





Southwark's Cycling  
Strategy Consultation  
Interactive Map Report

Report  
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London Borough of Southwark

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## Executive Summary

### Introduction

The London Borough of Southwark consulted on their draft Cycling Strategy between October 2014 and February 2015. One of the consultation exercises was an online interactive map, which allowed users to pin point comments and suggestions to specific places in the borough. In order to leave a comment, people had to register on the site, 187 did so, leaving 477 comments in total. Anyone could visit the site and *agree* or *disagree* with a comment. 767 *agrees* were left, with 51 *disagrees* – these could be made by either registered or non-registered users. This report is a summary of these comments made on the interactive map.

### Analysis of comments at borough level

Each comment made was categorised under a theme heading. The most common comment was people saying they would like to cycle somewhere, but that the existing provision does not allow it or make it easy for them. The next most common category was Road Environment, within which people commented about heavy traffic, traffic calming measures or poor road surfaces. Junctions which are unsafe or require specific changes to make them more cycle friendly was another popular theme, as was cycle lanes, with people either asking for new ones or improvements to existing cycle lanes. Additionally, numerous comments were about road safety issues.

In addition to making comments of their own, users of the site could *agree* or *disagree* with comments posted by other users. The top three most 'agreed with' comments were:

- Concern about the use of Turney Road as a cycle route;
- Concern about the difficulty of turning right across Rodney Road; and
- Concern about the use of Dulwich Park for a cycle route.

### Analysis of comments around proposed Southwark Spine route

Comments within 250 metres either side of the proposed Southwark Spine north-south route alignment were examined. Users made the following types of comments along the length of the proposed route:

- Suggesting alternative route alignments;
- Highlighting difficult junctions;
- Asking for improvements to cycle paths or the installations of segregated cycle lanes;
- Suggesting improved crossing facilities for cyclists;
- Proposing improved wayfinding and signposting;
- Asking for traffic calming measures or filtered permeability;
- Commenting on access through and provision for cyclists in parks;
- Concern about speeding or rat running drivers; and
- Requesting the removal of one-way systems.

### Analysis of comments at council ward level

To focus on localised issues comments were analysed by each council ward across the borough. The eight wards with the most comments were examined in detail. Commenters in Village ward were concerned with the use of Turney Road and Dulwich Park as cycle routes. Provision for cyclists at the junction of Blackfriars Road with Upper Ground, and with Southwark Street was the principal issue in Cathedrals ward. In College ward, safer conditions for cyclists in the form of traffic calming, filtered permeability or segregated cycle lanes were

demanded. In Faraday, conditions for cycling along Thurlow Street and Portland Street, and in Burgess Park, were raised by website users.

In Grange ward, cycling over Tower Bridge and south down Tower Bridge Road was a key issue. Provision for cyclists on Rye Lane and Bellenden Road were important issues in The Lane ward. In East Walworth, connections through Rodney Road and the Heygate estate were raised. While in Riverside, various junctions were felt to be unsafe and several contraflow cycle lanes proposed.

# 1 Introduction

## Southwark Cycling Consultation

- 1.1 The London Borough of Southwark consulted on their draft Cycling Strategy between October 2014 and February 2015. The strategy aims to improve conditions for cyclists across the borough, including proposals for the Southwark Spine north-south route from St. George's Circus in the north of the borough down to Crystal Palace in the south. The document also outlines proposed Superhighways and Quietways, which together with the Southwark Spine will improve the cycling network in the borough.
- 1.2 In addition to these specific proposals, Southwark consulted the public on improvements they would like to see for cycling in the borough. This included an online questionnaire accessible on Southwark's website and an interactive map which allowed users to pin point their comments and suggestions to specific places in the borough. The interactive map was available under the following link: [www.sdgdigital.co.uk/sites/southwarkcycling](http://www.sdgdigital.co.uk/sites/southwarkcycling). This report is a summary of comments made on the interactive map.

## Report overview

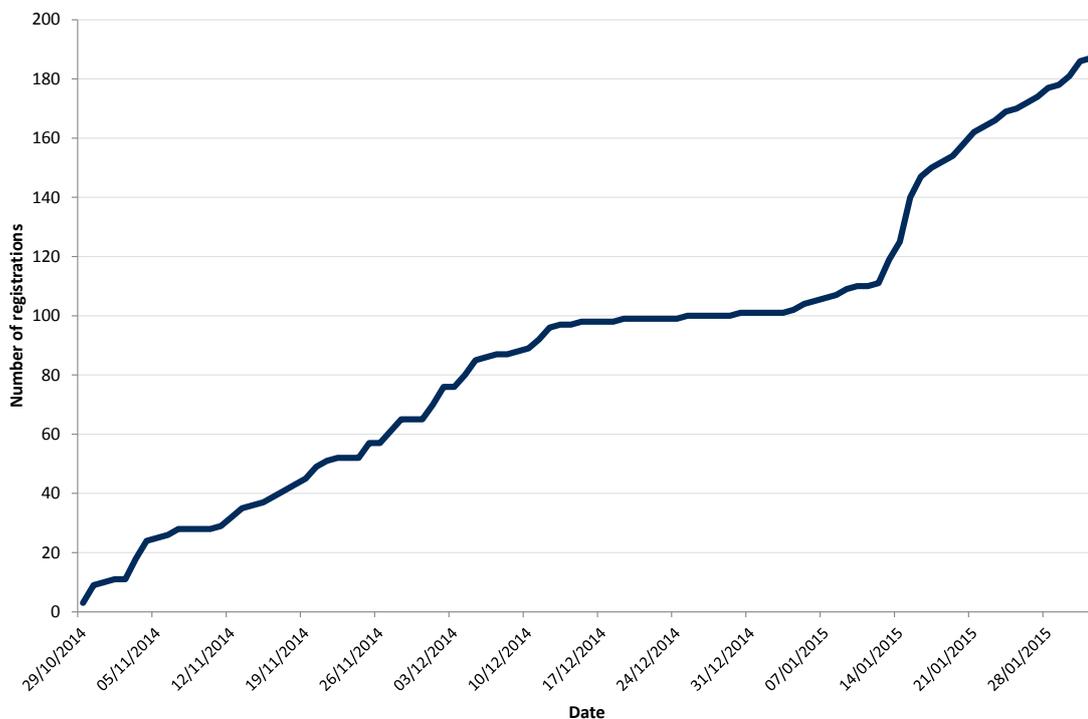
- 1.3 This report summarises comments on the interactive map from the period 29<sup>th</sup> October 2014 – 2<sup>nd</sup> February 2015. The report shows when people signed up to use the website, and when they made comments. It then shows the breakdown of comments by category across the whole borough. Website users had the ability to *agree* or *disagree* with comments made – this report shows the ten most popular comments. The next section looks at all comments made near to the proposed Southwark Spine route. The analysis is then broken down into council wards, of which there are 21 in Southwark. The comments in the eight wards with the most comments are looked at in more detail.

## 2 Consultation website activity

### Sign ups

- 2.1 The interactive map site went live on the 29<sup>th</sup> October 2014. Users signed up consistently to the website throughout the period, until the 1<sup>st</sup> February 2015. In total, 187 users signed up. There were several marketing events that increased awareness of the map. The map was tweeted about on the 12<sup>th</sup> November 2014 from Steer Davies Gleave's account, and on the 14<sup>th</sup> and 16<sup>th</sup> from Southwark's Twitter account. Figure 2.1 shows the progress of user sign ups across the time period. There was a steady rate of registrations from late October until mid-December, from where sign ups plateaued. There was a surge of interest in mid-January, coinciding with Southwark Council sending out email reminders to various stakeholders and the consultation website being linked to a similar consultation on a proposed Quietway route through the borough.

Figure 2.1: User sign ups to Southwark Cycling Consultation interactive map

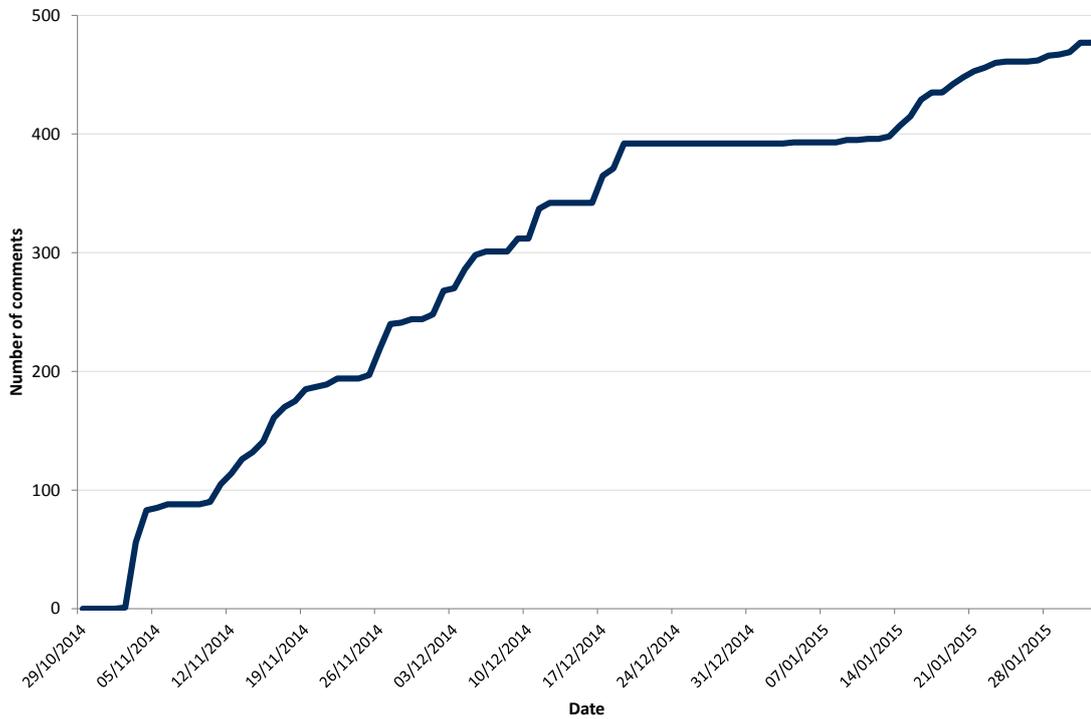


### Comments

- 2.2 There were 477 comments made on the site between 29<sup>th</sup> October and 1<sup>st</sup> February 2015. User comments were not evenly distributed across the time period; there were notable peaks in comments. Figure 2.2 shows the pattern of comments. It shows a marked peak in

comments on the 3<sup>rd</sup> and 4<sup>th</sup> November, as well as smaller peaks through November and December. These peaks were due to a handful of users who were very active and made many comments on these particular days. There was a period of inactivity around the Christmas holidays, which picked up again in mid-January coinciding with the email reminders and links from other consultations.

**Figure 2.2: Comments on Southwark Cycling Consultation interactive map**



## 3 Analysis of comments at Borough level

### Comments by category

3.1 Whenever anyone posted a comment, they could categorise it under one of the following headings:

- **Cycle Lanes:** a demand for additional cycle lanes, an existing one needs to be segregated, or needs to be re-surfaced
- **Cycle Parking:** demand for more, improved or new cycle parking
- **Indirect Routes:** a one way street that could be made two way, a cycle path through a park is convoluted
- **Junctions:** an existing junction layout is dangerous, Advanced Stop Lines are required, turning right is difficult
- **Like to Cycle Here:** where it is not easy, or possible, to cycle somewhere
- **Road Behaviour:** cars travel too fast or cyclists behave aggressively or pedestrians step out in to the road
- **Road Environment:** improvements to signage is required, pinch points need addressing, there is heavy traffic or bad potholes
- **Road Safety:** existing road design causes conflict

3.2 Table 3.1 shows the breakdown of comments by category across the whole borough. The most common type of comment (111 comments) said they would like to cycle somewhere, but that the existing provision does not allow it or make it easy for them. The next most common category was Road Environment (92) where people would comment about heavy traffic, traffic calming measures or poor road surface.

Junctions which are unsafe or require specific changes to make them more cycle friendly were the theme of 69 comments. 62 comments were made relating to cycle lanes, either asking for new ones or improvements to existing ones. A further 51 comments were made relating to road safety issues.

**Table 3.1: Comments by category**

Comment category	Number of comments
Cycle Lanes	62
Cycle Parking	21
Indirect Routes	10
Junction	69
Like To Cycle Here	111
Other	18
Road Behaviour	43
Road Environment	92
Road Safety	51
Total	477

### Most popular comments

- 3.3 In addition to making comments of their own, users of the site could *agree* or *disagree* with comments posted by other users. From this we are able to identify the most popular comments, i.e. those with the most people agreeing with them.
- 3.4 There were four comments on the same topic within the top 10 most popular comments. Each comment focussed on Turney Road and its unsuitability for a Quietway cycle route. In total, across the four comments, 48 website users agreed and 9 disagreed with the comments, which were as follows:

*"It has been suggested that Turney Road (both Southwark and Lambeth sections) should form part of a cycling Quietway. We do not agree. Turney Road is entirely unsuitable for a Quietway. Most of the houses esp between Croxted and Burbage Road have off street parking and dropped kerbs/driveways. It will be extremely dangerous for cyclists/car drivers and pedestrians if a Quietway is implemented - how will residents access their drives or drive out safely? There are high hedges."*

*"Turney Road is a narrow road with many parked cars. There are traffic islands at intervals which have just been installed. Just where a cycle lane could be installed is a mystery to me. Many cars parked on the road there are hit and damaged. It would be a mistake to encourage people to think cycling along there is anything but potentially risky."*

*"As a resident and cyclist, this proposal seems impracticable and unnecessary. Having campaigned many years ago, and successfully to have speed humps in Turney Road, it is now much, much more safe than it once was for pedestrians, cyclists and residents. Parking is hard enough in the street with residents and users of the playing fields, local schools and nurseries in the road all parking here at times. The proposed cycle arrangements would make a difficult parking situation totally impossible."*

*"[Turney Road]'s not quiet at all! It's narrow and busy; people who live here are wealthy 2-car households, so there's lots of on street parking. Either parking and/or traffic volume needs to be drastically reduced, or the Quietway should be re-routed along Dulwich Village where at least there's room in principle to separate bikes from traffic."*

- 3.5 It is clear that many residents feel strongly about this section of the proposed Quietway route. It also seems that the local community around Turney Road has mobilised specifically in response to these consultations. It is also possible, judging by some of the detail in the comments above, that some of the commenters think that the cycle route will involve a segregated cycle route and parts of the carriageway being taken for cyclists, which may not be the case.
- 3.6 With the comments around Turney Road excepted, the second most popular comment was:
2. *"The right turn from Rodney Road in to Rodney Place (northbound) and Rodney Road in to Brandon Street (southbound) are difficult for weaker riders as they require taking the lane against fast, heavy traffic."*
- 3.7 13 other users of the site agreed with this comment. This link is part of London Cycling Network number 23 and has a high number of cyclists using it. This comment suggests that this section will discourage less confident riders from using it.
- 3.8 The third most popular comment was:
3. *"This road is used by everyone from toddlers learning to walk, children learning to ride a bicycle, older children on skateboards, adults walking/rollerskating, dogwalkers etc, elderly people taking a pleasant short cut through the Park to the Gallery/village/library and a few adult cyclists. No one minds the latters as long as they give priority to the former groups, in terms of not going at excessive speed. There is a 5mph speed restriction throughout the park. This needs to be adhered to."*
- 3.9 This comment refers to the road which runs through Dulwich Park. 13 other site users agreed with this comment. It suggests that cyclists can use the road but should do so in a careful way, aware of their fellow road users.
- 3.10 The fourth most popular comment was:
4. *"Cycle crossing needed from Burgess Park to Portland Street."*
- 3.11 11 other users agreed with this comment. Some other users added supplementary comments attached to this comment agreeing that the current provision is difficult as it requires taking the lane to turn right or using a pedestrian crossing and then a pavement, which creates conflict with pedestrians.
- 3.12 The fifth most popular comment was:
5. *"This road [Portland Street] is used a run [sic] to avoid the Walworth Road by a lot of traffic despite the high cycling numbers (it's part of LCN 22 and a proposed quietway). Designing traffic away from this road (by blocking through access?) would dramatically improve cycle and pedestrian safety, and link up two sections of the East Street Market"*
- 3.13 11 users also agreed with this comment. It refers to Portland Street which runs north from Burgess Park. One supplementary comment suggests that it could be a better, quieter alternative to Walworth Road for cyclists.
- 3.14 The sixth most popular comment was:
6. *"[Dulwich] Park currently closes at dusk. If the Park were open in the evening/at night, schoolchildren may well be tempted to take a short cut home from school on dark winter"*

*evenings. There are many schools in the area and the Park at night is not the safest place for young people."*

3.15 11 users agreed with this comment that Dulwich Park is not very safe after dark, particularly for school children.

3.16 The seventh most popular comment was:

7. *"Pedestrians don't seem to notice the raised cycle path here [northern part of Rye Lane], which is not segregated from the pavement in any way; they walk across and sometimes stand in the middle of it. This is fine, as it's a relatively short stretch and you can just be careful and go slowly, but worth bearing this in mind when designing sections of the new 'spine' cycle route."*

3.17 Nine users agreed with this comment. It refers to the northern section of Rye Lane where the cycle lane is not clearly segregated from the adjacent pavement. One supplementary comment reinforced this comment saying they avoid the area using Bellenden Road instead.

3.18 The eighth most popular comment was:

8. *"The problem with Burbage Road is that you have parking to capacity during the day when most people would be using it. There is nowhere else to park in the Village - there is no car park, no space for all the people visiting restaurants, cafes, the Gallery etc. so they park on the available spaces in Burbage and other roads nearby. If one stops parking the businesses will suffer - except for those who go on foot or cycle there but observation is that many people use a car to travel there."*

3.19 Nine users agreed with this comment. It describes parking pressures on Burbage Road which could be exacerbated if further parking restrictions were put in place.

3.20 The ninth most popular comment was:

9. *"The Surrey Canal path is one of the most wonderful routes through Southwark - it feels great to be segregated from the traffic and whizzing along through greenery."*

3.21 Eight other users agreed with this comment. Many cyclists clearly enjoy using this stretch of traffic-free cycle way.

3.22 The tenth most popular comment was:

10. *"The East-West route through Burgess Park could be perfect for cycling (links LCN 22 and 23, and the Walworth Rd shopping area) but currently has no lighting. This is a real issue especially in Winter."*

3.23 Seven users agreed with this comment. Burgess Park is a popular route for cyclists in the middle of the borough wishing to avoid major roads. This comment suggests that the lack of lighting makes the route feel less safe in the dark or on winter evenings.

## 4 Analysis of comments around proposed Southwark Spine route

- 4.1 The proposed Southwark Spine route starts at St. George's Circus in the north of the borough and continues via Harper Road and Thurlow Street to Burgess Park. South of the park it travels along Chandler Way, Lyndhurst Way and Crystal Palace Road. From there it crosses Dulwich Park, follows College Road and Hunts Slip Road, finishing on Alleyn Park. Figure 4.1 shows the proposed Southwark Spine route in black.

Figure 4.1: Cycle routes in Southwark



- 4.2 For this section of the report, we have examined comments within 250 metres either side of the proposed Southwark Spine north-south route alignment. As such, this section includes comments which are specific to the proposed route as well as some which refer to nearby locations. The comments are examined from north to south along the route.
- 4.3 The Southwark Spine is proposed to start at St. George's Circus, where the forthcoming central London north-south Cycle Superhighway (CS) will end. One commenter raised the concern that the proposed design for St. George's Circus will make accessing Borough Road from Blackfriars Road difficult for southbound cyclists. Another commenter requested the same movement but in reverse, i.e. a right turn from Borough Road onto Blackfriars Road. London Road was the subject of two comments: one suggesting that cyclists be segregated along its length, and another suggesting the installation of an ASL at the junction with St. George's Circus to allow cyclists easier access past queueing buses and onward to Waterloo Road. Another commenter raised the problem of cars parked on Cycle Superhighway 7 (CS7) on Southwark Bridge Road, while another comment suggested that Newington Causeway has enough room for segregated cycle lanes.
- 4.4 One commenter said that the Harper Road alignment would be a convoluted route for cyclists heading in the direction of Westminster Bridge. They preferred a route using Rockingham Street. With the Harper Road alignment, one comment complained that the garden wall on the approach to Old Kent Road obscured sightlines. Visibility was also a problem cited at the junction of Brockham Street and Trinity Church Square. One comment called for the crossing from Harper Road to Balfour Street via New Kent Road to be improved for cyclists, with another comment complaining about the condition of the off-road shared path on New Kent Road, including obstacles blocking it. A further comment complained that the Toucan crossing of Old Kent Road near Falmouth Street is dangerous as the traffic lights can be obscured by stopped buses.
- 4.5 Connections through Rodney Place to Brandon Street via Rodney Road were a concern for commenters, as there are difficult right turns to make in both directions and there are bollards obstructing access. An alternative suggestion (made by two commenters) was to create a direct link through the redeveloped Heygate Estate. Further down Rodney Road, commenters asked that cyclists be segregated from traffic on Thurlow Street, or routed down Portland Street, which is quieter. The redevelopment of the Aylesbury Estate was seen as an opportunity to improve cycle facilities by one commenter. One comment wished that the quiet link to Burgess Park from Salisbury Row Park via Sedan Way be better signposted, as it is a parallel, quieter alternative to Thurlow Road and Portland Street. Slightly away from the proposed Spine route, one comment was positive the use of the quiet cut through from Darwin Street to the Bricklayers Arms roundabout.
- 4.6 Improved street lighting in Burgess Park was suggested to make the route safer in winter and at night. In contrast, one comment was against the Spine being routed through the park, as it would detract from its value as a leisure space. Multiple comments asked for easier access, with fewer obstructions into and from Burgess Park, at the junction with Thurlow Street in the north and onto St. George's Way to the south.
- 4.7 Continuing down Chandler Way, it was questioned why cyclists could not filter through the barrier blocking traffic at the corner with Burcher Gale Grove. Nearby, it was suggested that the cut through from Daniel Gardens to Samuel Street be better signposted as it is a useful link. Better signposting of an existing route was also wanted for the Kelly Avenue / Lyndhurst Way link. One comment suggested routing the Spine down Cronin Street instead of Chandler

Way as this will reduce the amount of the route on Commercial Way, which has quite heavy traffic levels.

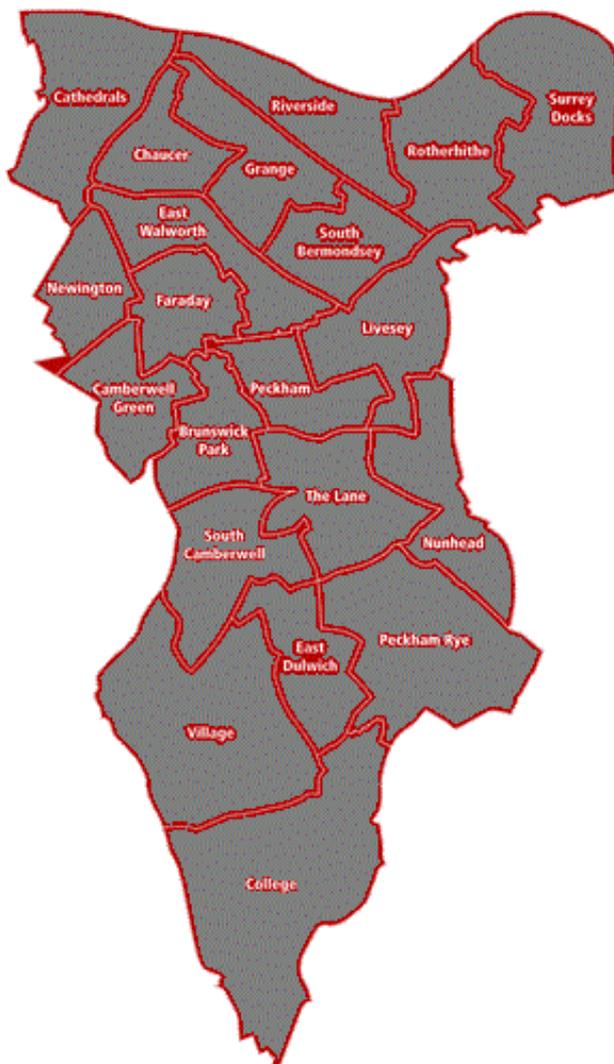
- 4.8 The junction of Sumner Road and Commercial Way was felt to be unsafe for cyclists, one comment called for a Toucan crossing to help cyclists cross Commercial Way, while another comment lamented the poor road surface on Sumner Road. One further comment noted that there are four separate access points for cyclists from Peckham Road to the southern end of Sumner Road. Nearby, one person said that they find Southampton Way and the right turn on to it from Peckham Road difficult to negotiate due to heavy traffic.
- 4.9 Three different commenters took issue with the one-way system made up of Bellenden Road and Lyndhurst Way; it was felt to encourage high traffic speeds and impair access to Peckham Rye station. Another comment asked for traffic to be reduced and calmed on Bellenden Road, as well as two-way cycling being permitted. The poor road surface was a source of complaint for another commenter. One further comment complained about the narrowness of the entrance to the contraflow cycle lane on Highshore Road from Lyndhurst Way. Nearby, one comment suggested closing Denman Road to through traffic.
- 4.10 Continuing further south, comments asked for traffic calming or filtering measures to be implemented on Crystal Palace Road, with another comment saying that traffic gets congested at its northern end. One comment suggested installing segregated cycle lanes on Barry Road, with a further comment complaining that turning right from Barry Road into the Etherow Street contraflow is difficult for cyclists. Friern Road was felt to be too narrow for buses and cyclists to safely pass each other, as well as having a poor road surface.
- 4.11 West of Lordship Lane, a commenter suggested that through traffic be restricted on Eynella Road and Woodwarde Road to make the route safer for cyclists, while another felt Eynella Road unsuitable for the Southwark Spine because parking is tight on the road already, the road is narrow and has speed humps. The Spine's proposed continuation through Dulwich Park was not particularly popular as it is closed at night. One commenter was concerned that the route through Dulwich Park would not be viable for commuters as the park closes early in the winter. They suggested 24 hour access to the through route, with lighting. Another commenter was concerned about child safety after dark in the Park, with another concerned about the use of shared paths with 5 mph limits by cyclists.
- 4.12 An alternative alignment was proposed along Lordship Lane, Townley Road, Carlton Avenue and through the Village. Another commenter suggested installing a cycle track on the south side of Court Lane, continuing along Fireman's Alley.
- 4.13 Other route suggestions in this area included a greenway along the western edge of Dulwich and Sydenham Hill golf course; and an East-West route linking Dulwich Park to West Dulwich via College Road, Lovers Walk (replacing the gates with bollards), crossing Gallery Road, through Bel Air Park, crossing Thurlow Park Road and continuing along Glazebrook Close.
- 4.14 South of Dulwich Park, cyclists who use the shared path adjacent to Dulwich Common felt that it needed to be wider and the crossing of College Road felt unsafe. Commenters were concerned about traffic speeds and volume on Gallery Road as well as on Alleyn Park and Alleyn Road, where rat running drivers regularly exceed the 20 mph limit and there are hazardous pinch points. One comment suggested closing the northern section of Alleyn Park, north of Hunts Slip Road, to reduce through traffic.

- 4.15 Hunts Slip Road and College Road both get very congested at school drop off and pick up times. More than one commenter suggested putting in an off-road cycle track parallel to College Road; this would have the added benefit of also avoiding the speed bumps, which are unpleasant for cyclists. A further comment asked to improve the link across College Road between the off-road shared path on Lovers Walk and Frank Dixon Way.
- 4.16 Finally, several commenters were concerned about cyclist safety on Dulwich Wood Park as well as at the nearby roundabout with Alleyn Road and Gipsy Road.

## 5 Analysis of comments at council ward level

5.1 This section of the report examines the comments in more detail, breaking the borough down by council ward (Figure 5.1) and focussing on the specific issues raised in each part of the borough. It is ordered by the number of comments in each ward, as shown in Table 5.1, therefore Village ward is the first and so on. This report looks at the eight most commented wards, which account for 63% of all comments received.

Figure 5.1: Council wards in the London Borough of Southwark



**Table 5.1: Comments by council ward**

Ward	Total number of comments
Village	56
Cathedrals	49
College	43
Faraday	38
Grange	33
The Lane	33
East Walworth	27
Riverside	22
South Bermondsey	17
Chaucer	17
Camberwell Green	16
Rotherhithe	16
Peckham Rye	16
Peckham	16
South Camberwell	15
Brunswick Park	15
Newington	13
Livesey	12
Nunhead	9
East Dulwich	7
Outside Southwark	6
Surrey Docks	1
<b>TOTAL</b>	<b>477</b>

## Village

- 5.2 Village ward is located in the south of the borough. It includes the area around Dulwich Village, including Dulwich and Bel Air Park and Herne Hill velodrome. Its southern boundary is the South Circular road.
- 5.3 There are several notable issues that were raised by multiple commenters in Village ward. The first contentious issue is Turney Road's use as a cycle route. Six separate commenters felt that it is unsuitable as a Quietway route due to the high number of parked cars and relatively high traffic volume. Alternative suggestions included routing cyclists via a segregated route along Dulwich Village, or filtering access via an electronic bollard (to still allow residents access). There was some confusion about what a Quietway means, with some comments interpreting it as meaning a segregated cycle lane on Turney Road, which seems to be the principal objection of many of the comments.
- 5.4 The second contentious issue was Dulwich Park's use as a section of the Southwark Spine. Three comments suggested that 24 hour access would be required across Dulwich Park or the Spine would have to be re-routed elsewhere. Another comment was concerned about safety for all in the park, with cyclists using the same shared paths as dog walkers and children.

- 5.5 The third issue that was raised by many commenters was school time crowding, which makes conditions difficult for cyclists on the following roads in the ward:
- Townley Road;
  - Dulwich Village;
  - Turney Road; and
  - Calton Avenue.
- 5.6 Commenters felt unsafe cycling on Half Moon Lane and Red Post Hill due to pinch points in the road. Another commenter said they did not feel comfortable sharing the road with traffic on Dulwich Village, nor on Lordship Lane. One further comment said that the junction of Calton Avenue, Dulwich Village, Court Lane and Turney Road was unsafe for cyclists due to the 'dog leg' required for certain movements across the junction and because of the multiple lanes of traffic.
- 5.7 Commenters were concerned about rat running traffic on the following roads:
- Stradella/Winterbrook road;
  - Dovercourt Road; and
  - Gilkes Crescent.
- 5.8 And these roads were recommended for traffic calming measures:
- Gallery Road;
  - Eynella Road/Woodwarde road; and
  - Herne Hill.
- 5.9 Several suggestions were made for new or improved cycle links or off road tracks. One comment proposed installing a cycle track along the south side of Court Lane, linking up with Fireman's Alley. Another comment suggested an off road track following the train line from the South Circular to Giant Arches Road, while a further comment suggested segregating cyclists who use Townley Road. Two comments asked for the shared pavement adjacent to Dulwich Common to be widened, with another commenter asking for the same for the pavement near West Dulwich station.
- 5.10 One commenter proposed the following East-West across Dulwich:
- Shared use along College Road;
  - Lovers Walk (replace gates with bollards);
  - Crossing on Gallery Road;
  - Through Bel Air Park, exit west of the tennis courts and cross Thurlow Park Road; and
  - Widen the footways under the railway bridge to reduce conflict and allow cycling on the path up to Glazebrook Close.
- 5.11 Other comments in this ward included a request to offer safer cycle access routes to Herne Hill velodrome, a request for an improved crossing of College Road near Frank Dixon Way, a desire for improved street lighting around St. Olave's Grammar School and a complaint about the volume of car parking on Burbage Road.

## Cathedrals

- 5.12 Cathedrals is the north westernmost ward in Southwark. It includes Bankside and the area around Blackfriars Road.
- 5.13 Several commenters raised issues regarding cycling on Upper Ground and at the southern end of Blackfriars Bridge. One proposed the closure of Upper Ground to through traffic, leaving it open for cyclists and pedestrians only. The junction with Upper Ground and Blackfriars Road was a particular issue as several commenters asked for improved connections both for southbound and northbound cyclists. Both movements currently involve joining the pavement, or waiting at a pedestrian crossing. Dropped kerb access to the new segregated cycle path on Upper Ground was asked for at the junction with Rennie Street. Commenters also complained about cars parking in this cycle path. Nearby, one commenter complained of feeling unsafe travelling southbound on Blackfriars Road at the junction with Southwark Street as cyclists have to pull out in front of left-turning vehicles. Another comment complained of high winds caused by new office developments in the area, while someone complained about the poor road surface quality on Blackfriars Road.
- 5.14 Several comments raised issues to do with CS7. One comment said that cars were often parked in the cycle lanes on Southwark Bridge Road. Another was wary of the left turn risk from southbound traffic turning left at Marshalsea Road. One further comment simply complained of poor road surface quality on CS7. Another comment said that the bus stops on Newington Causeway made accessing Southwark Bridge Road difficult. Turning right from London Road to join CS7 was felt to be unsafe by one commenter.
- 5.15 Parking in the cycle lane was identified as a problem on the Park Street contraflow lane. Several commenters asked for contraflow cycle lanes to be installed in the following places:
- Redcross Way;
  - Thrale Street;
  - Bear Lane;
  - Meymott Street; and
  - Ewer Street.
- 5.16 Several comments suggested specific improved provision for cyclists. One suggested improving cycle facilities next to the river. Another suggested segregating cyclists across London Bridge and extending this north through the city. Another suggested segregating cyclists along the length of London Road and putting an advanced stop line at its junction with St. George's Circus. Better or more cycle parking was asked for at Borough Market, the Tate Modern and off Park Street.
- 5.17 Many of the comments identified a junction, street or section of infrastructure that they found difficult or dangerous to use as a cyclist. Examples of these included:
- It feels dangerous crossing from Morley Street to Gray Street;
  - Improve access across Stamford Street at Hatfields junction;
  - There is a dangerous, sharp pavement build out under railway bridge on Southwark Street at Blackfriars road end;
  - The mouth of Lavington Street has a raised lip, which can cause cyclists to fall, especially in wet conditions;
  - The cycle lane on Union Street has obstructions in the lane, as well as degraded road surface further up the street;

- Great Suffolk Street has a rough road surface, high traffic speeds and lorries loading;
- Cathedral Street has a poor road surface;
- Sumner Street also has a poor road surface, with one comment suggesting it is pedestrianised once the building works at the Tate Modern are completed;
- Improving the connection for cyclists at Webber Street/Southwark Bridge Road; and
- It feels dangerous for cyclists to access Elephant & Castle roundabout from Blackfriars Road.

5.18 Other comments included a suggested cyclist early start northbound on the A3 near the Elephant & Castle roundabout and a concern that it will be difficult for southbound cyclists on the proposed North-South superhighway to access Borough Road.

## College

5.19 College covers the southernmost tip of the borough. It includes the area around Dulwich College and Sydenham Hill train station.

5.20 Many comments focussed on making certain streets safer for cycling through traffic calming or filtering access for motor vehicles. Commenters asked for a reduction in traffic volumes and speeds on Fountain Drive, Dulwich Wood Avenue, Farquhar Road, Underhill Road, Alleyn Road and Alleyn Park – the latter two were highlighted as rat runs. It was also suggested that Alleyn Park could be closed to through traffic north of Hunts Slip Road.

5.21 Improved infrastructure for cyclists was desired by several commenters. Two commenters suggested segregating cyclists on Crystal Palace Parade, while another suggested the same intervention on College Road, where car parking and the condition of the speed bumps were also identified as problems. Another comment asked for the existing off-carriageway cycle lane on London Road to be extended from Wood Vale to Underhill Road. Another comment proposed allowing filtered cycling access through the housing estate in the bend of College Road and Dulwich Wood Park.

5.22 The roundabout at Dulwich Wood Park and Alleyn Road was asked to be made safer for pedestrians and cyclists. It was questioned why there is a three lane approach to the roundabout from Crystal Palace Parade as this is not safe for right-turning cyclists and seems excessive for the volume of traffic.

5.23 One commenter proposed transforming the old high-level railway from Crystal Palace to Forest Hill into an off-road leisure route for cyclists and pedestrians. New off road tracks were suggested north-south through Sydenham Hill Wood and along the western edge of Dulwich and Sydenham golf course. Another comment suggested routing cyclists down Fireman's Alley, removing the gates which make access to Dulwich Common awkward. One further commenter suggested clearing the cut through for cyclists from Overhill Road to Donkey Alley.

5.24 The following comments were made about specific locations in the ward:

- The junction of College Road and Kingswood Drive is dangerous as cars pull out of Kingswood Drive into the path of cyclists going downhill;
- Improve the crossing of College Road when using the shared path next to Dulwich Common;
- The turning into Melford Road is too sharp – comment suggests a small exit lane;
- Allow cyclists to turn left from Dulwich Wood Park onto College Road; and
- Continue the off road cycle path where it currently stops under the railway bridge on Alleyn Park.

- 5.25 Commenters also asked for more cycle parking on Crystal Palace Parade and for residents of Dawson's Heights, better street lighting and improvements to the road surface on Fountain Drive, and safer pedestrian and cyclist crossings over Dulwich Wood Park and Crystal Palace Parade.

## Faraday

- 5.26 Faraday is located in the centre of Southwark, towards the north west. It includes Burgess Park and the area between Walworth road to the west and Old Kent Road to the east.
- 5.27 Several commenters were concerned by conditions for cyclists along Thurlow Street and Portland Street, which run parallel to each other north-south down to Burgess Park from near Elephant & Castle. Thurlow Street is more heavily trafficked while Portland Street is smaller, but used as a rat run. Comments suggested that one of these roads should be made part of the Southwark Spine, and appropriate measures implemented to make that route cycle-friendly. If Thurlow Street is chosen, given the high volume and speed of traffic, a segregated cycle track should be put in. Alternatively cyclists could be routed down Portland Street, and make it more cycle-friendly by increasing traffic calming measures on the street or filtering access for motor vehicles.
- 5.28 Other comments focussed on improving connections into and through Burgess Park. It was felt to be unsafe at night for cyclists – one comment proposed street lighting along the east-west axis. Improving the quality of access to the Park was a concern for several commenters: at Thurlow Street, Portland Street, Addington Square and Wells Way. An improved link from Portland Street in the north to Southampton Way in the south was also suggested. One comment complained about the condition of the surface of New Church Road in Burgess Park. Another comment asked for cyclists to be segregated on the section of New Church Road outside of Burgess Park, with another comment asking for the right turn into Burgess Park from New Church Road to be better marked for cyclists.
- 5.29 By way of a contrast, one commenter objected to the proposal to route cyclists across Burgess Park as it would detract from its value as leisure space. Instead, they suggested making Wells Way more cycle-friendly. Another commenter suggested segregating cyclists on Wells Way, with another making the same suggestion for Albany Road. The advanced stop line at the Camberwell Road/Albany Road junction is difficult to access as the road is narrow and gets full of queueing traffic.
- 5.30 Other comments included support for making permanent the temporary closure of Lytham Street, and calls for Barclays Cycle Hire and more on street cycle parking on Walworth Road.

## Grange

- 5.31 The council ward of Grange is in the north of the borough. It includes Guy's and St. Thomas' hospital, Bermondsey Street and Tower Bridge Road, with its northern edge being the train lines out of London Bridge.
- 5.32 Multiple comments referred to the experience of cycling on Tower Bridge Road. One comment asked for the implementation of segregated cycle lanes given the width of the road. Other comments were about turning onto Tower Bridge Road from Grange Street and from Bermondsey Street, which they felt were quite unsafe. Another junction that was felt to be unsafe was the meeting of Weston Street and Long Lane, which is very busy with traffic and has narrow footways. Another commenter proposed reducing traffic speeds along the length of Long Lane.

- 5.33 One comment asked for the markings for the contraflow on Bermondsey Street to be made clearer, while another comment asked for a contraflow to be put in on Bermondsey Street, illustrating the previous point. One comment supported the contraflow lane on Wild Rents but said that cars turning into the road can pose a danger to cyclists. Further comments asked for contraflow cycle lanes to be installed at the following locations:
- Page's Walk;
  - Snowsfield;
  - Porlock Street; and
  - Marcia Road.
- 5.34 Two comments proposed closing St. Thomas Street to motor traffic, making it for pedestrians and cyclists only. Another comment liked the existing Southwark Park Road off-road cycle track but requested it be extended as far as Alscot Road.
- 5.35 Commenters complained of unsafe conditions for cyclists at various locations in Grange ward. High vehicle speeds were identified on White's Ground and on Willow Walk, as well as a poor road surface on the latter. Another comment said that Willow Walk is difficult to traverse at the junction with Dunton Road due to heavy traffic. Further along Dunton Road, at its junction with Old Kent Road, cyclists are put in danger by left turning traffic. The junction of Weston Street and Snowsfield is dangerous as the give way is not clearly marked enough. Another comment proposed making the junction of Grange Road and Alscot Road safer by putting in a crossing.
- 5.36 Cycling permeability was raised by several commenters. One comment suggested replacing the gate with a bollard between Willow Walk and Alscot Road. Another complained that the barrier on Bacon Grove is too narrow for a bicycle trailer. It is also unclear if cycling is permitted through Leathermarket Gardens as access is awkward at each end and signage is unclear.
- 5.37 Other comments included a demand for more cycle parking on Grange Road and on St Thomas Street, and a comment highlighting that Page's Walk is a pleasant quiet route connecting to the Old Kent Road cycle path.

### The Lane

- 5.38 The Lane is the central southern part of the borough. It encompasses the area around Peckham Rye train station, south of Peckham Road.
- 5.39 The biggest change proposed by a commenter was the closure of the whole of Rye Lane to through traffic. The comment highlighted how crowded and therefore dangerous the current situation is, as well as how poor the road surface is. It proposed making the street for pedestrians and cyclists only. Another comment complained about the existing northern section of Rye Lane which is pedestrianised. There is a cycle lane, but it is not clearly marked so pedestrians are often blocking it. Further comments complained about unsafe junctions of Rye Lane with Bournemouth Road and Scylla Road and awkward access from Dewar Street onto Peckham Rye, which could be improved.
- 5.40 Several comments referred to the Bellenden Road and Lyndhurst Way one way system. Two suggested removing the one way system altogether, with two other comments suggesting closing one of the two roads to through traffic – allowing only cyclists and pedestrians to use it. A further comment complained about the poor road surface on Lyndhurst Way.

5.41 Several comments called for calming or restricting traffic on certain streets. One comment suggested calming or greening nearby Holly Grove. Another suggestion was filtering traffic at the Crofton Road junction on Lyndhurst Grove to make it more cycle friendly. A further commenter called for the removal of Peckham Rye gyratory.

5.42 The following streets were identified as rat runs:

- Choumert Road;
- Bryards Road;
- Nigel Road;
- Bournemouth Road; and
- Denman Road.

5.43 One comment complained of the narrow entry to the Highshore Road contraflow at the junction with Lyndhurst Way. Commenters asked for contraflow cycle lanes to be installed in the following places:

- Blenheim Grove;
- Choumert Road; and
- Bellenden Road.

5.44 Other comments were that the narrowed section of East Dulwich Road is dangerous as cars do not realise how narrow it is, the right turn from Peckham Road onto Southampton Way is difficult, and that a suggestion to allow cyclists to take Sternhall Lane out of the Heaton Road/Copeland Road/Peckham Rye junction – there is currently a railing and high herb blocking access.

### **East Walworth**

5.45 East Walworth is in the central northern part of the borough. It covers the area to the south east of Elephant & Castle and Bricklayers Arms roundabouts. The New and Old Kent Road makes up its northern border.

5.46 There were a few key concerns among commenters in this ward. One focussed on the connections across the New Kent Road around the Heygate Estate. Currently, there is a connection via Rodney Place, Rodney Road to Brandon Street. This connection is felt to be unsafe for cyclists as it requires a right turn across the busy Rodney Road. Another comment complained that poorly placed bollards also make accessing Brandon Street awkward. Two commenters proposed an alternative by creating a new, more direct link via the redevelopment of the Heygate Estate.

5.47 One comment praised the quiet cut through from Darwin Street to the Bricklayers Arms roundabout, saying they use it regularly and suggesting it be incorporated into a Quietway route.

5.48 Another key concern was the connection eastwards of Burgess Park through to Old Kent Road and beyond. One commenter suggested using low traffic routes through the industrial estate east of Burgess Park. Another comment proposed a cycle crossing at the exit of Burgess Park near Albany Road. Other comments simply demanded better connections through to the Surrey canal path or to Old Kent Road, without specifying potential improvements.

5.49 One comment asked for improvements to be made to the off-road cycle path on New Kent Road, while another complained about aggressive driving on Old Kent Road. Several comments asked for improved cyclist crossings along the Old/New Kent Road. Another issue

raised was with the Toucan crossing near Falmouth Road – the traffic lights can be obscured by stopped buses meaning cars inadvertently drive through red lights. Three commenters felt that the junction of Trafalgar Avenue and Old Kent Road is dangerous for cyclists as it requires turning right across three lanes of heavy traffic. One of these commenters suggested installing a dedicated cyclist crossing at this point.

- 5.50 Other comments included a suggestion to filter motor traffic on Elephant Road and make it two-way for cyclists, a comment highlighting pedestrian/cyclist conflict on Waite Street in Burgess Park, and a complaint that Glengall Road is a rat run.

## Riverside

- 5.51 Riverside ward is found in the far north of the borough. It covers the area from London Bridge in the west to Southwark Park in the east, flanked by the train lines out of London Bridge to the south.
- 5.52 A comment in this ward echoed one in Grange, asking for segregated cycle lanes to be installed on Tower Bridge Road. Other comments identified junctions that they felt are unsafe on bike. These are the junction of Tower Bridge Road with Queen Elizabeth Street, the junction of Jamaica Road at Mill Street and Sweeney Crescent, and the junction of Jamaica Road and St. James' Road, the cycle lane here creates a conflict with left-turning vehicles.
- 5.53 There was a suggestion to create a low traffic route using quiet streets from Enid Street, via Tranton Road to Southwark Park. This route would create a quieter alternative to Jamaica Road.
- 5.54 Contraflow cycle lanes were requested in the following locations:
- Mill Street;
  - Tanner Street;
  - Bermondsey Wall West; and
  - Shad Thames (make it northbound only for traffic).
- 5.55 Tooley Street was the subject of several comments. One comment was in support of the proposed Cycle Superhighway plans for Tooley Street, while another called for an improvement in the provision for cyclists making a right turn to continue along Tooley Street where it becomes Duke Street Hill. One comment was made requesting that the right turn from Borough High Street onto Tooley Street be made safer for cyclists.
- 5.56 One comment complained that the cycle parking at the top of Tooley Street, near London Bridge was prone to theft. Additional cycle parking was asked for at:
- London Bridge station;
  - Weaver's Lane near City Hall; and
  - Outside the Co Op on Spa Road.
- 5.57 Other comments included a suggestion to segregate cyclists on Druid Street and someone asking for an improvement in the safety for cyclists going under the railway bridge on Southwark Park Road.

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