

Southwark Cycling
Consultation Summary
Report

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May 2015

Southwark Council

Our ref: 22802301



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Prepared by:

Steer Davies Gleave
28-32 Upper Ground
London SE1 9PD

+44 20 7910 5000
www.steerdaviesgleave.com

Prepared for:

Southwark Council
160 Tooley Street
London
SE1 2QH

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Contents

| | | |
|----------|---|----------|
| 1 | Introduction | 1 |
| | About the consultation | 1 |
| | Methodology | 3 |
| 2 | Current Travel Behaviour | 4 |
| 3 | Cycling Strategy | 6 |
| | Views on Southwark’s draft Cycle Strategy | 6 |
| | Views on the proposed Southwark Spine cycle route | 8 |

Figures

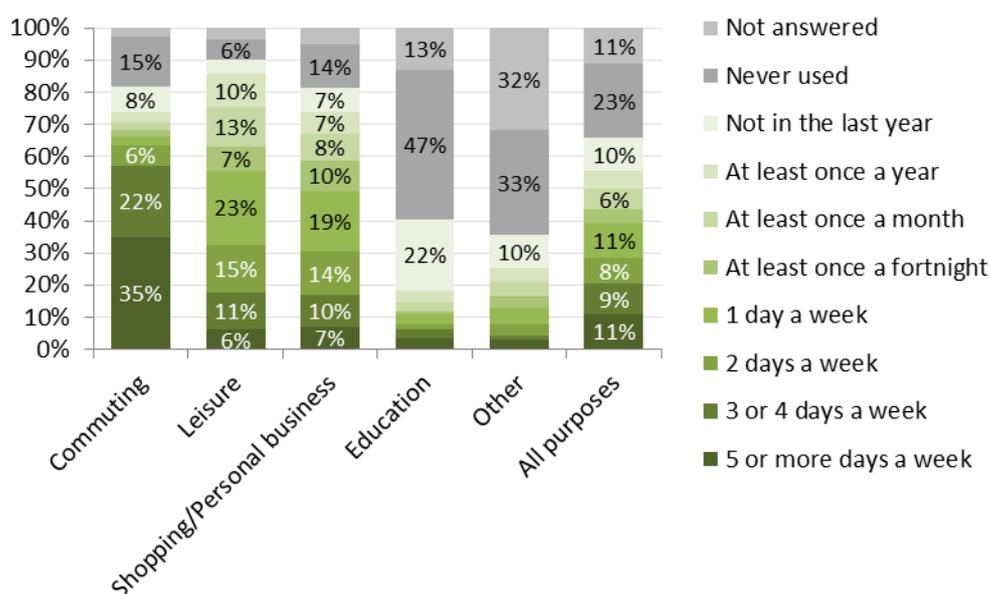
| | |
|---|---|
| Figure 1.1: Average cycle use by purpose | 2 |
| Figure 1.2: User activity on the cycling strategy consultation..... | 3 |
| Figure 2.1: Amount of time spent cycling per day..... | 5 |

1 Introduction

About the consultation

- 1.1 1.1 Between Friday 31st October 2014 to Sunday 1st February 2015, Southwark Council ran a series of consultation activities to gather feedback on their draft Cycling Strategy from people living, working, studying and travelling in the borough. Consultation activity included:
- Interactive Consultation Map;
 - Consultation Questionnaire;
 - Residents Survey;
 - Community Council Meetings; and
 - Stakeholder Meetings.
- 1.2 Over 1,400 people were consulted through these activities.
- 1.3 The interactive map was allowed users to pinpoint comments about cycling in Southwark and suggest improvements to specific locations across 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.
- 1.4 The consultation questionnaire sought information on Southwark residents' current travel behaviours, levels of cycling and propensity to cycle, as well as their views on the draft strategy and its content. The questionnaire was aimed at both cyclists and non-cyclists. 687 individuals completed the consultation questionnaire.
- 1.5 Respondents to the consultation questionnaire were asked how often they cycle on average and for what journey purposes, Figure 3.2 provides a breakdown of the results. Looking at the average frequency of cycling for all journey purposes, 39% of respondents cycle on a weekly basis: 11% of respondents cycle five days a week or more and 28% cycle between one and four days a week. Additionally 11% of respondents cycle between once a fortnight and once a month. A third of respondents have not cycled in the last year or never cycle. Focusing on respondents' trip frequencies for different journey purposes, commuting trips are made with the greatest frequency. 35% of respondents cycle to work five or more days a week and 31% cycle between one and four days a week.

Figure 1.1: Average cycle use by purpose

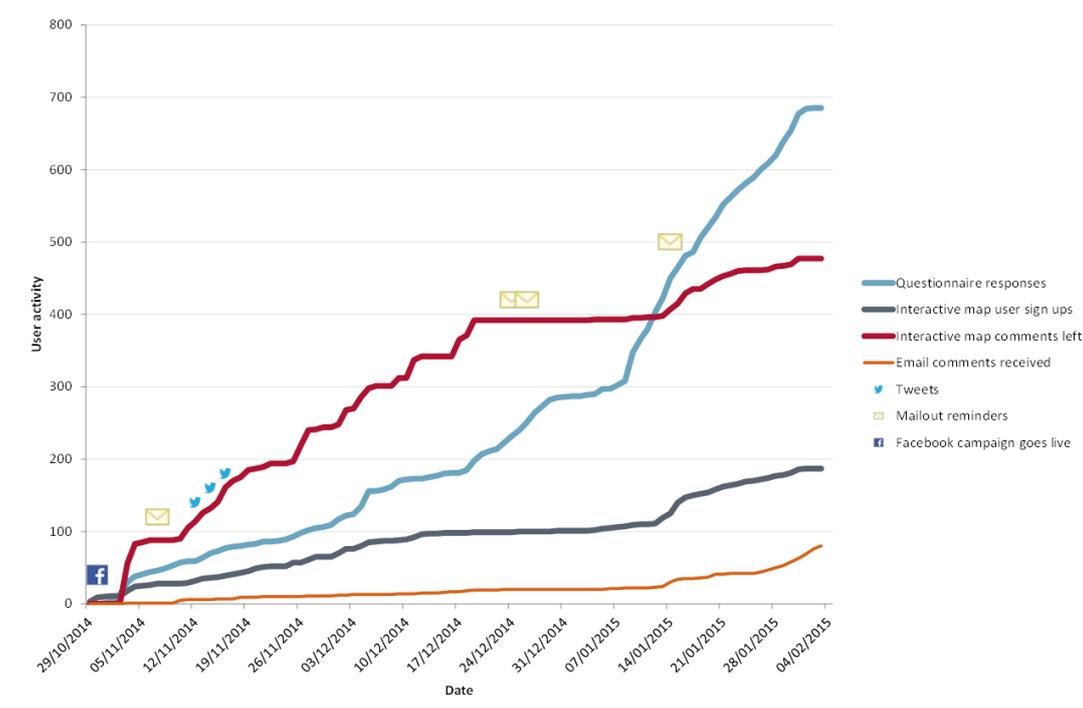


- 1.6 Southwark Council also conducted a Residents Survey during the consultation period. This took place in January 2015 and involved telephone interviews. 515 Southwark residents aged 16+ took part, with quotas set to map the profile of those taking part to the demographic profile of the wider Southwark population in terms of age, gender, ethnicity, working status and housing tenure. 76% of respondents agreed that the council should invest in promoting and supporting cycling.
- 1.7 The Council also consulted stakeholders including Local Authorities, Assembly Members, Ward Councillors and local resident, interest, transport and business groups.
- 1.8 Regular meetings were held with the London Borough of Lambeth and bi-monthly stakeholder meetings were held with key stakeholders as part of the Cycling Joint Steering Group (CJSG). These groups represented include:
- Southwark Cyclists;
 - RoadPeace;
 - Better Bankside;
 - Living Streets;
 - The Open University;
 - Metropolitan Police;
 - SilverFit;
 - Wheels for Wellbeing; and
 - Sustrans.
- 1.9 A focus group with people who currently do not cycle was held on Saturday, 7 February 2015 at the Rockingham Centre, Elephant and Castle. The participants were all Bengali first or second generation residents living in the Elephant & Castle neighbourhood. The main discussion points were about what other people do, cyclists and car drivers behaviour and concerns with the danger of cycling. A number of the women indicated that they wanted to learn to cycle.

1.10 Council officers arranged two workshops with Ward Councillors. These were held on 12th January and 22nd January 2015. Three rides of the Southwark Spine were also arranged on 16th, 20th and 22th January 2015 with Ward Councillors, key stakeholders and members of the media.

1.11 Figure 1.2 shows the timeline of the consultation, including the date the Facebook campaign went live, dates of tweets sent about the consultation and dates of email reminders, alongside the corresponding consultation activity: people registering and leaving comments on the interactive map, individuals completing the consultation and comments sent in by email.

Figure 1.2: User activity on the cycling strategy consultation



Methodology

1.12 The consultation was announced on Saturday 1st November 2014 at the Road Danger Reduction Conference and a flyer was prepared asking for people to comment on how to improve cycling in Southwark and how to get more people cycling. Additionally, the consultation was advertised in the local newspaper Southwark Life and a press release was also issued by the council with an article in the Southwark News on 15 October 2014.

1.13 The consultation was promoted online via twitter, an email campaign targeting tenants and residents associations, business networks and key cultural and educational organisations and a Facebook campaign, targeting Southwark residents who currently do not cycle.

2 Current Travel Behaviour

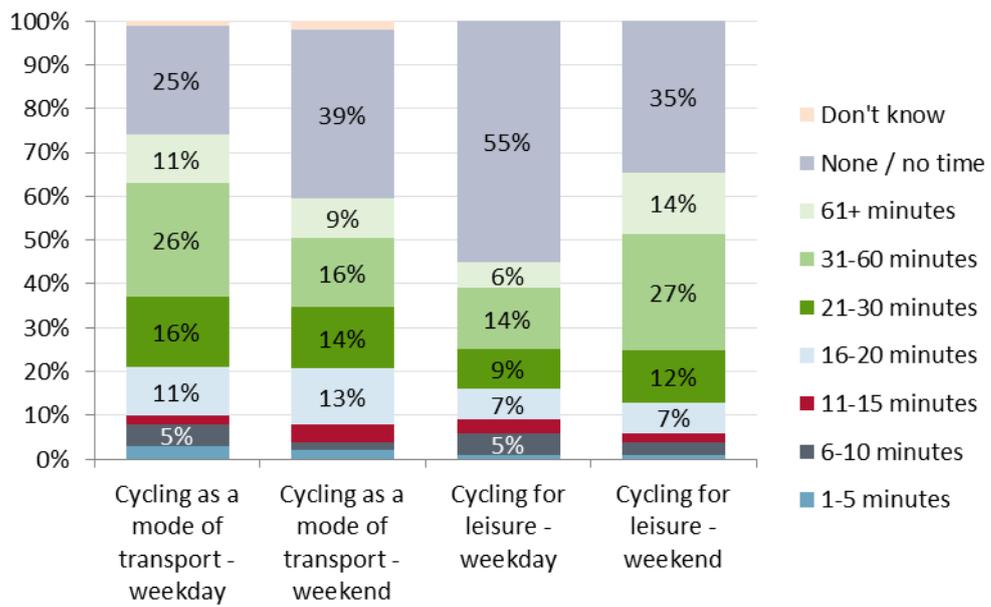
Current levels of cycling – consultation questionnaire

- 2.1 Almost half of respondents said cycling was not their usual mode of transport, while 56% said it was. The consultation questionnaire established that a high proportion of respondents own a bicycle (84%) and around a third make use of the Barclays Cycle Hire scheme. Considering respondents' main mode of transport 56% of respondents cycle, 11% walk, 9% use the Underground, 8% drive, 6% use National Rail and 5% take the bus.
- 2.2 When asked how often they cycle on average, 39% of questionnaire respondents cycle on a weekly basis and 11% cycle between once a fortnight and once a month. Commuting trips are the most frequent trip type made by bike, 35% of the respondents who cycle to work do so five or more times a week and 31% cycle between one and four days a week.
- 2.3 Respondents who don't currently cycle regularly were asked why this is the case, the primary reasons were due with safety issues associated with cycling, a lack of cycle lanes and individuals' lack of confidence. Respondents were then asked to choose from a list of measures which would encourage them to cycle more, the two most popular were segregated cycle routes and junction improvements.
- 2.4 Respondents were asked to log a journey they frequently make. 30% of respondents (208) logged journeys that were not made by bicycle and when asked whether they would like to cycle the journey 82% said they would.

Current levels of cycling – residents survey

- 2.5 The residents survey asked respondents whether they cycle, either as a mode of transport or for leisure, 22% said they do cycle and 78% do not cycle. Expanding on this, Figure 2.1 shows how many minutes people who currently cycle spend cycling per day.
- 2.6 Respondents of the residents survey were also asked what could be done to encourage them to cycle more in London and Southwark in particular. The most common response was nothing, 51% of respondents simply do not want to cycle. After this, safety improvements/safer roads and more/better cycle routes were the most popular responses.

Figure 2.1: Amount of time spent cycling per day



3 Cycling Strategy

Views on Southwark's draft Cycle Strategy

Support for the draft strategy

- 3.1 Based on responses to the online questionnaire 79% of respondents support the draft Cycling Strategy. As well as the responses received via Southwark's consultation questionnaire online tool, 77 responses commenting on the draft Cycling Strategy were sent in by letter and email. Of these, 25% were positive in sentiment, 31% were neutral and 44% were negative.
- 3.2 Respondents to the residents survey were asked to what extent they agree that promoting and supporting cycling is something the Council should invest in. 75% of respondents either definitely agree or tend to agree. 12% of respondents either definitely disagree or tend to disagree. The remaining respondents either neither agree nor disagree (11%) or do not know (2%).
- 3.3 Open comments relating to Southwark's draft Cycling Strategy were made by respondents via the questionnaire, directly returned emails and on the interactive map. Many respondents discussed cycle lanes and made the following points:
- Segregated cycle lanes should be implemented in Southwark, particularly on wide and busy roads and at junctions to ensure the safety of cyclists, reduce conflict between cyclists and motorists and make cycling a more comfortable experience;
 - Direct, well connected cycle lanes are required to reduce travel times by bike;
 - Adequate road space must be made available for cycle lanes and other cycling infrastructure; and
 - Cycle lanes must be well maintained and well-marked out with good continuity.
- 3.4 71 respondents discussed road behaviour, voicing concern about the behaviour of both motorists and cyclists. Respondents suggested that both groups should be provided with training to ensure the safety of cyclists on the roads.

Support for Southwark's cycling target

- 3.5 60% of respondents to the consultation questionnaire agree fully with Southwark's target to secure a 10% cycling mode share within the borough by 2025/26 and 31% agree to some extent. Just 8% do not agree with the target.
- 3.6 From respondents who do not agree with Southwark's cycling target, the feedback was that the mode share target for cyclists should be more ambitious. Respondents felt that either the long-term target should be increased or the proposed target should be achieved within shorter timescales. Some respondents suggested there should be different mode share targets for different journey purposes.

Support for objectives and illustrative projects

- 3.7 When asked about the objectives and illustrative projects proposed in Southwark's draft strategy, 91% said they fully agree or agree with these to some extent and just 4% disagree.
- 3.8 Feedback on the objectives and illustrative projects from several respondents was that the strategy is too vague in places and they would like to see more clearly defined projects, timescales and budgets included in the document.
- 3.9 Other popular comments included suggestions to improve the existing training programmes offered to cyclists in the borough and to increase the focus on improving cycling provisions for children, e.g. by providing safe routes to schools.

Other comments

- 3.10 Respondents were invited to leave additional comments at the end of the consultation questionnaire. A quarter of the comments received related to strategies which support the uptake of cycling in Southwark, including:
- Repairing and maintaining road surfaces to improve safety;
 - Implementing more segregated cycle lanes;
 - Provide more secure cycle parking;
 - Create safe routes to schools to encourage more children to cycle; and
 - Use examples of best practice design from other London boroughs and European cities.
- 3.11 Additionally, a series of responses were received opposing cycling and the strategy due to the impact new infrastructure will have on residential streets and other road users. A small number of respondents felt that improving other modes of transport, e.g. walking conditions and public transport should take priority over cycling.
- 3.12 Many specific requests were made across the borough on the interactive map consultation tool. Map users had the ability to *agree* or *disagree* with comments posted, which produced the following list of most popular comments across the borough:
- Turney Road is unsuitable for a cycle route due to limited space and off street parking;
 - Turning right across Rodney Road is difficult;
 - Dulwich Park is unsuitable for a cycle route due to its shared paths and its night time closure;
 - Improvements needed to make Portland Street safer for cycling – it is a rat run – and there could be a better link to Burgess Park;
 - The cycle lane at the northern end of Rye Lane is not clearly marked enough;
 - There is already limited parking on Burbage Road, routing cyclists there will exacerbate it;
 - Support for cycling along the Surrey Canal Path; and
 - Street lighting required through Burgess Park to make night cycling safer.
- 3.13 The most frequently mentioned comment from individuals who responded by email and letter was concern about routing the Southwark Spine through Dulwich Park, via Eynella Road. These people requested for parties likely to be affected by the proposals in the Strategy to be consulted with directly in future.

Views on the proposed Southwark Spine cycle route

- 1.1 Respondents to the consultation questionnaire were asked about the Southwark Spine cycle route, 83% said they agree or strongly agree with the proposed route and just 7% disagree or strongly disagree with it.
- 1.2 Respondents to the resident survey were asked how likely they would be to use the Southwark Spine route. 43% said they are likely to use it, with 55% saying they wouldn't. Given that the survey covers the whole borough and the Spine can only serve part of it, this is a very positive result.
- 1.3 Open comments relating to the Southwark Spine were made by respondents via the questionnaire, directly returned emails and on the interactive map. Some comments made specific requests about the route detail, and some were principles about the route which should be followed.
- 1.4 Many respondents asked that the route utilise segregated cycle lanes to protect cyclists. Some respondents requested that the route design be as direct and continuous as possible. Other commenters wanted assurance that the route would not impact negatively on other road users or residents. Some requested that the route be both child and family-friendly.
- 1.5 Many commenters were generally concerned about the use of parks for the route, due to concerns about sharing space with other park users and night time safety. Specifically, routing through Dulwich Park was a concern for many respondents, with a smaller number also concerned about Burgess Park.
- 3.14 Other specific comments included:
 - Difficulty accessing the start of the Spine from the proposed North-South Cycle Superhighway;
 - The Harper Road alignment is indirect, suggest using Rockingham Street instead;
 - The crossing of Old Kent Road at the junction with Harper Road feels unsafe for cyclists;
 - Segregate cyclists on Thurlow Street, or use quieter Portland Street as alternative;
 - Improve cyclist access past the barrier on Chandler Way near Burcher Gale Grove;
 - Suggest alternative route via Cronin Street to reduce route on busy Commercial Way;
 - One-way system of Bellenden Road and Lyndhurst Way is unsafe for cyclists;
 - Calm traffic on Crystal Palace Road, Alleyn Park, Alleyn Road and Gallery Road;
 - Segregate cyclists on Barry Road; and
 - School time congestion on College Road is dangerous for cyclists.

Control Sheet

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Originator

Frances Alder

Other Contributors

Louis Devenish

Reviewed by

Matthew Clark

Distribution

Client

Steer Davies Gleave

Southwark Council



