout on the eastern side of the crossing, highlighting that it may pose a danger to cyclists.

* In response, a full road safety audit has been carried out on the scheme design and no adverse safety issues were identified resulting from the kerblin extension and footway buildout. In addition, the footway buildout extends no further than the adjacent inset parking bay. The parking bay has a high occupancy rate associated with the adjacent tennis club, Belair Park and the Picture Gallery. Cyclists traversing past vehicles in the parking bay and on approach to the crossing location will not have to deviate from their line in order to negotiate the crossing facility.

- c) The **Metropolitan Police Traffic Management Unit** replied indicating that traffic speeds on Gallery Road are quite high and that although the pedestrian crossing is being raised, which will help with reducing speeds, further consideration should be made to installing additional traffic calming measures either side of the crossing.

* In response, Gallery Road is shortly to become part of the borough-wide 20mph limit. This initiative will assist with curtailing traffic speeds and improve safety for more vulnerable road users including pedestrians and cyclists. In addition, the scheme will be monitored following implementation to ensure that the design is sufficient to ensure the safe passage of pedestrians across Gallery Road.

- 2.5.2 No objections or formal comments were received from Ward Members throughout the consultation period.

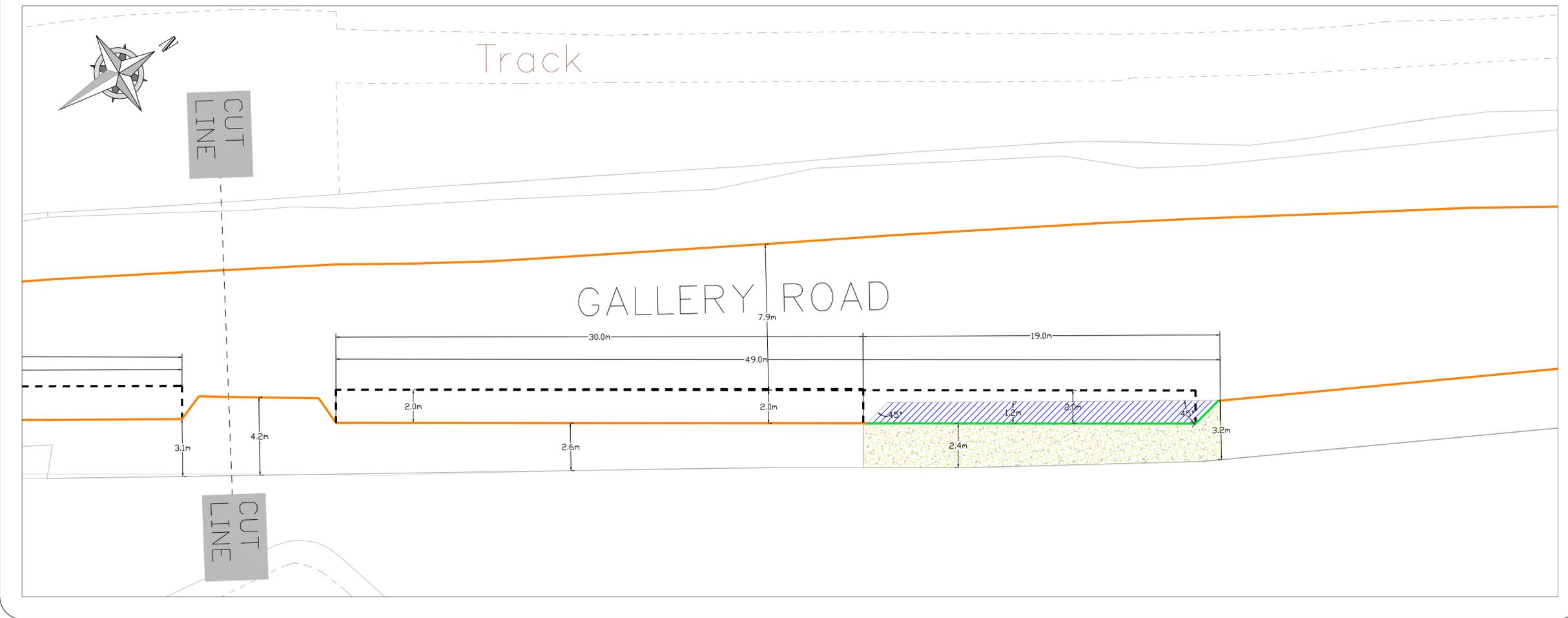
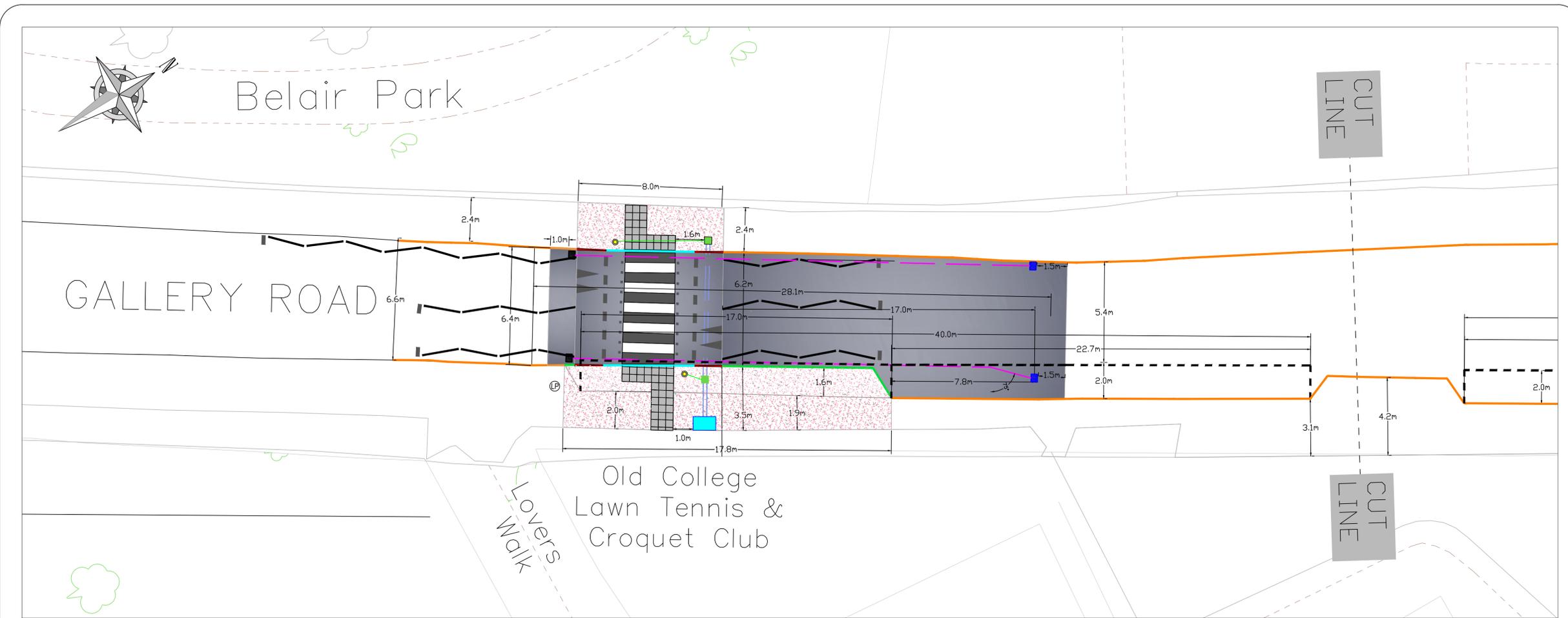
☐☐☐ **Recommendations**

Due to the all of the stakeholders that replied to the consultation supporting the scheme and Southwark's on-going commitment to improve pedestrian safety and accessibility, it is recommended that the scheme is progressed to implementation.

Appendices

Appendix A:	Initial Scheme Design
Appendix B:	Consultation Documents

Appendix A Initial Scheme Design



NOTES/ LEGEND

- NOTES:
- All dimensions in meters unless otherwise stated.
 - Do not scale from this drawing.
 - All references are to HAPS Clauses unless otherwise stated.
 - In the event of any conflict between drawings and specification, the specification will predominate.
 - Maximum height of ramp surface/plateau above existing carriageway shall be 100mm.
 - Treatment of layers and vertical joints shall be as CL.903. Tack coat shall be used to the base of regulating binder course unless otherwise instructed.
 - Existing granite kerb layout to be taken up and set aside for re-use unless damaged/ broken.
 - Trench reinstatement shall be in accordance with appendices 7/1 & 7/2.

- CARRIAGEWAY CONSTRUCTION:
- New surface course: Unless otherwise instructed to be 40mm thick ST10 thin surface course system as appendix 7/1, PSV 65 as required. To be treated after laying with surface grit as clause 942.17.
 - New surface course: Unless otherwise instructed to be 40mm thick ST10 thin surface course system as appendix 7/1, PSV 65 as required. To be treated after laying with surface grit as clause 942.17.
 - Binder course: Unless otherwise instructed to be 60mm B3A as required in Appendix 7/1.
 - Subbase: Unless otherwise instructed to be 150mm thick CBGM B/R-C4 as required in clause 822, shall comply with trafficking requirements as per clause 813.17.

RAISED PEDESTRIAN CROSSING CONSTRUCTION:
As per 14402-05-01/GA/002

- LEGEND:
- SURFACE TREATMENT:
- Existing Kerb Alignment
 - New Dropped Granite Kerbs: Unless otherwise instructed to be 150x150mm Type 1 K15-T1(L/S) as HAPS typical arrangement drawing LBS/C/005 kerb and edge restraint types - LBS standard units (sheet 1 of 3). Shall be installed as LBS/C/010 type P kerb and edge restraint foundation details (sheet 2 of 4) on ST4 concrete.
 - New Transition Granite Kerbs: Unless otherwise instructed to be 150x213x275mm Type1 K15-T1(N/S-D2) as HAPS typical arrangement drawing LBS/C/005 kerb and edge restraint types - LBS standard units (sheet 2 of 3). Shall be installed as LBS/C/010 type M1 kerb and edge restraint foundation details (sheet 1 of 4) on ST4 concrete.
 - New Granite Kerbs: 150x300mm - Type 1 K15-T1(N/S) as HAPS typical arrangement drawing LBS/C/005 kerb and edge restraint types - LBS standard units (sheet 1 of 3). Shall be installed as LBS/C/010 type M1 kerb and edge restraint foundation details (sheet 1 of 4) on ST4 concrete.
 - New charcoal grey blister tactile paving:
Surface course: T(B) - PC1 as appendix 11/1. 2-4mm jointed with J-MHX or J-MH2 high performance mortar (moist mix) as appendix 11/1.
Laying course: 30 thick L-MHX or L-MH2 high performance fine mortar applied as slurry as appendix 11/1.
Subbase: 150mm type1 unbound granular mixture as clauses 801SR and 803MA, sub-type 1A as table 8/3, shall not contain crushed gravel, to be laid in accordance with clause 802 - see drawing 14402-05-01/GA/003.
 - Surface Course: 30mm B-SFA AC6 dense surface course asphalt concrete as appendix 11/1.
Binder Course: 65mm thick type B2A stone mastic asphalt binder course as appendix 11/1.
Subbase: 150mm type1 unbound granular mixture as clauses 801SR and 803MA, sub-type 1A as table 8/3, shall not contain crushed gravel, to be laid in accordance with clause 802 - see drawing No. 14402-05-01/GA/003.
- DRAINAGE - GULLIES, GULLY COVERS & PIPES:
- Existing Drainage Gullies
 - Precast concrete gullies - 375mm diameter x 750mm deep
 - 150mm diameter clay drainage pipe(s) connecting proposed gullies to existing
 - 370x430mm cast iron gully covers. 100mm deep. Shall be captive hinged type and have bar pattern and are 'cycle friendly'
- LIGHTING, SURFACE & SUB-SURFACE DUCT ARRANGEMENTS:
- Existing Lamp Column
 - Proposed SMS 400x400mm cable drawpit
 - Proposed electric feeder pillar
 - Proposed 2x 100mm diameter (Group 1) ducts linking cable drawpit underneath C/Way
 - Proposed 50mm diameter (Group 10) ducts
 - Proposed belisha crossing beacon

Revision	Date	Amendment	Drawn	Design	Checked	Approved
-	-	-	-	-	-	-



Project		GALLERY ROAD RAISED ZEBRA CROSSING CGS 2014-2015			
Title		GENERAL ARRANGEMENT			
Contract No.	HW2013 NEC3	Drawn	LM	Designed	LM
Scale	1:150 @ A1	Purpose	CONSTRUCTION	Checked	CM
Approved		Approved	OK		
Drawing No.	14402-05-001/GA/001	Rev.	-		
Date Drawn	NOVEMBER 2014	Date Issued	NOVEMBER 2014		

Appendix B Consultation Documents

Dear Consultees,

Southwark Council is holding a consultation to receive key stakeholder's comments regarding a proposal to implement a raised pedestrian crossing on Gallery Road, adjacent to Lovers Walk and Belair Park.

A new pedestrian pathway and access leading from Lloyds Register Cricket Club Ground and Belair Park to the western footway of Gallery Road has resulted in an increased number of pedestrians crossing Gallery Road from Lovers' Walk. In response to the increase in pedestrian activity at this location, Southwark Council has allocated funding to investigate installing a raised pedestrian crossing on Gallery Road situated between Lovers Walk and the new pedestrian pathway into Belair Park. It is anticipated that the crossing will improve pedestrian safety and accessibility, as well as assisting to reduce traffic speeds.

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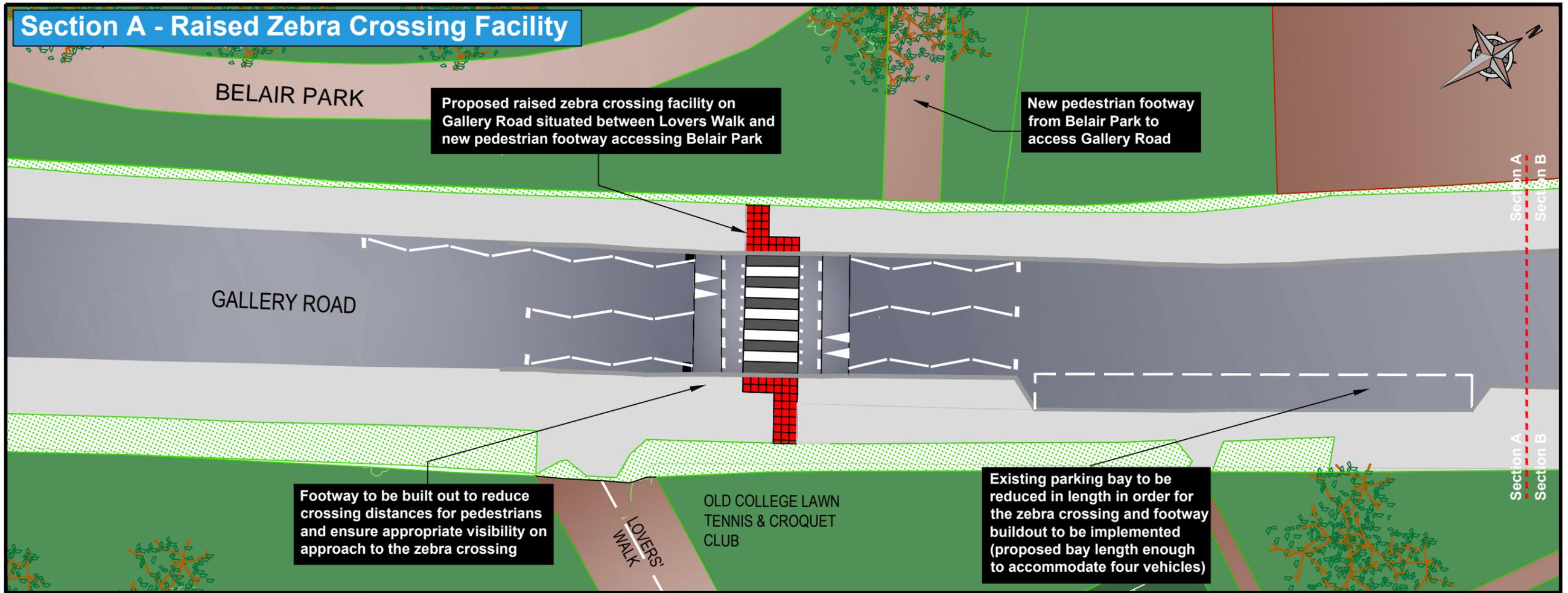
Attached is a consultation plan illustrating the proposals. Please note that the deadline for comments relating to this scheme is the **28th November 2014**.

The results of the consultation will be reported to ward members at the Dulwich Community Council, where a formal decision will be made regarding implementation.

Kind regards,

Chris Mascord
Public Realm Projects
Southwark Council

Section A - Raised Zebra Crossing Facility



Section B - Car Parking Bay Extension

