



# Sydenham Hill 20mph

## 20mph Scheme – Summary Report

March 2020

# Introduction

This report has been produced by the London Borough of Southwark Highways team to provide a summary on the consultation exercise for proposed traffic calming on Sydenham Hill.

Southwark has identified several interventions that could reduce vehicular speeds between Crystal Palace Parade and Crescent Wood Road.

The proposals include:

- Introduction of a segregated cycle lane.
- Removal of central traffic islands and replacement with raised tables
- Introduction of a bus stop bypass for cyclists
- Raising existing zebra crossing
- Introduction of a new parallel crossing for pedestrians and cyclists near to Crescent Wood Road
- Footway buildout at the entrance to Crescent Wood Road and low level planting
- Raising the level of the existing zebra crossing
- Footway buildout at the entrance to Crescent Wood Road

Public consultation on these proposals took place from 17 February 2020 to 16 March 2020. All residents and businesses within the consultation area and those travelling through the area were invited to comment on the proposals.

## Consultation Process

The views of the local community were sought as part of this consultation exercise. A flyer was dropped through the mailbox of all addresses in a 50m radius of the LBS section of Sydenham Hill including addresses in Lewisham.

The distribution area was large enough to gain views from the wider community that may be considered to be affected by the proposed measures. A mailing list was drawn using the Council's Smart2 mapping system and database.

A copy of the flyer is appended (Appendix A).

Consultees were advised to respond to the consultation via the online consultation portal. They were also given an email address and telephone number by which to respond.

The flyers were delivered by Royal Mail.

The consultation was also available online via the consultation portal. The portal included the following downloads/links:

[www.southwark.gov.uk/sydenhamhill](http://www.southwark.gov.uk/sydenhamhill)

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 16 March 2020. Public access to the online portal was removed at midnight on this date.

A total of 123 online responses were received during the consultation period out of 991 flyers sent. This represents a 12% response rate – this is an average response rate for this type of consultation.

**Question 1: With regard to Sydenham Hill, what are the most important factors for you? Please select your top three priorities:**

Overall priorities	Ranking
Cycle and pedestrian safety	68
Air quality	53
Reduce traffic speeds	41
Access to public transport	31
Pedestrian facilities (e.g. crossing points, pavements, seating, shelter, green spaces)	30
Reduce traffic volume	28
Cycle facilities (e.g. cycle lanes, cycle parking, cycle crossings)	27
Green infrastructure (Trees, flower beds)	22
Car parking facilities	20
Accessibility for disabled users	11
Other	10
Lighting	6
<b>Total</b>	<b>347</b>

**Question 2. If you currently travel on Sydenham Hill,**

**A. What do you like about the road?**

What do you like about the road?	No. of responses
The width of the road is good	27
It has a green/pleasant environment	19
It provides a connection	15
There is a good traffic Flow	13
There is a Speed Camera	11
Nothing	11
It is good for Pedestrians	11
Traffic speeds are low	8
There are regular buses	7
The road feels safe	5
It is good for cycling	5
There are no speed humps	5
There is good Lighting	3
Air quality is good	1

## B. What could be improved?

What could be improved?	No. of responses
Provide Cycle lanes	28
Traffic speeds should be reduced	26
Relocate the proposed pedestrian crossings/provide more pedestrian crossings	16
Reduce the amount of parking	12
The condition of the road (better maintenance)	11
More green landscaping (trees and planting)	8
Provide more Speed cameras	7
Lighting	3
Provide more parking	3
More EV charging points provided	2
More Cycle Storage	2
There should be a raised junction at Wells Park Road	1

### Question 3. What would encourage you to travel more by non-motorised transport?

What would encourage you to use non-motorised transport?	No. of responses
Provide Segregated Cycle lanes	38
Reduce traffic speeds	20
Provide more buses	16
Better use of technology for more integrated transport	3
Provide more EV Charging points	2

### Question 4: The aim of this scheme is to reduce speeds along Sydenham Hill and encourage active and public transport without causing disruption to any business. Do you use Sydenham Hill to load or service your business?

Response	Do you use Sydenham Hill to load or service your business?	Percentage
Yes	6	5%
No	107	87%
Not Answered	10	8%
<b>Total</b>	<b>123</b>	<b>100%</b>

### Question 5: Overall, do you support the proposals to install traffic calming measures and make the street healthier and safer for all as part of the Sydenham Hill 20 mph Scheme?

Response	Do you support the proposals for Sydenham Hill 20mph Scheme?	Percentage
Support	55	45%
Support with changes	29	24%
Don't support	36	29%
Not Answered	3	2%
<b>Grand Total</b>	<b>123</b>	<b>100%</b>

### Question 6: We would also like to understand your views on individual aspects of the scheme:

Response	Introduction of a segregated cycle lane	Percentage
Support	66	54%
Support with changes	13	11%
Don't support	41	33%
Not answered	3	2%
<b>Grand Total</b>	<b>123</b>	<b>100%</b>

Response	Removal of central traffic islands and replacement with raised tables	Percentage
Support	54	44%
Support with changes	15	12%
Don't support	50	41%
Not answered	4	3%
Grand Total	123	100%

Response	Introduction of a new parallel crossing for pedestrians and cyclists near to Crescent Wood Road	Percentage
Support	69	56%
Support with changes	8	7%
Don't support	39	32%
Not answered	7	6%
Grand Total	123	100%

Response	Introduction of a bus stop bypass for cyclists	Percentage
Support	69	56%
Support with changes	9	7%
Don't support	41	33%
Not answered	4	3%
Grand Total	123	100%

Response	Footway buildout at the entrance to Crescent Wood Road and low level planting	Percentage
Support	66	54%
Support with changes	13	11%
Don't support	37	30%
Not answered	7	6%
Grand Total	123	100%

Response	Raising existing zebra crossing	Percentage
Support	76	62%
Support with changes	9	7%
Don't support	32	26%
Not answered	6	5%
Grand Total	123	100%

Response	Raising the level of the existing zebra crossing	Percentage
Support	76	62%
Support with changes	8	7%
Don't support	32	26%
Not answered	7	6%
Grand Total	123	100%

Response	Footway buildout at the entrance to Crescent Wood Road	Percentage
Support	66	54%
Support with changes	13	11%
Don't support	38	31%
Not answered	6	5%
<b>Grand Total</b>	<b>123</b>	<b>100%</b>

Question 7: Do you have any further suggestions for improving Sydenham Hill to make it healthier and safer for all road users?

Further suggestions	Count
Extend the scheme	11
Prevent the stop/start of traffic from speed humps	4
Consider Slow signs	1
Prevent vehicles overtaking dangerously	2

Question 8: In order to help us reach more people in future, please indicate how you heard the Sydenham Hill 20 mph scheme:

How did you hear about the Sydenham Hill scheme?	Count
Flyer received in the post	57
Social Media (Not directly from Southwark eg. A friend's post)	27
Word of mouth	27
Other	11
Southwark's website	7
Social Media (Directly from Southwark's accounts)	3
Posters in the local area	0
<b>Grand Total</b>	<b>132</b>

Question 9: We are regularly reviewing our public engagement process to ensure it remains fit for purpose. Please let us know if you have any suggestions that would improve the consultation experience:

Comments on consultation process	Count
More modes of communication e.g. Dulwich Estates, Email, Better website, More drop ins)	9
More info (Such as accident data, Road widths, Bigger maps)	7
It's fine as it is	5
Concern about Works disruption	3
Ask residents before drawing up proposals	3
Good drop in session	3
Ensure fair questions	2
Longer consultation period	1

Questions 10 and 11: Questions used for monitoring purposes.

Question 12: In relation to Sydenham Hill, are you:

Are you	Count
A resident	43
A resident of a neighbouring street	40
A regular visitor	26
A commuter using the route	5
Not Answered	5
Other	4
<b>Grand Total</b>	<b>123</b>

**Question 13: When you travel on or near Sydenham Hill, what is your most common mode of transport:**

**Driving any vehicle other than a car or motorcycle** 1

What is your most common mode of transport	Count
Driving a car	38
By bicycle	31
By foot	23
By bus	14
Not Answered	7
Other	5
Driving a motorcycle	2

In a wheelchair	1
With a pushchair	1
<b>Grand Total</b>	<b>123</b>

**Question 14 to 19: Questions used for monitoring purposes.**

## Postcode Analysis

Do you support the proposals to install traffic calming measures and make the street healthier and safer for all as part of the Sydenham Hill 20 mph Scheme?	Support	Support with changes	Don't support	Not answered	Grand total
Southwark resident	14	18	23	2	57
Lewisham resident	9	6	3	0	18
Not resident of Sydenham Hill or surrounding road	26	5	3	0	34
Not answered	6	0	7	1	14
<b>Grand Total</b>	<b>55</b>	<b>29</b>	<b>36</b>	<b>3</b>	<b>123</b>

The majority of those who responded are resident of the Southwark side of Sydenham Hill with the next highest proportion being resident of surrounding areas. The majority of those who responded from Southwark and Lewisham support the proposals or support the proposals with changes.

## Additional comments received from key stakeholders

### Metropolitan Police Road Safety Engineering Unit

The markings are a bit ambiguous in layout 2 at the junction with Dome Hill Road. Cyclists are fed into Dome Hill Road towards the bus stop by pass but may come into conflict with vehicles exiting Dome Hill Road trying to move forward to the second lot of give way markings. It might be better to make it look more like a cycle track rather than just a bit of Dome Hill Road that cyclists have to cycle across to get to the bus stop bypass. Having said that, I do realise that this is just a small private access road to an estate.

In layout 4, how are cyclists supposed to turn right to access Wells Park Road and Crescent Wood Road?

In layouts 5 and 6 there appear to be parking bays on the outside of the cycle lane but no buffer zone. This may create conflict between cyclists and vehicles if passengers open car doors into the cycle lane. What are the road widths by these bays? Is there enough room for two vehicles to pass without having to drive into the advisory section of cycle lane on the east bound side? Also in layout 6, the road has a slightly wider section in it by the southern kerb in layout 6.

The cycle lane continues straight on leaving a small layby that vehicles can park in but would need to cross the cycle lane in order to do so, with no buffer zone. Cyclists may come into conflict here with drivers and passengers opening doors and vehicles entering and exiting this layby area.

The plan mentions that the speed camera will need to be relocated. Where will it go?

In general at the zebra crossings, the cycle lane markings continue through the zig zags, which is not permissible according to the TSRGD.

I think this is a really good scheme for cyclists and pedestrians and will slow down traffic in general to more acceptable speeds.

## **Southwark Cyclists**

Southwark Cyclists strongly support the changes proposed and welcome Southwark council providing more protected cycle infrastructure and improved walking conditions in an outer part of the borough. We suggest that all the bus stops should be safe bus stops and provide cycle bypasses. As this approach provides a safer experience for those on bicycles as well as ensuring the bus stops in the flow of traffic and can continue its onward journey without having to merge back in which improves journey times. We also suggest that more cycle parking should be added during the scheme's construction. Near the Wood House pub and near Sydenham Hill wood. We understand this is a complex scheme due to the border of Lewisham and Southwark meeting in this location and we hope medium term Southwark will be able to work with Lewisham to extend these proposals further and link them to the junctions at either end with protected cycle lanes the full length.

## **Analysis of responses**

### Focused questions

- The majority of those who responded were in favour of the segregated cycle track along Sydenham Hill.
- The small majority of those who responded were in favour of removing central islands and replacing them with raised tables.
- The majority of those who responded were in favour of introducing a bus stop bypass for cyclists.
- The majority of those who responded were in favour of raising existing zebra crossings.
- The majority of those who responded were in favour of the introduction of a new parallel crossing for pedestrians and cyclists near to Crescent Wood Road.
- The majority of those who responded were in favour of a footway buildout at the entrance to Crescent Wood Road and low level planting.
- The majority of those who responded were in favour of a footway buildout at the entrance to Crescent Wood Road.

### Respondent's priorities

For those who responded, cycle and pedestrian safety, air quality, the reduction of traffic speeds and access to public transport are most important when it comes to travelling on Sydenham Hill.

When asked what was good about Sydenham Hill, the most common themes were the width of the road, the green and pleasant environment and the connectivity of the road.

### What could be improved?



Respondents would like cycle lanes, reduced traffic speeds, the relocation of proposed pedestrian crossings/the provision of more pedestrian crossings. There was a particular focus on the location of pedestrian crossings in the additional comments section.

### Further comments

When asked what would encourage you to travel more by non-motorised transport, the most common themes were the provision of segregated cycle lanes, reduced traffic speeds and more buses.

Additional suggestions include: extending the scheme, preventing the stop/start traffic from speed humps and the prevention of overtaking vehicles.

### Recommendations

We recommend that all proposals are progressed to detailed design subject to changes based on feedback from the consultation, the main changes/investigations to be undertaken are:

- Reassessment of car parking spaces and location particularly near to Bluebell Close and potential conflict with cyclists.
- Reassessment of relocation of pedestrian crossing.
- Reassessment of removal of island near to Dome Hill Park which is often used by school children and measures to demark cycleway crossing Dome Park Rd
- The junction buildouts to be reassessed to ensure that larger vehicles can make the turn.

Additionally, all comments made by the Police will be assessed, such as road widths and ensuring parking bays leave adequate space for cyclists. Small changes may need to be made following the road safety audit; this will not require any further decision making.

**Appendix 1** – Flyer sent to all addresses

**Appendix 2** – Design drawings