

Technical Note

Project:	Southwark Spine	Job No:	60493382-C0278
Subject:	Consultation Design Response		
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1. Introduction

London Borough of Southwark requested CA to provide a design response to Consultation comments arising from the Southwark Spine Consultation. This took place between 1st November and 4th December 2017.

LBS has requested that a specific design response be prepared for each section of road, as recorded in the Peckham to East Dulwich Spine Summary Report.

2. Response to consultation comments by section

Following this consultation period, CA and LBS have analysed the consultation comments and have provided a design response to each relevant section of the Southwark Spine.

Bellenden Gyratory

Following a public engagement exercise in 2016, it was agreed that an agreed concept design for the gyratory would be advanced to Outline Design Stage and subsequent consultation. This design consisted of retaining the gyratory while providing minimum 1.5m wide segregated cycle lanes along the route and providing raised tables at most junctions to mitigate vehicle speeds. Vehicle speeds will be reduced further and pedestrian safety improved by reducing the carriageway widths to a single traffic lane on Lyndhurst Way and Bellenden Road. Currently, many sections operate as single lanes but are more than 4.5m wide in certain locations, thus encouraging higher speeds. Removal of the gyratory, and conversion of the streets to two-way operation was rejected during the previous consultation process. Some of the reasons for this rejection were insufficient space to allow certain vehicles to make turns safely, and a junction analysis which concluded that excessive delays for all traffic would result at the Bellenden Road / Chadwick Road junction.

Along Bellenden Road between Holly Grove and Highshore Road, a 1.5m wide contraflow cycle lane has been proposed with a minimum of 3.2m northbound traffic lane adjacent. The option of segregating this contraflow facility was investigated, but it was considered that a mandatory contraflow cycle lane would provide sufficient delineation for road users. The use of light segregation measures, such as orca kerbs, will be investigated at the next design stage. As part of the consulted measures the replacement of single yellow lines with double yellow lines was considered necessary to prevent the northbound lane being blocked by parked vehicles at any time.

The provision of continuous segregation around the gyratory was not possible due to the number of private resident and local business accesses along the route. The continuation of segregation through certain junctions was considered, but this would have impeded the movements of legally turning vehicles, particularly larger vehicles such as buses, and would present trip hazards to crossing pedestrians. Banning of motor vehicle turning movements is generally not feasible due to the already restricted accesses of various roads. Nevertheless, it is acknowledged that many respondents were unhappy with the speed of vehicles passing through the gyratory junctions and the extent of safety provision for pedestrians and cyclists, particularly at Holly Grove. This will be reviewed to see if further safety gains can be achieved.

The option of marking the on-street parking at 45 degrees was not proposed as this would either reduce the parking provision (as parking would not be possible on both sides of the street (Lyndhurst Way) or prevent segregated cycle facilities (Bellenden Road).

Bellenden Village

The design along the Bellenden Village area between Chadwick Road in the north and Maxted Road in the South considered how to calm traffic progressing through the area while also providing improved crossing opportunities for pedestrians, and safer conditions for cyclists. It has been observed that congestion occurs in the area, due to parking and loading activities in the village area. Thus, it was considered to relocate parking from some kerblines so that a consistent clear width of 6m is provided for two-way traffic movement. It was observed quite often that cyclists would get 'squeezed' between passing vehicles and parked vehicles. This was evidenced in one recent collision where a cyclist travelling from Maxted Road to Bellenden was knocked off her bike by a door opening.

It is acknowledged that the volume of vehicles that do not have either a local origin or destination will be not reduced significantly by localised changes such as traffic calming. However, the recent volumes have been increased by the closure of the Camberwell Bridge to the west, which is due to reopen in 2018. Also, an area wide study to consider traffic movements and possible point closures to address non-local traffic is proposed in the future.

While parking will be removed in some sections, the high turnover of parking spaces (maximum stay 30 minutes) and regular enforcement means that spaces are usually available within a short timeframe. It is intended to retain as much parking as possible along this section while also retaining and expanding the available footway space where possible, and providing new dedicated loading/unloading facilities for the local businesses.

Maxted Road

The Zebra crossing proposals will include widening of both footways on Maxted Road, providing the required visibility for vehicles approaching the crossing and greater footway width alongside the school boundary.

Lyndhurst Way

Speed Humps and raised tables are proposed at regular intervals to slow vehicles down. The positioning of these speed control features will be reviewed to ensure their effectiveness before installation. The road resurfacing will remove the issue of raised road markings, as new lower profile markings will be provided. Suggestions for additional pedestrian crossing facilities associated with schools will be considered as part of future improvements around the relevant schools.

Some responders expressed concern that the Peckham Rye/Lyndhurst Way junction should be upgraded to improve provisions for cyclists, such as early start facilities. This is currently being reviewed as part of a Transport for London (TfL) scheme and is likely to include improvements for all road users including cyclists. However, it is understood that the design for this has not been finalised, so it was not included in the consultation plans.

The provision of extended cycle segregation along Lyndhurst Way will be explored at the next design stage however there are numerous car parking spaces and residential accesses on both sides of the street so continuous cycle segregation will be difficult to achieve.

Melon Road

Some responders expressed concern that the Peckham Rye/Melon Road junction should be upgraded to improve provisions for cyclists. This is currently being reviewed as part of a Transport for London (TfL) scheme and is likely to include improvements for all road users including. However, it is understood that the design for this has not been finalised, so it was not included in the consultation plans.

Bellenden Road

The Bellenden Road section of the Spine route travels from the junction with Melon Road in the north to the junction with Maxted Road in the south. On the northern end, simplified design changes such as speed humps and double yellow lines to replace single yellow lines have been proposed to allow a safer environment for cyclists. A contraflow cycle lane is proposed between the junctions of Highshore Road and Holly Grove. This is a 1.5m wide mandatory cycle lane however there would be sufficient space to provide a segregated cycle track along this section. This has received mixed comments in the Consultation with some preferring the inclusion of the contraflow cycle track and others being strongly opposed. Similarly, a number of responses expressed concern at the potential parking loss after the introduction of double yellow lines along this section. This can be reviewed at the next design stage if a fewer parking spaces can be removed after the introduction of double yellow lines.

Holly Grove

The Zebra crossing proposals west of Bellenden Road require the removal of a limited number of overnight parking spaces (currently single yellow line) in order to provide the required visibility for vehicles approaching the crossing at all times, while the wider footways will provide greater comfort levels for pedestrians.

The proposed raised table junctions at either end of Holly Grove should generate less noise and vibration when larger vehicles pass over them, when compared to the shorter speed humps.

Along this street a segregated cycle track for eastbound cyclists is proposed along with a raised table, footway buildouts and zebra crossing. It is intended that these features will slow vehicles on the link and junction approaches, while also providing improved pedestrian crossing facilities. Along Holly Grove, the existing two lanes of traffic have been reduced to one. It is intended that this will slow vehicles along while also providing a segregated facility for cyclists to bypass traffic along this route. It is understood that concerns have been raised about left-turn hook collisions between cyclists turning right and vehicles turning left at the Bellenden Road location. While it is intended that the combination of a raised table and cycle markings at this section will reduce the risk of this type of collision, it cannot be fully eliminated unless a left turn ban for vehicles is implemented or the junction is signalised, which are not considered practical or appropriate for this location.

Chadwick Road

It is intended that the proposed raised table at Bellenden Road will reduce speeds for all traffic around this junction. Investigation of an additional speed reducing feature near the Lyndhurst Way junction, will be considered at the next design stage.

It is acknowledged that the volume of vehicles that do not have either a local origin or destination will be not reduced significantly by the proposed localised changes. However, the recent volumes have been increased by the closure of the Camberwell Bridge to the west, which is due to reopen in 2018. Also, an area wide study to consider traffic movements and possible point closures to address air quality concerns is proposed in the future.

At the Chadwick Road junction with Bellenden Road, it was considered to install a zebra crossing to the west of the junction; however there was insufficient space to safely install a zebra crossing. Therefore, an extended raised table and uncontrolled crossing has been proposed as an alternative measure. A zebra crossing to the east of the junction immediately before the give way line would be regularly blocked by vehicles waiting to enter Bellenden Road, so any benefit to crossing pedestrians would be lost.

Choumert Road

To the south of Chadwick Road, Choumert Road forms a junction with Bellenden Road with an entry only link on the east and a two-way link on the west. It is proposed to buildout footways on the north-east and south-west corners of the junction to improve footway provision for pedestrians. Trixi/Convex mirrors could also be placed at the junctions along Bellenden Road to reduce the risk of left-turn hook collisions for cyclists.

Oglander Road

At the junction of Maxted Road and Oglander Road, the proposed introduction of double yellow lines is necessary to improve visibility at all times, for all road users. The relocation of the disabled parking bay at this junction was also proposed to improve visibility. The extent of the proposed parking restrictions at the junction of Oglander Road and Adys Road will be reviewed to see if the number of parking spaces removed can be reduced, however some restrictions are necessary to ensure sufficient inter-visibility is provided for all road users, particularly crossing pedestrians. Furthermore, a raised table was proposed at this junction to reduce vehicular speeds on all approaches. The extension of the local residents' parking zone to Oglander Road could be considered as part of the Council's review of parking restrictions, if found to have sufficient local support.

Adys Road (including Nutbrook Street, Amott Street)

The proposal includes introducing double yellow lines at the junctions of Nutbrook Street, and Amott Street to improve visibility for all road users. In recent years, collisions have occurred at these junctions partially as a result of poor visibility. It is acknowledged that the proposed removal of parking spaces along this section has been met with objection from residents. So, the locations where parking removal is proposed will be reviewed and only removed where it is absolutely necessary. The extension of the local residents' parking zone to Adys Road could be considered as part of the Council's review of parking restrictions, if found to have sufficient local support.

The traffic calming provisions will also be reviewed as a number of respondents have expressed concern at the amount of traffic going through the area. However, the recent volumes have been increased by the closure of the Camberwell Bridge to the west, which is due to reopen in 2018. Additionally, an area wide study to consider traffic movements and possible point closures to address non-local traffic is proposed in the future. While some residents have expressed concern that the proposed speed humps will generate too much noise, the proposed sinusoidal speed humps result in less vibration and noise from passing vehicles, than traditional speed humps. However, alternatives will be considered during the next design stage.

Crystal Palace Road (including Underhill Road, Silvester Road, Pellatt Road and Whately Road)

This section includes introducing double yellow lines to improve visibility at the junctions of Crawthorn Grove, Underhill Road, Silvester Road, Pellatt Road, Rodwell Road, Herber Road, Jennings Road, and Goodrich Road. This will also include introducing raised tables at the junctions of Goodrich Road and

Underhill Road and introducing speed humps to reduce speeds through the area. While some traffic islands have been proposed to be removed to eliminate pinch points for cyclists, the crossing points will not be closed. The raised tables will slow vehicles down at the crossing points near Goodrich and Underhill Roads, the other two locations will be reviewed and possibly retained at the next design stage to ensure pedestrian safety is fully considered.

No cycle lanes are proposed along Crystal Palace Road. The extension of the local residents' parking zone to Crystal Palace Road could be considered as part of the Council's review of parking restrictions, if found to have sufficient local support.

Goodrich Road

Goodrich Road forms a link between Crystal Palace Road and Landells Road at the southern section of the Southwark Spine. A raised table at Crystal Palace road junction is considered to be built as a method of reducing vehicle speeds and create a more favourable environment for cyclists. Double Yellow lines are also proposed at all corners of this junction to ensure adequate visibility for all users on approach. This was evidenced by one collision at this junction in the past 2 years where one vehicle failed to see another on approach. It is understood that some have expressed concerns about the loss of parking in this location and the removal of the splitter island to the north. This can be reviewed at the next design stage and if a more favourable design can be achieved without compromising safety. Similarly, double yellow lines are proposed at the junction of Goodrich Road/Landells Road to improve visibility for all users passing through. It is understood that some consultation responses were dissatisfied at the number of spaces along Goodrich Road. This can be reviewed at the next design stage and if fewer spaces can be removed without compromising safety.

Landells Road

Landells Road consists of a 4 raised humps along this route to reduce vehicle traffic speeds and present a more favourable environment for cyclists. Some consultation comments expressed concern that these speed humps will generate additional air pollution and congestion. This can be reviewed at the next design stage if a more adequate form of traffic calming could be achieved.