



RMP 87 Dog Kennel Hill

Summary Report

Bus Priority Improvement Works – Summary Report

October 2019

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 Dog Kennel Hill

Dog Kennel Hill is located in the Champion Hill 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 40,176, 185 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 cyclist safety and improve bus journey times along the northbound arm of Dog Kennel hill (the extent of which is attached in Appendix A):

- Widening of the northbound bus lane to 4.5m by reducing the width of the central reservation
- Changing of the bus lane hours of operation to 24 hours a day, 7 days a week
- Transplanting of one tree and provision of a new tree
- No changes to be made to the existing waiting and loading restrictions

Public Consultation on these proposals took place from August 23rd to September 29th 2019. All residents and businesses within the consultation area were asked whether they approve, approve with changes or disapprove of 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 geographical area. Consultees were also advised to respond to the consultation via the online consultation portal (A copy of the letter is attached in Appendix B).

The consultation area included all properties on both sides of Dog Kennel Hill between its junction with Edgar Kail Way and Champion Hill including Mary Seacole Court, Walcot House, Wilton House and Dog Kennel Hill primary School. No 134-172 and 198-201 Grove Lane were also included. A map showing the consultation area is attached in Appendix C.

The distribution area was targeted to only those who will be directly impacted by the works to ensure that our design does not have adverse impact on entry and exit to their premises. A mailing list was drawn using the Council's Smart2 mapping system and database.

The consultation letters were delivered by Royal Mail to 370 addresses. They were delivered by 2nd class post on from 24th August 2019 with a deadline for responding of the 29th September 2019. No letters were returned to Southwark offices due to the addresses no longer being occupied.

Response to the consultation was also available online via the consultation portal. The portal included a PDF download of Dog kennel Hill bus lane widening plan. In addition, a direct phone number and email address to the Highways project manager was made available to those wishing to make enquires via those methods to do so.

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 ran from 23 August to 29 September 2019. Public access to the online portal was removed at midnight on this date.

A total of 29 responses were received during the consultation period. This represented approximately 8% response rate.

Table 1 below demonstrates the responses received to question Q1 from all respondents:

Response rate	Do you support or oppose the bus lane widening on Dog Kennel Hill		
	Support	Support with changes	Do not support
29 out of 370	17	8	4
8%	59%	27%	14%

Table 1 – Analysis of every consultation answered

Officers have then verified the data to ensure that all responses received were from an address within the consultation area. The total of 29 responses represents 8% response rate

Description	Result
Number of properties consulted	370
Number of all responses	29
Number of duplicate responses	0
Number of responses received from outside the consultation area	2 (both of them were from local cycling organisations that had been contacted previously)
Response Rate	7.8%

Table 2: Summary of consultation returns

Questionnaire Analysis

The questionnaire contained space for comments and the first question had an associated tick box option

Q1. What is your view on these proposals to widen the northbound bus lane on Dog Kennel Hill and extend the hours of operation

Support

Support with changes

Don't support

Q2. Do you have any other suggestions related to bus and other vehicle journeys on this section of Dog Kennel Hill?

Twenty seven of questionnaires returned during the consultation period were from local residents, and 2 from local cycling organisations.

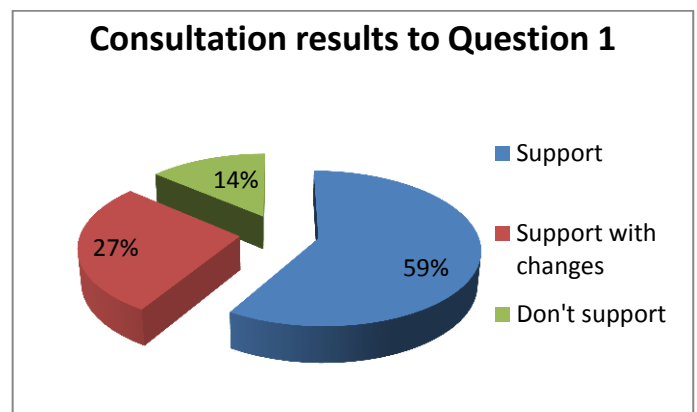


Figure 1 - Consultation Results to question Q1

The table and a graph above indicate 86% 'fully support' / 'support with changes' the proposals to widen the bus lane along Dog Kennel Hill.

Consultees were also asked how they travel in this area. The options they 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.

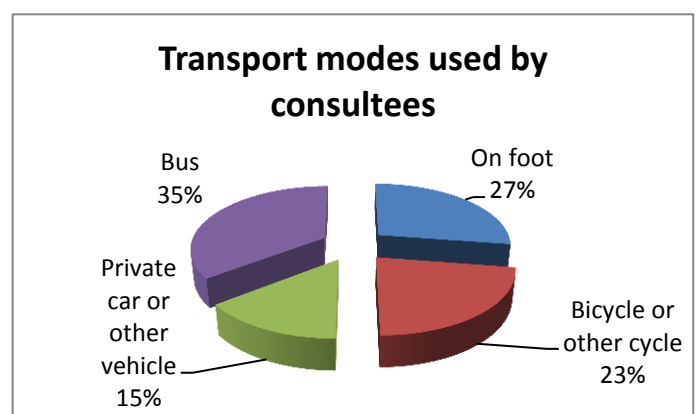


Figure 2 - Consultation Results to how people travel through this area

Figure 2 shows that 35% of respondents use the local buses as a means of transport and will benefit from the improvements proposed.

Level of Consensus

The following level of agreement has been achieved in relation to the questions contained within the consultation document:

- Fully support – 59% consultees support the proposals
- Support, with changes – 27% consultees oppose the proposals
- Do not support – 14% consultees did not support the proposals

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.

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

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Comments	Notes
<ul style="list-style-type: none"> • I support 24/7 bus lane. Need to reduce private car use in area • Its hard to tell visually, but I get the impression that the 20mph speed limit on Dog Kennel Hill is widely ignored. Additional speed reduction measures would improve the walking and cycling environment. • I live on Dog Kennel Hill and there is no significant traffic problem that I have observed involving buses or cyclists. The time savings gained by the expensive works will be minimal - a minute or two perhaps at most. With council budgets under severe strain I feel the money would be better spent elsewhere • Plant trees up south side of road, to great green barrier against pollution of double deckers straining up the hill. • Fully support the bus lane to be 24hours/7 days a week but instead of widening we should be building segregated cycle tracks to enable safer cycling and improved journey times. • It is very uncomfortable for cyclists to be closely followed by a bus up this quite steep hill. It would be natural for this to put them off cycling. This is a well used bus route and should be protected 24/7. East Dulwich is very dependent on buses because the train service at East Dulwich station is unreliable. Motor traffic frequently uses the bus lane on the approach to the Sainsbury's entrance. This clogs the bus lane and endangers other road users. Any changes need enforcement or they will be cosmetic only • Overall support consultation although the presented plans don't appear to make best use of existing / new proposed space. Also, significant concerns over a 24 hours service. More detail on these key points below: <ul style="list-style-type: none"> • (1) Concerns over a 24-hour bus service. I live at 8 Dog Kennel Hill on the third floor and find the noise from buses at night / early morning disruptive. Lower floors will have greater disruption (and other resident buildings on DKH). • (2) (i) Having looked at the proposed plans / google map image, the road width dedicated to non-bus traffic seems excessive. In addition to the widening plans, the proposal should consider addressing this imbalance. Logic suggests road space which carries buses (larger vehicles than cars/vans/ etc) AND cyclists (vulnerable road users) should command a much larger proportion of available road space. • (ii) Some initial research suggests a cycle lane requires 1.5m width. Better use of available space (as discussed above) plus widening may create sufficient headroom for separate space for the 3 users - buses, cars, cyclists. • (iii) Has Southwark Council considered the making better use of the cobbled part of DKH road (left-hand side)? This is unusable for all road users. It seems that significant works are being carried out, therefore Southwark should take a more long-term view - i.e. do necessary work 'all at once', thus minimising future disruption. • (3) 484 buses are significantly slower than other routes (unless buses are upgraded) and carry far fewer passengers (smaller buses, less regular). Therefore would have minimal impacts. 	<ul style="list-style-type: none"> • Reducing the width of the general traffic lane can help reduce traffic speeds as traffic tend to drive more cautiously in narrow lanes • Opportunity to increase tree canopy coverage to be looked into at detailed design stage • Provision of a segregated cycle lane will require at least 8.0m to accommodate a general traffic lane, the bus lane, the separator and the cycle lane which will require an extra 0.5m, reduction in the width of the island. This equates to a loss of an extra 40m² of vegetative cover and will affect roots of the mature trees within the median. Relocation of utilities will also be required which will significantly increase the cost of the scheme. We have tried to balance the impact of the proposed design. • Other options that can be considered to overcome the concern involve provision of an advisory lane in the bus lane or inclusion of the cycle logo marking within the bus lane.

Comments	Notes
<ul style="list-style-type: none"> • In my experience 4.5m is not enough space for a bus to safely pass a cyclist. Doing this will encourage buses to perform dangerous overtakes when there is not enough space. A much safer option would be to install a segregated cycle lane alongside the bus lane for this stretch of the hill. • I live on Grove Lane and have no objection in principle to the proposed changes - provided that trees and greenery are protected for environmental reasons. My reason for a supporting 'with changes' relates to the wider issue of buses on this busy section of road. There is a bus stop on Grove Lane near the junction where Dog Kennel Hill/Grove Lane intersects with Champion Hill. The bus stop serves the 176, 185, 40 and the 484 buses heading in the direction of Camberwell. In the time I have lived on Grove Lane a block of flats has been added to Dog Kennel Hill near Dog Kennel Hill playground with further flats planned near to the Champion Hill/Grove Lane junction. The extra traffic caused by these developments now and in the future necessitates the kind of changes the Council are proposing. However, I believe some consideration needs to be given to the placement of the bus stop I mentioned above. During morning rush hour buses queue up causing the exit from my property (a collective group of 4 flats) to be blocked frequently. It's difficult enough to exit a property near a cross roads junction but with the added challenge of trying to exit while 4 buses are queuing and a crowd of people waiting at the bus stop it can sometimes be almost impossible and even dangerous. I think a solution could be to move the bus stop 30 metres or so to the north or south. I suspect moving the stop south ie on to Dog Kennel Hill would be impractical given the gradient of the hill [although would no doubt be welcomed by people who use Sainsbury's and who have to climb the hill with heavy bags of shopping to get to a bus stop] plus any delays of buses may negate the positive impact of the changes the Council are proposing. Therefore it seems to me that moving the bus stop further down Grove Lane could help. It should also be noted that many of the houses and apartments south of the bus stop do not have vehicular access and so do not face the problems that people in my collective of 4 flats face. Not sure if this is considered a Council issue or TfL issue but wanted to register my concern. <p>See my comments above. I saw no mention of how the Council would seek to keep noise pollution to a minimum with these changes and in light of increased housing/accommodation on Dog Kennel Hill. The net result of improving through-traffic on this section of road is likely to increase traffic overall. Consideration needs to be given to ensuring pot holes and especially man-hole covers are used and fixed in such a way as to keep noise to a minimum especially during the night/ early morning.</p> <ul style="list-style-type: none"> • Let Taxis use it. • That's good enough reason for me .. it's difficult to get past bikes on that strap hill if you're driving a normal car let alone a double decker bus . So yes I support the idea Cheers 	<ul style="list-style-type: none"> • Relocation of the bus stop to be brought to the attention of relevant unit for further consideration

Comments	Notes
<ul style="list-style-type: none"> • Widening here is a great improvement. However all traffic is also held up earlier on the road, before the sainsburys turn on the left, as many vehicles pull into the bus lane to turn left into sainsburys. This causes problems in both the bus and standard lane during busy times, as there is often a queue of cars waiting to pull into where the bus lane ends to turn left, frequently a bus will also come which makes it even harder for people to get into that left lane, holding up all vehicles trying to go straight (including buses!) • The plan does nothing to protect cyclists who need a 'crawler' lane on this steep hill. I have never experienced a serious bus hold up, its a waste of money as the traffic lights at the top of Dog Kennel Hill will need to be rephased when the Camberwell Low Traffic area scheme to cut rat running via Camberwell Grove/Grove Hill Road is introduced. Also the current Champion Hill Part-Closure trial is likely to fail because vehicles from Grove Hill Road and Champion Hill must be able to turn right onto the main roads. At present neither of the above schemes can succeed as traffic is feeding through alternative residential roads or making U turns on Dog Kennel Hill to travel north when then have come through Grove Hill Road. As a temporary cheap measure, remove the right turn lane at the top of Dog Kennel Hill which encourages rat running traffic past Dog Kennel Hill School and through the area under consideration to become a Liveable Area. This will allow only a few vehicles to turn right is they need to access the area but not pass through. TFL must practice what it preaches and keep traffic on the main roads. • We suggest taking more of the central reservation to provide a protected bike lane at least in the up hill direction. We are worried about the variable width of the bus lane and the slow tapering off as we worry this will encourage dangerous overtaking of people on bicycles in the bus lane. • In favour of plan to extend operating hours of northbound bus lane to 24/7. Would prefer to see a semi-segregated/segregated uphill cycle lane north of the traffic lights and adjacent to the bus lane, rather than cyclists sharing a 4.5m bus lane. Not sure about the measurements so may involve taking a bit more land from the central reservation, but a 2m cycle lane would be much safer and more comfortable for cyclists than sharing the bus lane. • Instead of widening the bus lane would there be space for a segregated cycle path? There is no bus stops in the way so would be straightforward. It would prevent buss from having to overtake at all. • We wish to see more trees/hedges planted to compensate for the narrowing of central reservation. It is a busy road with lots of traffic and having trees will alleviate some pollution/prospect of the area. 	<ul style="list-style-type: none"> • There is presently another scheme looking at the traffic signals at the junction of Dog Kennel Hill/ Champion Hill as part of the no entry scheme on Champion Hill. • Provision of a segregated cycle lane will require narrowing of the footway and/or further widening into the central reservation. This will affect a large number of utilities. In addition the widening into the central reservation will result in the removal of additional trees and in some areas further relocation of utilities which will affect cost. We have tried to balance the impact of the proposed design. • The young tree that will be affected by the narrowing of the central reservation will be transplanted to a location where is has a better chance of surviving. A new tree will be planted within the median

Recommendations

In light of the positive consultation comments for the proposed bus lane widening scheme on the northbound arm of Dog Kennel Hill 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.

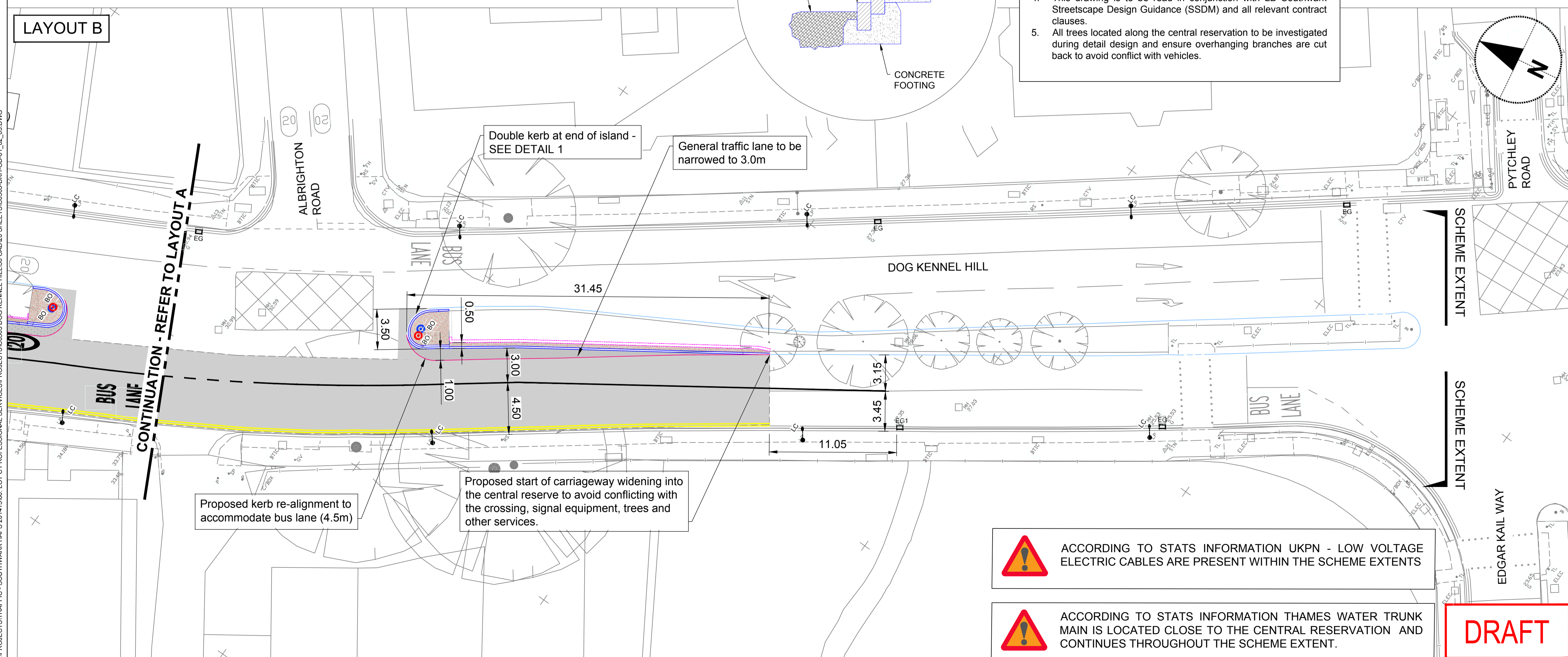
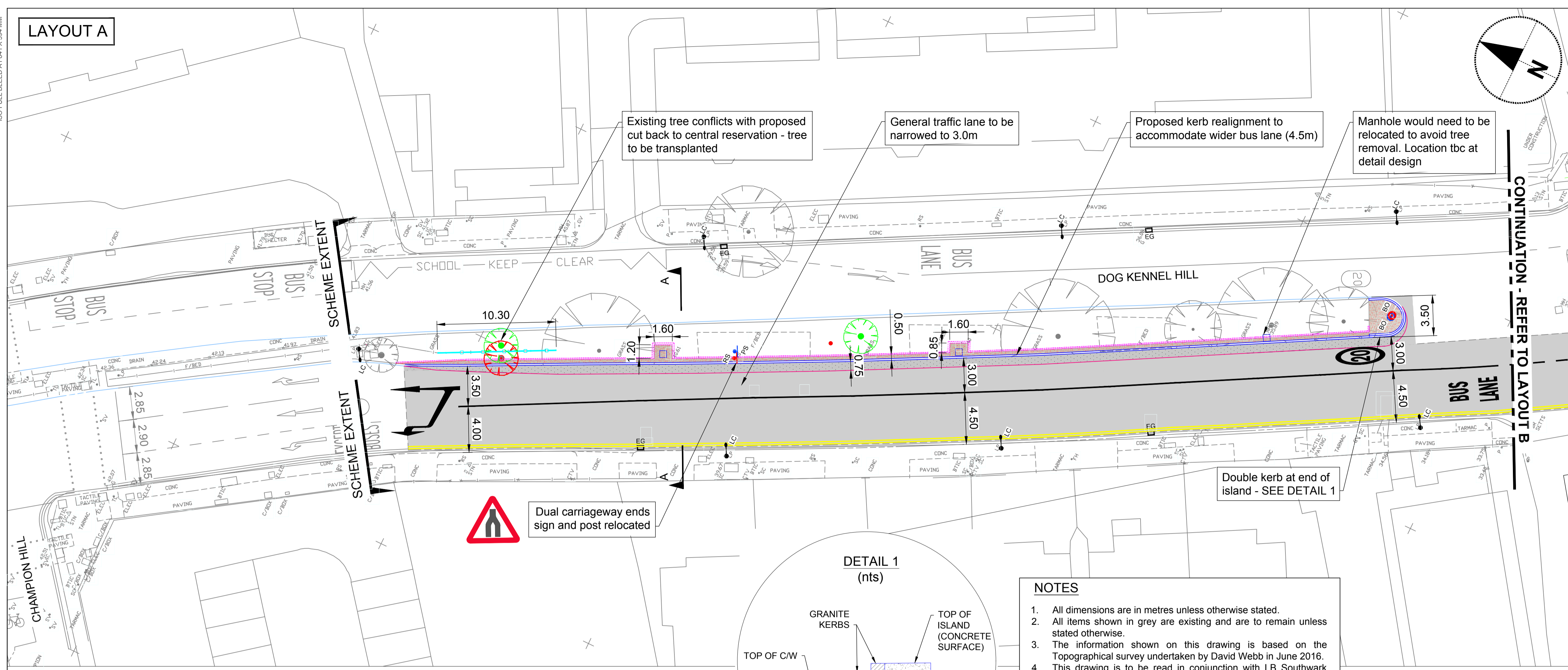
A report is being taken to the Cabinet Member for Environment, Transport and the Climate Emergency in October 2019 with the officer's recommendation to carry out advertisement of the relevant traffic management orders.

The traffic order process will be subject to statutory consultation.

Appendices

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

Appendix A – Scheme Proposal



LEGEND

- PROPOSED CONCRETE SURFACING - CENTRAL RESERVATION
- PROPOSED 40mm CARRIAGEWAY RESURFACING
- PROPOSED FULL DEPTH CARRIAGEWAY CONSTRUCTION (SUBJECT TO TRIAL HOLES)
- EXISTING CENTRAL RESERVATION KERBLINE
- EXISTING KERBLINE REMOVED
- PROPOSED FULL HEIGHT KERB (150MM) TO MATCH EXISTING
- PROPOSED DOUBLE KERB - SEE DETAIL 1
- PROPOSED PLANTER WALL
- DAMAGED GUARDRAIL TO BE REPLACED
- EXISTING GULLY TO REMAIN
- EXISTING LAMP COLUMN TO REMAIN
- EXISTING UTILITY COVER AFFECTED
- EXISTING BOLLARD REMOVED
- BOLLARD RELOCATED
- EXISTING ROAD SIGN RELOCATED
- PROPOSED RELOCATED SIGN
- TREE STUB TO BE REMOVED (TBC BY LBS ARBORICULTURAL TEAM)
- PROPOSED TREE- SPECIES TBC BY LBS ARBORICULTURAL TEAM
- EXISTING TREE TRANSPLANTED
- PROPOSED LINE MARKINGS
- REINSTATE DOUBLE YELLOW LINES
- CROSS SECTION - SEE C0503-OD-02

NOTES

- All dimensions are in metres unless otherwise stated.
- All items shown in grey are existing and are to remain unless stated otherwise.
- The information shown on this drawing is based on the Topographical survey undertaken by David Webb in June 2016.
- This drawing is to be read in conjunction with LB Southwark Streetscape Design Guidance (SSDM) and all relevant contract clauses.
- All trees located along the central reservation to be investigated during detail design and ensure overhanging branches are cut back to avoid conflict with vehicles.



REV	DATE	REVISION DESCRIPTION / DETAILS	YV	KC	AGB
0	26/06/19	FIRST ISSUE			

Shaping Southwark's Highways

 160 TOOLEY STREET LONDON SE1P 5LX

PROJECT: RMP 185.27 DOG KENNEL HILL OUTLINE DESIGN

TITLE: OUTLINE DESIGN - GENERAL ARRANGEMENT

CONTRACT NO:	60493382-C0503	DRAWN:	YV
SCALE:	1 : 200 @ A1	DESIGNED:	YV
DRAWING NO:	60493382-C0503-OD-01	CHECKED:	KC
DATE DRAWN:	MAY 2019	APPROVED:	AGB
DATE ISSUED:	26 JUNE 2019	REV:	0

ACCORDING TO STATS INFORMATION UKPN - LOW VOLTAGE ELECTRIC CABLES ARE PRESENT WITHIN THE SCHEME EXTENTS

ACCORDING TO STATS INFORMATION THAMES WATER TRUNK MAIN IS LOCATED CLOSE TO THE CENTRAL RESERVATION AND CONTINUES THROUGHOUT THE SCHEME EXTENT.

DRAFT

Appendix B – Consultation Letter

Resident
Address 1
Address 2
Postcode

Highways
highways@southwark.gov.uk
Tel: 020 7525 4571

Date: 23 August 2019

Dear Resident,

Dog Kennel Hill bus lane widening

We want to improve bus journey times along Dog Kennel Hill, as it has been identified that the bus lane is on a steep hill in this section and cyclists can hold up buses significantly as the lane is currently too narrow for buses to safely overtake cyclists travelling up the hill.

In order to support this, we are proposing to widen the northbound bus lane on Dog Kennel Hill, either side of the junction with Albrighton Road. We are also considering changing the bus lane hours of operation to 24 hours a day 7 days a week. This will reduce conflict with other vehicle types and help buses keep to timetable.

These proposals should improve journey times for passengers using the 40, 176, 185 and 484 bus routes. By making bus travel more reliable, this supports Transport for London's Healthy Streets indicator: '**People choose to walk, cycle and use public transport**'.

To do this and maintain the carriageway width for other vehicles, we plan to reduce the width of the central reservation. This will involve the transplanting of one tree, but we plan to plant an additional new tree, so the net impact would be additional tree cover.

However, we would appreciate your views on these plans, and whether there are any issues that we should take note of.

Please see details and provide feedback using our online form at

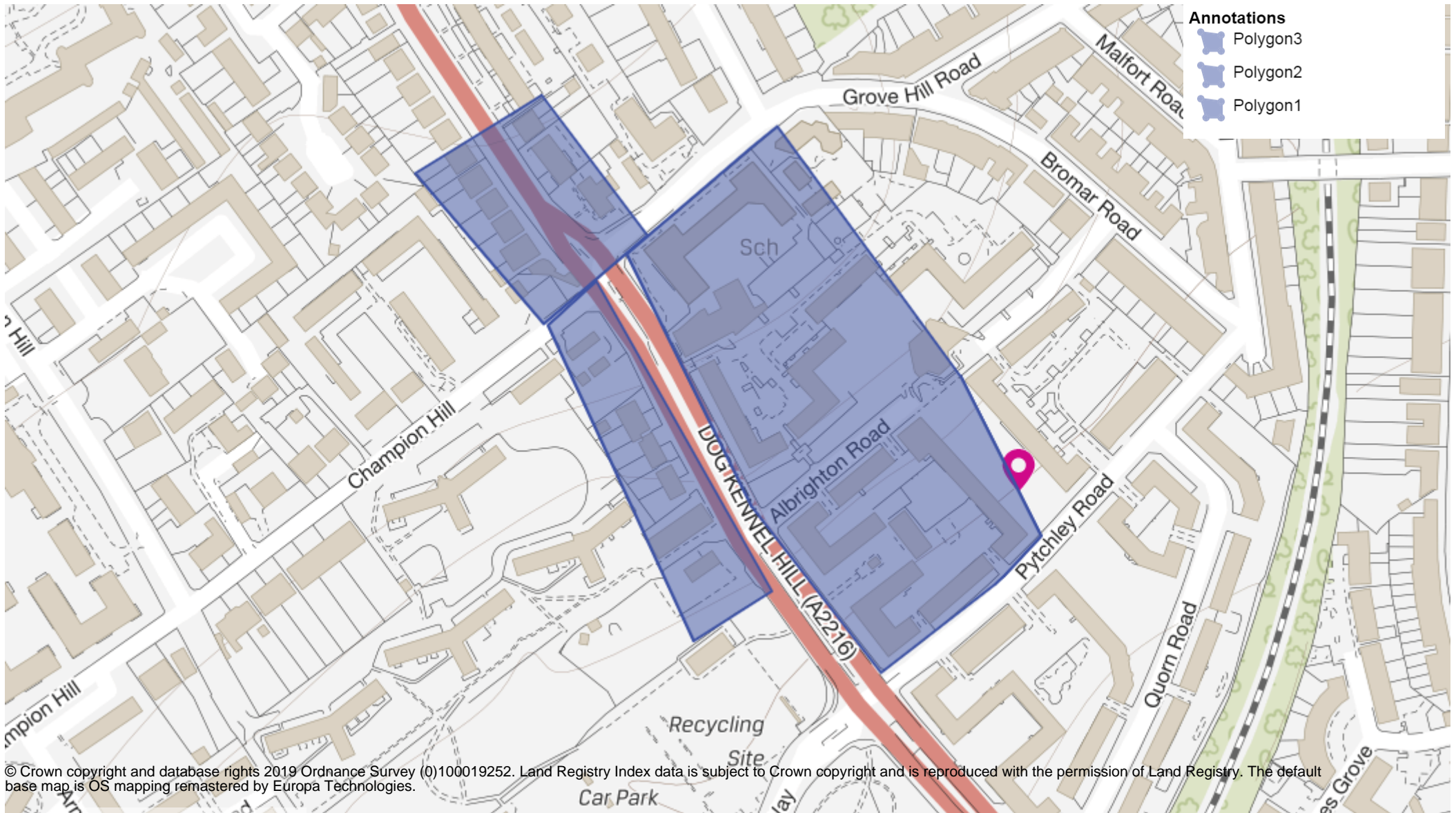
<https://consultations.southwark.gov.uk/environment-leisure/dog-kennel-hill-bus-lane-widening>

Survey closes: **29 September 2019**

e-mail: highways@southwark.gov.uk
telephone: 020 7525 4571

by post: FREEPOST RSDT-BHXX-SCAJ
DKH Bus lane
Highways Division
Floor 3, Hub 2
Southwark Council
PO BOX 64529
SE1P 5LX

Appendix C – Map of Consultation area



- Annotations**
- Polygon3
 - Polygon2
 - Polygon1

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23-Aug-2019

Scale =
2645.99999999