Brockwell Park to Gipsy Hill Healthy Route - Engagement Summary Report

London Borough of Lambeth

Document Reference: 6216
Date: July 2021

Created by
Jess Cully
Jess.Cully@projectcentre.co.uk
0330 1358 950

Lambeth

PROJECT CENTRE

1. EXECUTIVE SUMMARY

From Monday 27 January to Saturday 29 February 2020, Lambeth Council carried out a public engagement programme, seeking feedback on the changes proposed to Rosendale Road as part of their Brockwell Park to Gipsy Hill Healthy Route Project.

The purpose of this document is to provide a detailed overview of the engagement activities undertaken to gather feedback from residents, businesses and visitors in the Brockwell Park to Gipsy Hill Healthy Route area, and a full analysis of the responses received. This analysis will provide; an overview of the level of support for the scheme, a breakdown of all the comments received, details of any key themes arising and how the council plans to progress with the scheme taking the feedback received into account.

From the 1,318[1] total survey responses received, around 70 percent were supportive of the scheme proposals. In addition to the 1,318 responses to the public engagement, the council received a paper petition on 28 February with 818 signatures and an identical e-petition signed by 299 people. No analysis has been done into whether there are duplicate signatures on both petitions, or whether petitioners also responded via the survey. The petition points have been responded to by the council in Section 5.

This engagement took place before the COVID-19 lockdown and restrictions around using public transport, which has demonstrated even more clearly the need to introduce more improvements for cycling and walking.

[1] 1,318 responses were received via online and hardcopy surveys during the engagement period. All respondents answered question 2, however a number of respondents chose not to answer question 3, which therefore had a lower response rate of 1,216. These are the final figures following analysis and removal of duplicate responses.

CONTENTS PAGE PAGE NO.

1. EXECUTIVE SUMMARY II

2. INTRODUCTION 2

2.1 What is a Healthy Route? 2

2.2 Project background 3

2.3 The proposed designs 4

3. ENGAGEMENT ACTIVITIES 6

3.1 Online Webpage and Survey 6

3.2 Flyers 6

3.3 Business engagement 7

3.4 Drop-in sessions 8

4. ENGAGEMENT FINDINGS 9

4.1 Survey analysis 9

4.2 Postcode **Error! Bookmark not defined.**

4.3 Overall proposal for Brockwell Park to Gipsy Hill Healthy Route 9

4.4 TfL proposal for the junction of Rosendale Road/Thurlow Park Road 11

5. PETITION 14

6. CONCLUSION 19

7. NEXT STEPS 20

QUALITY 21

2. INTRODUCTION

Project Centre Ltd (PCL) was appointed by The London Borough of Lambeth (LBL) to undertake this most recent public engagement for the Brockwell to Gipsy Hill Healthy Route project, and to report back on the responses received. The public engagement programme provided the local community, including residents, local associations, and businesses with the opportunity to review the current proposals for the scheme and provide their feedback.

A total of 10,508 A5 flyers were distributed to residents and businesses local to the project area. The flyers included an artistic impression of a two-way segregated cycle lane on Rosendale Road, details of the online survey and the dates and locations of two drop-in events. The online engagement was open for responses for five weeks from Monday 27 January until Saturday 29 February 2020.

The Brockwell Park to Gipsy Hill Healthy Route forms part of Lambeth's proposed Healthy Route Network which is a key element of their Transport Strategy. The network Lambeth have identified is the result of extensive engagement with stakeholders and the wider community, as well as evidence gathered about the most significant places for walking and cycling trips, now and in the future.

2.1 What is a Healthy Route?

A healthy route links people who want to travel sustainably with places they need to get to, such as schools, workplaces, amenities and shops. A healthy route is convenient, attractive, feels safe and is accessible to all. A healthy route could be a residential street or a main road or a combination of both. And critically motor traffic levels are low, or on busier roads there is dedicated space that is not shared with general traffic.

Lambeth already has significant levels of walking and cycling in the borough. The council want to continue to ensure streets will be safer, more accessible and more attractive for trips on foot, and to deliver significant improvements to make cycling a real option for more people.

Some benefits of Healthy Routes include:

- Making neighbourhoods where many shorter trips take place better for walking and cycling.
- Encouraging more children to walk and cycle to school.
- Fewer people making short trips by car, motor traffic levels will decrease which in turn will lessen congestion, and improve accessibility, safety, air quality and well-being for the whole community creating a more liveable place.
- Linking neighbourhoods together; new crossings and improved junctions at key locations allow people to get across busy roads that form a barrier to walking and cycling.

Delivering the Network will support Lambeth Council to achieve their core objectives to prioritise the most efficient, healthy, accessible and environmentally friendly modes of travel – walking and cycling – as well as creating more 'liveable' places for everyone.

More information on the proposed Healthy Route Network can be viewed in Lambeth councils' Healthy Routes Plan, which is an appendix of their Transport Strategy (Appendix A to this report).

2.2 Project background

Lambeth Council (LBL) has been engaging with the local community and stakeholders on proposals for cycling and pedestrian improvements in the Rosendale Road and Gipsy Hill areas since summer 2015. Initially this was for proposals that were part of the Quietway 7 route and programme. A summary of the key engagement activities and decisions since then is provided in the table below:

Date	Engagement Activity/Decision
August 2015 – January 2016	LBL carried out a series of early engagement events and workshops with local residents to develop some initial proposals.
February/March 2016	LBL consulted residents and stakeholders on proposals with the support of TfL. The consultation was split into two areas: Gipsy Hill and West Dulwich.
March 2016 – June 2017	LBL reviewed the responses to the consultation and made some changes to the design proposals.
June/July 2017	A decision was made by the council to proceed with the Quietway scheme. However, due to concerns raised by local councillors, this decision was later withdrawn. LBL planned additional engagement and consultation so all residents would have the opportunity to review the plans and provide feedback on the latest proposals.
August 2017	Further engagement was carried out to capture comments from residents and explain how the consultation had fed in to the latest series of designs.
September 2017	LBL updated some of the design proposals and incorporated changes as requested by residents. The council presented the current proposals online so residents would have another opportunity to review the designs.
October/November 2017	LBL opened a webpage for comments and requested feedback from people who had already responded to the consultation.
Jan 2018	The proposals were approved by the Cabinet Member for Housing and Environment.
February - March 2018	LBL carried out statutory consultation within Thurlow Park and Gipsy Hill wards. A formal objection was raised by the Metropolitan Police due to concerns about the safety of the proposals.

Date	Engagement Activity/Decision
April 2018	In response to the police objections, a number of changes were proposed to the designs by the council. Subject to those changes being made, the Police agreed to withdraw their objection.
May/June 2018	TfL reviewed the proposals for all Quietways in London. For Quietway 7, the review concluded that due to the vehicle volumes on Rosendale Road, TfL should only fund a scheme which either: provided separation between cyclists and motor traffic along Rosendale Road, or reduced the volume of traffic by closing or filtering Rosendale Road.
June – November 2018	Agreed within Lambeth Council that it would not be appropriate to close or filter Rosendale Road. High level options are assessed to provide segregation on Rosendale Road alongside other improvements to promote walking and cycling in the area.
December 2018	The Mayor of London and TfL launched the Cycling Action Plan. This document confirms new higher quality standards for the building of cycling infrastructure. This confirmed the necessity for LBL to significantly modify the design.
February 2019	Decision made internally to progress a layout with a two-way cycle track on Rosendale Road, as this would have less impact on parking losses in the area, compared to the one way/with flow options.
March – October 2019	Preliminary designs progressed for the preferred option by LBL and TfL.
November 2019	LBL publish their new Transport Strategy which defines the proposed Healthy Route network and the associated quality standards.
November – December 2019	Engagement with statutory consultees (Ambulance, Fire Brigade and Police) and some local stakeholders; Rosendale School, Rosendale Allotment Association, Rosendale Playing Fields, Lambeth Integrated Disabilities Team.
January – February 2020	Public engagement online with two drop-in sessions held locally.

2.3 The proposed designs

The current planned designs will see a range of changes implemented on Rosendale Road that seek to address the issues raised during previous engagement programmes and meet the current council standards for the Healthy Route Network. Most notably, the council have sought to alleviate fears about the safety of an advisory (painted) cycle lane raised by the Police and other key stakeholders in 2018, by proposing a fully segregated cycle track along Rosendale Road, between Norwood Road and Myton Road (mix of stepped and parking-protected). The mini roundabouts at Rosendale Road/Turney Road/Dalkeith Road and Rosendale Road/Park Hall Road are to be removed and replaced with priority junctions, which are safer for cyclists and will allow for improved pedestrian crossing facilities.

The new designs include the introduction of 11 zebra crossings (5 with parallel cycle facilities) along the route to improve cycling and walking conditions. Changes also include 35 new trees, 21 new benches, 7 new planters, 55 cycle parking stands and areas of greening for sustainable drainage. Meanwhile, a nominal 57 informal car parking spaces would need to be removed and the left turn from Rosendale Road into Turney Road prohibited in order to make way for the changes. Blended crossings, whereby the footway continues across the mouth of a side-road junction are also suggested to encourage drivers to slow down when entering or exiting side roads, thereby giving pedestrians more confidence when crossing roads. Tactile paving would also be provided to assist blind and partially sighted pedestrians, while traffic calming measures such as speed humps and raised tables at junctions and throughout the route aim to help reduce general traffic speeds.

Changes proposed to the TfL junction of Rosendale Road and Thurlow Park Road include the following:

- Banned left and right turns for motor vehicles (including buses) from the north arm of Rosendale Road
- Two-stage right turns for cyclists

This year, engagement was carried out seeking to gauge the feedback from residents and stakeholders in response to the proposed changes above. The following report presents the findings and makes recommendations for future proposals based on the feedback.

3. ENGAGEMENT ACTIVITIES

3.1 Online Webpage and Survey

An online engagement survey ran for five weeks between Monday 27 January and Saturday 29 February 2020, hosted on the Lambeth Council website. In total, following removal of duplicate or incomplete responses, we received 1,318 responses to the survey online and via hardcopy, 56 responses via email and a petition opposing the scheme. Hardcopy and email responses were merged with the online data for final analysis which is provided in Section 4. The petition and Lambeth council's response are provided in Section 5.

3.2 Flyers

Flyers detailing the engagement, survey link and drop-in sessions were distributed to 10,508 addresses covering the area outlined on the map below:

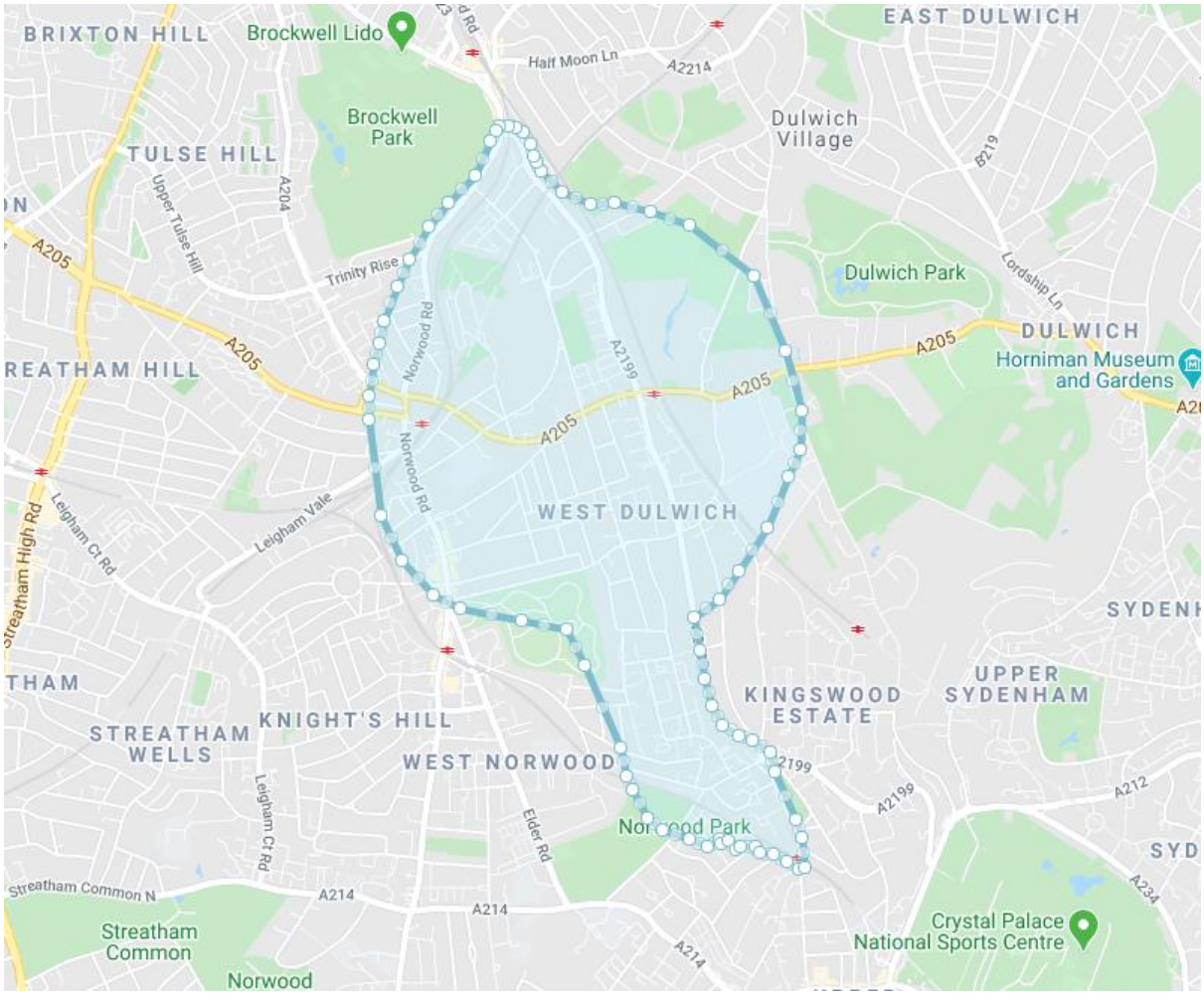


Figure 1: Map of the flyer distribution area

The flyers (see Figure 2 below) were distributed on Tuesday 28 January 2020 and were followed up with posts sent out via the council's social media channels.

Healthy Route

Brockwell Park to Gipsy Hill

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

Lambeth

We have listened to your feedback on the Brockwell Park to Gipsy Hill Healthy Route and would now like to share the current design with you. This scheme reflects the conversations had with key stakeholders during early engagement towards the end of 2019 and your comments on the Quietway 7 proposals during public consultations between 2015 and 2018.

The Healthy Route Network is a part of the Transport Strategy for Lambeth which prioritises walking, cycling and a high-quality street environment. We want to make our streets safer, more accessible and attractive for trips on foot and deliver significant improvements to make cycling a real option for more people.

Proposed improvements include a two-way segregated cycle lane along Rosendale Road between Brockwell Park and Myton Street; 11 additional zebra crossings, 5 with parallel cycle provision, public space improvements with new trees and benches and more.

Have your say

We want to know what you think of our plans. Tell us online by scanning the QR code or visiting **www.surveymonkey.co.uk/r/Lambeth** by Saturday 29 February 2020

Drop-in sessions

4 February 2020, Tuesday, 6pm-8pm
Venue: Emmanuel Youth & Community Centre
96 Clive Road, SE21 8BU

13 February 2020, Thursday, 6pm-8pm
Venue: All Saints West Dulwich Church, Crypt Hall
Lovelace Road, SE21 8JY

Come and discuss the designs with us at one of our drop-in sessions or for more information visit **www.lambeth.gov.uk/rosendaleroad**

Figure 2: Flyer promoting the engagement

3.3 Business engagement

Businesses on Rosendale Road, from Tritton Road to Norwood Road, were visited on the morning of Wednesday 29 January by three officers from Lambeth council and Cllr Holland, Deputy Leader of the Council (Environment and Clean Air). They spoke to approximately 25

businesses on the day and collected contact details where possible to send a follow up email with details of the engagement webpage so people could provide feedback via the survey. Whilst the response was generally positive or neutral on the day, some businesses did strongly oppose the scheme.

3.4 Drop-in sessions

Two drop-in sessions were held during the engagement period, providing an opportunity for residents and stakeholders to view the designs, meet the project team and find out more about the proposed changes to Rosendale Road as part of the Healthy Route Network.

The sessions were held at the following times and locations:

- Emmanuel Youth and Community Centre, Tuesday 4 February 2020 from 6pm-8pm.
    - In total 50 people attended this first session.
    - The project team consisted of two officers from the council, one officer from Sustrans, and two Project Centre consultants.
- All Saints West Dulwich Church, Thursday 13 February 2020 from 6pm-8pm.
    - In total 150-200 people attended this second session.
    - The project team consisted of one officer from the council, one officer from Sustrans, one representative from TfL, and two Project Centre consultants.

Both sessions had hard copy questionnaires available for people to fill out. Due to the increased influx of attendees at the second session, paper copies ran out and attendees were directed to provide their feedback via the online portal or through email.

Overall comments were focused on safety and traffic being displaced to adjoining streets from Rosendale Road. Particular attention was given to Lovelace Road, as some residents believed the new proposals meant it would become a hub for traffic jams. Specific requests were made related to disabled parking as well as some questions beyond the scope of the project including adding cycle tracks on Clive Road.

4. ENGAGEMENT FINDINGS

4.1 Survey analysis

The survey contained three questions with open responses. The questions were:

1. What is your postcode?
2. What are your comments of the overall proposal for Brockwell Park to Gipsy Hill Healthy Route?
3. In partnership with Lambeth, TfL is making further improvements to the junction of Thurlow Park Road (the A205 South Circular) with Rosendale Road to make it easier and safer for cyclists to cross it, which includes banned turns and two-stage right turns for cyclists. Please let us and TfL know what you think of these improvements

Questions 2 and 3 have been analysed for their levels of support for the overall proposals, any recurring themes coming out of the comments, and specific aspects of the designs people like or don't like. Comments covered a range of themes and thus may have mixed tags i.e. a comment supporting the scheme stating it will improve safety but concerns of how disabled people will access the shops in their cars would have both a positive and negative tag. This means the total number of themes that comments have been broken down into, will equate to more than the actual number of comments.

Postcode data was collected to help inform the project team of the locations responses were coming from, and so they could see any trends with positive and negative responses that might further influence the detailed designs. Lambeth are keen to ensure that there is local support of the scheme and that the views of people in the immediate areas are taken in to account. To that end, the charts below summarising positive and negative responses have been separated out into those from the local area, i.e. postcodes SE21, SE24, SE27 and SW2 and responses from all other postcodes, i.e. outside the local area.

4.2 Overall proposal for Brockwell Park to Gipsy Hill Healthy Route

1,318 responses were recorded for this question which came via the online survey, hard copy responses and emails received. Six of the responses were blank and thus not included in the analysis.

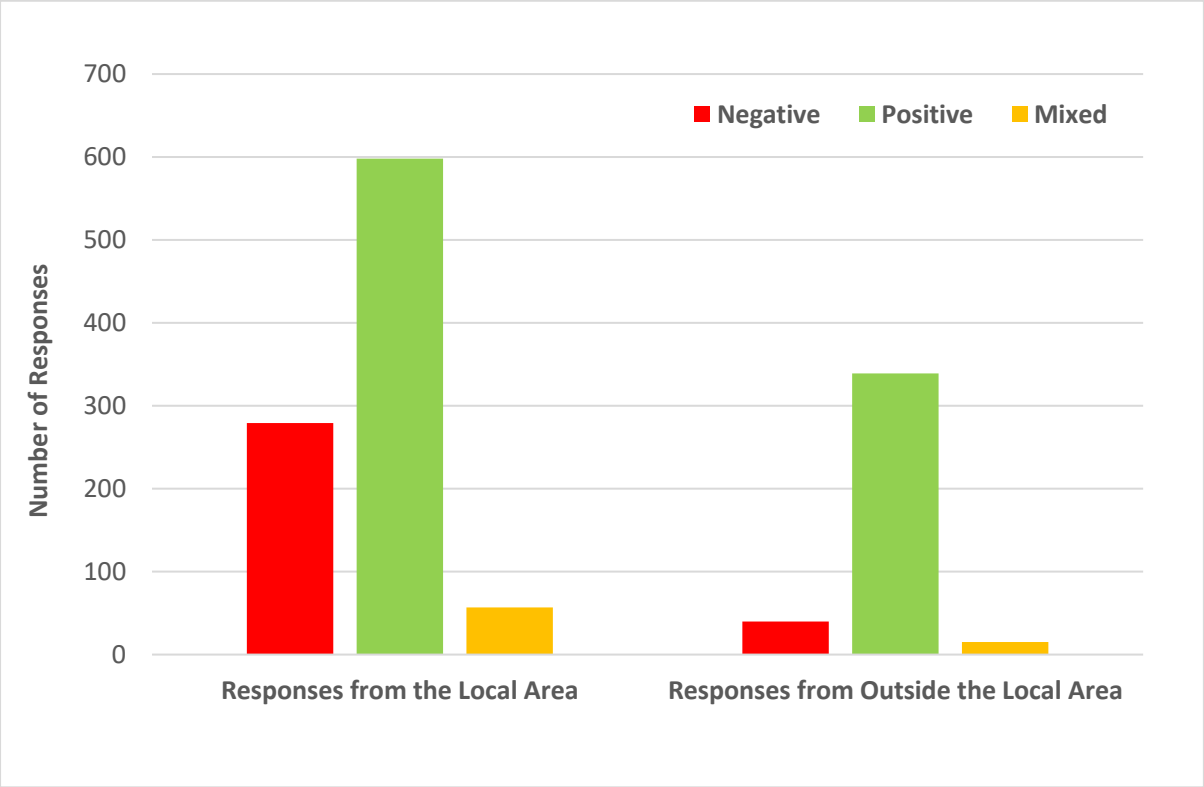
Overall, the responses to this question were positive, with 70% of responders being in favour of the proposals. 200 of the positive comments were regarding safety and how the scheme would improve this. 144 comments were regarding how the plans would be beneficial to the environment. Of the negative comments, the most common theme was in respect of rat-running/and traffic congestion in general with 169 comments. The tables and chart below break down these responses.

Comment Type	Number of comments	Percentage
Positive	918	70%
Negative	333	25%
Neutral	35	3%
Undefined	32	2%

Positive theme	Number of comments	Example comment from responses
Safety	200	"Every time I cross Rosendale Road I worry about being run down by a speeding driver. The road is hugely wide and blighted by dangerous drivers. My children went to nelly's nursery and the Lovelace road junction is horrible for pedestrians - especially in winter and in the dark. The new pedestrian crossings outside and near to the school and nursery will be hugely beneficial - as will the designs to narrow the road and make drivers less able to drive at 50mph+. I'm also hoping more will be done locally to create a network of healthy routes that will allow families to enjoy living here even more."
Environment	144	"I strongly support this proposal. This scheme will make cycling and walking safer and more pleasant. With a climate and obesity crisis, we need to encourage more sustainable and healthy ways of getting around."
Better Walking/Cycling conditions + promotion	173	"I like how it aims to make cycling not only safe, but also enjoyable, such an important step in really increasing more cycling."
Other	109	"I'm overall very enthusiastic. We live very near Brockwell Park and there are far few pleasant routes in and out in different directions. The removal of parking spaces seems appropriate and I think the road will become a much nicer place to be, which will bring benefits to the local shops."
General Support	428	"As a parent and resident of Rosendale road we are very happy with the new proposal, this is a way of the future for our kids who don't yet have a voice. Many thanks."

Negative theme	Number of comments	Example comment from responses
Safety	101	"I don't see the need for it in terms of the cycle way and am concerned about the road safety implications both for vehicular traffic using the narrowed carriageway and for property occupiers pulling out of driveways onto a bidirectional cycle way. Has a road safety audit been carried out?"
Rat-running/Congestion/Traffic	169	"Traffic will be displaced onto Lovelace road due to no right turn onto south circular. Changing Lovelace road/Rosendale road entrance to two-way could result in build of up traffic both entering and exiting during peak hour. We are [redacted] road and will be negatively affected by having two-way traffic outside house instead of one way. Reduced value of hours and traffic displaced onto our street and outside our house."
Loss/Lack of Parking	143	"The removal of 57 parking spaces Is a lot! The businesses in the middle of Rosendale road (wigwam, Butchers, barbers, etc) May suffer and Autocar repairs already have limited parking space/areas to store cars they are working on repairing. It will push people to park on surrounding streets making it more difficult to park outside my home."
Cost/Too Expensive/Poor Value	50	"Completely unacceptable waste of public money. No recognition of road safety decisions made previously which have reduced accidents e.g. roundabout outside Rosendale pub. No regard for the economic viability of the shop keepers in Rosendale. Likely to result in job

		losses. Width of the road in places will not permit two cars (suvs) to pass each other."
Environment	46	"Car dependency will not decrease with all of these measures. It'll instead cause traffic to become backed up and cause more pollution."
Disabled/Elderly residents	39	"I'm over 70 and cannot cycle. You are making life much more difficult for people who have to drive. You are removing parking spaces near the local shops that I use, making it more difficult for me and probably leading to some loss of business for those shops."
Local Businesses	106	"These suggestions will cause major problems to residents parking and for through flow of traffic. As well as ruining local businesses. Please do not proceed with this!"
General	50	"It is not a suitable design and will have many adverse effects on the community."



4.3 TfL proposal for the junction of Rosendale Road/Thurlow Park Road

Q3. In partnership with Lambeth, TfL is making further improvements to the junction of Thurlow Park Road (the A205 South Circular) with Rosendale Road to make it easier and safer for cyclists to cross it, which includes banned turns and two-stage right turns for cyclists. Please let us and TfL know what you think of these improvements

1,216 responses were recorded for this question which came via the online survey, hard copy responses and emails received. 52 of the responses were blank and thus not included in the analysis.

Overall, the responses to this question were positive, with 63% of responders being in favour of the proposals. 245 of the positive comments were regarding safety and how the scheme would improve this. 95 comments were regarding how the plans would be beneficial to the

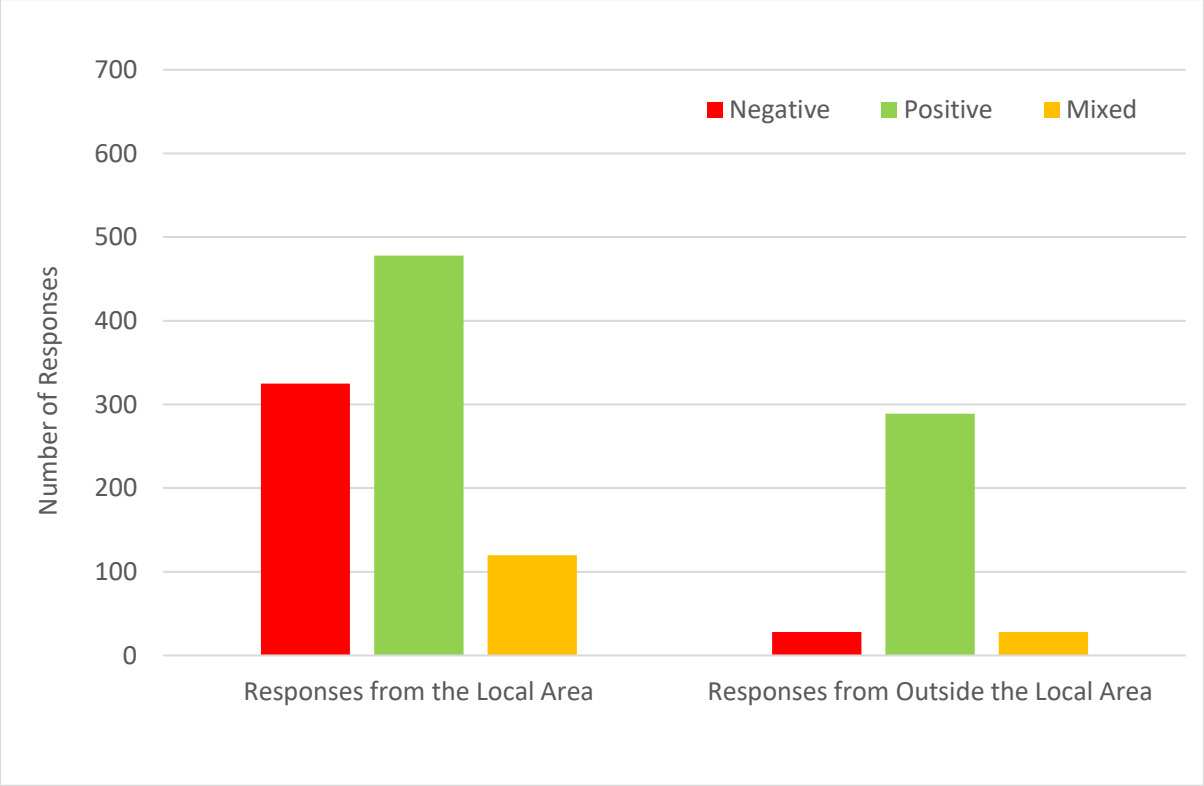
walking and cycling conditions. Of the negative comments, the most common theme was in respect of rat-running/and traffic congestion in general with 89 comments. The tables and chart below break down these responses.

Comment Type	Number of comments	Percentage
Positive	765	63%
Negative	349	29%
Neutral	35	3%
Undefined	67	5%

Positive theme	Number of comments	Example comment from responses
Safety	245	"I am fully in favour of these improvements. Negotiating junctions with the South Circular is one of area of concern for ageing cyclists such as me - so any improvements in safety are very welcome."
Environment	28	"I think these improvements are great. As more and more people cycle, and as we try to improve our environment and create a greener borough (both of which feel super important) they're essential"
Better Walking/Cycling conditions + promotion	95	"It will promote cycling which has a great long-term impact on the environment"
Other	40	"It's ok as long as there are easy alternative routes for motorists to use"
General Support	413	"I think it is the sort of progressive plan which should be broadened out throughout Lambeth London and the country"

Negative theme	Number of comments	Example comment from responses
Rat-running/Congestion (Genera/Unspecified)	89	"These changes are not necessary and will drive traffic from Rosendale Road into surrounding streets already used as rat runs. Please do not progress these changes"
Lovelace Road: Rat-running/Congestion	82	"A southbound vehicle on Rosendale would not be permitted to turn right or left onto the South Circular; an outcome will be that traffic will divert down Lovelace Road and enter the South Circular on a bend with no traffic controls."
Thurlow Hill/Birbeck Hill + Place -Rat-running/Congestion	24	"I have great concerns about traffic being diverted onto Lovelace Road and the Birkbeck Triangle as the only means to access the south circular."
Carson Rd/Walkerscroft Mead/Croxton Road - Rat-running/Congestion	46	"I do not approve of this change as it will lead to rat running on Carson Road"

Eastmearn/Dalmore/Tulsemere/Idmiston -Rat-running/Congestion	35	"Banned turns from Rosendale Road (southbound) on to S Circular will cause problems as traffic will a) go down side roads - Lovelace Road, Eastmearn Road, Carson Road, Dalmore Road etc- rather than keeping to main roads (which is what we all want). b) go straight across and do a U turn?"
Other specific roads mentioned - Rat-running/Cogestion	15	"I fear banning turning L/R from Rosendale onto South Circ will simply force traffic down smaller side roads e..g Dalkeith Road, then necessitating a right turn onto Croxted Road at a dangerous junction or up Lovelace Road and then trying to turn right onto the South Circular from there. This I think may introduce more dangerous situations than the one you are trying to resolve."
General	81	"Please remember that people will continue to drive regardless of whatever steps you put in They need to be able to go somewhere - cyclists need to be safe but banning motorists from major junctions will only move the problems elsewhere"
Environment	47	"No. This is ridiculous, all traffic will be queuing onto Thurlow hill and Lovelace road which will be busy and divert the pollution"
Other	12	"The reduction of parking space alongside Rosendale road will probably be a huge detriment to the retail (Scott Meats etc) who thrive on people coming by in their cars for their weekly groceries."
Safety	79	"Banning turns leads to dangerous u-turns , leave the roads alone"
Two stage right turns/Cyclists don't listen to rules	20	"As a confident cyclist who can push off quickly I like the current set up of turn on a cyclist light just prior to the car traffic controls but this is daunting for many. In reality though I see many cyclists not waiting for their control at all and going through on the pedestrian green light and this needs to stop."



5. PETITION

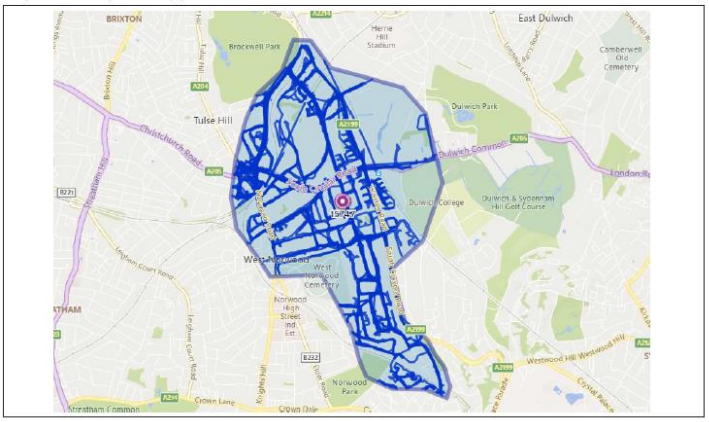
In addition to the 1,318 responses to the public engagement, the council received a paper petition on 28 February with 818 signatures and an identical e-petition signed by 299 people; there has been no analysis as to whether anyone signed both. The petitioners objected on seven grounds to what is being proposed. The council's response to each of the points raised is below.

1. **Flawed consultation processes. On Lovelace Road many residents had no consultation letter. Turney Road Special School was not consulted at all, and local businesses were ignored.**

Residents

The council employed LBox Communications, a reputable specialist distribution company, to hand deliver 10,508 leaflets. A confirmation report they provided on 28 January included a map (below) showing the areas in which they had been delivered. LBox advised that delivery was only not possible at three residential blocks due to their having gated entry. Engagement letters to these blocks were instead sent by Royal Mail. Shortly afterwards the project team were advised by ward councillors that, notwithstanding the delivery confirmation, some residents were reporting not having seen the leaflet. Acting on this advice, leaflets were redelivered to Lovelace Road, Rosendale Gardens Estate and Dalmore Road within the week.

Map or GPS Report (if applicable)



Missed Properties List

Road/Street/Building	No Entry	Refusal	Left in Reception	Other
Lancaster Court	✓			
Clevedon Court	✓			
Westmoreland Lodge	✓			

Note: No Entry, Refusal and Other will be posted via Royal Mail 1st Class

Turney Road School

Turney Road School did receive the engagement letter in January; petitioners' concern presumably relates to the school not having had prior opportunity to influence the outline design before it was engaged on more widely. The original route alignment for the Quietway project included a section on Turney Road between Croxted Road and Rosendale Road. When the route was reviewed and the proposals revised in 2019 the Turney Road section was removed from the scope of the project. This was in part to address concerns the school had expressed about the impact that the scheme could have on pupils being dropped-off and collected. In hindsight it is accepted that direct re-engagement with the school earlier in the redesign process and before the public engagement was launched would have been helpful. On being alerted to the school's continuing concerns, the design team has now restarted conversations with the school and will continue working with them on this project.

Local Businesses

All local businesses received the engagement letter in January; petitioners' concern presumably relate to these businesses not having had prior opportunity to influence the revised design before it was engaged on more widely. The purpose of a public engagement is to help the council understand the views of everyone, whether they be residents, business-owners, visitors, shoppers, trades-people, carers or road-users using the outline design as a common point of reference. The design that was put to public engagement in January had been informed by previous public engagement in which all these groups of people had participated. As part of the activities that accompanied the January engagement, the project team visited all businesses along Rosendale Road on Wednesday 29 January, to check that people had received the flyer and to encourage business owners to submit their comments and feedback via the survey online.

2. **More pollution, not less: Reducing road width on a distributor road will make it harder for vehicles to pass one another. Increasing congestion and pollution.**

Cleaning up our air and the need to tackle climate change are at the heart of our Borough Plan and our Transport Strategy. We will need to make significant changes to the transport network – a major source of NO_2 and CO_2 emissions – and the way we live our lives, in order to tackle the climate emergency we face. We already have significant levels of walking and cycling in Lambeth but we know we need to keep making improvements to make our streets safer and more accessible and attractive for trips on foot and deliver significant improvements to make cycling a real option for more people. The proposals for the Brockwell Park to Gipsy Hill Healthy Route are part of this wider strategy.

Although not expressly referred to in the public engagement, the Council's Transport Strategy explains that one outcome of making a road a Healthy Route is that, wherever possible, the road loses any "A", "B", "C" classification that it currently has. This is to dissuade drivers from outside the area using it as through-route, thereby improving air quality for the pedestrians and cyclists using the Healthy Route. In the case of Rosendale Road, through traffic should use A2199 Croxted Road or A215 Norwood Road. Unfortunately, the council has no power to oblige the private companies that provide the mapping data used by satnav to show this. To effect this change, the council needs to modify the Healthy Route so that a driver's journey would usually take longer than if using the classified road network. The narrower carriageway, pedestrian crossings, road humps and signal timing changes are designed to achieve this. Whilst there are no points along the route where the carriageway would not be wide enough for two cars to pass, narrowing the carriageway to less than 4.8metres has been found to encourage some more timid drivers to give way to oncoming traffic, thereby resulting in the longer average journey times that we need if we are to discourage drivers from turning off the main road network. This design philosophy is fully aligned with national codes of practice such as Manual for Streets 2. Reducing a carriageway's width also makes it easier for pedestrians to cross Rosendale Road and encourages lower average traffic speeds. Being straight, drivers' forward visibility in Rosendale Road is very good and there will remain a very large number of places where traffic in one direction can pull in to let an oncoming vehicle to pass safely. We are still analysing the results of traffic surveys carried out January but based on the data we have available from previous years, less than 10% of the traffic on Rosendale Road is larger than a car. As a result we do not expect the carriageway narrowing to result in significantly longer journeys for the local traffic that only uses part of the route.

3. **More rat-running: removing left and right turns, south bound, onto the South Circular will increase rat running. Jeopardising road and pedestrian safety whilst pushing pollution into residential areas.**

To maintain a segregated cycle track through the junction with Thurlow Park Road necessitates banning the left and right turns going southbound on Rosendale Road. The left turn ban is required as general traffic will be running in the same signal stage as

cyclists and there would be conflict between cyclists going two way in the cycle track and vehicles turning left. The option of retaining the right turn was considered, with a shared ahead and right turn lane layout. However assessments by highway and traffic engineers showed that this arrangement would be potentially hazardous and lead to long traffic queues on Rosendale Road.

Although these proposed banned turns will necessitate some drivers using other unclassified residential roads to reach their destination, the measures being introduced to slow traffic down, encourage walking & cycling and to increase the journey time for through-traffic are expected to result in an overall reduction in traffic across the area .

Traffic surveys carried out this January showed the number of southbound drivers turning right or left at the Rosendale Road/Thurlow Park Road junction is low. For the right turn there were 73 vehicles in the AM peak hour and 95 vehicles in the PM peak; the left turn recorded 19 vehicles in the AM peak and 15 vehicles in the PM peak.

Surveys have already been carried out across the area to establish the current traffic levels and will be repeated after the scheme is implemented, to determine whether there are any issues with traffic displacement onto other unclassified roads. If there are found to be any after the Healthy Route scheme is installed, supplementary measures to mitigate the effects will be developed.

4. **Health and safety: A two-directional cycleway on the east side of Rosendale Road, with a shared cycle and pedestrian pathway, creates a very real danger for cyclists, pedestrians, road users and residents trying to exit their driveways.**

This opinion is not evidenced by experience at similar types of scheme installed in the UK. Vehicles currently reversing out of their driveways must always be mindful of other road users. At the moment, the visibility of someone cycling along Rosendale Road will be obstructed by the parked cars adjacent to a crossover. With the proposed arrangement, there will be no parking bays obstructing the visibility between someone cycling on the cycle tracks and a driver accessing off street parking. The clear demarcation of a cycle track will also remind drivers to look out for cyclists. As such, the safety of people cycling past crossovers would be expected to improve with the proposals.

Where provided, the proposed cycleway will be segregated from the footway by some form of physical segregation, e.g. by a kerb. There are no shared pedestrian/cyclist footways as part of this scheme.

The outline design that formed the basis of the public engagement has been independently safety-audited.

5. **Negative impact on the local economy: Losing 57 parking spaces on Rosendale Road shopping parades will threaten the viability of these shops, the communities they serve and the vital role they play for our area.**

The 57 fewer parking spaces are spread along the entire length of Rosendale Road, not just close to the shopping parades. Parking losses have been kept to a minimum throughout the scheme with the only significant reduction being where new zebra crossings are proposed to help everyone, especially those who are young, elderly or disabled to cross the roads safely. This is the case outside the parades of shops at the

north and south end of Rosendale Road. One outcome we were seeking from the engagement was whether residents, businesses and visitors considered this improvement proportionate to the consequential (and unavoidable) loss of parking spaces.

The table below provides a summary of the spaces being removed along the length of Rosendale Road by section. Overall the scheme is reducing the amount of informal parking on Rosendale Road by 14%.

Section on Rosendale Road	Existing parking spaces	Parking spaces to be removed	% of parking spaces to be removed
North of Turney Road (including north parade of shops)	73	8	11%
Between Turney Road and Thurlow Park Road	122	29	24%
Between Thurlow Park Road and Park Hall Road (including south parade of shops)	101	9	9%
South of Park Hall Road	118	11	9%
Total	**414**	**57**	**14%**

The proposed layout retains free parking spaces outside the shopping parades at both ends of Rosendale Road. However, appreciating the specific concern in respect of shoppers' parking at the southern end of Rosendale Road, the design team will develop an option of restricting some parking spaces nearest the shops to limited-stay.

6. **The new proposal does not link up with any other Quietways or Cycleways. Plans to create Safer Cycling Route Quietway 7 from Elephant and Castle to Crystal Palace no longer exist.**

This is not entirely correct. Whilst there will no longer be a signposted "Elephant & Castle to Crystal Palace" Quietway, Transport for London's website explains that cycleways such as being proposed in Rosendale Road are routes that link communities, businesses and destinations across London in one cycle network. In Lambeth, the Brockwell Park to Gipsy Hill Healthy Route forms part of the borough's Healthy Route network described in the council's our Transport Strategy Implementation Plan.

7. **For the Healthy Route proposal to work, it must address the needs of the whole community, improve road safety, create a better environment and improve the health and wellbeing for the area and the wider community.**

Transport for London and the council entirely agree that these outcomes need to underpin any changes that are being proposed. That is why, prior to the engagement, both compared what the design team had proposed with the Healthy Street Approach (as detailed on TfL's website) to ensure the changes would be expected to deliver improvements for safety, the environment and the wider community. The Healthy Streets Approach puts people and their health at the centre of decisions about how we design, manage and use public spaces. It aims to make our streets healthy, safe and welcoming for everyone. The Approach is based on the 10 Healthy Streets Indicators (listed below)

which focus on the experience of people using streets. The Brockwell Park to Gipsy Hill Healthy Route shows improvements against all 10 indicators;

- Pedestrians from all walks of life
- Easy to cross
- Shade and shelter
- Places to stop and rest
- Not too noisy
- People choose to walk, cycle and use public transport
- People feel safe
- Things to see and do
- People feel relaxed
- Clean Air

Whilst the implied assertion of petitioners is that what is being proposed would not deliver these outcomes, the responses to items 1 to 6 above evidence that this should not be the case. Nonetheless, the design team is using the detailed feedback arising from the engagement to inform what changes could better assure these outcomes.

6. CONCLUSION

Response to this public engagement has been high and postcodes show a good spread of responses from both the immediate project area and further afield indicating a representative response. Of the 10,508 leaflets delivered, the response rate was around 11-12% for both questions.

Positive support for the scheme is high with over 70 percent of respondents in support. Out of the 3 percent who were categorised as 'neutral' the majority of people responding in this category said that they could support the scheme if minor aspects of it were changed, the businesses were not affected, or they were confident that any traffic dispersion onto local adjacent roads was going to be dealt with.

People that were not supportive of the proposals mainly had concerns about the displacement of traffic and congestion into residential side streets and access to the parade of shops via car if parking spaces are removed. Another issue raised at the drop-in sessions queried if the road width was enough for larger vehicles to pass each other safely. The council are aware of these concerns and will be monitoring any traffic dispersement following implementation of any of the proposals with a view to putting in mitigating measures if required.

From the 70 percent in support of the scheme comments show that they think it will bring many benefits to the area including improved safety for pedestrians and cyclists and better air quality for the local community.

7. NEXT STEPS

Since the public engagement in early 2020 COVID-19 has changed the way people are able to move around Lambeth and London more generally. The number of people who can safely use public transport in the capital has been dramatically cut to ensure travellers can socially distance. This means we need to find other ways to get around, walking and cycling as much as possible. To reduce the potential for more congestion on our already busy road network and to ensure those who need to drive are able to, Lambeth Council have set out a detailed delivery plan to enable more sustainable travel. A significant part of this programme involves progressing schemes that we had already done some work and engagement on, such as the Brockwell Park to Gipsy Hill Healthy Route on Rosendale Road and we are now progressing this scheme as part of our Covid-19 Transport Response programme.

The comments made by those who responded to the public engagement were used by the project team to inform the delivery of an experimental layout for the scheme for the section between Norwood Road and Turney Road (Phase 1) as part of the boroughs emergency COVID-19 response. The experimental scheme looks different to the scheme we presented earlier this year, as we will be using temporary materials wherever we can to speed up delivery. The rest of the healthy route is currently being developed and community engagement will be carried out to present proposals and gather feedback in November 2021 for the section between Turney Road and the south circular (Phase 2).

A summary of the main stages are below;

- Delivery Phase 1 (Norwood Road to Turney Road; Complete, February 2021
- Community engagement for section between Turney Road and the south circular (Phase 2); November 2021
- Delivery Phase 2 Spring 2022
- Design and development of section between the south circular and Gipsy Hill (Phase 3/4 – 2022/23
- Delivery Phase 3/4 - 2023

Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.

Award Winning

Certifications

FS 77166

Accreditations

Memberships

Contact

London Head Office

Unit 2 Holford Yard
London
WC1X 9HD
tel: 0330 1358 950

Old Street Office

29-33 Old Street
London
EC1V 9HL

Brighton Office

38 Foundry Street
Brighton
BN1 4AT
tel: 01273 056 122

Slough Office

Fourth Floor
The Urban Building
3-9 Albert Street
Slough, SL1 2BE
tel: 0330 1358 950

Edinburgh Office

12 Lower Gilmore Place
Edinburgh, EH3 9NY

Manchester Office

Regus - Room 6.1
53 Barnett House
Fountain Street
Manchester, M2 2AN
tel: 0161 235 6466

info@projectcentre.co.uk • www.projectcentre.co.uk