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**Decision Maker:**      **Environment Portfolio Holder**

**Executive**

**For Pre-Decision Scrutiny by the Environment PDS Committee on:**

**Date:**                      **15th March 2018**

**Decision Type:**      Non-Urgent                      Executive                      Non-Key

**Title:**                      **LOWER SYDENHAM TO BROMLEY QUIETWAY PUBLIC  
CONSULTATION REPORT AND FINAL PROPOSALS**

**Contact Officer:**      Alexander Baldwin-Smith, Transport Planner  
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**Chief Officer:**              Nigel Davies, Executive Director of Environment & Community Services

**Ward:**                      Copers Cope and Bromley Town

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1.    Reason for report

To inform members of the progress to date on the Quietway route since bringing initial proposals to Environment PDS in November 2016

To seek approval to construct the interventions post consultation and for permission to consult and subsequently construct additional interventions on the Quietways that have not previously been to Committee.

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2.    **RECOMMENDATIONS**

**For the PDS to:**

- **Note the progress made to date on the proposed Quietways.**
- **Endorse proposals for extensions and additional interventions to strengthen the Borough's bids to TfL.**

**For the Portfolio Holder to:**

- **Support the application to TfL for funding of the proposed additional interventions and delegation of the approval of the final designs to the Executive Director of**

**Environment and Community Services, in consultation with Ward Members and the Portfolio Holder.**

- **Approve the construction of the proposed route and interventions as set out in section 3 following public consultation with delegation of the approval of the final designs to the Executive Director of Environment and Community Services, in consultation with Ward Members and the Portfolio Holder**

**For the Executive:**

- **Subject to confirmation of funding from TfL, proceed with the scheme and the changes to increase the scheme costs by £272.2k to £700k within the Capital Programme to reflect the higher estimated cost of the scheme as a result of the additional interventions now proposed.**

## Impact on Vulnerable Adults and Children

1. Summary of Impact: Routes are designed to be accessible to those cyclists requiring recumbent cycles or specialist cycles for people with disabilities. The routes will also provide greater opportunities to cycle for less confident individuals including older people and children. There are not thought to be any negative impact on vulnerable adults and children.

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## Corporate Policy

1. Policy Status: Existing Policy: This proposal supports outcome 5 of the 2017-20 Environment Portfolio Plan to Improving Travel, Transport & Parking.

In outline form, these proposals have previously been considered by the Environment PDS Committee and approved by the Executive Portfolio Holder for Environment in November 2016 in Report No. ES16059 8/11/2016

2. BBB Priority: Quality Environment Healthy Bromley:

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## Financial

1. Cost of proposal: Estimated Cost: £700k
2. Ongoing cost: Negligible
3. Budget head/performance centre: Capital Programme
4. Total current budget for this head: £434.7k
5. Source of funding: TfL Quietways programme restricted budget

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## Personnel

1. Number of staff (current and additional): 1 member of staff from existing resources will continue to manage the project. A seconded consultant will undertake detailed design work which will be fully funded by TfL; they will be managed by LBB for the duration of their secondment.
2. If from existing staff resources, number of staff hours: 100 which is rechargeable to TfL

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## Legal

1. Legal Requirement: None: Further Details
2. Call-in: Applicable

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## Procurement

1. Summary of Procurement Implications: The Quietway will be built by Bromley's term contractor for Highways

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## Customer Impact

1. Estimated number of users/beneficiaries (current and projected):N/A

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### Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments: Summary of Ward Councillor's comments: Ward member views were sought when proposals were first taken to committee in 2016 and were sought before consultation. Members were supportive of the proposals.
3. Cllr Rutherford supported the proposals and was especially supportive of the recommended option (option 1) for the footpath between Ridley Road and Ravensbourne Road in Bromley Town.

### 3. COMMENTARY

3.1 Officers undertook an approximately three week consultation regarding the two proposed Quietway routes in the Borough between Wednesday 10<sup>th</sup> January and Friday 2<sup>nd</sup> February. Residents directly affected by interventions were contacted by letter and sent a freepost questionnaire seeking their views on the proposals. Drawings were provided for residents and stakeholders to view online in order to reduce the volume of printing and cost to the Council, the webpage also offered the option of an e-form consultation response.

3.2 The following key stakeholders were also contacted:

- Bromley Cyclists (London Cycling Campaign)
- Cycle Touring Club
- Kent Association for the Blind
- Bromley Mobility Forum,
- Disability voice Bromley,
- Experts by Experience,
- BATH, Bromley Association of People with Disabilities
- London Fire Brigade
- London Ambulance Service
- Metropolitan Police
- London Buses,
- Licensed Taxi Drivers Association,
- Southeastern Railways,
- Transport for London
- Residents' Associations who are members of the Bromley Road Safety Panel
- Local Schools

3.3 Respondents were asked their view on a range of interventions, being invited to rank their support in one of five categories (Strongly Opposed, Somewhat Opposed, and Neutral, Somewhat in Favour and Strongly in favour). There was also space provided for comments and respondents were asked about their travel habits and what would encourage them to cycle more, if anything. Many of the comments will be used to refine the designs during the detailed design process and travel information will be used as an evidence base for future scheme development.

Respondents were also provided with the opportunity to make 'free space' comments, these have been categorised and quantified in appendix 4.

3.4 A quantities summary of the responses provided to the fixed response questions is provided below.

Lower Sydenham to Bromley Quietway					
	Strongly Opposed	Somewhat Opposed	Neutral	Somewhat in Favour	Strongly in favour
Zebra Crossing on Worsley Bridge Road	0%	4%	18%	13%	66%
Mini roundabout improvements	2%	4%	14%	7%	73%
WBR Shared path	8%	4%	20%	14%	54%
Copers Cope Road informal crossing	2%	0%	21%	25%	53%
Parallel zebra on Southend Road	3%	3%	12%	10%	71%
Improvements to the transition between the footpath and Ridley Road	15%	7%	20%	13%	46%

Converting the footpath to a shared path	25%	6%	10%	15%	44%
Measures to reduce cycle speeds on the approach and exit to the footpath	9%	4%	23%	21%	43%
Contra-flow cycle facility on Ravensbourne Road	20%	6%	18%	16%	40%

### 3.5 Key Stakeholders Responses

- London Cycling Campaign (See Appendix 1)
- Lewisham Cyclists (See Appendix 2)
- Metropolitan Police (See Appendix 3)
- Road Safety Rep for West Beckenham Residents (Comments quantified in above table)
- The Shortlands Residents' Association

### 3.6 Post-consultation route recommendations

**Worsley Bridge Road shared path-** Implement as proposed with minor modifications based on consultation comments

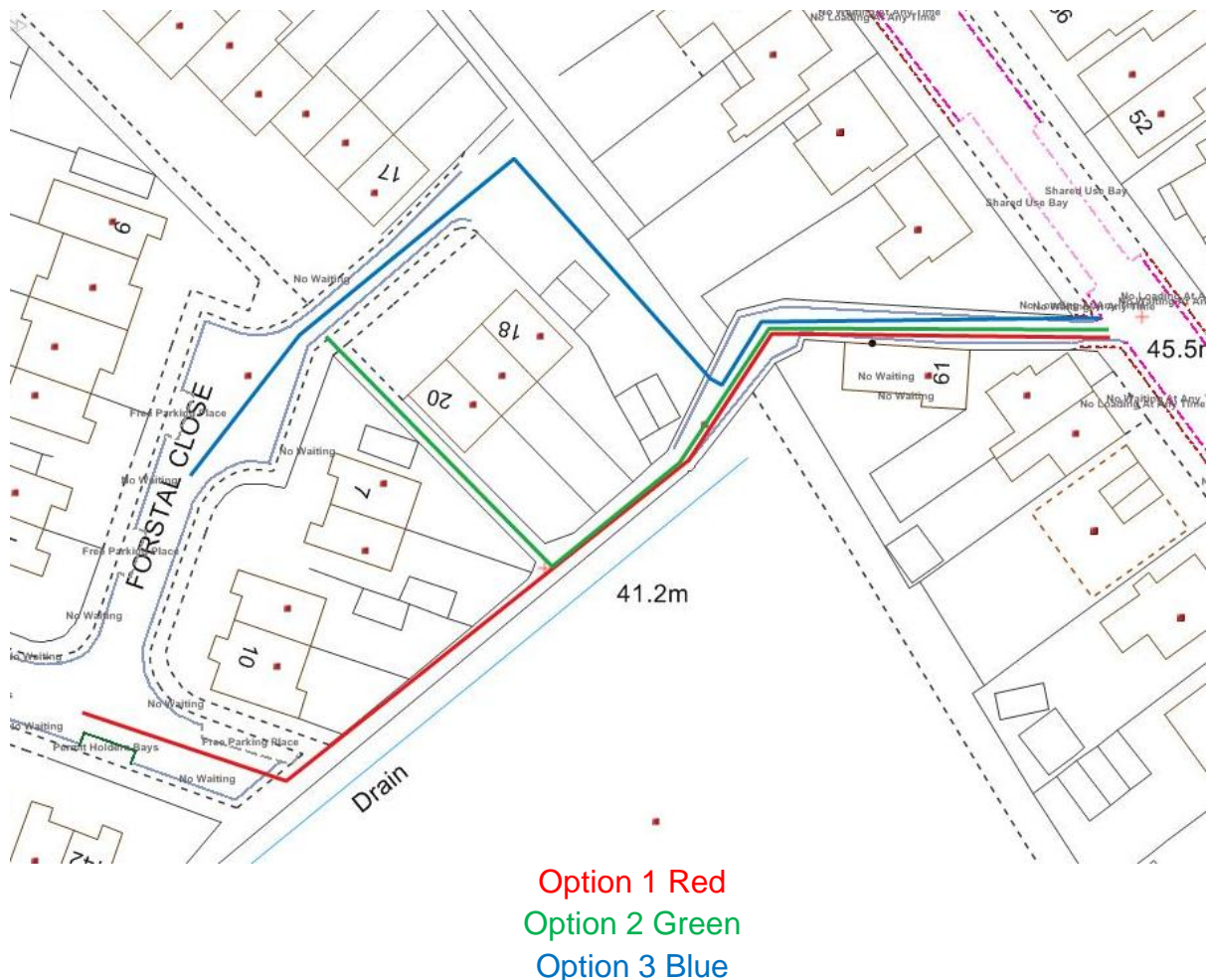
**Southend Road Zebra-** Implement as proposed, however options for transition to and from the zebra for east bound cyclists will be assessed as part of the detailed design process.

#### **Ridley Road to Ravensbourne Road footpath**

Whilst the majority of respondents expressed support or strong support for the changes proposed to allow cycling on the footpath between Ridley Road and Ravensbourne Road, there was a considerable body of opposition who raised useful points about the potential for conflict with school children using the path on their way to school. A simple solution would be to make cyclists dismount as they are required to do on the existing London Cycle Network route that uses the path however this is not permitted by TfL on a Quietway therefore we have assessed a number of alternative alignments for entering the town centre, none of which are satisfactory in terms of level of service, safety, security or likely cost. Therefore it is necessary to work with and improve the currently proposed alignment via the footpath.

### 3.7 Three options have been assessed, these are:

- Widen the path (on the existing proposed alignment) around the trees to create space for cyclists to pull in and allow pedestrians to pass. The path would be designed with 'cycle calming features' to slow cyclist speeds.
- Take the narrow but straight (with good forward visibility) path between the houses on Forstal Close to avoid the narrowest section of the footpath to enter onto the footpath at a wider section. Again the path would be designed with significant 'cycle calming features' to slow cyclist speeds.
- At the end of Forstal Close take the route across the private access road leading to the garages and remove a fence panel leading to the wider section to the footpath.



- 3.8 The third option has a number of issues and uncertainties relating to whether we would have to adopt this piece of road and if not what status it would have. Therefore option three is impractical. The second option is probably the easiest but is still very narrow but has good forward visibility. The width means that it is less than ideal so it is not recommended that this option is taken forward.
- 3.9 It is therefore recommended that option one is taken forward. A site visit with the Borough's Arbocultural specialist revealed that a number of the trees bounding the path are either dead or in poor health and all that the scrub can be removed. Four mature trees would be retained with the path widened around them. This would make a positive contribution to the appearance of the path allowing more light and clearing up the litter that is strewn along the embankment between the path and the watercourse.

### **Ravensbourne Road contra-flow**

- 3.10 At present the route is proposed use Ravensbourne Road using a contra-flow, this was controversial with residents also the route simply ends at the junction of Ravensbourne Road with Bromley High Street which is not entirely satisfactory. Therefore, officers would recommend an alternative route alignment (travelling with-flow on the one way streets) using Ringers Road and Ethelbert Road, as the London Cycle Network (LCN) currently does. We would also recommend a slight extension of the Quietway to link it with the existing LCN routes in Bromley Town Centre. To do this the route would turn left out of Ringers Road and follow the High Street and Elmfield Road to the extant shared path alongside the A21, which has recently benefited from TfL investment.
- 3.11 This would provide a better level of provision for cyclists travelling through the town centre and act as a 'staging post' for a future Quietway eastern extension to Bickley and potentially further

east. The key to getting extensions and more Quietways is timely delivery of the already proposed routes on time and to a good quality.

### **Additional interventions**

#### **Northern section of Copers Cope Road and Park Road**

- 3.12 As Members may be aware, a number of measures have been put in place in the southern section of Copers Cope Road to improve road safety, however the Council has received a number of complaints from residents about speeds and safety on the northern section of road between Park Road and Worsley Bridge Road.
- 3.13 A speed survey was undertaken for this section of Copers Cope Road and also in Park Road to establish whether there was a problem. These surveys revealed that the 85<sup>th</sup> Percentile speed in Copers Cope Road was 35.9 mph in the first week of the survey and 34.6 mph in the second week of the survey. In Park Road the 85<sup>TH</sup> percentile was over 39 mph in both weeks. This level of speed and the fact that these roads are on a designated cycle route means there is a good case to look at measures to reduce speed.
- 3.14 The junction of Southend Road with Park Road and Foxgrove Road is recognised as a collision hotspot with seven Personal Injury Collisions in the last three years, four of which involved pedal cycles. Ward Members have been supportive of the idea of a mini roundabout in this location to improve road safety for a number of years although the complexity of movements at the junction makes this difficult in its current form.
- 3.15 A package of measures to reduce speeds along the length of these two roads should be considered, these could include:
- Vehicle activated signs speed signs
  - Psychological calming/ Use of surface dressings
  - Visual Narrowing
  - Removal of line markings
  - Improved pedestrian crossings and facilities
  - Remove P&D and encourage parking
  - Modal filtering/ Closure of Park Road and the introduction of a mini-roundabout with parallel zebra crossings to improve walking routes and the Quietway crossing Southend Road.
- 3.16 It is likely that a package of the above measures will be required to bring speeds to an acceptable level.
- 3.17 It is recommended that the committee agree to the principle of speed reduction measures funded by TfL's Quietways budget, and delegate the approval of the design to Ward Members and the Portfolio Holder. This will enable officers to submit a Change Request to TfL to ask for the necessary additional Quietways funding.

#### **Crab Hill/ Downs Hill Junction**

- 3.18 This junction currently has wide radii, with a narrow island in centre; this does not provide a good quality pedestrian crossing facility and risks left hand hook collisions between cyclists and motor vehicles. We are therefore proposing to a minor intervention to tighten radii of junction to reduce speed of vehicles travelling through junction and reconfigure Island to improve the facilities for pedestrians crossing the mouth of the junction.



## **Extension to Elmfield Road**

- 3.19 At present the route is proposed to end at the junction of Ravensbourne Road with Bromley High Street however Officers would recommend an alternative route alignment and slight extension to the route to link the Quietway the existing London Cycle Network in Bromley Town Centre and take advantage of recent TfL investment in the shared path alongside the A21. To do this the route would turn left out of Ringers Road and follow the High Street and Elmfield Road to the extant shared path alongside the A21. The route would end at the Rochester Avenue entrance to the Civic Centre, providing a high quality cycle route through the town centre and serving a major employment site.
- 3.20 The extension to the Civic Centre would provide a better level of provision for cyclists travelling through the town centre and act as a 'staging post' for a future Quietway eastern extension to destinations such as Bickley, Petts Wood and Orpington where the route could be linked to the Borough's own proposed Orpington to Green Street Green cycle route.

## **Shortlands**

- 3.21 The Quietway passes through Shortlands Village from Ravensbourne Avenue to Station Road although currently no infrastructure to help cyclists is proposed for here, offering a low level of service to cyclists. Furthermore, the Council has a long held aspiration to reduce congestion, improve facilities for pedestrians, especially for those crossing the mouth of Station Road.
- 3.22 Officers have been working with Ward Members and the Portfolio Holder to develop options for this location to achieve benefits for cycling, walking, motorists, and buses and importantly improve the public realm of the area.
- 3.23 These proposals are at an early stage and Officers are in dialogue with TfL about the proposals. Officers are exploring funding options and believe that there is a good chance of obtaining Quietway and possibly Air Quality funding from TfL for the scheme. To strengthen the bid officers are exploring the possibility of allocating some of the Borough's LIP allocation to the project.

## **4. IMPACT ON VULNERABLE ADULTS AND CHILDREN**

- 4.1 Routes are designed to be accessible for all including those cyclists requiring recumbent cycles or disability bikes. There is not thought to have any adverse impact on Vulnerable Adults and Children.

## **5. POLICY IMPLICATIONS**

- 5.1 This proposal supports outcome 5 of the 2017-20 Environment Portfolio Plan to Improving Travel, Transport & Parking by working:

- To improve the road network and journey-time reliability for all users
- To improve 'connectivity' (getting to places you couldn't previously reach easily) and 'integration' (linking different modes of transport)
- To reduce congestion and greenhouse gas emissions by promoting cycling, walking and public transport journeys
- To promote safer travel, and reduce the number and severity of road accidents
- To provide accessible, affordable, fair and effective parking services.

- 5.2 In outline form, these proposals have previously been considered by the Environment PDS Committee and approved by the Executive Portfolio Holder for Environment in November 2016 in Report No. ES16059 8/11/2016.

## **6. FINANCIAL IMPLICATIONS**

- 6.1 Overall the route is currently estimated to cost approximately £700k, an increase of £272.2k. It is difficult to provide a final estimate as the Highways and Minor Works contracts are currently being tendered and therefore rates could change significantly by the time the routes are constructed.
- 6.2 Executive is asked to agree to increase the scheme cost by £272.2k and to revise the total within the capital programme to £700k, subject to confirmation from TfL for the balance of funding.
- 6.3 It should be noted that this funding is provided by TfL for the purpose of Quietways and cannot be spent on any other transport projects.
- 6.4 Confirmation of final costs and funding will be included in future Capital Programme monitoring reports.
- 6.5 The proposed capital expenditure for some locations within the Quietways will reduce the call on revenue maintenance funding in the medium term as the assets will be renewed earlier than would otherwise be possible.

## **7. PERSONNEL IMPLICATIONS**

- 7.1 One member of staff from existing resources will continue to manage the project. A seconded consultant will undertake detailed design work which will be fully funded by TfL; they will be managed by LBB or the duration of their secondment.

## **8. LEGAL IMPLICATIONS**

- 8.1 Traffic Management Orders will be required to implement parking and waiting restrictions at various points along the routes.
- 8.2 A Cycle Track Order will be required to permit the conversion of a section of Footpath 74 from Ridley Road to Ringers Road to a shared walking and cycling path if as is recommended in Section 3, this option is chosen for the route alignment.

## **9. PROCUREMENT IMPLICATIONS**

- 9.1 The Quietway will be built by Bromley's term contractor for Highways

<b>Non-Applicable Sections:</b>	
Background Documents: (Access via Contact Officer)	1. Report No. ES16059 8/11/2016 2. Lower Sydenham to Bromley Quietway consultation drawings pack January 2018

## Appendix 1

### London Cycling Campaign consultation response

This consultation response is on behalf of the London Cycling Campaign (LCC), the capital's leading cycling organisation with more than 12,000 members and 30,000 supporters. This response was developed with input from representatives of LCC's borough groups.

The proposed scheme is opposed – it features large deflections in alignment, major gaps where no interventions are proposed and roads where fast and aggressive driving will not in any way be tamed, plus narrow sections of shared space. In other words, this route will primarily benefit driving, not cycling or walking.

#### Specific points about the scheme:

- It is presumed that the scheme is intended to connect to Waterlink Way and the Greenwich to Kent House Quietway at Southend Lane. But the drawings and detail do not explain how this would be done – and current conditions in this missing section are entirely unsuitable currently for a Quietway.
- Given pedestrian flows and amenities along Worsley Bridge Road, a 3m shared path is likely to introduce significant pedestrian-cycle conflicts and represents a poor quality approach. Given the amount of off-street parking, parking reduction should be considered, along with other mechanisms to gain more space for those walking and cycling. In fact, the amount of on-street parking in use on Google Streetview indicates the council could and should be working with businesses and residents here on a car use reduction strategy, as well as potentially car-sharing, car clubs etc.
- Speeds along Worsley Bridge Road should be 20mph to reduce motor traffic dominance, reduce severity and frequency of collisions and to enable more people to walk and cycle. Given this, only speed control measures proven to reduce speeds to around 20mph should be utilised – not “visual” road humps, in other words. Crossings particularly of the main road should be raised.
- All side roads to Worsley Bridge Road should be designed with tight corner radii and “continuous footways” (also known as “blended crossings” or “Copenhagen crossings”).
- The roads leading off Worsley Bridge Road largely lead do not enable through motor traffic to other areas. The exceptions along this route being Meadowview Road and Copers Cope Road – both of which could potentially be candidates for modally filtering to reduce through motor traffic in the area and improve this scheme.
- Mini-roundabouts are often locations hostile to cycling and walking. And the failure to remove this one and provide adequate quality provision here is a major failing of the scheme. If motor traffic volumes on Station Approach are low and slow enough to host a “continuous footway”, then the junction could be redesigned as a T-junction. Given Montana Gardens is likely to have even lower volumes, then both sides could feature continuous footways and the entire roundabout could be removed potentially.
- Quietway routes are meant to be direct, but this route features significant deflections, for instance along Copers Cope Road rather than remaining on Worsley Bridge Road.

- There appears to be no design detail for Copers Cope Road – and it is unclear whether those cycling will be expected to ride with fairly high volumes of fast and aggressive through traffic without speed restrictions, or ride on uneven paving slabs and watch out at every entrance and side road that remains untreated. Neither solution is acceptable. This road is very wide and cycling could be provided for here with separate space. Similarly, Park Road appears to feature no speed restriction or attempt to design out high motor vehicle speeds. This is unacceptable for a Quietway design.
- The Southend Road junction design is not clear on how cyclists will enter and exit the shared space area and requires more clarity. Given the crossing is on a wide bend on straight, fast roads, it must also be raised, or this junction should be signalised.
- Again there appears to be no detail, or no interventions proposed, between Foxgrove Road and Ridley Road, including Crab Hill, Ravensbourne Avenue, the crossing of Beckenham Lane, Station Road and Queen's Mead Road. Many of these roads will require further interventions to reach even the lowest standards of a Quietway.

### **General points about cycling schemes:**

- LCC requires schemes to be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with links to nearby amenities, residential centres, transport hubs considered from the outset.
- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport mode for return on investment according to a DfT study. Schemes which promote cycling meet TfL's "Healthy Streets" checklist. A healthy street is one where people choose to cycle.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.
- LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOs) rating of 70 or above, with all "critical issues" eliminated.

## **Appendix 2 Lewisham Cyclists response**

Bromley Council consultation on Quietway: Lower Sydenham to Bromley (January 2018)

### **Response by Lewisham Cyclists (the London Cycling Campaign group for the London Borough of Lewisham)**

Comments refer to the 'consultation drawings pack' (January 2018)

Worsley Bridge road - Broadly supportive of the widened shared use footway approach, but with strong concerns about the safety of some of the driveways and residential exits where visibility is not good.

Visual speed humps should be sinusoidal speed humps as set out in TfL London cycle design standards.

Continuous shared footway over Station Road needs clear warning signage to motor vehicles approaching from Station Road and at roundabout about raised footway and shared path priority.

Where the route on Worsley Bridge Road meets Copers Cope Road, a full joint pedestrian and cycle zebra crossing should be implemented across Worsley Bridge Road and a speed table at the junction with Worsley Bridge Road, Greycot Road and Copers Cope Road. The proposed design is dangerous due to poor sight lines and an abundance of speeding motor vehicle traffic, inconvenient for cyclists as the sharp turn cannot be negotiated by a cargo bike or disabled bikes. Current design will be seldom used and not encourage more people to cycle as set out in the aims and objectives of Quietways.

Lack of infrastructure and traffic calming on Copers Cope Road is unacceptable. The plans for this section should include sinusoidal speed humps to control traffic speed, which is already excessive and dangerous. Segregation is justified for these traffic speeds and volumes. One option is a segregated cycle track in each direction similar to that on Royal College Street (LB Camden) whilst retaining parking – there appears to be sufficient road width for this. Less satisfactorily a shared footway approach as in Worsley Bridge Road also appears to be feasible. These significant infrastructural measures would encourage an increase in people cycling as per the London Mayor's Transport Strategy and also Bromley Council Cycle Strategy.

In Park Road traffic speeds are too high for a Quietway route, so we believe that sinusoidal speed humps should be installed to control traffic speeds. Furthermore, a segregated lane similar to Royal College street could be accommodated here whilst retaining working if traffic island pinch points are removed.

The design for the Park Road, Foxgrove Road junction with Southend Road fails to provide a safe, convenient access to Beckenham Place Park and is also inconvenient for both pedestrians and cyclists. This design needs to be rethought with a full four way signalised crossing provided with a yellow box junction to control motor traffic in Southend Road from blocking crossing points.

We strongly support the conversion of the Ridley Road path to shared access, but believe Trixie mirrors are required at each end to prevent blind spots and potential conflicts between cyclists and pedestrians.

Ravensbourne Road has varied types of motor traffic, including vans and trucks, travelling at speed downhill. Cyclists travelling in contraflow to this motor traffic are particularly at risk at the apex of the turn outside 24 Ravensbourne Road. This conflict could be avoided by relocating two parking bays to elsewhere on Ravensbourne Road, and building a refuge island at this apex, with a short section of

lightly segregated mandatory cycle lane. This along with sinusoidal speed humps to control traffic speed would make the route safer than the current proposed design.

The success of this Quietway will be determined on the treatments at the junctions as described above, as more than 50% of collisions involving cyclists take place at junctions. Lewisham Cyclists believe there are still major flaws in the current design. If necessary changes are made to consulted design, this would provide a safe route to/from Sydenham High school and also to/from Beckenham Place park and nearby Beckenham Town Centre.

**Compiled by Alex Raha pp Jane Davis (Lewisham Cyclists Coordinator) 1/2/18**

## **Appendix 3 Metropolitan Police, Road Safety Engineering Unit, consultation response**

### Lower Sydenham to Bromley

#### 1 Bromley, Worsley Bridge Road

Drawing 1 it is not clear who has right of way at crossovers. The raised entry treatments and cycle logos may imply to cyclists that they have right of way. This may cause conflict with vehicles exiting private premises.

Drawing 2 of 3 Worsley Bridge Road mini roundabout junction with Station Approach and Montana Gardens.

Whilst not against the use of a continuous footway I have real concerns about this particular design. Rather than being aligned with the edge of the footway, the continuous footway across Station Approach dips into the mouth of Station Approach, causing cyclists to have to turn into and out of Station Approach to use it. This design ensures that in order to give way to cyclists vehicles have to stop some considerable way into Station Approach and as such it appears from the limited detail on the plan that drivers will have no visibility of oncoming cyclists in either direction. Equally cyclists using this footway on either side of the junction will have no view of vehicles emerging from the junction until they are almost on top of it. There is a considerable amount of foliage on the north side of the junction which further impedes visibility. The problem of visibility is compounded by parked vehicles to the south side of the junction. Drivers heading north wishing to turn left into Station Approach are unlikely to be able to see cyclists also heading north on the footway if there are vehicles parked on the south side of the junction. The plan shows a single yellow line at this point whereas parking needs to be prohibited here at all times. The continuous footway and lack of intervisibility may also cause a problem with shunt collisions in Worsley Bridge Road as drivers stop suddenly to allow priority for a cyclist when turning. This may be made worse if traffic speeds are high. There is a further problem of visibility for drivers heading south in Worsley Bridge Road who wish to turn right into Station Approach. In order to see a cyclist also heading south on the shared footway a driver would have to turn 180 degrees in order to spot a south bound cyclist before turning. The addition of new trees at this junction may also affect intervisibility.

As a result of all of the above issues I object to this part of the design.  
Do you have plans with visibility splays and speed survey results?

I support the addition of the zebra crossing in Worsley Bridge Road provided speed surveys show that the eighty fifth percentile speeds are below 37mph.

The access to the south of the junction with Station Approach has give way markings positioned in a way as to imply that vehicles exiting the access have right of way over pedestrians and cyclists which should not be the case with continuous footway. The engineering should ensure that motorists know that they do not have right of way. This is ambiguous and may lead to pedestrian vehicle conflict and cycle vehicle conflict.

A general concern is the clarity of who has right of way at crossovers. Cycle logos and coloured surface imply that cyclists have right of way but this is ambiguous as there are no give way markings for cyclists or vehicles and it is likely that drivers will not give way to cyclists at these crossovers. This may result in cyclist vehicle conflict at crossovers. Of particular concern are the entrances to industrial units where numerous movements of HGVs take place.

The entrance to the industrial area to the south of the junction with Meadowview Road has limited visibility due to the number of vehicles parked at the front of the premises in Worsley Bridge Road. This will prevent drivers exiting this estate seeing approaching cyclists. The mouth of this junction has

been tightened up but there are already two bell bollards on the footway on the north side suggesting overrunning. Has a swept path analysis been carried out here and will any new bollards be installed?

### Drawing 3 of 3

What is intervisibility like at the junction with Copers Cope Road, Worsley Bridge Road? What are the dimensions here? The corner looks very tight with a high wall and foliage. It appears from the plan that cyclists and pedestrians may not see each other as they negotiate the corner.

### Bromley 5 Ridley Road Path

What is the width of Ridley Path at it's narrowest point?

I question the use of sinusoidal speed humps in an area used by pedestrians particularly older pedestrians, those using wheelchairs, mobility scooters and push chairs. Although cycle speed should be controlled in such a narrow shared space there are other options available that are more comfortable for pedestrians such as rumble strips. TfL have trialled various options to reduce cycle speed and may be able to assist with this.

I support contraflow cycling in Ravensbourne Road but have concern over the available road width with cars parked on both sides. What are the dimensions here? Cyclists may come round the bend with limited visibility and have to stop due to lack of road width and vehicles failing to give way to cyclists. This may be more problematic for cyclists as they will be going up a steep hill at this point and won't have any speed to get out of the way of oncoming vehicles.

What is the width of the vehicle lane at the entrance to Ravensbourne Road from the High Street? Has a swept path analysis been done here? It looks quite tight and vehicles may overrun the footway on the corner when turning left into Ravensbourne Road.



## Appendix 4 Quantified analysis of comments

N.B. In addition to the comments in the Survey response forms, several ad hoc emails and letters were received as part of the consultation and, where possible, these have been analysed and are included in the table below.

<b>Worsley Bridge Road</b>	
Supports WBR shared path	3
Concerns about litter on WBR	3
Would prefer cycle track to a shared path	4
Wants wider shared paths	3
WBR shared path needs to have priority over side roads	2
Consider Copenhagen type crossing	1
Would like WBR mini roundabout replaced with signals	1
Do not narrow the carriageway for the Worsley Bridge Road shared path	1
Concerns about fly tipping on WBR	1
Improve WBR with trees	1
Like to see improvement to Lower Sydenham Station approach	1
Needs parking controls on Lower Sydenham Station Approach	1
WBR shared path needs to be well lit	1
Need better connectivity over tracks at Lower Sydenham station	1
Consider 20mph on Worsley Bridge Road	1
Wants formal crossing instead of informal one in Copers Cope Road	1
Need to improve safety on WBR roundabout for motorists	1
Need to reduce congestion in WBR	1
Need to consider cyclists leaving Quietway from WBR shared path	1
Concern about vehicles parking on the WBR shared path	1
Concern about conflict on the shared path	1
Commuter parking needs to be reduced	1
WBR mini roundabout should be removed	1
Wants Traffic calming on WBR	1
<b>Southend Road proposed Zebra</b>	
Supports Southend Road Zebra	7
Wants Mini Roundabout on Southend Road	3
Would prefer Toucan/ Signals on Southend Road	2
Transition for cyclists using Southend Rd zebra needs to be considered	2
Wants mini roundabout further down Southend Road	1
Wants traffic calming on Southend Road	1
Wants Southend Road Zebra on other side of junction to avoid impact on their garden	1
Opposed to Southend Road Zebra due to conflict	1
Wants traffic calming at Southend Road junction	1
<b>Ridley Road/Ravensbourne Road footpath</b>	
Ridley Road footpath conflict between pedestrians and cyclists/ too narrow	9
Footpath needs motorcycle inhibitors	2
Opposes for loss of existing foliage alongside footpath	1
Concern about widening footpath will affect their land	1
Footpath needs more cycle calming	1
<b>Ravensbourne Road Contra-flow</b>	
Opposed Ravensbourne Road contra-flow/ will be unsafe/ concern about traffic flow	11
Ringers/ Ethelbert alternative to Ravensbourne Contra-flow	4
Need to improve existing one-way signage on Ravensbourne Avenue	1

Restrict parking on Ravensbourne Road to permit contra-flow	1
Drivers ignore Ravensbourne one way	1
<b>General</b>	
Supports Quietway overall	5
Introduce parking restrictions at selected points along the route	3
Supports proposals to encourage walking and cycling,	2
Route needs more segregated lanes	2
Wants 20mph	2
Wants more traffic calming	2
Not relevant to this route	2
Wants segregated cycle lanes on more roads across the borough	1
Crossing Southend Lane needs to be considered	1
Reduce pollution	1
Proposals are poor quality	1
The corner of Worsley & Copers Cope is a blind corner.	1
Concern about speed in Copers Cope Road	1
Lawn Rd needs to be tightened and so does the flaring on Westgate Rd	1
Westgate Rd. Right turn protection needed for Bromley Gardens.	1
Provide secure cycle parking at stations	1
Waste of Money	1