



Crofton Park Consultation Summary

London Borough of Lewisham

Document reference:
Date: 09 January 2018

Created by
Asim Zeb

Asim.Zeb@projectcentre.co.uk

0330 0080 855



PROJECT CENTRE

EXECUTIVE SUMMARY

The London Borough of Lewisham is committed to improving the borough's streets and road safety in the area for all users on the Crofton Park area (Bartram Road to Dalrymple Road) of the Brockley Corridor (Brockley Cross to Stanstead Road A205).

Transport for London (TfL) has committed a limited amount of funding specifically for this work and designs have been consulted on following previous engagement with local residents and businesses.

We have gathered feedback from residents and businesses in the area, as well as community groups and organisations. We have reviewed over 300 responses to produce this report and to see how we can refine and improve the design further.

The responses show that respondents are positive about different aspects of the scheme, the main ones being:

- The introduction of more trees
- The public realm enhancements near the station
- The introduction of electric vehicle charging bays

The review also highlighted a number of concerns. The majority of the concerns were regarding two specific issues:

- The new toucan crossing to replace the one near Bartram Road
- The two-way segregated cycle lane on widened footway and the segregated cycle lane on widened footway

We have reviewed the comments associated with each numbered point on the consultation plan and a full list of recommendations is available on Page 24.

Thank you to everyone who took part in the consultation, the feedback is vital in helping us meet the community's needs as well as the scheme objectives.

| CONTENTS PAGE | | PAGE NO. |
|----------------------|-------------------------------|-----------------|
| 1. | BACKGROUND | 3 |
| 2. | THE CONSULTATION | 4 |
| 2.1 | Process | 4 |
| 2.2 | Number of responses | 4 |
| 2.3 | Equality information | 5 |
| 3. | RESPONSES | 6 |
| 3.1 | Data | 6 |
| 3.2 | Online survey | 6 |
| 3.3 | Website comments form | 11 |
| 3.4 | Interactive map comments | 11 |
| 3.5 | Emails | 16 |
| 3.6 | Face-to-face public sessions | 20 |
| 3.7 | Hard copies | 22 |
| 3.8 | Phone call | 23 |
| 4. | RECOMMENDATIONS | 24 |
| 4.1 | Consultation feedback summary | 24 |
| 4.2 | Overall proposals | 28 |
| | QUALITY | 29 |

1. BACKGROUND

In 2014 a study of the Brockley Corridor (Brockley Cross to Stanstead Road A205) was carried out to identify opportunities to:

- Regenerate the local shopping parade
- Reduce vehicle speed
- Improve road safety

The study showed that the Crofton Park area was a priority for improvement and Transport for London committed a limited amount of funding for the work.

Project Centre was asked by the London Borough of Lewisham to design road safety and public realm improvements to a section of Brockley Road, from Bartram Road to Dalrymple Road, as well as design and deliver the public consultation.

2. THE CONSULTATION

2.1 Process

The consultation started on Monday 26 June 2017 and ran for just over 12 weeks until 21 September 2017.

Local residents and businesses were directed to an online survey to fill in. We also received postal and phone responses from those who didn't have access to the internet.

The consultation was promoted via a number of channels:

- A leaflet drop to over 3,200 homes and businesses in the targeted area
- Businesses on Brockley Road were approached face-to-face to ensure they were aware of the consultation and to promote the consultation for us by displaying posters and leaflets
- Packs of a letter, leaflets and posters were delivered to schools and community facilities in the area (Beecroft Garden Primary School, Crofton Park Library, Stillness Junior School, Saint Hilda's and Honor Oak Community Centre)
- The Crofton Park Assembly meeting (27 June) and a stakeholder meeting (15 August)
- Face-to-face outside Crofton Park Station and inside Crofton Park Library (12 September)
- Twitter
- Local community groups and Councillors
- The Council's communication channels, including their website and social media

Local residents and businesses were asked to comment on the design proposals. Online they were asked if they were in favour of different aspects of the scheme. If they had a particular comment they were asked to reference the item number to which they were referring to.

2.2 Number of responses

We received 327 responses:

- 102 online survey responses
- 19 comments posted on the consultation website
- 106 comments on the interactive map
- 37 comments from the face-to-face Crofton Park Station and Library sessions
- 59 emails
- Three hard copy responses
- One phone call

2.3 Equality information

Respondents were invited to respond to equality information questions on the online survey. These questions were not compulsory. The data provided shows that:

- The highest number of responses came from the 35–44 age range (41.1%), followed by 45-54 (18.9%), 25-34 (15.8%), 55-64 (11.6%), 65+ (6.3%) and then a further 6% preferred not to say
- 49.5% of respondents were female, 45.3% and 5.3% preferred not to say
- 68.8% of respondents consider themselves as white: British, 10.8% said white: Other, 2.2% black or black British: Caribbean, 1.1% black or black British: African, 1.1% mixed/dual heritage: white and black Caribbean, 1.1% mixed/dual heritage: Other, 15% preferred not to say
- 79.8% of respondents said they did not have a disability, 6.4% said they did, whilst 13.8% preferred not to say
- 76.9% of respondents consider themselves as heterosexual, 2.2% bisexual and 20.9% preferred not to say
- 25.5% of respondents said they were Christian, 4.3% Agnostic, 1.1% Humanist, 1.1% Buddhist, 1.1% Hindu, 1.1% Sikh, 53.2% no religion and 12.8% preferred not to say

3. RESPONSES

3.1 Data

The online survey provides quantitative data for and against the design proposals. Other methods (post, comments, interactive map) provide qualitative data.

3.2 Online survey

We received 102 responses to the online survey. Figures 1 to 6 shows how online respondents felt overall about the scheme and about specific proposals.

3.2.1 Do you agree or disagree with the changes to Brockley Road as outlined in the plan?

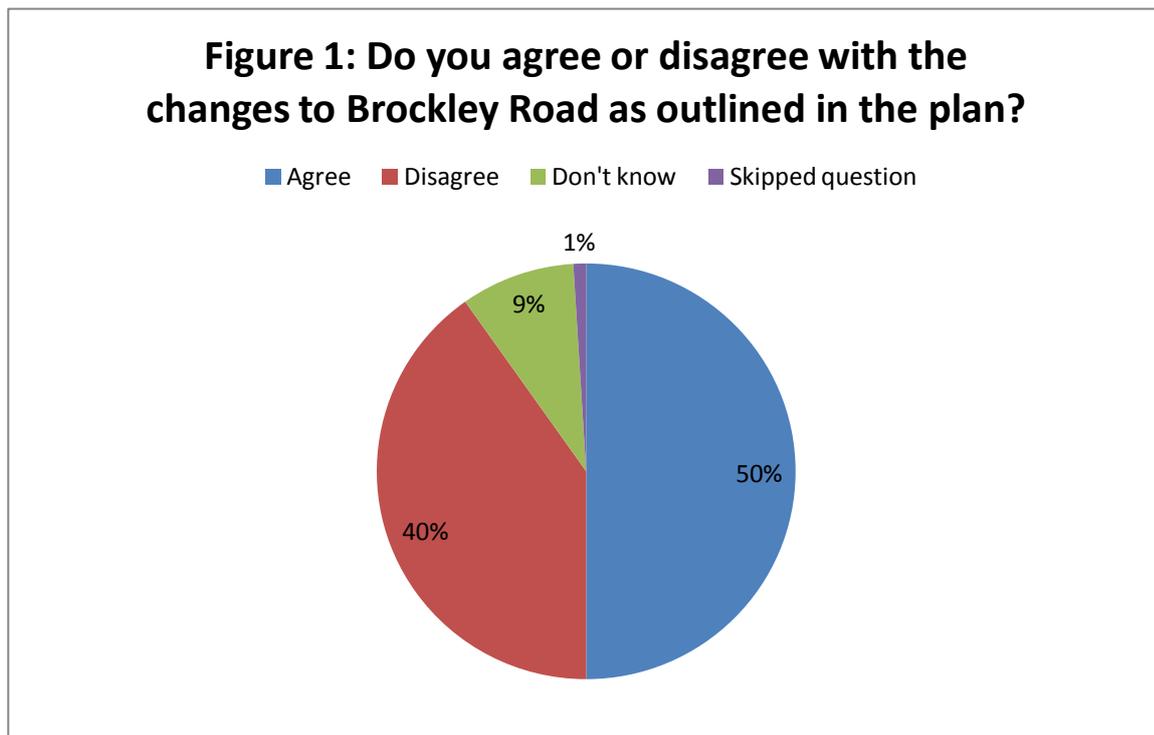


Figure 1 shows that 50% of survey respondents agree with the changes to Brockley Road, 40% disagree and 10% are either unsure or skipped the question. There is a close split between agree and disagree but the following questions breakdown what parts of the scheme the respondents like and dislike.

3.2.2 Are you in favour of the improvements to parking in the area?

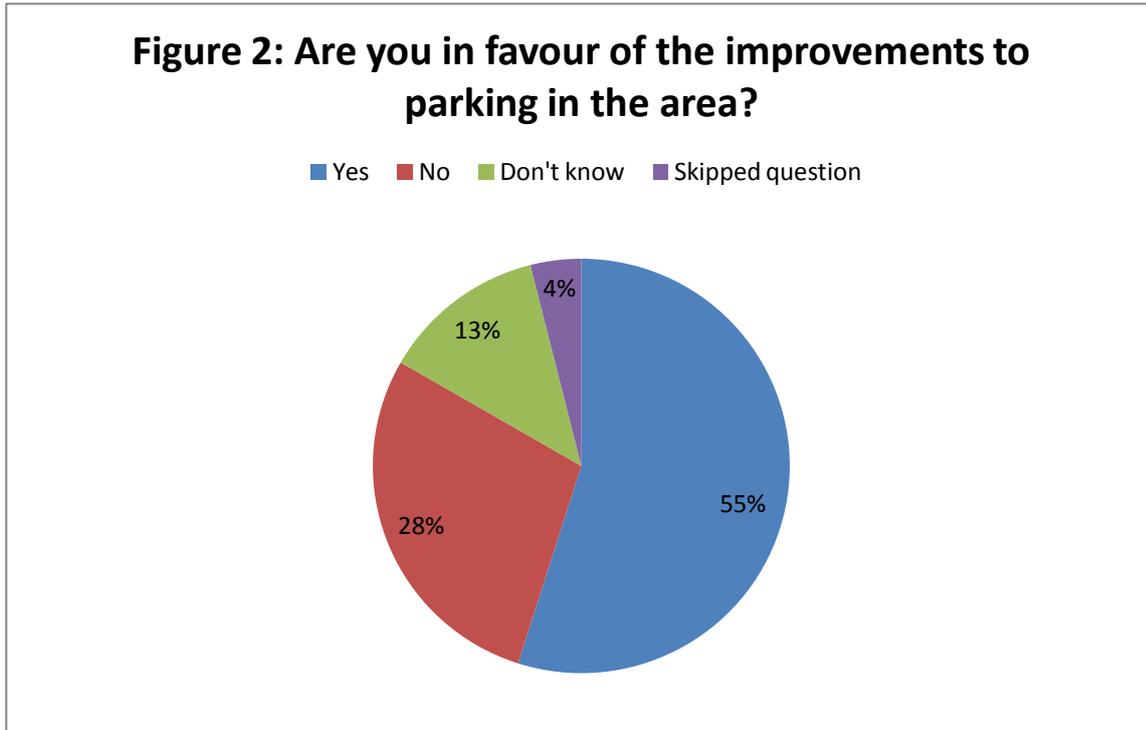


Figure 2 shows that 55% of online respondents agree with the proposed parking improvements, compared to 28% that disagree. Nearly double the amount of respondents agree rather than disagree, although 17% are either unsure or skipped the question.

3.2.3 Are you in favour of the proposed new cycling facilities?

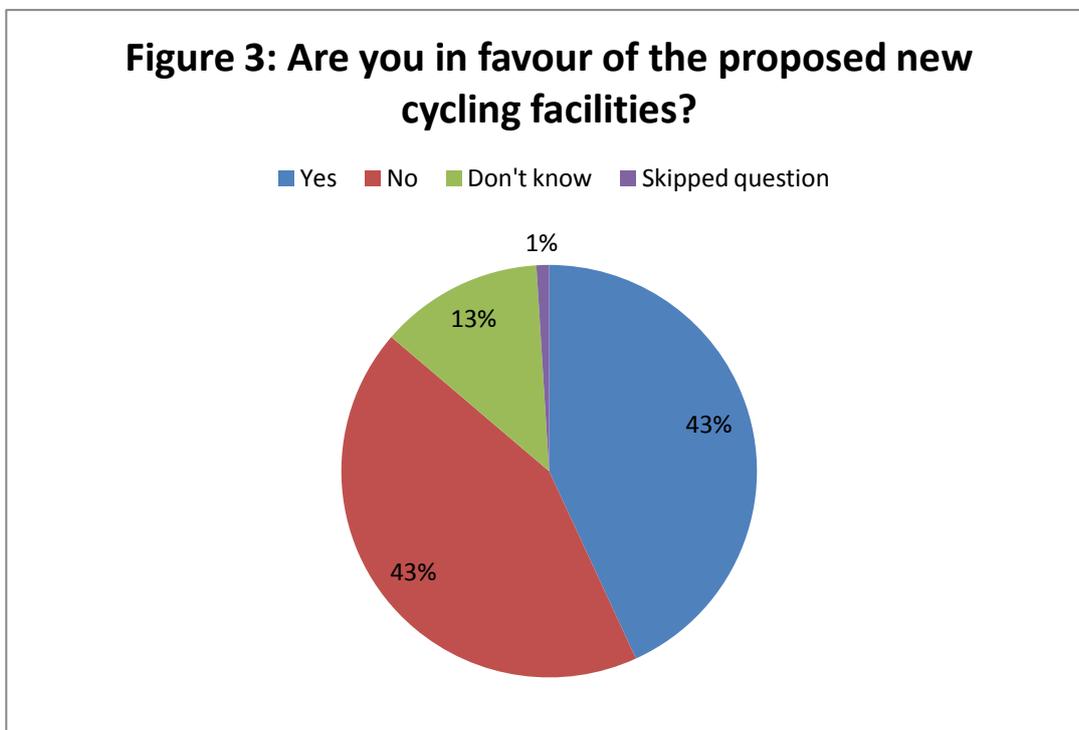


Figure 3 shows an even split on the proposals for the new cycling facilities with 43% in favour, 43% not in favour and 14% were either unsure or skipped the question.

3.2.4 Are you in favour of the new road safety measures?

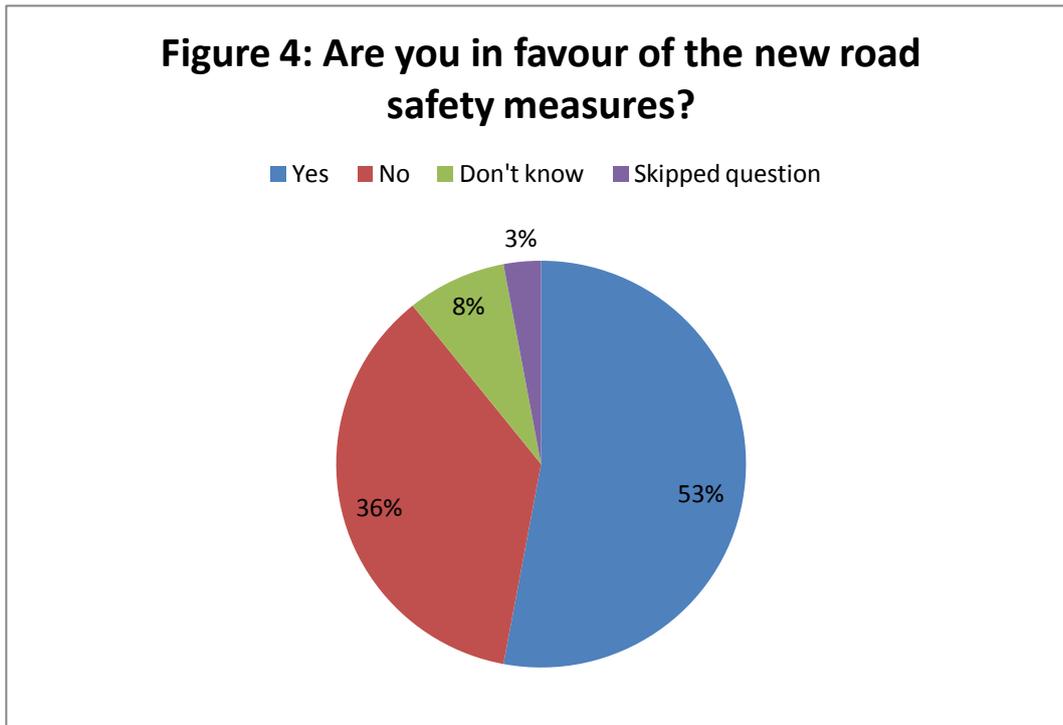


Figure 4 shows that 53% of online respondents are in favour of the new road safety measures, which is significantly higher than the 36% who disagree. 11% were either unsure or skipped the question.

3.2.5 Are you in favour of the changes to the public space?

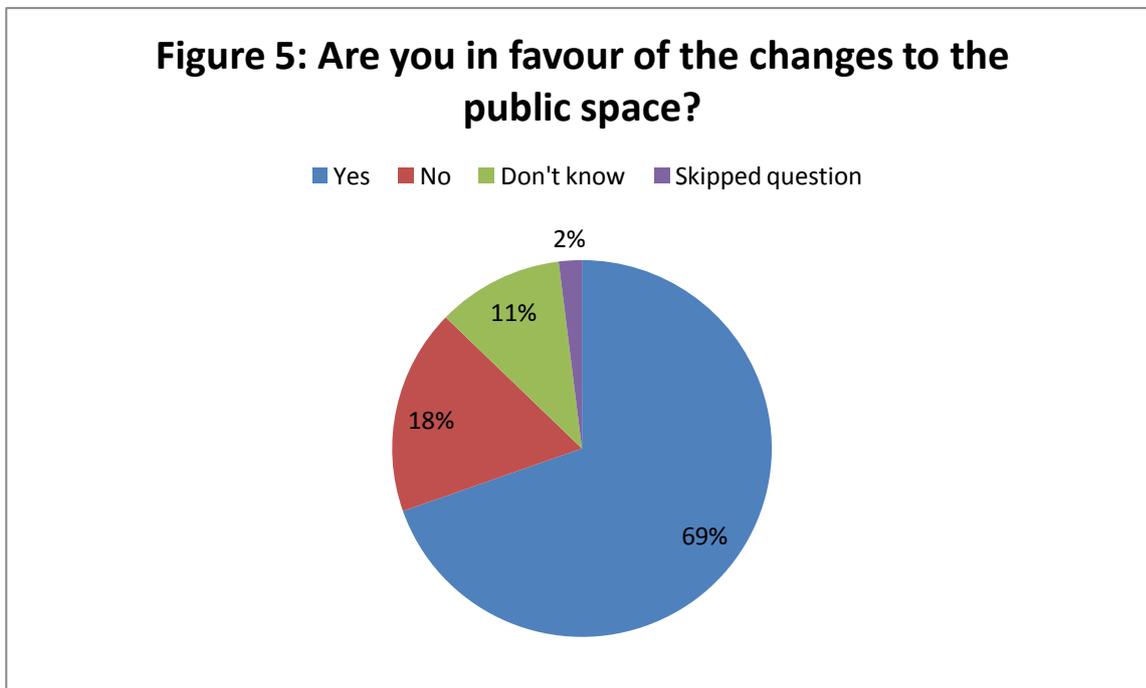


Figure 5 shows that over two-thirds (69%) are in favour of the changes to the public space. 18% disagreed and 13% were either unsure or skipped the question. This question received the highest positive response on the online survey.

3.2.6 Additional comments

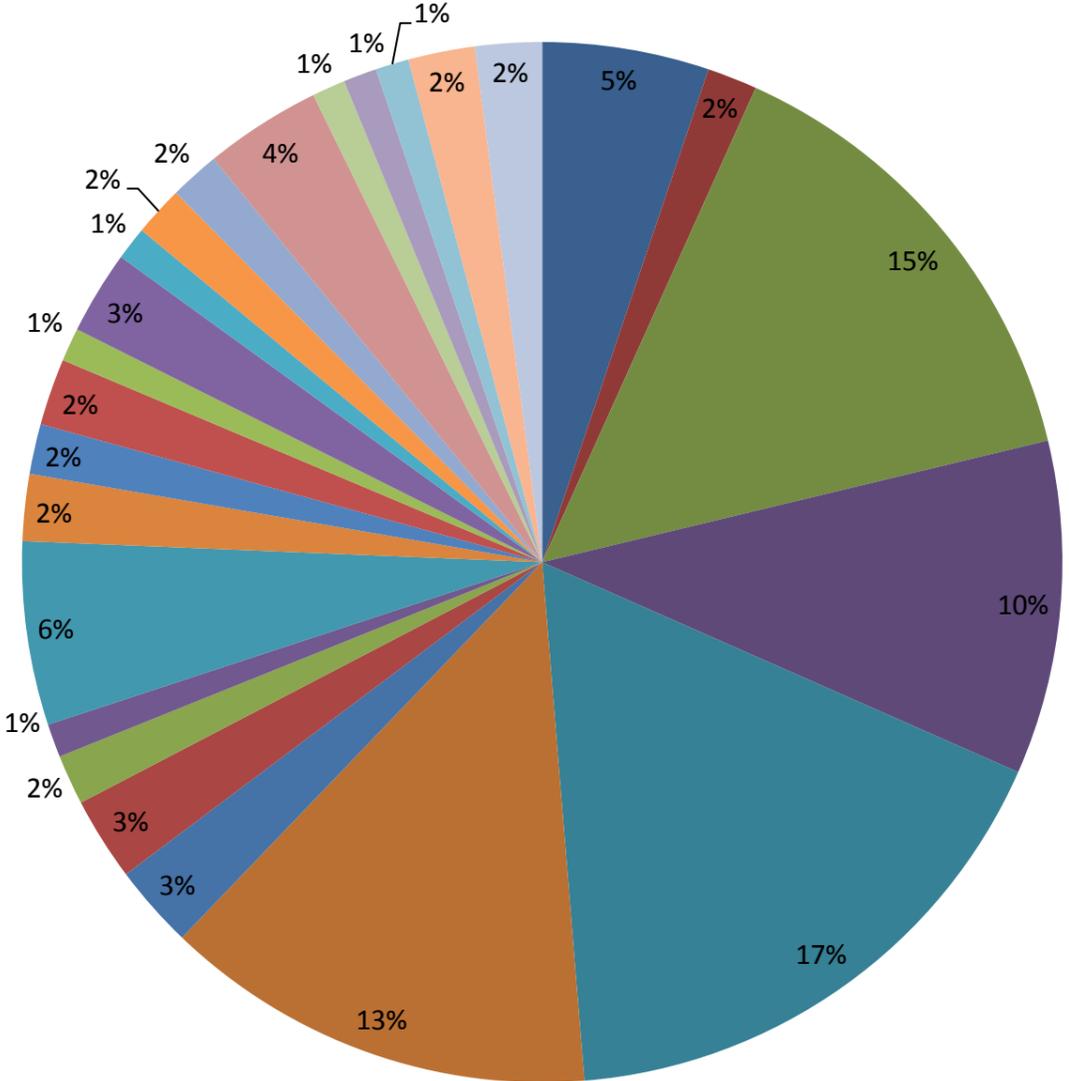
Respondents were asked to provide any additional comments in the space provided. Nearly 100 people provided additional comments on a number of points. Approximately 25% of comments were positive about specific aspects of the scheme, the other 75% of comments suggested improvements or expressed their dislike of certain aspects of the design.

Figure 6 shows the number of comments made about the different aspects of the design. To summarise, the key concerns were:

- New toucan crossing to replace the one near Bartram Road – a number of residents have said that the crossing proposed is too far away from the school, that there is already an insufficient number of crossings in the area and more are required, otherwise the schoolchildren will cross the road in dangerous places.
- Two-way segregated cycle lane on footway – a number of respondents have said that the two-way cycle lane is dangerous as it will bring cyclists into oncoming traffic at an already dangerous junction, others have also commented that it is not worthwhile as it only runs for one block.
- Segregated cycle lane on widened footway – respondents are concerned about the safety of this proposed cycle lane for cyclists and pedestrians, as pedestrians might cross the cycle lane to access the island. There are also concerns with how cyclists will cross the crossing to get to the segregated cycle lane.
- New inset parking bays – respondents are concerned with the reduction of parking spaces outside Budgens and other local shops, including for deliveries and customers.

Figure 6: Additional comments

- 1. New trees planted in existing footway
- 2. Widened footway with relocated bus stop and shelter
- 3. Two way segregated cycle lane on footway
- 4. New inset parking bays
- 5. New Toucan crossing to replace the one near Bartram Road
- 6. Segregated cycle lane on widened footway
- 7. Raised junction to reduce vehicle speed
- 8. Mini-roundabout retained
- 9. Widened footway with cycle racks
- 10. Informal pedestrian crossing in granite
- 11. New Yorkstone paving and seating to improve public space
- 12. Relocated bus stop and shelter
- 13. Granite paved inset parking/disabled bays and reduced carriageway width
- 14. Granite paved raised junction including zebra crossing
- 15. Public realm improvements with Yorkstone in vicinity of station
- 16. Disabled parking bays and electrical charging bays
- 17. Inset loading bay
- 18. Inset short stay parking bay
- 19. Widened footways over railway bridge
- 20. Short stay parking and electrical charging bays
- 21. Informal pedestrian crossing
- 22. Inset parking and disabled bays
- 23. Relocated bus stop and shelter
- 24. Raised junction including zebra crossing
- 25. Widened footway with reduced carriageway width



3.2.7 How did you find out about this consultation?

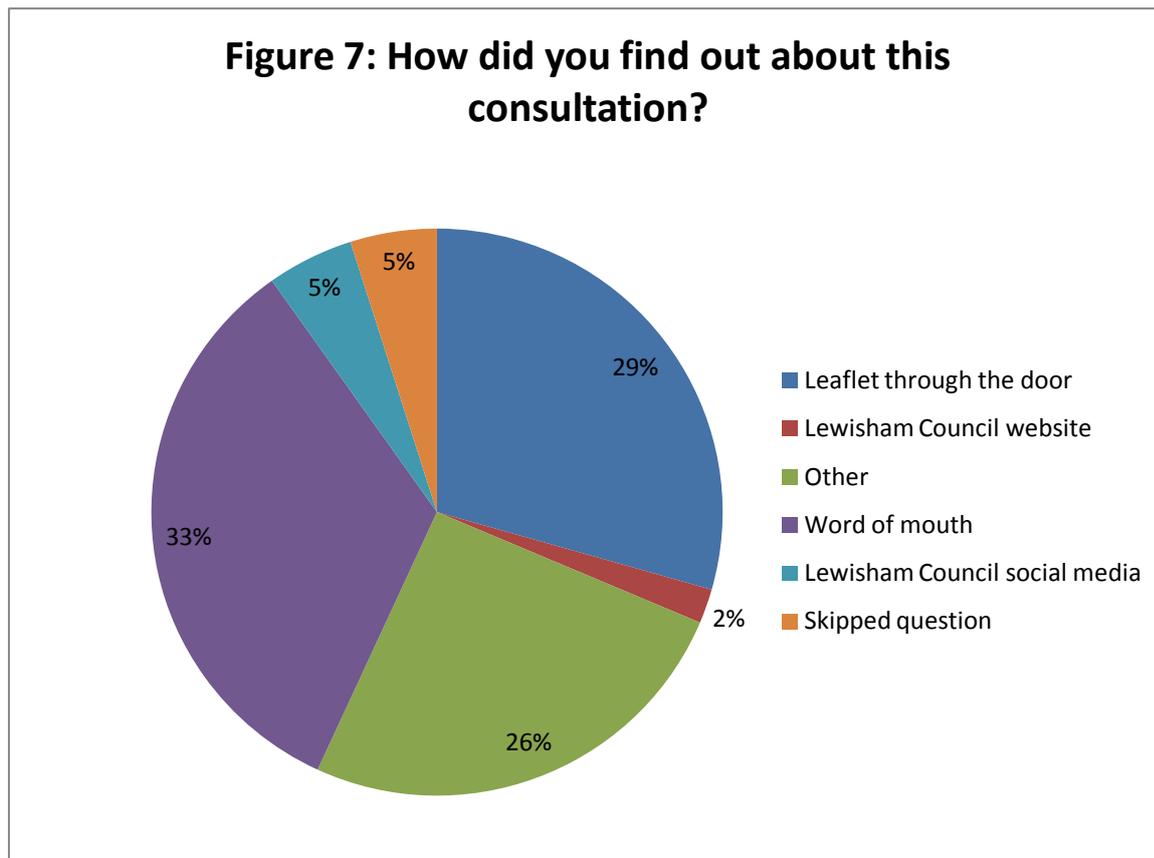


Figure 7 shows that 33% of online respondents found out about the consultation through word of mouth, 29% from a leaflet through their door and 26% through another channel. Council channels accumulated 7% of responses and 5% skipped the question.

3.3 Website comments form

We received 19 comments via the online form on the website. Approximately a third of these respondents actively say they support the scheme and make positive comments about different aspects of the design, for example the raised junctions, introduction of trees and electric charging bays. The remaining respondents suggested changes to the proposal:

- The main concern is that locals do not want the toucan pedestrian crossing removed as this is a key crossing for schoolchildren.
- There is also a concern about the removal of parking outside Budgens as visitors and delivery vehicles park here.
- Respondents are also querying the length and value of the cycle lane, and suggestions are made for a segregated cycle lane to make it clearer to all (including the disabled and elderly) that there is a cycle lane.

3.4 Interactive map comments

We received 106 comments on the interactive map. Figure 8 shows that the main comments relate to the following elements:

- Two-way segregated cycle lane on footway
- New toucan crossing to replace the one near Bartram Road
- Segregated cycle lane on widened footway
- New trees planted in existing footway
- Informal pedestrian crossing in granite

Two-way segregated cycle lane on footway

All of the comments received via the interactive map regarding the two-way segregated cycle lane on footway do not agree with this proposal. Respondents said:

- Accessing the lane will be dangerous
- The lane needs to be much longer
- It doesn't add any value to the area

New toucan crossing to replace the one near Bartram Road

All respondents via the interactive map would like to keep the crossing near Bartram Road because they feel:

- Children would not use the proposed crossing to get to school, which means they would cross the road in an unsafe place
- It leaves too big a gap without a crossing in a key area for the school and local facilities

Segregated cycle lane on widened footway

Respondents are keen to see improvements for cyclists in the area; however they do not feel that this proposal will help keep cyclists or pedestrians safe. Respondents have queried:

- The length of the segregation
- Use of the toucan crossing to access the cycle lane
- Cyclists having to move one from one side of the road to the other
- Lane doesn't go anywhere
- Will create a bottleneck on the pavement
- How will cyclists turn right onto Eddystone road?
- How will northbound cyclists access the lane?
- It does little to protect cyclists and may create conflict with pedestrians

New trees planted in existing footway

Of the six respondents who commented about new trees, three believe that new trees will improve the look of the area and help the environment (clean air). One individual disagreed who feels that new trees will block drivers from seeing pedestrians. One respondent has queried if there is enough room for the trees.

Informal pedestrian crossing in granite

All comments disagree with the proposal and would like to keep the central island so that it is easier for them to cross the road. They feel that an informal crossing would be unsafe.

Figure 8: Number of comments on interactive map

- 1. New trees planted in existing footway
- 2. Widened footway with relocated bus stop and shelter
- 3. Two way segregated cycle lane on footway
- 4. New inset parking bays
- 5. New Toucan crossing to replace the one near Bartram Road
- 6. Segregated cycle lane on widened footway
- 7. Raised junction to reduce vehicle speed
- 8. Mini-roundabout retained
- 9. Widened footway with cycle racks
- 10. Informal pedestrian crossing in granite
- 11. New Yorkstone paving and seating to improve public space
- 12. Relocated bus stop and shelter
- 13. Granite paved inset parking/disabled bays and reduced carriageway width
- 14. Granite paved raised junction including zebra crossing
- 15. Public realm improvements with Yorkstone in vicinity of station
- 16. Disabled parking bays and electrical charging bays
- 17. Inset loading bay
- 18. Inset short stay parking bay
- 19. Widened footways over railway bridge
- 20. Short stay parking and electrical charging bays
- 21. Informal pedestrian crossing
- 22. Inset parking and disabled bays
- 23. Relocated bus stop and shelter

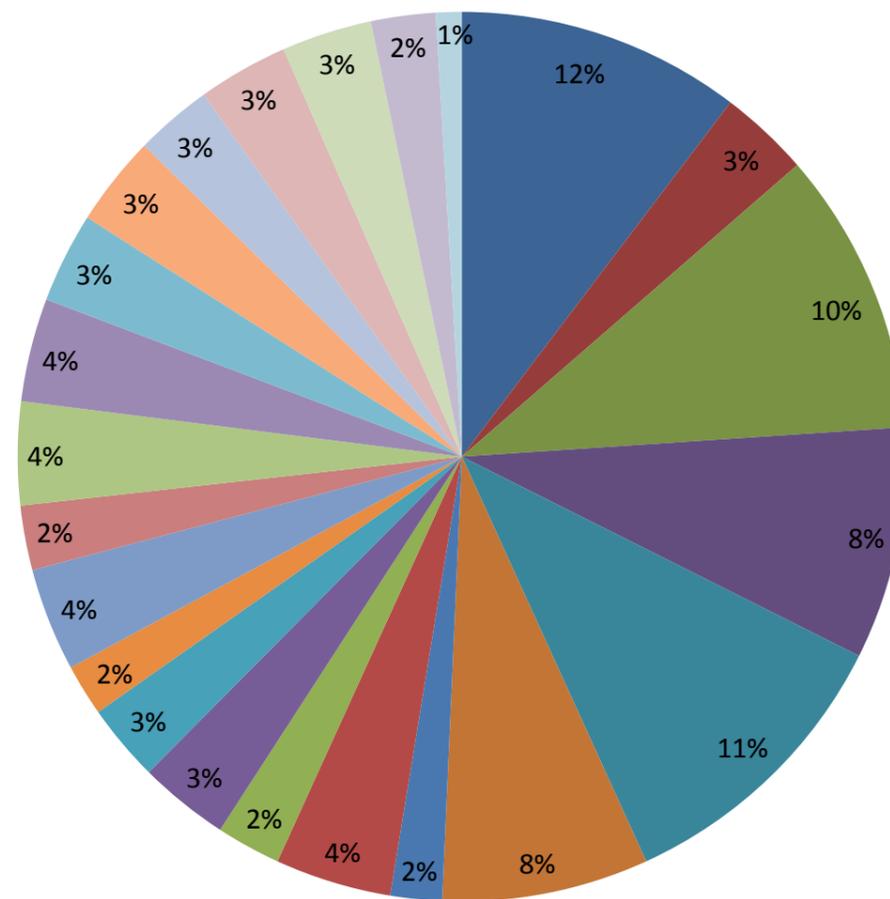
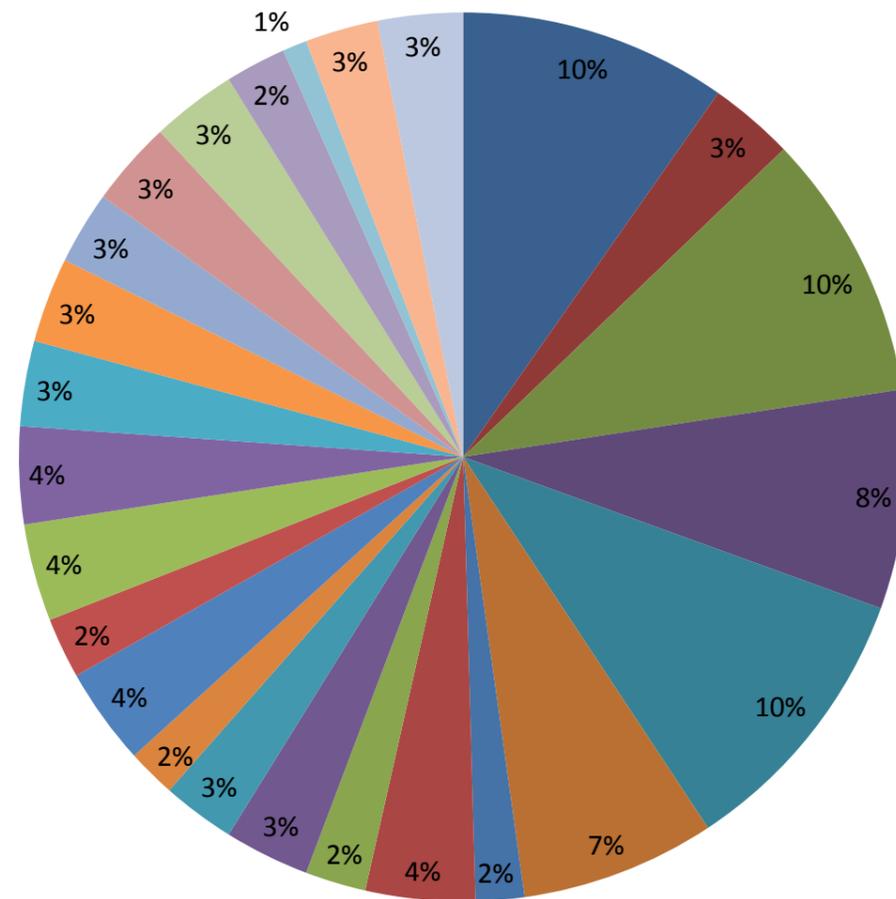


Figure 9: Points raised in email responses

- 1. New trees planted in existing footway
- 2. Widened footway with relocated bus stop and shelter
- 3. Two way segregated cycle lane on footway
- 4. New inset parking bays
- 5. New Toucan crossing to replace the one near Bartram Road
- 6. Segregated cycle lane on widened footway
- 7. Raised junction to reduce vehicle speed
- 8. Mini-roundabout retained
- 9. Widened footway with cycle racks
- 10. Informal pedestrian crossing in granite
- 11. New Yorkstone paving and seating to improve public space
- 12. Relocated bus stop and shelter
- 13. Granite paved inset parking/disabled bays and reduced carriageway width
- 14. Granite paved raised junction including zebra crossing
- 15. Public realm improvements with Yorkstone in vicinity of station
- 16. Disabled parking bays and electrical charging bays
- 17. Inset loading bay
- 18. Inset short stay parking bay
- 19. Widened footways over railway bridge
- 20. Short stay parking and electrical charging bays
- 21. Informal pedestrian crossing
- 22. Inset parking and disabled bays
- 23. Relocated bus stop and shelter
- 24. Raised junction including zebra crossing
- 25. Widened footway with reduced carriageway width



3.5 Emails

We received 59 emails regarding the proposals. Figure 9 shows which points respondents' comments relate to. Figure 10 shows the points respondents' felt positive about.

Of the emails received, respondents' are most receptive towards:

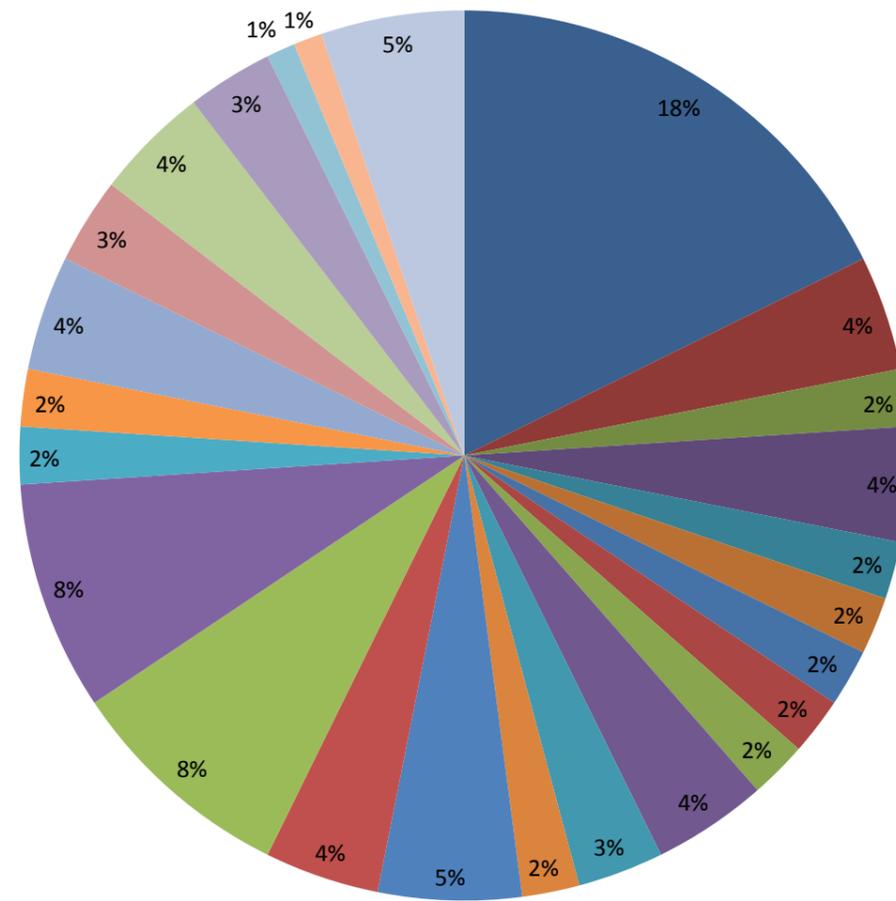
- The new trees planted in existing footways - some suggested more trees and different types of trees rather than London Plane
- The proposed public realm improvements
- The introduction of electrical charging bays

We also received a number of emails where respondents' expressed concerns. These are consistent with the concerns received through other channels. Respondents' major concerns are with:

- Two-way segregated cycle lane on footway
- New Toucan crossing to replace the one near Bartram Road
- Segregated cycle on widened footway
- New inset parking bays – this point had a lot of comments next to it asking for the parking not to be removed outside/near to Budgens as this shop, and others nearby, are well used

Figure 10: Positive (and agree but with changes)

- 1. New trees planted in existing footway
- 2. Widened footway with relocated bus stop and shelter
- 3. Two way segregated cycle lane on footway
- 4. New inset parking bays
- 5. New Toucan crossing to replace the one near Bartram Road
- 6. Segregated cycle lane on widened footway
- 7. Raised junction to reduce vehicle speed
- 8. Mini-roundabout retained
- 9. Widened footway with cycle racks
- 10. Informal pedestrian crossing in granite
- 11. New Yorkstone paving and seating to improve public space
- 12. Relocated bus stop and shelter
- 13. Granite paved inset parking/disabled bays and reduced carriageway width
- 14. Granite paved raised junction including zebra crossing
- 15. Public realm improvements with Yorkstone in vicinity of station
- 16. Disabled parking bays and electrical charging bays
- 17. Inset loading bay
- 18. Inset short stay parking bay
- 19. Widened footways over railway bridge
- 20. Short stay parking and electrical charging bays
- 21. Informal pedestrian crossing
- 22. Inset parking and disabled bays
- 23. Relocated bus stop and shelter
- 24. Raised junction including zebra crossing
- 25. Widened footway with reduced carriageway width



The table below shows the “other” comments and suggestions received from the email respondents, that didn’t relate to a numbered point on the design. Just over a quarter of them said that overall they agreed with the designs, and some of these suggested improvements/changes to the designs. The main “other” concern noted was the road narrowing; respondents’ are concerned this will increase congestion and pollution in the area, also linked to Transport for London’s Healthy Streets criteria.

| “Other” comments | Positive | Negative | Generic comment |
|---------------------------------------|----------|----------|-----------------|
| Generic support | 18 | 6 | |
| Enforcement | | 4 | |
| High quality materials | 3 | | |
| More traffic calming | 4 | | |
| Education on road safety | 1 | | |
| Road narrowing | 1 | 7 | |
| Dalrymple Road/Brockley Road junction | | | 3 |
| Weekend market | | | 1 |
| Street art | | | 1 |
| Need to do more for air quality | | | 3 |
| One way | | | 1 |
| Junctions tightened | | | 1 |
| Guardrails removed | | | 1 |
| More cycle parking | | | 3 |
| Copenhagen crossings | | | 2 |
| Road closure | | | 2 |
| Remove traffic Island yes | | | 1 |
| Remove traffic Island no | | | 1 |
| Brockley Grove/Ladywell | | | 2 |
| Improve sight lines | | | 4 |
| Doesn't meet Healthy Streets | | | 3 |

From the email responses received a lot had queries or made specific statements about the scheme. Figure 11 shows where respondents showed support either for or against the scheme. Three quarters provided positive comments about the scheme compared to a quarter that did not.

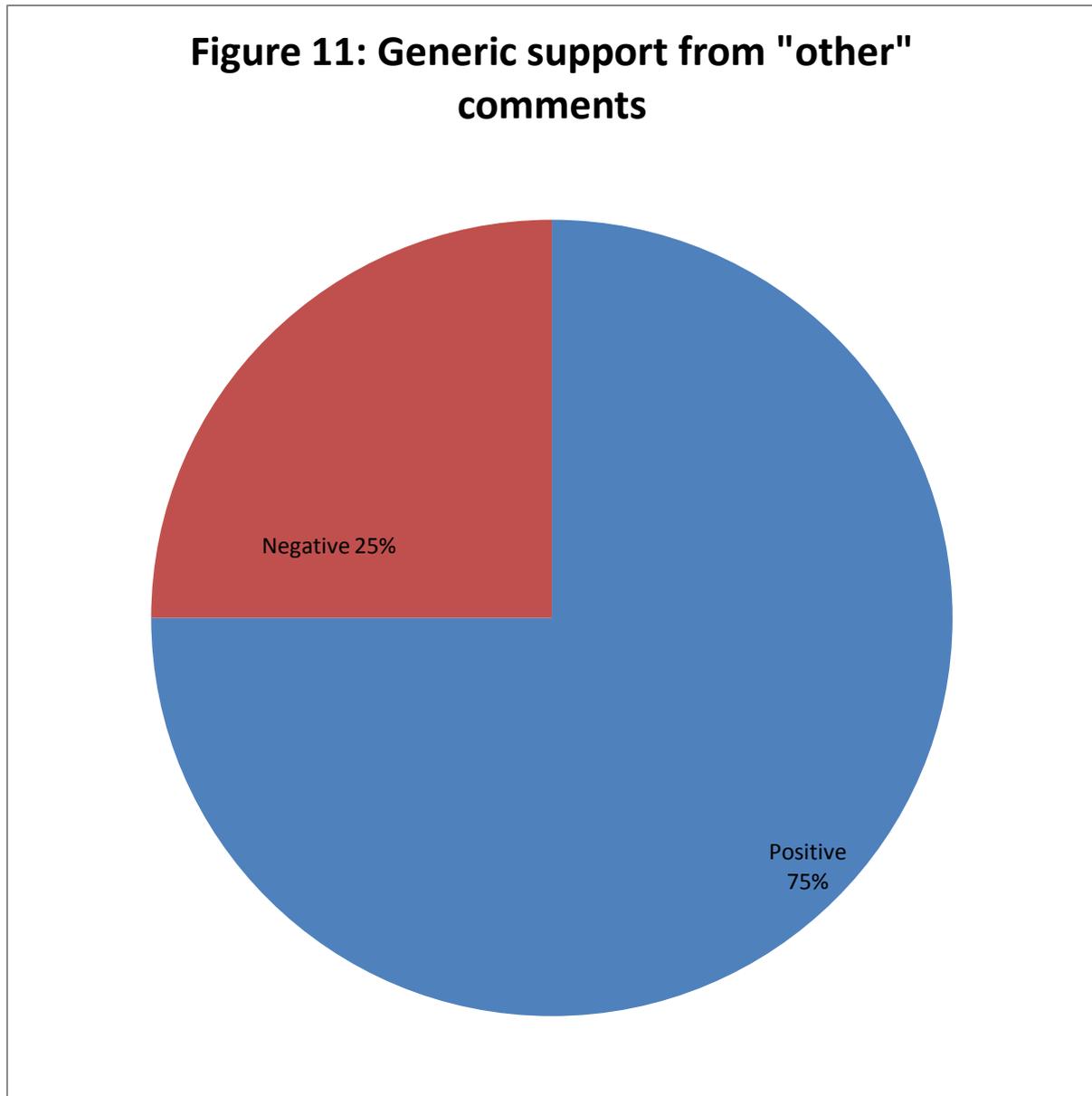
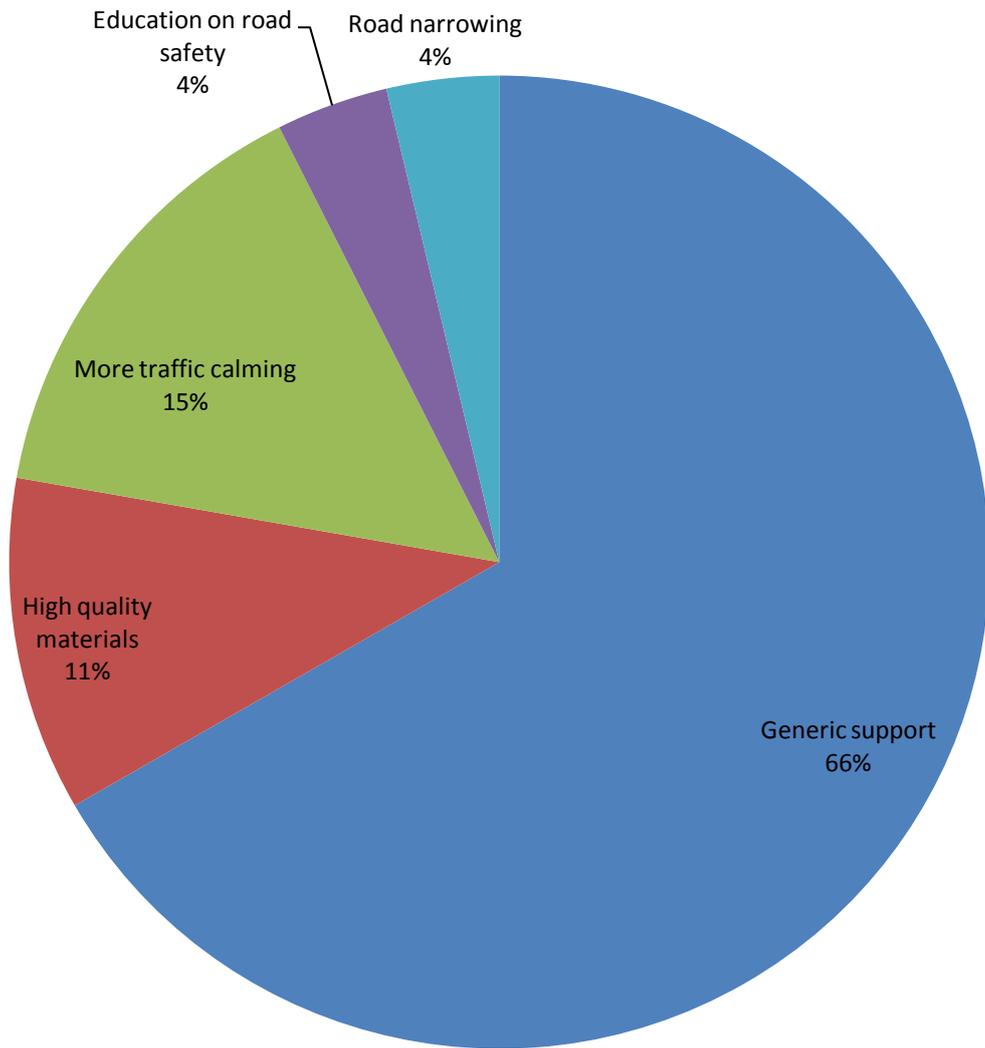


Figure 12 shows the subjects respondents felt positive about. Of all the comments that seemed positive, 66% were in general positive about the scheme, 15% were positive about the traffic calming measures proposed, 11% were pleased with the quality of materials proposed, 4% were pleased with the road narrowing and asked for more education on safety.

Figure 12: Positive comments from emails



3.6 Face-to-face public sessions

Representatives from Lewisham Council and Project Centre attended and spoke at the Crofton Park Assembly meeting on Tuesday 27 June. There were approximately 40 attendees; residents, Councillors and representatives from local community groups.

Although attendees support regeneration in the area, they did have some concerns regarding the proposals. The main queries were:

- All agreed that moving the crossing further away from the school means that children will not use the crossing and will cross at unsafe locations. Would like to keep where it is.
- The majority agreed that the mini roundabout is a blind corner and people speed across it. Attendees didn't feel that the design does enough to combat this.

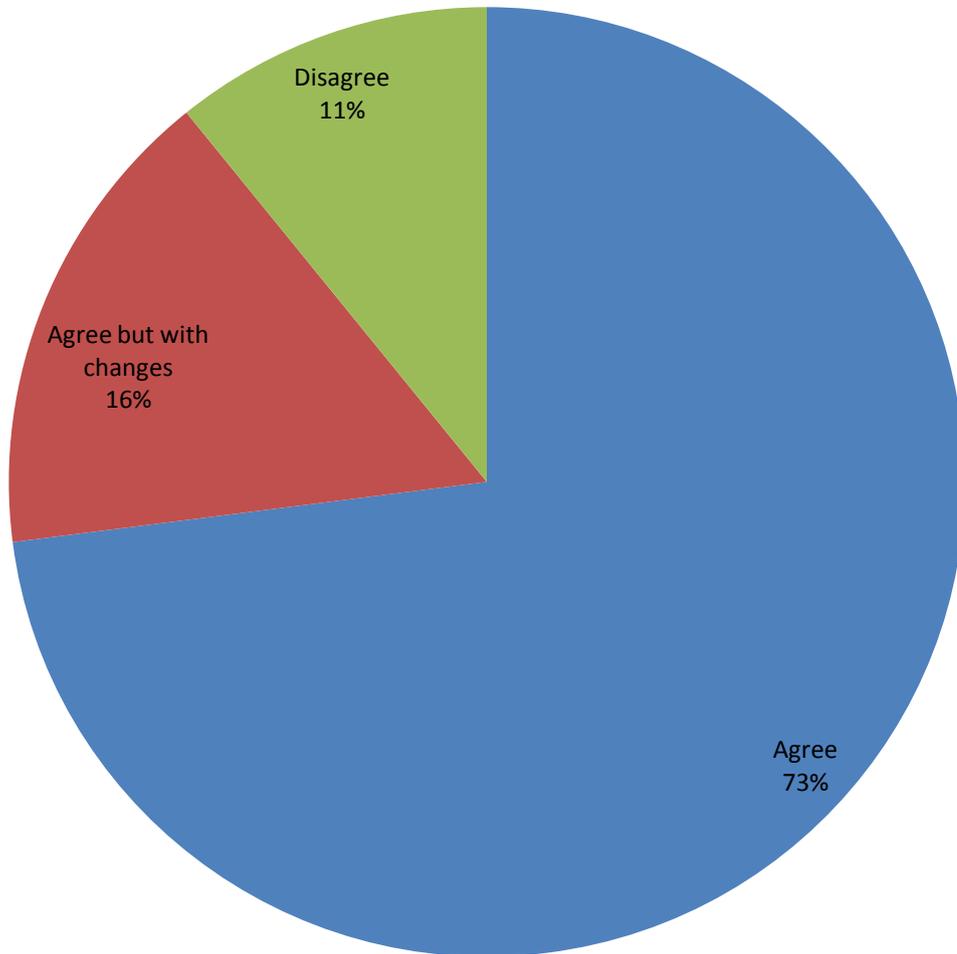
- Some attendees were concerned that reducing the carriage way width would create queuing traffic. Buses will block the road as no inset bays for them; this will create queues and more pollution. Cars will try to overtake, driving on the other side of the road causing accidents.
- Some attendees felt that the cycle lane proposals were tokenistic and more needed to be done to encourage and protect cyclists.
- Whether the materials used will be sustainable and long-lasting, for example the granite paving.
- If planting new trees is necessary investigation will be required to make sure they are suitable for the area.
- Where the funding is coming from and timescales associated with any work.
- A lot of residents lived on the side roads off of Brockley Road and queried why side roads were not included in the streetscape improvements. Many felt that their roads needed upgrading.

A small number of representatives from the local community met with Lewisham Council and Project Centre six weeks into the consultation. The issues raised were similar to the previous meeting; however there was more discussion about how cyclists will be affected.

- Moving the crossing away from the school will deter children from crossing the road at safe locations.
- Increase in traffic fumes/pollution due to relocating bus stops and vehicles waiting for buses to load/offload before moving on.
- Nothing for cyclists, the scheme doesn't help east-west cyclists who still have to go round the roundabout. Vehicles will still try and overtake cyclists; cyclists would be safer off the carriageway.
- Need to make vehicles slow down before the roundabout, suggestions for chicane, build out and raising the roundabout. Reports of vehicles driving at 30mph whilst turning left and parents are worried about accidents.
- Quality of materials. Granite used on Quietway became loose on footway. Also people park on pavements, so materials need to be robust.

We spoke to 37 people at face-to-face sessions outside Crofton Park station and inside Crofton Park Library. Figure 13 shows that 73% of people we spoke to agreed with the proposals as they were, 16% were happy with the proposals but suggested changes and 11% disagreed with the scheme.

Figure 13: Face-to-face: Are you in favour of the proposals?



Specific feedback was about ensuring the proposal is in line with the Council’s planning policies for the area and the Crofton Park/Honor Oak Park Neighbourhood Plan and planning policies relating to Brockley Corridor. Attendees liked the wider pavements and trees and were keen to see more trees in the area.

There were mixed opinions on what material(s) should be used for surfacing. Discussion on the longevity of granite and the colours that asphalt can provide for the public realm area, footways and to differentiate the cycle lane.

3.7 Hard copies

We received two responses through the post with comments written on the leaflet and one letter from a business.

The business was in support of the scheme overall but has requested the bus shelter is not moved as it will obstruct his business.

One resident requested that toucan/zebra crossings should be implemented rather than informal crossings, that the road needs to be wide enough so buses can pass and that where the seating is proposed is not a nice area to sit.

The other respondent felt that the widened pavements aren't needed as there is not a high footfall, and therefore the inset parking is not required.

3.8 Phone call

We received one phone call from a resident. The local resident's main concern was for the elderly and disabled. She was concerned that by moving the bus stops further away they may not be as accessible and that a shelter and seats should be available at all bus stops. She was also concerned about the two-way segregated cycle lane on footway; she felt this would be dangerous as it is close to Sevenoaks Road where a lot of children cross the road to get to school. She also said the footway is well used and the pavement isn't wide enough. Regarding the segregated cycle lane on widened footway the caller advised that people would attempt to cross the cycle lane to get to the island to cross the road.

4. RECOMMENDATIONS

4.1 Consultation feedback summary

The following summarises feedback in relation to the specific proposals in the design:

| What you said | What we are doing |
|---|--|
| <p>More trees to be included in the design. Different trees to London Plane and medium sized trees requested. New trees will block drivers from seeing pedestrians. Is there enough room for the trees? Have drainage plans been checked?</p> | <p>New trees form part of the public realm improvements. The species and sizes will be selected according to the available space and other constraints; London planes typically need more space than is available here.</p> <p>Trees will be located where they do not obstruct drivers' sightlines and will be subject to trial holes which will identify any pipes/mains close to the proposed location.</p> |
| <p>Proposed toucan crossing is too far from the school. Children will not use the crossing and will cross the road in a dangerous location. Not enough crossings in the area.</p> | <p>Following the analysis of the consultation we are no longer proposing the toucan crossing in this location. The existing toucan crossing will be retained and the new cycle lane is no longer proposed.</p> |
| <p>Two-way segregated cycle lane on footway is dangerous and will bring cyclists out onto oncoming traffic at an already dangerous junction. Not worthwhile as only runs for a very short block and doesn't go anywhere. How will the cycle lane be segregated, with paint or kerb? Cyclists will have to move from one side of the road to the other. How will cyclists turn right onto Eddystone Road? How will northbound cyclists access the lane? It does little to protect cyclists and may create conflict with pedestrians. The scheme doesn't help east-west cyclists who still must go around the roundabout.</p> | <p>The two-way cycle lane is no longer proposed given that the toucan crossing will be retained in its current location.</p> |

Reduction of parking spaces, particularly outside Budgens and other local shops and facilities.

There will be no net reduction in parking spaces given that the toucan crossing will be retained in its current location.

Respondents would like to keep the central island.

The existing islands proposed to be removed are located at the existing zebra crossing outside Beecroft Garden Primary School, outside 338 Brockley Road and on the approach to the roundabout outside 384 Brockley Road. These islands must be removed as part of this proposal otherwise the reduction of the carriageway width is unfeasible.

The removal of the islands will not reduce existing pedestrian safety or amenity as the other measures; (reduced carriageway width, the proposed raised tables, textural road surface changes and the reintroduction of kerb side parking on Brockley Road), will create a significantly slower road environment and improved awareness of pedestrians for drivers. The reduced carriageway width also minimises the time pedestrians spend crossing the carriageway.

How will cyclists access the segregated cycle lane from the crossing? Pedestrians will have to cross the cycle lane to get to the island. This plan doesn't do enough to encourage and protect cyclists.

The two-way cycle lane is no longer proposed given that the toucan crossing will be retained in its current location.

Reducing the carriageway width will create queuing traffic which will block the road and increase pollution. Cars will attempt to overtake, driving on the other side of the road, and cause accidents.

The reduction in carriageway width and the proposed raised area is expected to reduce the operating speed of the road, however it will not reduce the capacity of the existing carriageway and no increase to vehicle queuing (and therefore pollution) is expected.

The carriageway width reduction is expected to create situations where a vehicle must wait for a stopped bus or a car manoeuvring into a parking space. These short movements will not impose significant delays on the network, however should a driver choose to overtake there is sufficient forward visibility for them to observe any conflicting traffic and perform the manoeuvre safely if they are able.

The mini-roundabout is dangerous and a blind corner. The design doesn't make vehicles slow down

It is proposed to raise the roundabout junction to slow speeds on the approach to the mini-roundabout. We have also changed the alignment on the northern approach to increase deflection,

before the roundabout, needs traffic calming measure, such as a chicane, build out and raise the roundabout. The designs do not go far enough to address the issues here.

encouraging vehicles to reduce their approach speeds significantly. Both these measures will improve safety at the mini-roundabout.

Materials must be robust, sustainable and long-lasting. Elsewhere in the borough paving is coming loose, for example granite on Quietway.

Materials with the necessary robustness will be specified. Natural stone has a very long life, and the concrete paving slabs are steel reinforced to ensure that they do not break as easily. Construction materials (concretes and mortars) will be designed to withstand the expected wear and tear.

Moving bus stops makes them inaccessible, particularly for those who can't walk far. Moving bus stops may obstruct some businesses. Vehicles waiting for buses will increase pollution as they wait for them to pickup/offload.

The delays imposed on drivers waiting for a bus to pick up or drop off passengers is expected to be minor and will also contribute to a reduced speed environment.

Increased footpath width will minimise the already limited screening of storefronts from bus shelters.

The relocation of bus stops has been minimised where possible however the stop located outside 435 Brockley Road is no longer proposed to be relocated as the toucan crossing will no longer be relocated.

Can coloured asphalt be used in the public realm area, on footways and to differentiate the cycle lane?

Coloured asphalt does not have a high visual quality, which is something this scheme sets out to achieve through better quality materials.

Why are informal crossings chosen over formal crossings?

Formal crossing points too close together create significant delay on the network due to the high level of disruption to the traffic flow.

Informal crossings provide additional locations where appropriate pedestrian visibility is met that caters for a pedestrian crossing while minimising the impact on traffic.

The proposed public realm area is not a nice place to sit. Seating will attract drinkers.

Seating is an essential part of the public realm to encourage its use by people who need to rest frequently (such as the elderly). The Council has powers to create enforceable non-drinking areas if street drinking should become an issue.

Widened pavement not required as there is not a high footfall.

Wider footways provide a safer environment for pedestrians and encourage increased footfall, which is beneficial to the local shops. This also supports the London Mayor's Healthy Streets approach by providing a safer and more inviting environment

| | |
|---|--|
| | for pedestrians and encourages usage. |
| More traffic calming required reducing speeds and traffic cutting through the area, such as road closures, one-way, tightening junctions. | In addition to the reduced carriageway width, raised tables are proposed along this section of Brockley Road which will effectively reduce traffic speeds. More restrictive measures such as road closures and one-way streets will have wider network impacts due to driver route choice. |
| Improve sight lines. | The proposed sight lines are suitable for the proposed speed environment and further lengthening of these will reduce parking and public transport amenity in the area. |
| More cycle parking required in relevant locations. | The cycle parking provision included in the proposal is a significant improvement over the existing amenity and is placed appropriately according to existing demand. Installation of further facilities in other locations will increase footway clutter and result in under-utilisation of the facilities. |
| Need enforcement in the area. | The Council has the ability to increase enforcement and this will be reviewed. |
| Require education on road safety. | Should further education on road safety be required the Council will review any appropriate measures. |
| Incorporate street art. | TfL's LIP funding for environmental and transport improvements cannot be used to pay for art. Alternative funding would need to be sourced to include art. |
| Weekend market. | Consideration to cater for a weekend market was not undertaken as part of this proposal. |
| Are the plans in line with the Council's planning policies for the area and the Crofton Park/Honor Oak Park Neighbourhood Plan and planning policies relating to Brockley Corridor? | The proposals are in line with the Council's planning policies, TfL's Healthy Streets for London guidance and TfL's streetscape policy. |
| How will the proposals help improve air quality? Do these plans meet Healthy Streets? | The proposal provides an improved pedestrian environment and is in-line with the Healthy Streets approach by encouraging walking, cycling and public transport use through improved amenities, increasing footway width to improve pedestrian offset from the live traffic lane, reduced traffic speeds and improved pedestrian crossings. |
| Why have side roads not been included in the streetscape | The extents of the proposal are linked to Brockley Road Corridor study for the Crofton Park area and funded via Transport for |

improvements? Where is the funding coming from?

London's Local Implementation Plan (LiP). Maintenance work requirements within side roads are undertaken on a priority basis from a separate budget by the local authority.

4.2 Overall proposals

To summarise, the online data shows that overall 50% of respondents agree with the proposals. However, there are certain aspects that more respondents like such as the trees, public realm improvements and electric vehicle charging bays. Respondents that we spoke to face-to-face, where we could answer their questions, are satisfied with the scheme, with 73% agreeing to the proposals and another 16% agreeing, but with minor modification to the scheme.

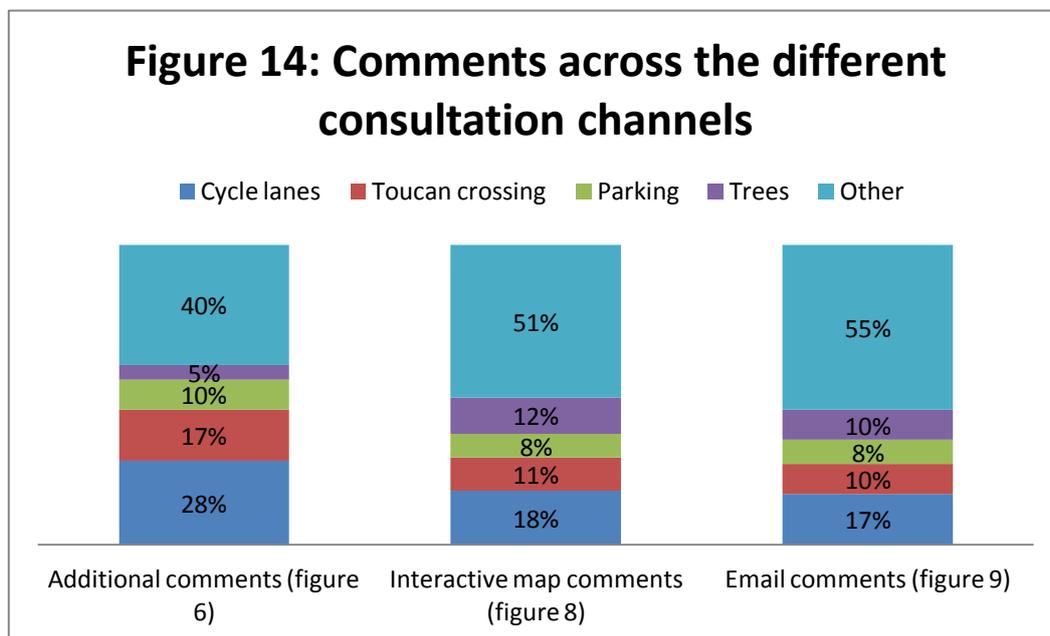


Figure 14 summarises the key comments that have been made during the consultation. There are a number of concerns from residents, and these are to the relocation of the toucan crossing, the two-way segregated cycle lane, the cycle lane on widened footway and a loss of parking. However, the addition of new trees is welcomed. Therefore we recommend to:

- Proceed with the proposed Crofton Park public realm improvements scheme
- Retain the toucan crossing near Bartram Road in its existing location with the proposed toucan crossing omitted from the scheme
- Omit the new cycle lane/s due to the toucan crossing near Bartram Road being retained
- Additional trees to be considered (if feasible) following site investigations during detail design stage

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.



DOCUMENT CONTROL

Project Centre has prepared this report in accordance with the instructions from London Borough of Lewisham. Project Centre shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

| Job Number | Issue | Description | Originator | Checked | Authorised |
|-------------------|--------------|---|----------------------------------|----------------|------------------------|
| 3357 | 1 | Crofton Park Consultation Summary | Nichola Mansfield 27.10.17 | | Asim Zeb 09.01.2018 |
| | | | | | |

File path: G:\Project Centre\Project-BST\1000003357 - LBLewisham Crofton Park\3 Reports\

Award Winning

national
transport awards

london
transport awards

british
parking
awards



Accreditations



Memberships



Contact

London Office

Unit 2 Holford Yard
London
WC1X 9HD
tel: 0330 008 0855

Brighton Office

38 Foundry Street
Brighton
BN1 4AT
tel: 01273 627 183
fax: 01273 627 199

Slough Office

Fourth Floor
The Urban Building
3-9 Albert Street
Slough
SL1 2BE

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