



# Bermondsey to Peckham Quietway

Consultation Report

London Borough of Southwark

Project reference: 60493382-C0354

10 April 2018



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Associate Director

## Revision History

Revision	Revision date	Details	Revised By	Authorised	Position
0	10 April 2018	Draft	Ife Fanibi	Andy Blanchard	Associate Director
1	08 July 2018	Final	Ana Erviti	Dean Walker	Principal Consultant

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# 1. Introduction

This consultation report sets out:

- The formal stakeholder and public consultation undertaken on the Bermondsey to Peckham Quietway scheme
- An analysis of the consultation responses
- A summary of the issues raised by the key stakeholders & the general public
- Recommendation following liaison with LB Southwark

## 1.1 Project and Objectives

The Bermondsey to Peckham Quietway is planned to run from Bermondsey down to Peckham Road running along Glengall Road, Trafalgar Avenue and Sumner Road, and aims to provide a safe alternative cycle route to the Surrey Canal Path which can sometimes become crowded with pedestrians and cyclists.

Changes along the proposed new Quietway include:

- Widening the east-west section of the Surrey Linear Canal Path into a shared path
- Installing a new two-way cycle path along Trafalgar Avenue
- Changes to the junction of Sumner Road and Commercial Way
- New pedestrian and cycle crossings
- New raised tables and raised junctions
- Improving or replacing many of the existing speed humps
- Double yellow lines at some junctions to improve visibility and pedestrian accessibility

## 1.2 Consultation Activities

The public consultation took place from 19<sup>th</sup> February 2018 to 19<sup>th</sup> March 2018. This was undertaken by means of an online survey available through the Consultation Hub on the Southwark website, and a drop-in session which took place on 27<sup>th</sup> February 2018 at the Burgess Park Community Sports Centre – 106 Cobourg Road, SE5 0JB. Consultation material included:

- Background information and an overview of the purpose of the scheme
- Consultation drawings
- Summary of the proposed interventions
- Computer-generated images of some of the proposals

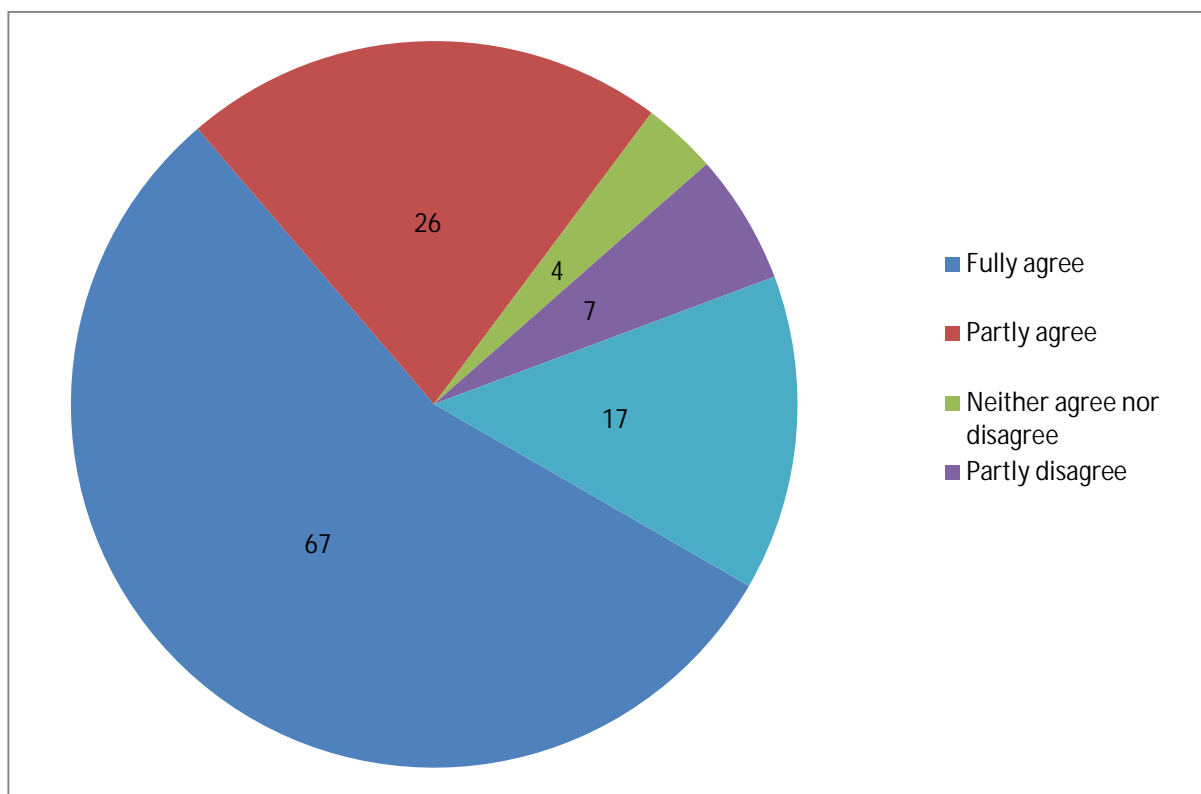
The online survey featured a total of sixteen questions. Question one asked of the respondents' agreement/disagreement and opinions of the overall scheme and the second one sought out views and suggestions for improvement from respondents on eight specific interventions. These were followed by a set of fourteen demographic questions, some of which were asked to determine the diversity of communities within Southwark being represented.

The online survey received a total of 121 responses, and further feedback was received from five stakeholders via email. All online responses to the questions, except those related to personal information, are summarised in section 2 overleaf. Only two people attended the drop-in session, but it was snowing, so this may have deterred potential attendees.

The drawings used for the consultation can be found in **Appendix A**.

## 2. Questionnaire Analysis

Question 1: Overall, do you agree with our proposals to develop this route as a Quietway?



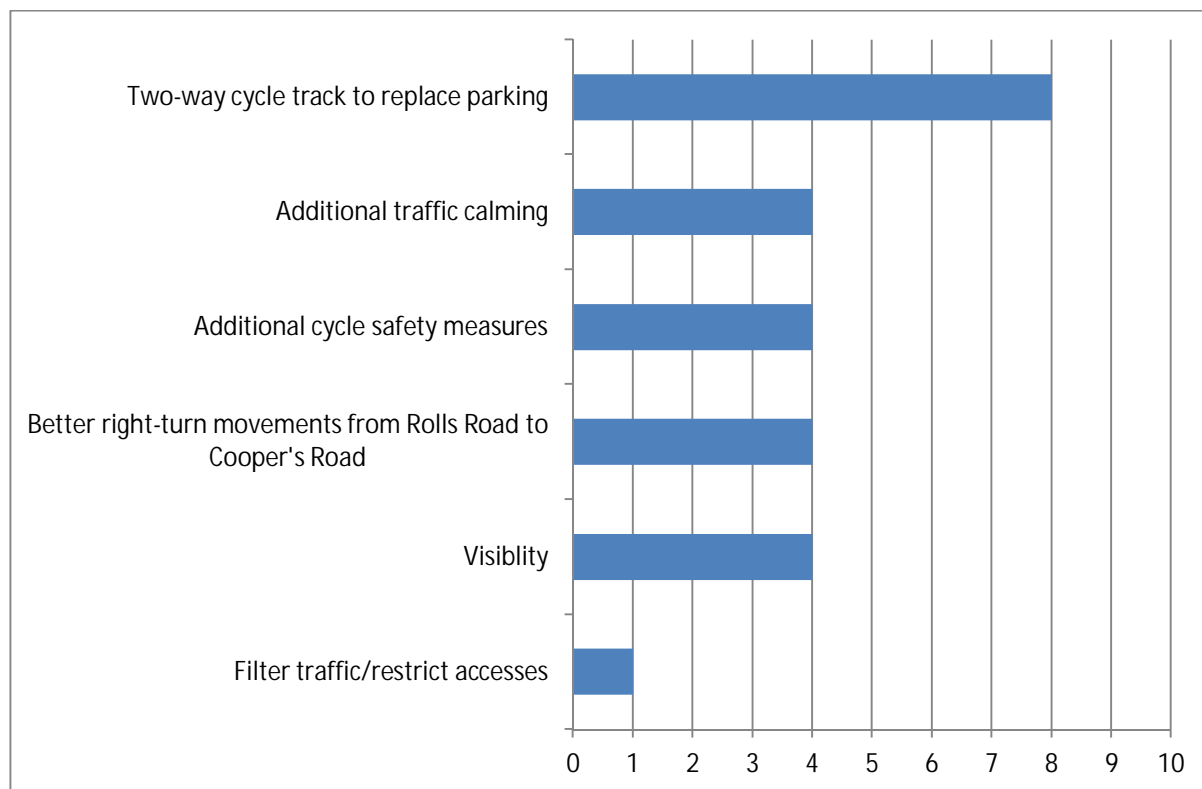
**Figure 1: Summary of agreement/disagreement with the proposals**

The majority of respondents either fully or partly agreed – 93 (77%) – with the proposals to develop the route as a Quietway, whilst only 24 (20%) stated that they either partly or fully disagreed with the proposals. Four respondents (3%) stated that they neither agreed nor disagreed with the proposals.

In cases where respondents agreed with the proposals, the written feedback was generally that users felt the Surrey Canal Path was currently too busy and congested, and therefore dangerous for cyclists, particularly those who may be less confident or experienced. Those who expressed agreement with the proposals also felt it would be beneficial for the route to include Burgess Park, and that on the whole the proposals would make a safe space for cycling, and if executed well, would lure cyclists away from the Surrey Canal Path.

Those who partially or fully disagreed with the proposals felt that the proposed route would not be safe for cyclists to use due to the increased volume of traffic as a result of new residences being constructed. Some residents also felt that it would lead to an increase in the amount of litter and pollution deposited by people travelling through the area. A number of respondents felt that the Surrey Canal Path was simpler, more direct and convenient route for cyclists, and therefore stated that they felt proposals should focus more on improving this facility.

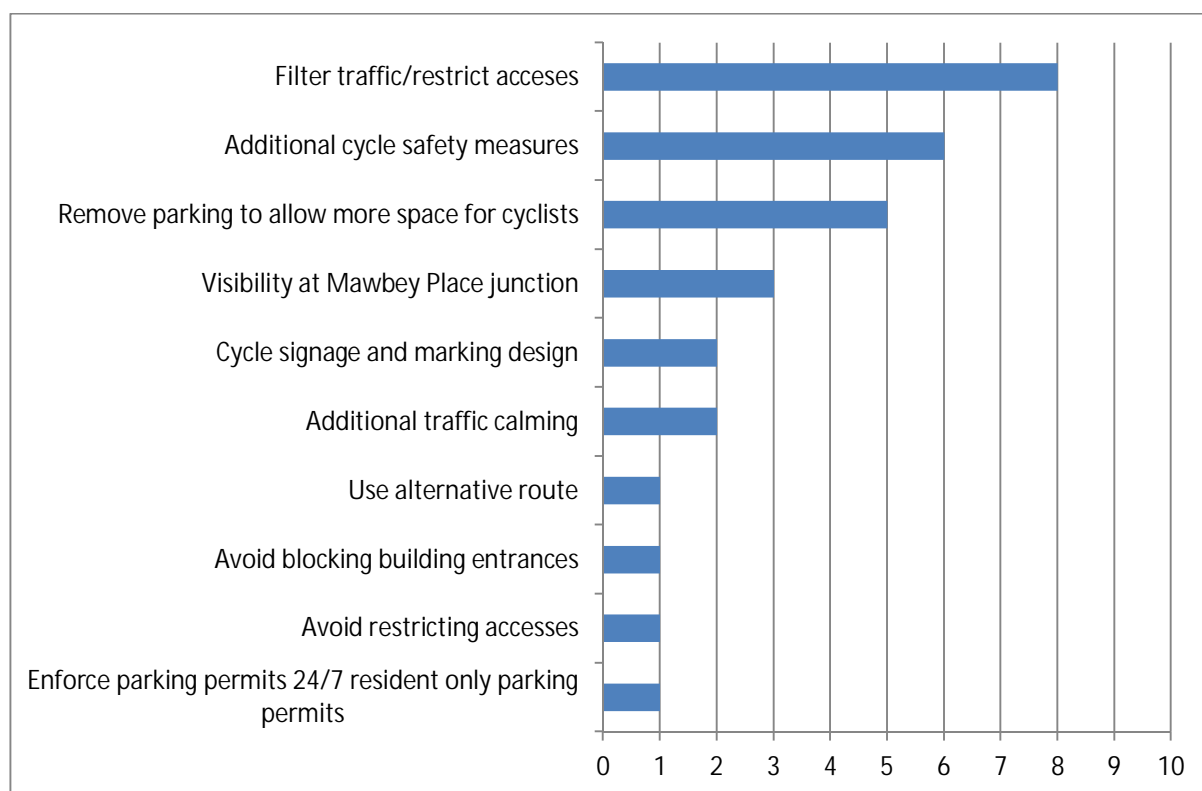
Question 2a: Please tell us your views, and suggest any improvements to the planned changes at **Rolls Road**



**Figure 2: Summary of suggested improvements to the planned changes at Rolls Road**

As shown in Figure 2, a number of respondents felt that safety could be improved across Rolls Road. This was in relation to improving the right-turn movement from Rolls Road into Cooper's Road for cyclists, and improving the road crossing at Oxley Close. Eight respondents expressed a desire for more parking to be removed to allow sufficient space for a segregated two-way cycling facility to be installed, to help mitigate against potential cycle-vehicle conflicts due to high speeds/volumes of traffic along Rolls Road. Some respondents also suggested that a signalled/controlled crossing be installed to calm traffic, and to make crossing Rolls Road safer for cyclists and pedestrians.

**Question 2b: Please tell us your views, and suggest any improvements to the planned changes at Cooper's Road**



**Figure 3: Summary of suggested improvements to the planned changes at Cooper's Road**

The theme of additional cycle safety measures continued along Cooper's Road as shown in Figure 3, with a number of respondents expressing that they felt Cooper's Road was too narrow, and that the high speed and volume of traffic passing through would most likely deter cyclists from wanting to use the road as part of the Quietway route.

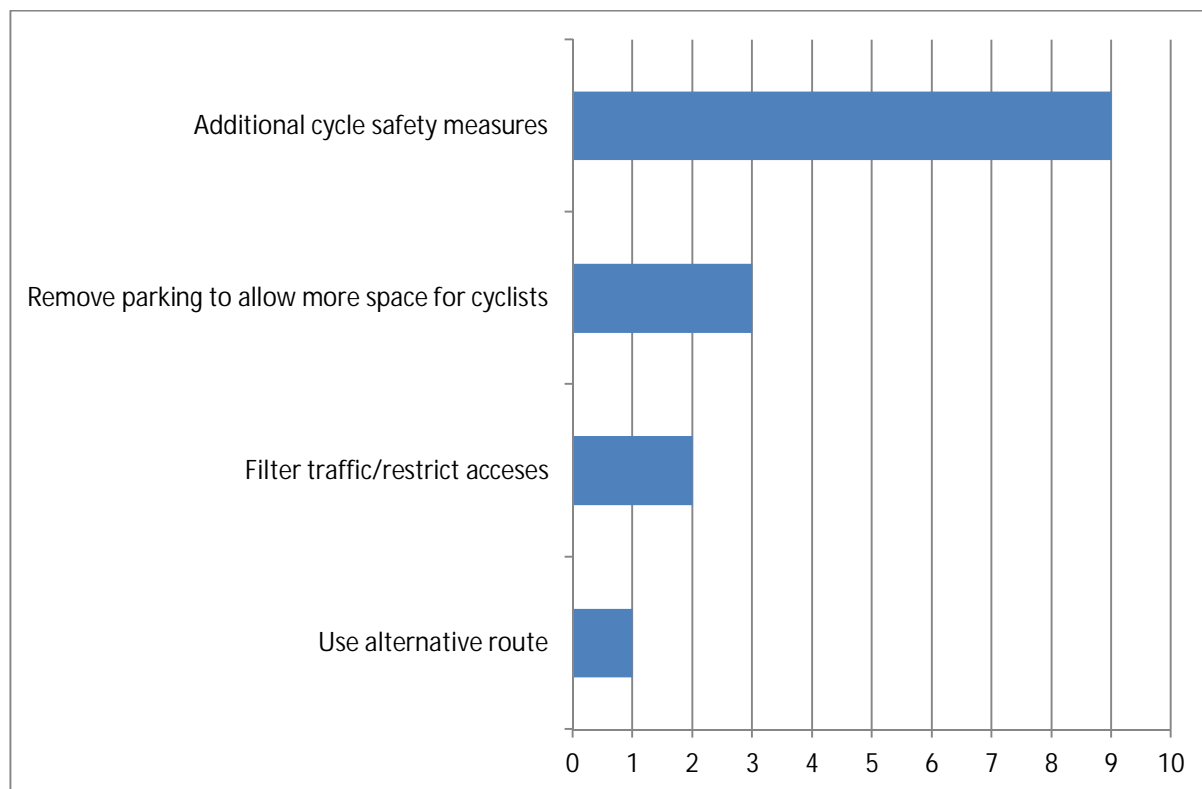
Eight respondents suggested modal filtering and access restrictions for this section of the route, with a number of respondents also emphasising the need for these filtering proposals to be monitored and enforced to ensure the safety of all road users. However, one respondent suggested that blocking off Cooper's Road would actually just lead to an increase in traffic volumes in the surrounding area.

A few respondents recommended that parking be removed from one side of the street to allow more room for cyclists passing through, and a couple of others suggested that further traffic calming such as a pedestrian crossing be installed to slow traffic speeds.

A couple of respondents expressed specific approval of the use of sinusoidal humps and the increase in double yellow lines on Cooper's Road.



Question 2c: Please tell us your views, and suggest any improvements to the planned changes at **Glengall Road**

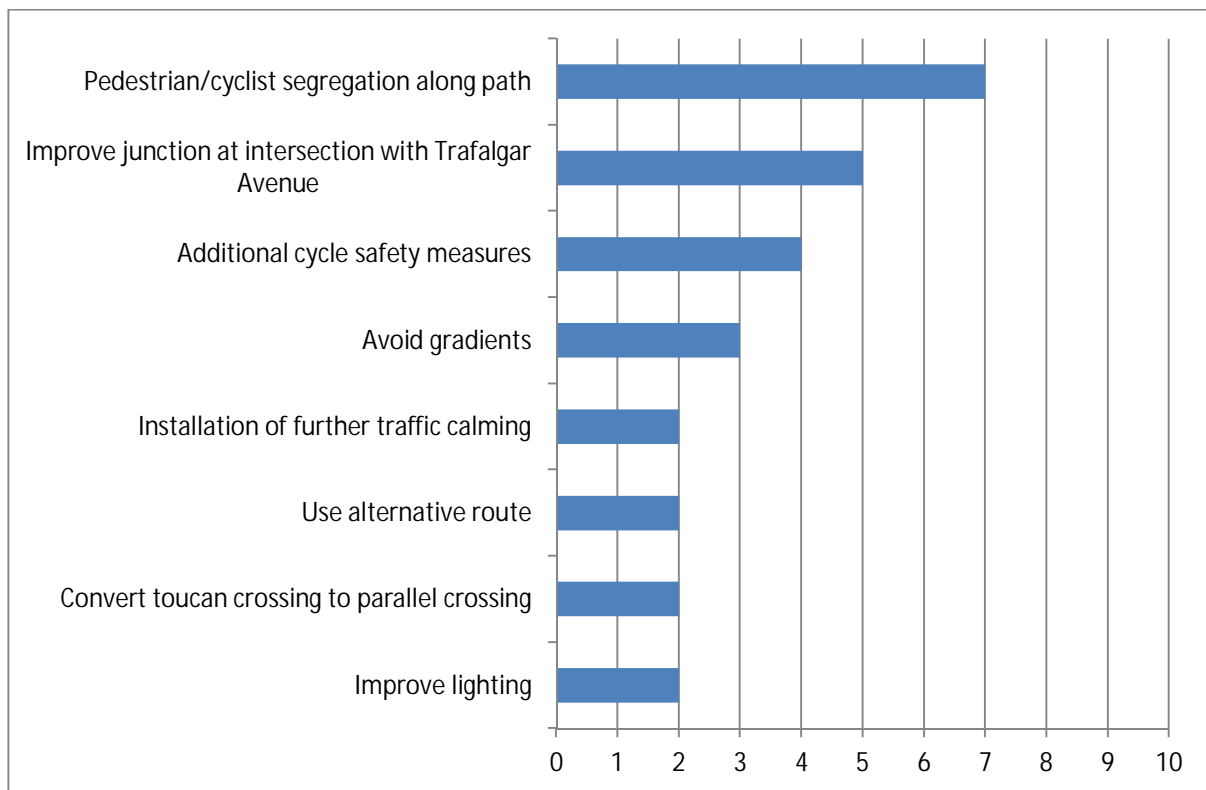


**Figure 4: Summary of suggested improvements to the planned changes at Glengall Road**

Nine respondents voiced their concern over the high speed/volume of traffic passing through Glengall Road, and suggested that more would need to be done to make cyclists feel safe when using this route. Specifically, respondents were concerned about the high number of LGVs passing through Glengall Road, and potential cycle-vehicle conflicts at the Old Kent Road junction due to insufficient width of carriageway when exiting Mawbey Place. Respondents also expressed concern over parking conflicts along Glengall Road, and thus proposed that parking be removed.

A number of respondents expressed approval of the upgrade of single yellow lines to double yellow lines and the proposal of sinusoidal humps and a raised table.

**Question 2d: Please tell us your views, and suggest any improvements to the planned changes at Surrey Linear Canal Path (east-west)**



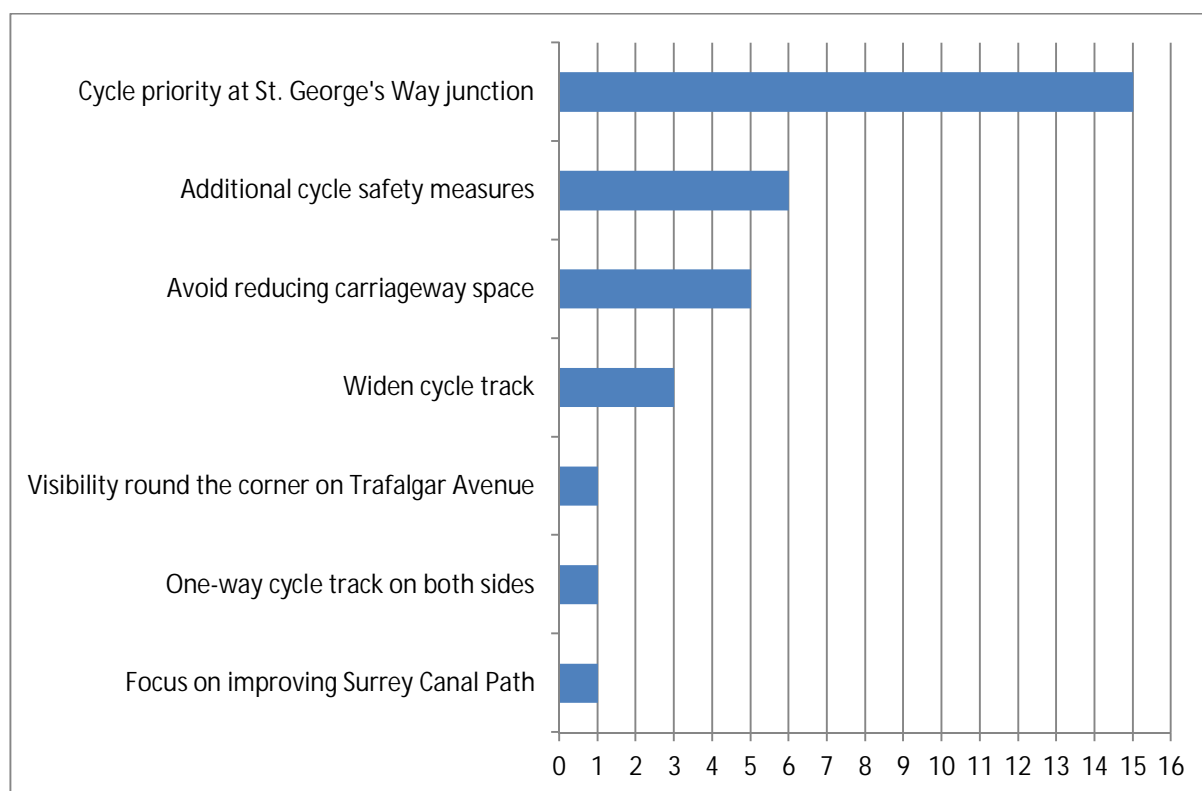
**Figure 5: Summary of suggested improvements to the planned changes at Surrey Linear Canal Path (east-west)**

Seven respondents felt that there should be further segregation and delineation between cyclists and pedestrians along Surrey Linear Canal Path in order to avoid any potential cyclist-pedestrian conflicts. For improved safety, respondents also suggested junction improvement at the intersection with Trafalgar Avenue, and replacing the existing toucan crossing with a parallel crossing so that cyclists and comfortably get on to the cycle track on Trafalgar Avenue.

A couple of respondents proposed improvements to the lighting along Surrey Linear Canal Path, suggesting that this might make the route feel safer for cyclists, and a couple of others expressed concern over the gradients in the park, suggesting that they may be difficult for cyclists to manoeuvre.

Overall approval for the planned changes at this section was expressed by a number of respondents, and specific approval of the upgraded crossing and the realignment of the park gate was also stated.

**Question 2e: Please tell us your views, and suggest any improvements to the planned changes at Trafalgar Avenue**



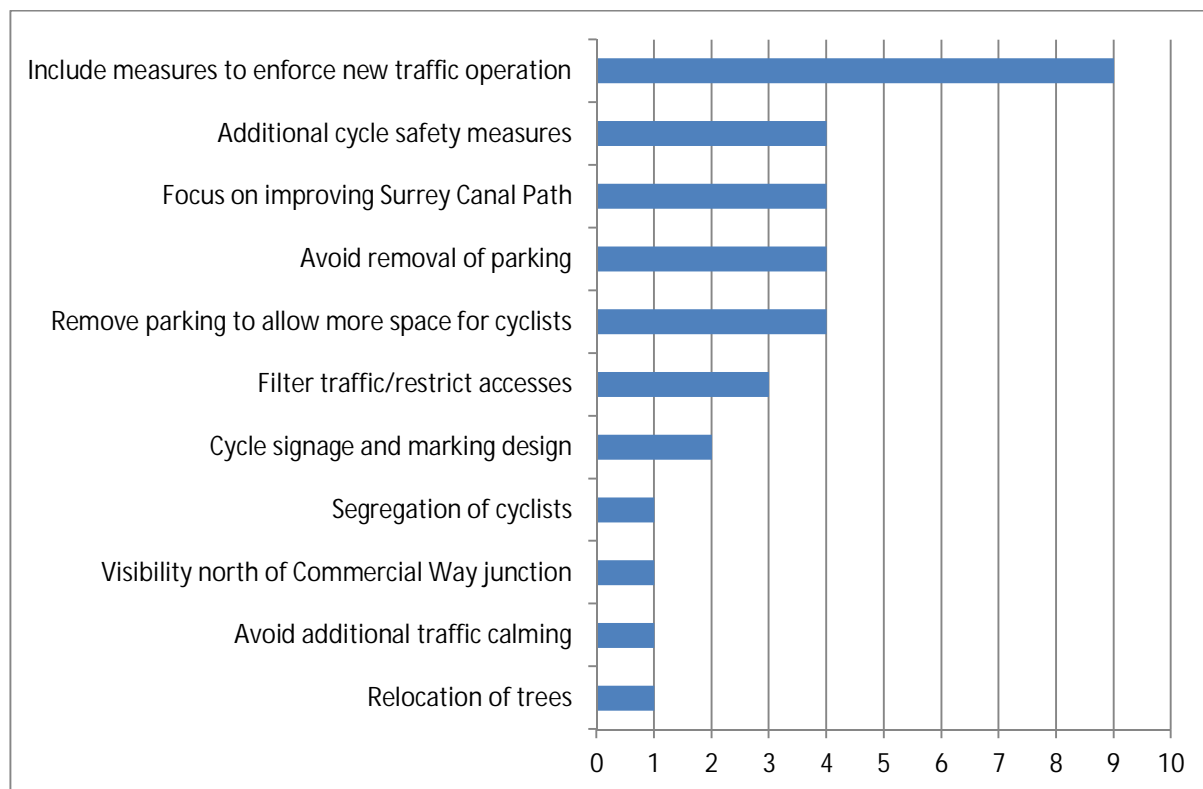
**Figure 6: Summary of suggested improvements to the planned changes at Trafalgar Avenue**

As shown in Figure 6, the main suggestions for improvements at Trafalgar Avenue were in relation to continuity of cycle facilities. A number of respondents expressed disapproval of the fact that cyclists would be made to give way to vehicular traffic at St. George's Way, despite having priority over vehicular traffic at Davey Street, with a few respondents suggesting that it might make cyclists want to cycle on the road as opposed to using the proposed two-way cycle track.

A few respondents suggested widening the two-way segregated cycle track to allow sufficient space for cyclists, however a number also expressed disapproval of any additional removal of carriageway space, stating that this may inconvenience motorists and disrupt existing bus routes.

Several respondents were pleased to see the inclusion of a two-way segregated cycle track.

Question 2f: Please tell us your views, and suggest any improvements to the planned changes at **Sumner Road**

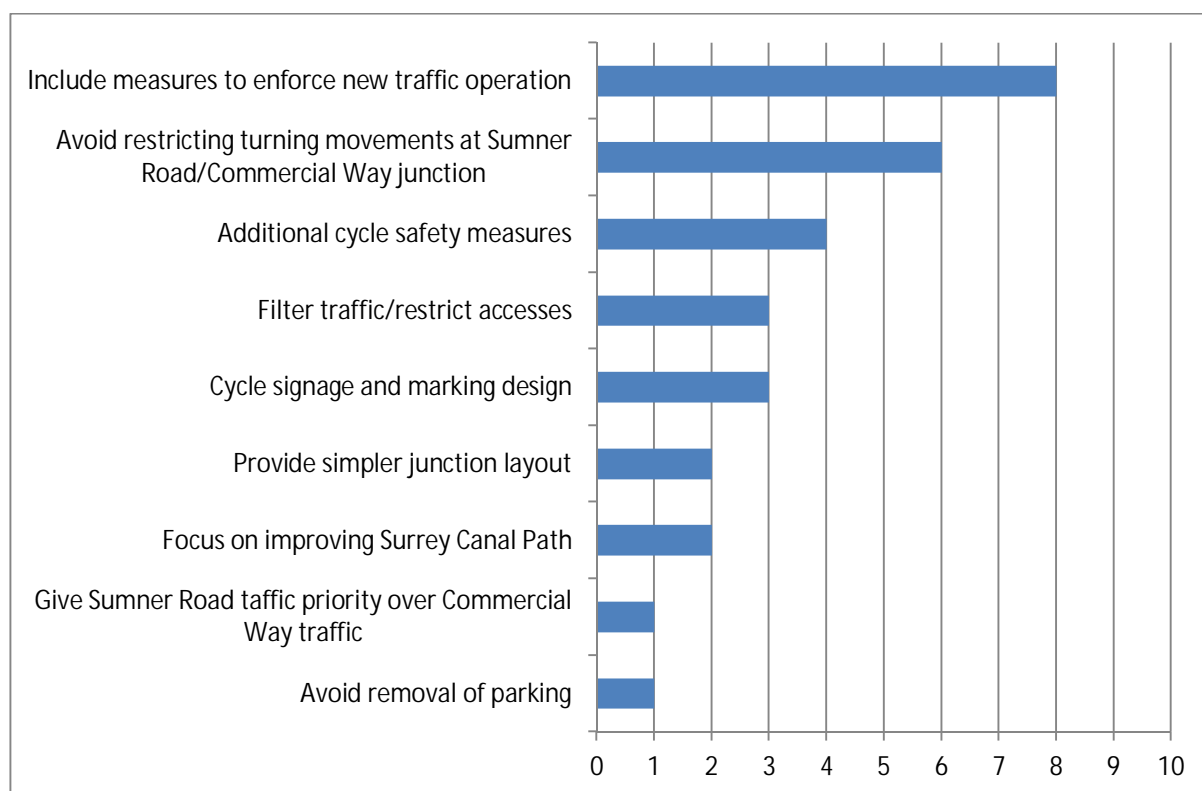


**Figure 7: Summary of suggested improvements to the planned changes at Sumner Road**

A number of respondents approved of the planned changes at Sumner Road with regards to proposed access restrictions and traffic calming measures, however the main suggestion for improvement came in relation to the enforcement of these restrictions, and ensuring road users complied with them. Respondents expressed differing opinions with regards to parking on Sumner Road, with four expressing that they felt parking should only be permitted on one side of the road to allow more space for cyclists passing through, and another four stating that parking was already problematic for cyclists, and thus the removal of parking should be avoided.

A few respondents also stated they felt improvements would be better focussed on the Surrey Canal Path route, rather than the planned changes at Sumner Road.

**Question 2g: Please tell us your views, and suggest any improvements to the planned changes at Sumner Road/Commercial Way junction**

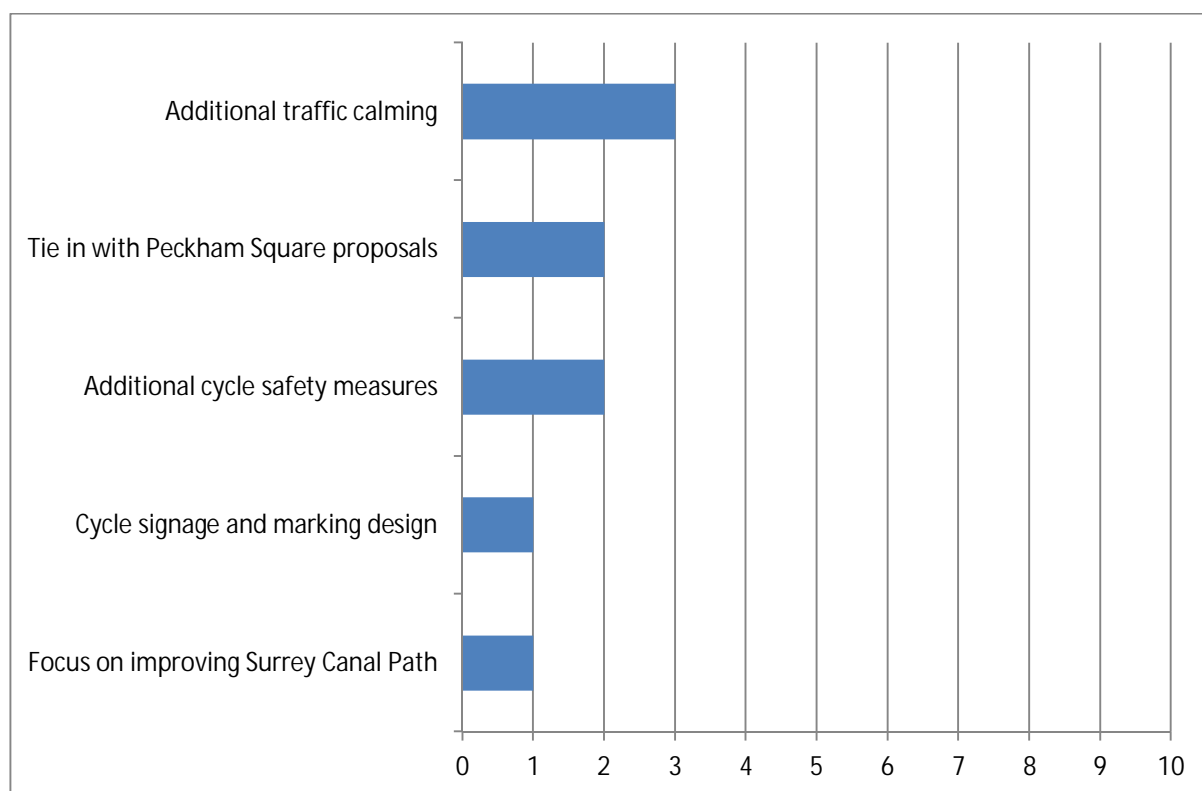


**Figure 8: Summary of suggested improvements to the planned changes at Sumner Road/Commercial Way junction**

Similar to Sumner Road, several respondents approved of the proposed access restrictions at the Sumner Road/Commercial Way junction, but highlighted the need for enforcement of these restrictions to ensure the safety of all road users. A number of respondents also opposed the proposed access restrictions at this section on the grounds that it would cause great inconvenience for them and other local residents.

A couple of respondents felt that the junction layout was overcomplicated and may cause confusion for road users.

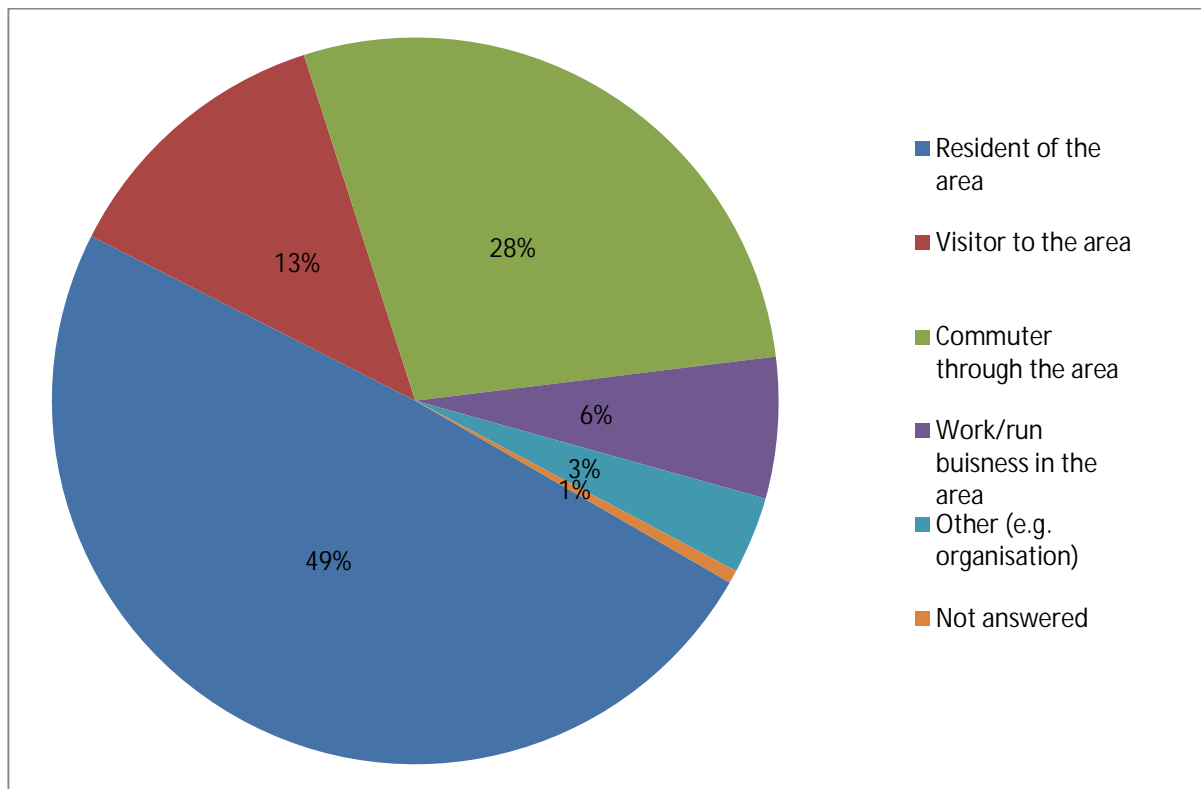
Question 2h: Please tell us your views, and suggest any improvements to the planned changes at **Jocelyn Street**



**Figure 9: Summary of suggested improvements to the planned changes at Jocelyn Street**

Whilst a number of respondents approved of the installation of new speed humps and the proposal to replace the gate at the end of Jocelyn Street with bollards, a few still felt that more traffic calming could be installed, to make the route safer for all users in spite of the perception of high volumes of through traffic. A few respondents also expressed they felt it was important for the proposed improvements at Jocelyn Street to tie-in with Peckham Square proposals, and thus raised this as a matter to be considered.

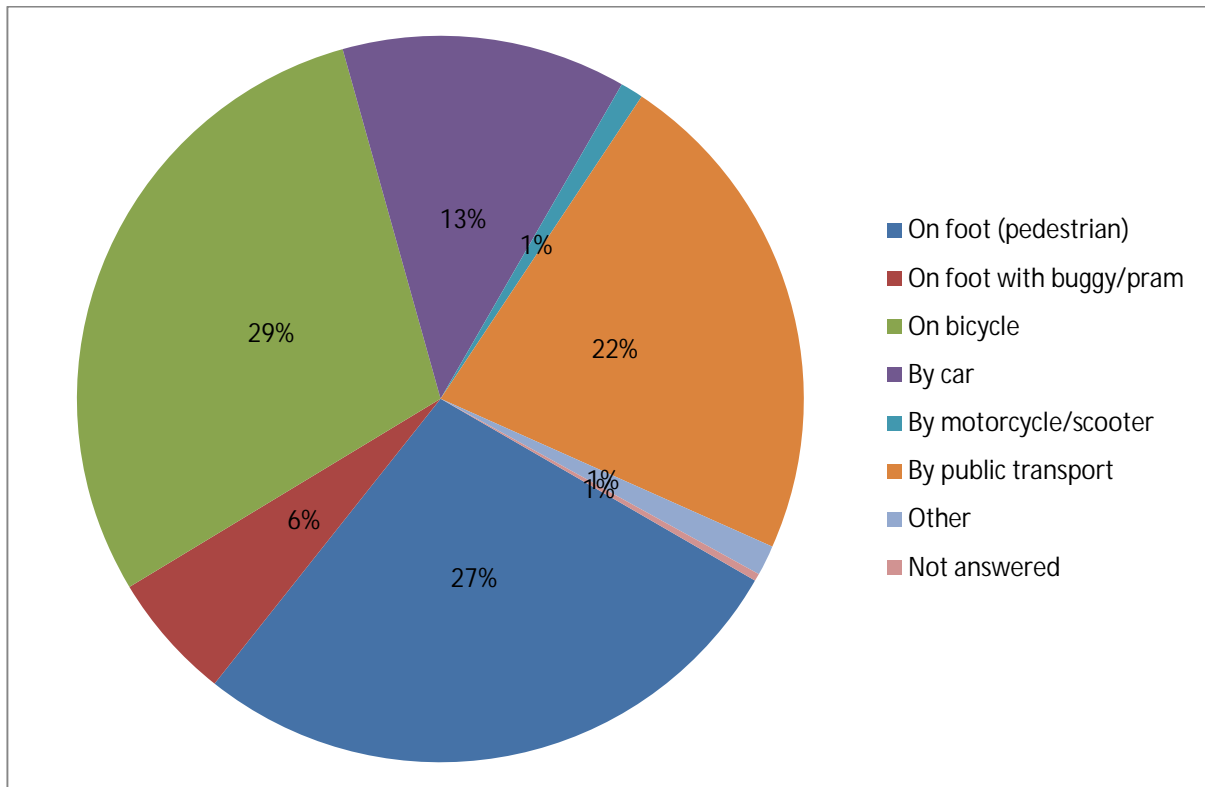
Question 5: In what capacity are you responding to this questionnaire?



**Figure 10: Relationship of respondents to the area**

The majority of respondents (49%) were residents of the area, followed by people who commute through the area (28%) and visitors to the area (13%).

Question 6: How do you usually use the streets in this area?



**Figure 11: Transport Modal Share of respondents**

A significant proportion of respondents either cycled (29%) or walked (33%) through the area. This was followed by the number of respondents who used public transport (22%) and drove (13%).



## 2.1 Further Stakeholder Responses

The following stakeholders emailed feedback to the consultation:

- London Cycling Campaign (LCC):

The LCC oppose the scheme because they feel that at present, it offers a poor alternative to the Surrey Canal Path, and runs along streets that are too busy to sustain or enable lots of new cycling journeys. They state that modal filtering or another motor vehicle traffic reduction strategy was added for a few streets on the scheme, it would be supported.
- Road Safety Engineering Unit, Metropolitan Police:

The Metropolitan Police representative expressed concern over the inconsistencies in right of way at the junction with St George's Way, stating that it could lead to cycle-vehicle conflicts at the junctions.
- Local Resident  

This resident expressed concern over the proposal for the gate from Jocelyn Street to Peckham Square to be replaced with bollards, stating that it would need to be accessible for emergency services with a number of residences and public venues nearby. This resident also expressed disapproval of more of the park being paved over.
- Friends of Burgess Park  

The Friends of Burgess Park representative expressed concern over the proposed banned turns on Sumner Road, suggesting that they may cause a large diversion for motor traffic. Mr Rodgers also stated that he felt the Sumner Road/Commercial Way junction was complicated and that it may cause conflicts for road users without clear priorities.

With regards to the proposals at Surrey Linear Canal Path, the representative suggested amending the alignment of the proposed path and upgrading the existing toucan crossing to a parallel crossing, as well as installing calming feature, to reduce the speed of cyclists travelling down the hill in Burgess Park.
- Local Resident  

This resident stated that he was content using the Surrey Canal Path route and would not be inclined to use a suggested alternative route. He recommended improving the Surrey Canal Path route by widening the path and redesigning to ensure it is safe for all users.

### 3. Summary

A total of 121 responses were received from the online survey for the public consultation of the Bermondsey to Peckham Quietway.

In general, 77% of respondents either fully or partly agreed with the overall proposals for the scheme, whilst 24% of respondents either partly or fully disagreed.

The majority of respondents travelled through the area by foot, on bicycles or via public transport, and just under half of respondents were residents of the area.

A number of respondents expressed concern over the safety of cyclists at Rolls Road, Cooper's Road, Glengall Road and Sumner Road in particular due to the high speeds/volumes of vehicular traffic that currently use these roads and poor visibility in some areas. Some of these respondents suggested increased traffic calming installation/enforcement, modal traffic diversions/restricted access and further cyclist segregation as ways to mitigate against these concerns.

The proposals for restricted accesses will be as self-enforcing as possible, with the kerblines being realigned in a way such that it makes it very difficult for road users to make banned turning movements. Further access restrictions would likely make travel by motor vehicles very challenging for local residents, and thus it is unlikely that they can be implemented at this stage.

The available carriageway width does not permit segregated cycle facilities along the entirety of the route, however further delineation between cyclists and pedestrians in areas such as Surrey Linear Canal Path can be considered.

The removal of parking was also proposed as a way to make the route safer for cyclists, however a few local residents expressed disapproval of this, stating that there were already parking restrictions in the area, and any increase in these restrictions would likely cause greater inconvenience.

Whilst a number of respondents felt that the proposals should be more focused on improving the existing Surrey Canal Path facilities, several did express the view that the current arrangement at this path was too busy and dangerous for less confident cyclists, and thus if well-executed, the new Quietway proposals would help deter an excessive number of cyclists from using the existing path.

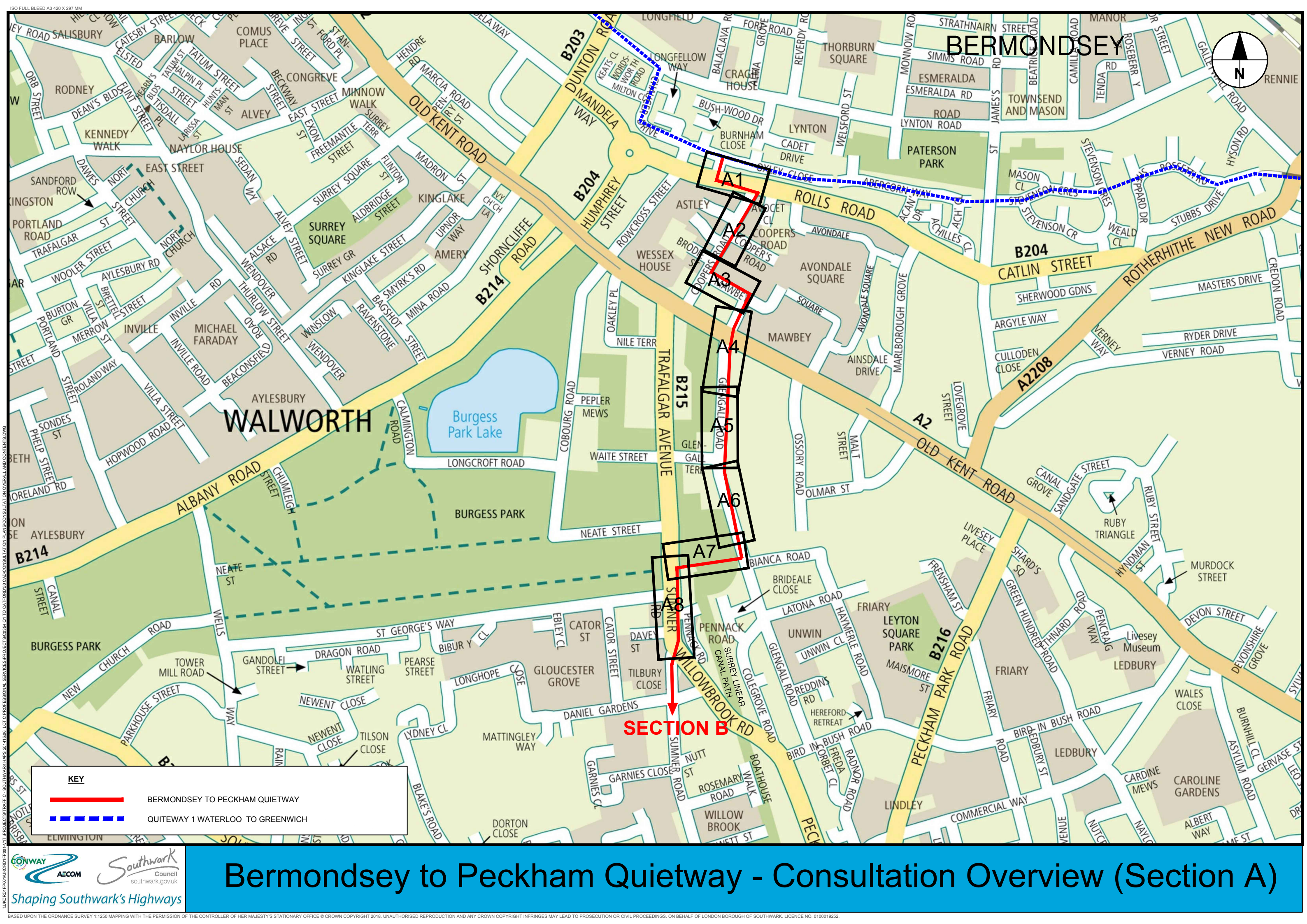
## 4. Recommendations

After the analysis of the consultation responses and liaison with LB Southwark the following changes to the design are recommended:

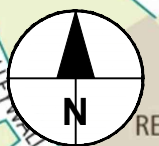
- Trafalgar Avenue
  - St Georges Way Junction: Provision of cycle priority subject to the reduction of traffic on St Georges Way.
  - Davey Street Junction: Provision of cycle priority to match St Georges Way Junction to ensure consistency along the route.
  - Sumner Road Junction: Improved kerb radii at the cycle track to ease access to/from Sumner Road from and to Sumner Road.
- Glengall Road
  - Glengall Terrace Junction: Removal of the proposed buildout and uncontrolled pedestrian crossing, as well as the sinusoidal speed hump.

## Appendix A

### A.1 Consultation Drawings



BERMONDSEY





WALWORTH

Burgess Park Lake

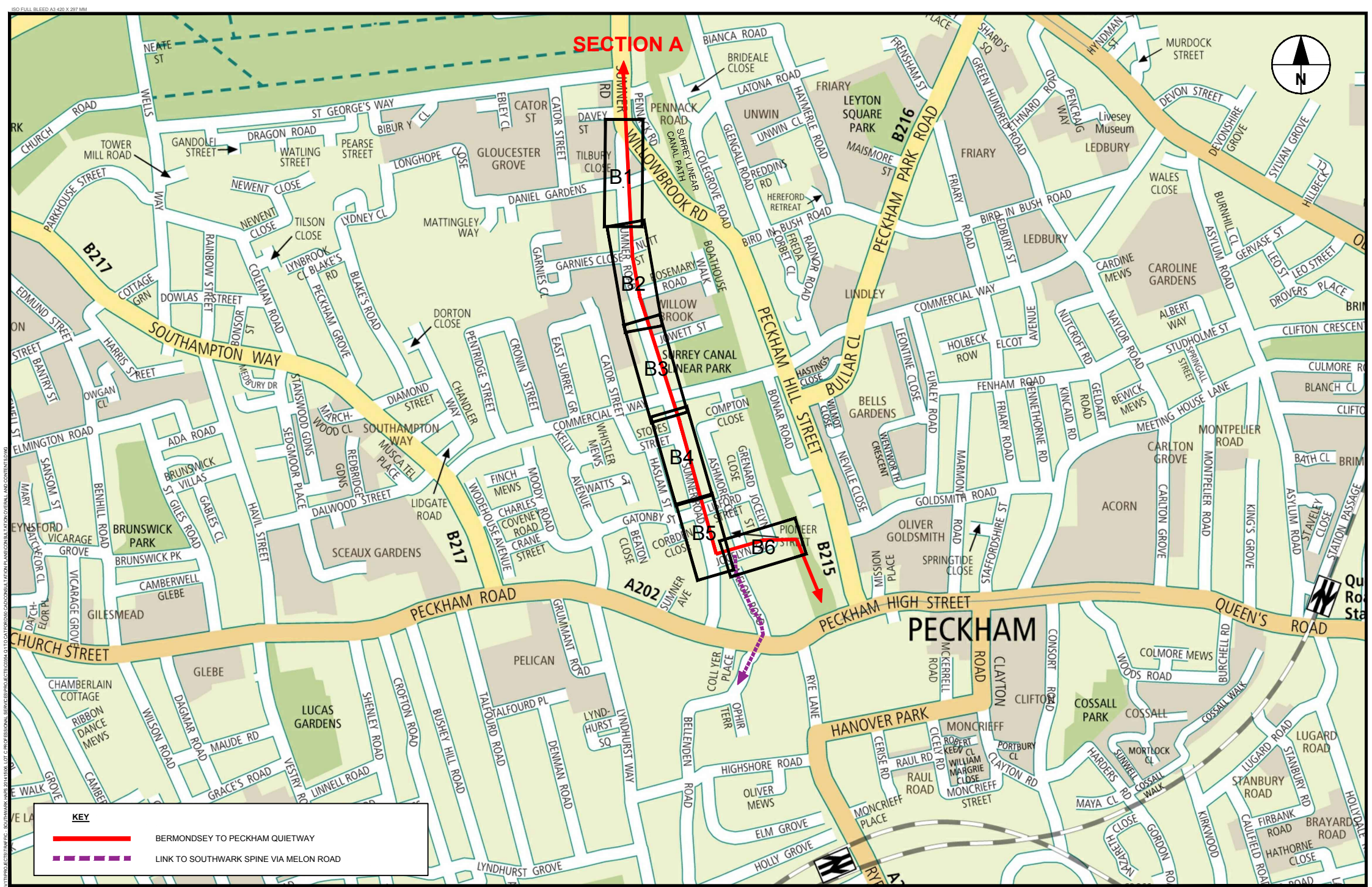
BURGESS PARK

SECTION B

KEY	
	BERMONDSEY TO PECKHAM QUIETWAY
	QUIETWAY 1 WATERLOO TO GREENWICH

# Bermondsey to Peckham Quietway - Consultation Overview (Section A)

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KEY	
	BERMONDSEY TO PECKHAM QUIETWAY
	LINK TO SOUTHWARK SPINE VIA MELON ROAD

# Bermondsey to Peckham Quietway - Consultation Overview (Section B)

## A.2 Online Questionnaire

## Bermondsey to Peckham Quietway: Summary report

This report was created on Tuesday 20 March 2018 at 10:33.

The consultation ran from 19/02/2018 to 19/03/2018.

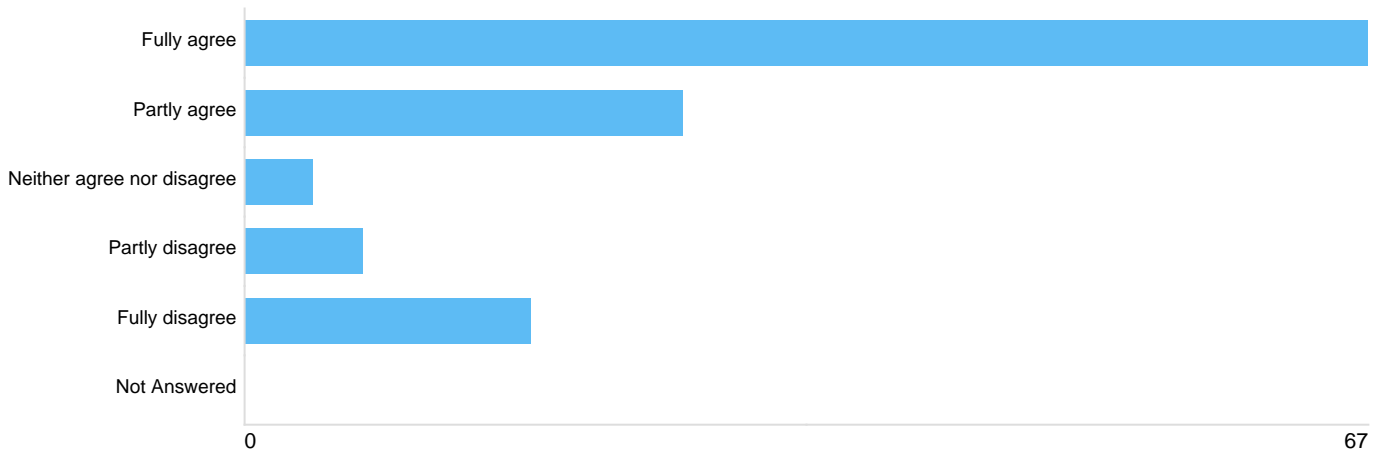
### Contents

Question 1: Overall, do you agree with our proposals to develop this route as a Quietway?	2
Do you agree?	2
Give details (optional - NB you can discuss specific sections of the route in the next question)	2
Question 2: (Optional) Please tell us your views, and suggest any improvements to the planned changes at:	2
Rolls Road	2
Cooper's Road	2
Glengall Road	2
Surrey Linear Canal Path (east-west)	2
Trafalgar Avenue	2
Sumner Road	2
Sumner Road/Commercial Way junction (one-way layout change on Sumner Road, and cycle crossing)	2
Jocelyn Street	2
Question 3: What is your name?	2
Name	2
Question 4: What is your email address?	3
Email	3
Question 5: In what capacity are you responding to this questionnaire?	3
In what capacity are you responding	3
please specify	3
Question 6: How do you usually use the streets in this area? (please select all that apply)	3
Mode of transport	3
please specify	4
Question 7: What is your postcode? (we ask for this so that we can identify responses from people who live close to the route, but we are interested in all comments we receive)	4
postcode	4
Question 8: To help us make sure we are reaching all of our communities, please complete the equalities information below.	4
Completing this section is optional. Why do we ask this information? It is important to us that we speak to as many people as we can that reflect the diverse communities in Southwark. This will ensure that everyone's needs are addressed through the plans we develop as a result of this survey.	
Question 9: Age	4
Age	4
Question 10: Disability and health	5
Disability and health	5
Type of disability	5
Specific disability	6
Question 11: Sex	6
Sex	6
Question 12: Ethnicity	7
Ethnicity	7
Any other Asian specify	9
Question 13: Pregnancy or maternity	9
Pregnant	9
Question 14: Sexual orientation	10
Sexual orientation	10
Sexual orientation specify	10
Question 15: Religion or belief	10
Please select your answer from the drop down list	10
Religion other	11
Question 16: Gender reassignment	11
Gender reassignment	11



**Question 1: Overall, do you agree with our proposals to develop this route as a Quietway?**

**Do you agree?**



Option	Total	Percent
Fully agree	67	55.37%
Partly agree	26	21.49%
Neither agree nor disagree	4	3.31%
Partly disagree	7	5.79%
Fully disagree	17	14.05%
Not Answered	0	0%

**Give details (optional - NB you can discuss specific sections of the route in the next question)**

There were **66** responses to this part of the question.

**Question 2: (Optional) Please tell us your views, and suggest any improvements to the planned changes at:**

**Rolls Road**

There were **28** responses to this part of the question.

**Cooper's Road**

There were **29** responses to this part of the question.

**Glengall Road**

There were **25** responses to this part of the question.

**Surrey Linear Canal Path (east-west)**

There were **30** responses to this part of the question.

**Trafalgar Avenue**

There were **33** responses to this part of the question.

**Sumner Road**

There were **37** responses to this part of the question.

**Sumner Road/Commercial Way junction (one-way layout change on Sumner Road, and cycle crossing)**

There were **33** responses to this part of the question.

**Jocelyn Street**

There were **18** responses to this part of the question.

**Question 3: What is your name?**

**Name**

There were **118** responses to this part of the question.

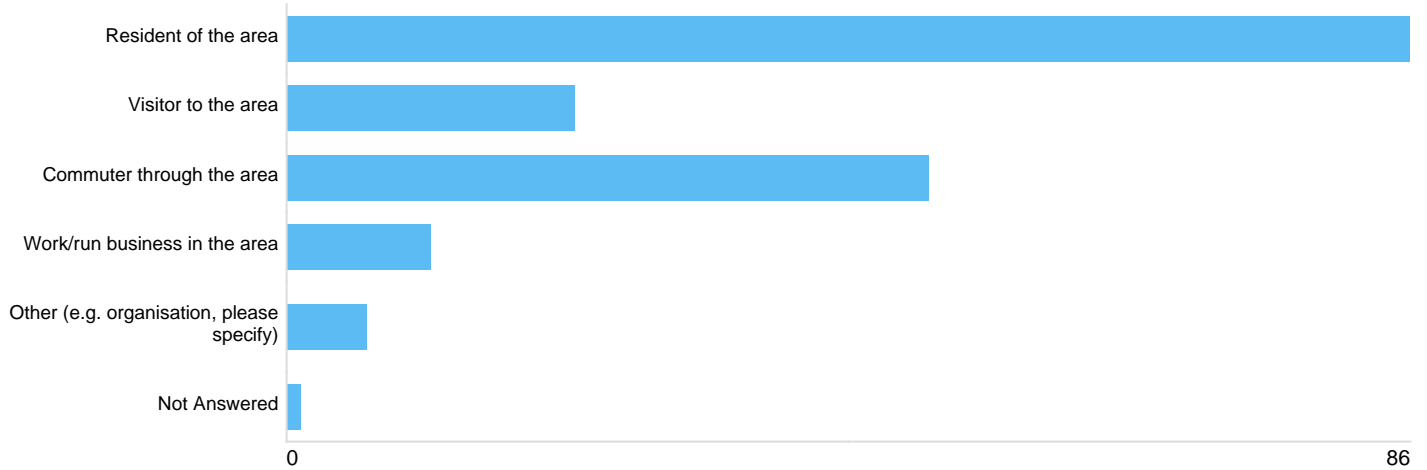
**Question 4: What is your email address?**

**Email**

There were **104** responses to this part of the question.

**Question 5: In what capacity are you responding to this questionnaire?**

**In what capacity are you responding**



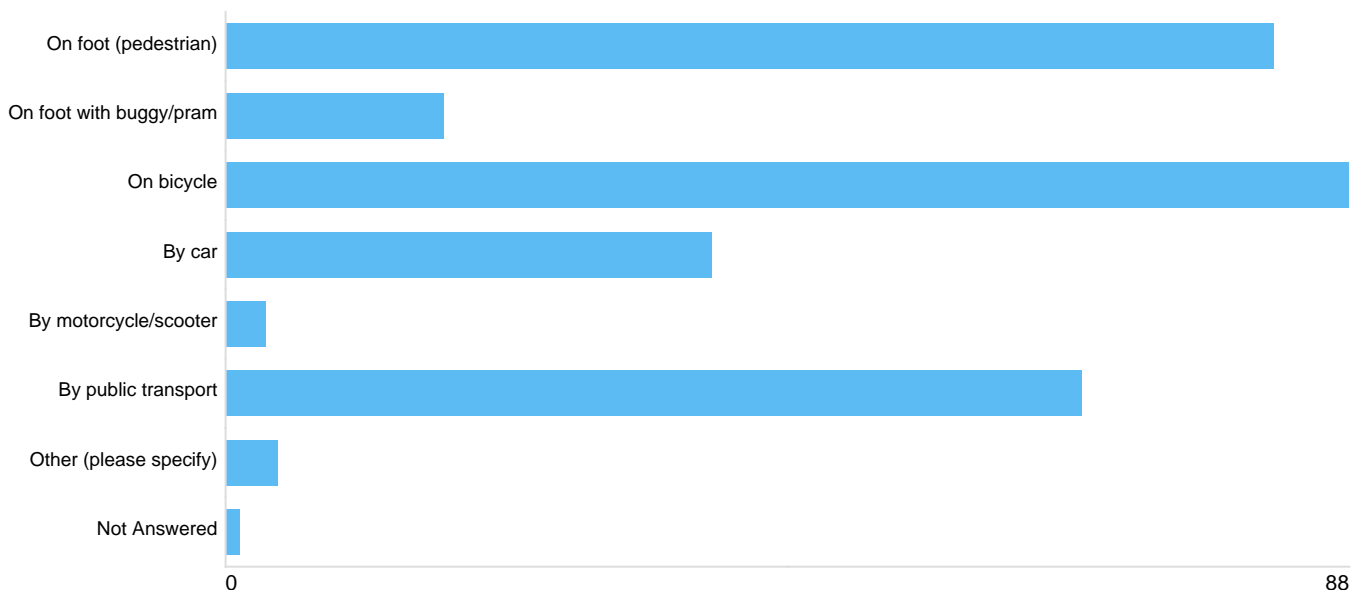
Option	Total	Percent
Resident of the area	86	71.07%
Visitor to the area	22	18.18%
Commuter through the area	49	40.50%
Work/run business in the area	11	9.09%
Other (e.g. organisation, please specify)	6	4.96%
Not Answered	1	0.83%

**please specify**

There were **18** responses to this part of the question.

**Question 6: How do you usually use the streets in this area? (please select all that apply)**

**Mode of transport**



Option	Total	Percent
On foot (pedestrian)	82	67.77%
On foot with buggy/pram	17	14.05%
On bicycle	88	72.73%
By car	38	31.40%
By motorcycle/scooter	3	2.48%
By public transport	67	55.37%
Other (please specify)	4	3.31%
Not Answered	1	0.83%

**please specify**

There were 6 responses to this part of the question.

**Question 7: What is your postcode? (we ask for this so that we can identify responses from people who live close to the route, but we are interested in all comments we receive)**

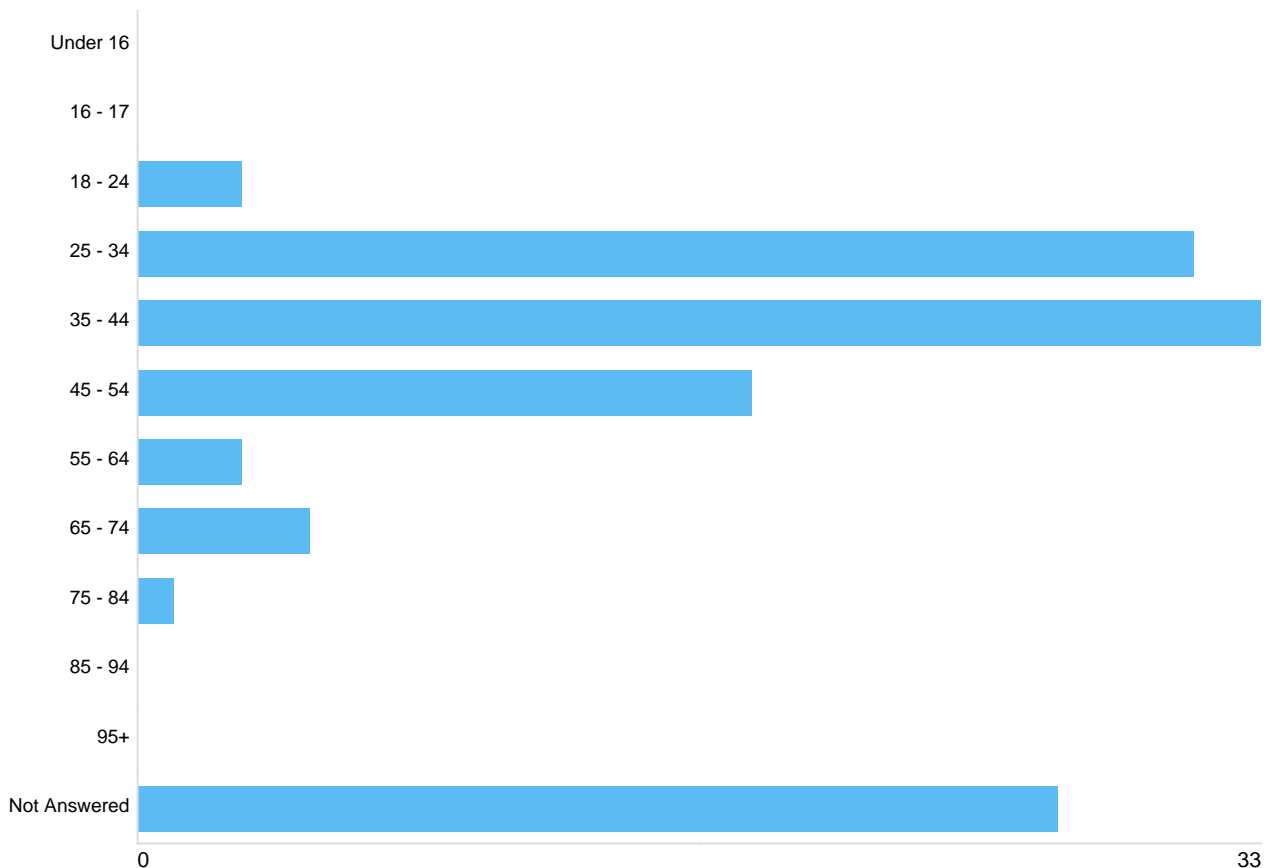
**postcode**

There were 120 responses to this part of the question.

**Question 8: To help us make sure we are reaching all of our communities, please complete the equalities information below. Completing this section is optional. Why do we ask this information? It is important to us that we speak to as many people as we can that reflect the diverse communities in Southwark. This will ensure that everyone's needs are addressed through the plans we develop as a result of this survey.**

**Question 9: Age**

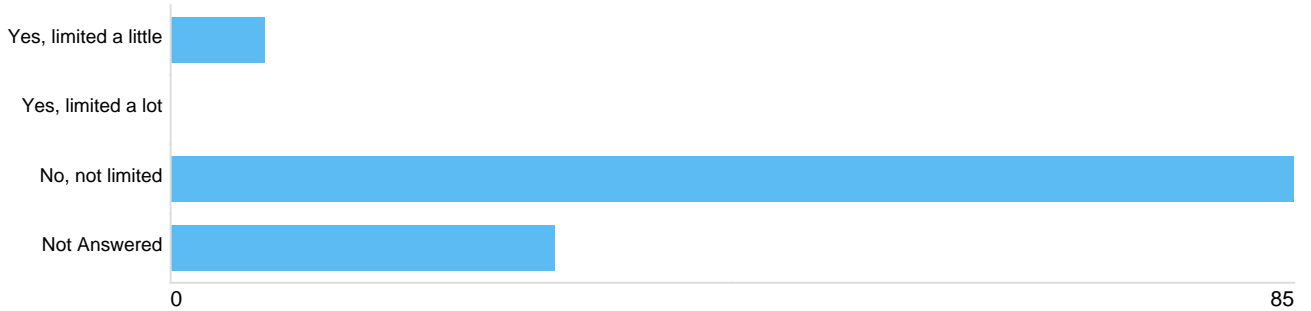
**Age**



Option	Total	Percent
Under 16	0	0%
16 - 17	0	0%
18 - 24	3	2.48%
25 - 34	31	25.62%
35 - 44	33	27.27%
45 - 54	18	14.88%
55 - 64	3	2.48%
65 - 74	5	4.13%
75 - 84	1	0.83%
85 - 94	0	0%
95+	0	0%
Not Answered	27	22.31%

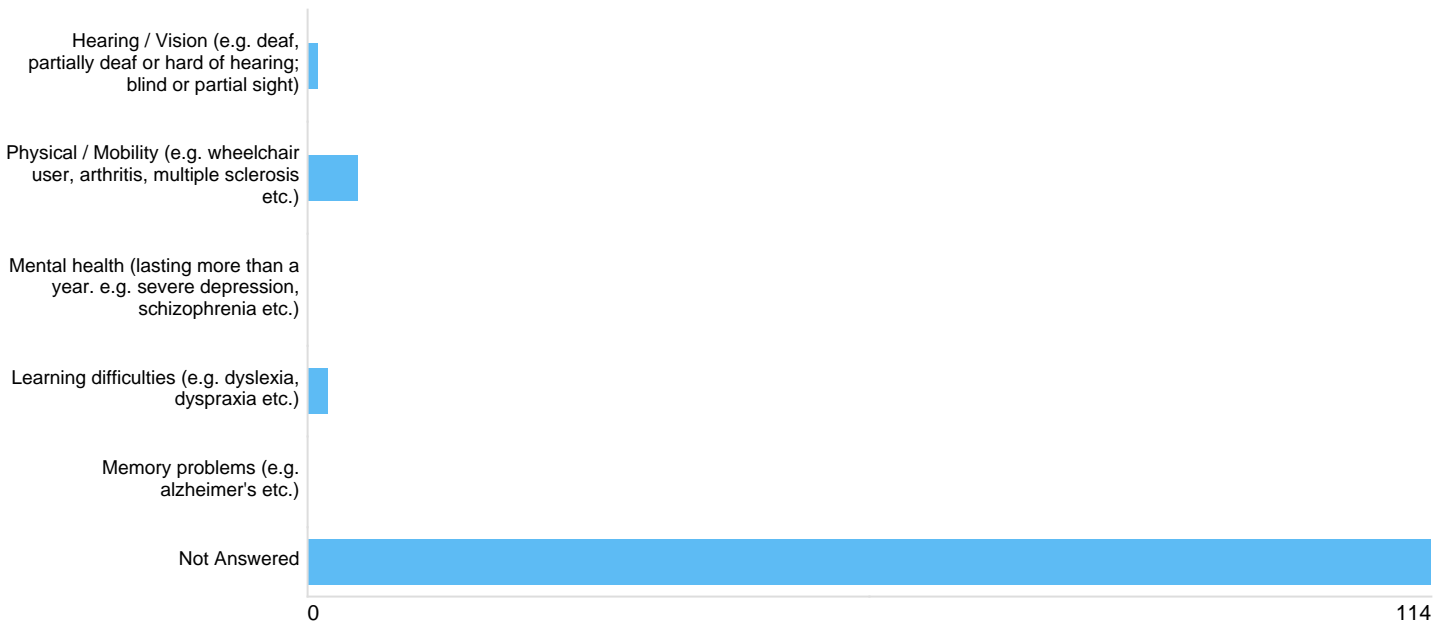
**Question 10: Disability and health**

*Disability and health*



Option	Total	Percent
Yes, limited a little	7	5.79%
Yes, limited a lot	0	0%
No, not limited	85	70.25%
Not Answered	29	23.97%

*Type of disability*



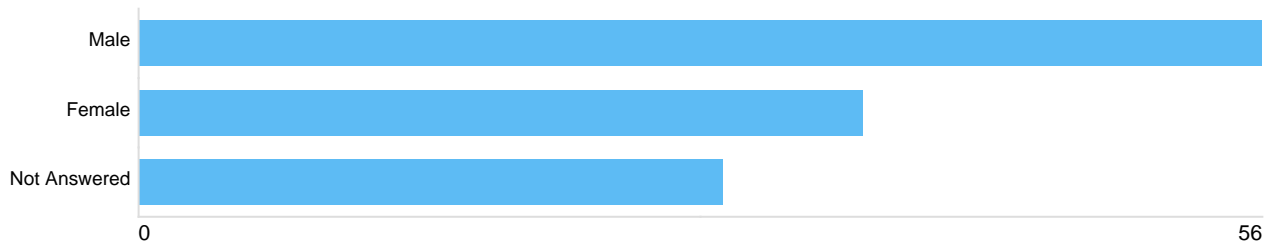
Option	Total	Percent
Hearing / Vision (e.g. deaf, partially deaf or hard of hearing; blind or partial sight)	1	0.83%
Physical / Mobility (e.g. wheelchair user, arthritis, multiple sclerosis etc.)	5	4.13%
Mental health (lasting more than a year. e.g. severe depression, schizophrenia etc.)	0	0%
Learning difficulties (e.g. dyslexia, dyspraxia etc.)	2	1.65%
Memory problems (e.g. alzheimer's etc.)	0	0%
Not Answered	114	94.21%

**Specific disability**

There was 1 response to this part of the question.

**Question 11: Sex**

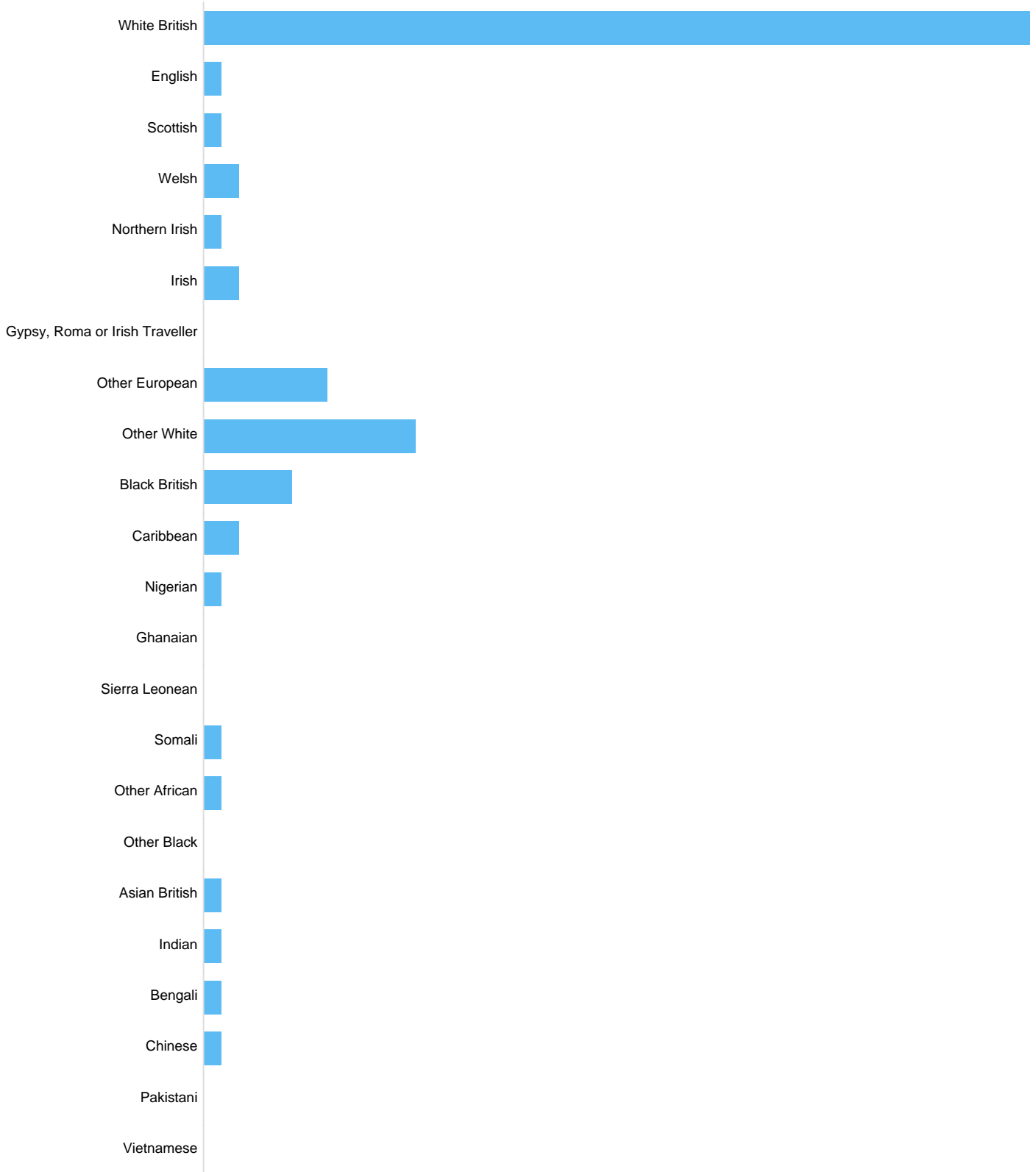
**Sex**

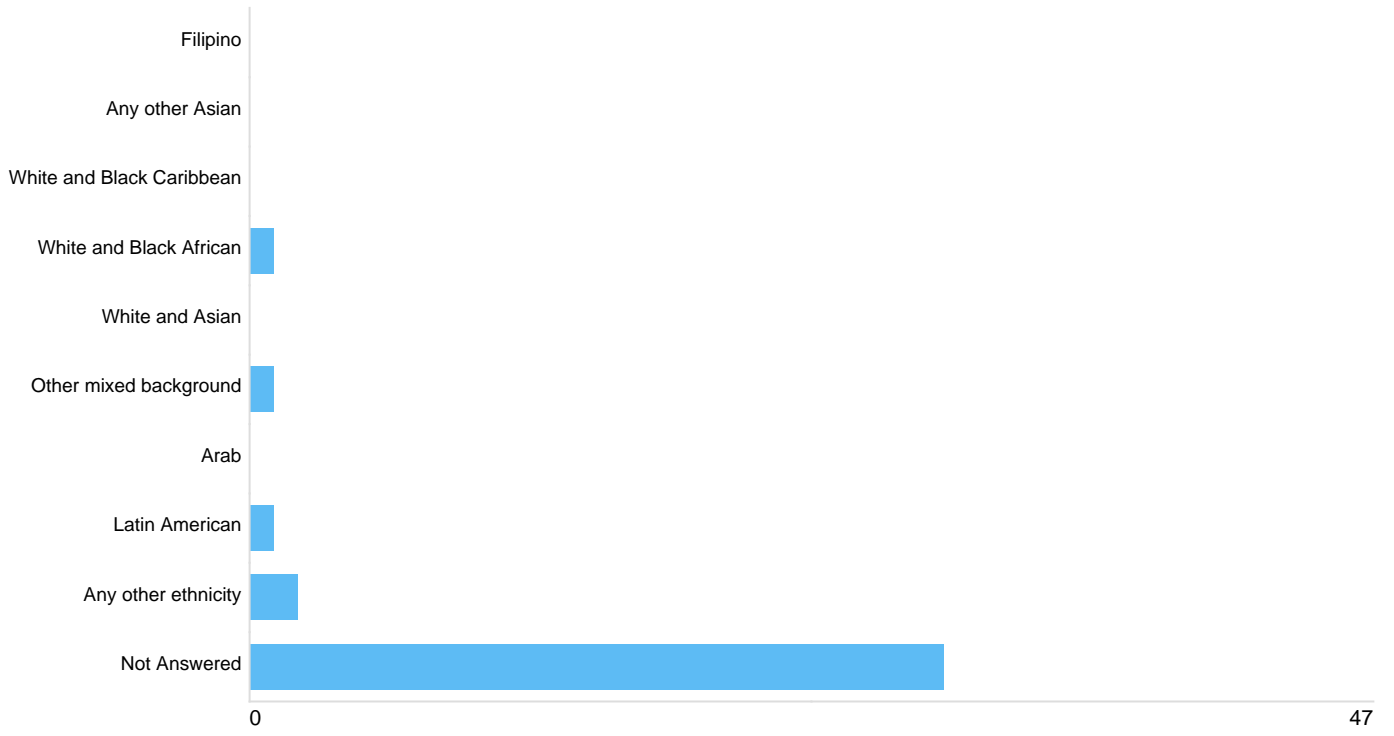


Option	Total	Percent
Male	56	46.28%
Female	36	29.75%
Not Answered	29	23.97%

**Question 12: Ethnicity**

**Ethnicity**





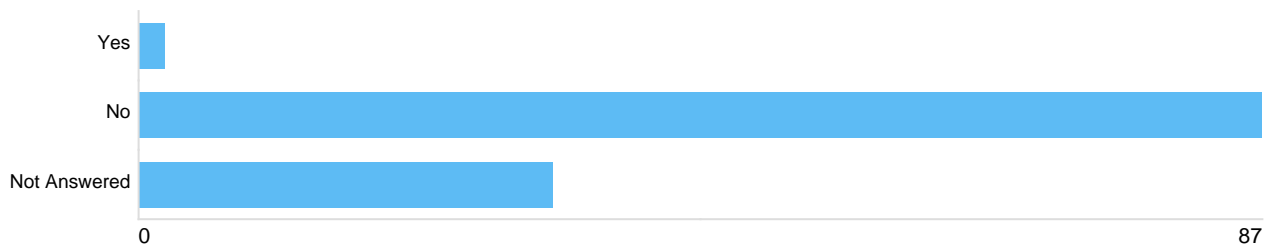
Option	Total	Percent
White British	47	38.84%
English	1	0.83%
Scottish	1	0.83%
Welsh	2	1.65%
Northern Irish	1	0.83%
Irish	2	1.65%
Gypsy, Roma or Irish Traveller	0	0%
Other European	7	5.79%
Other White	12	9.92%
Black British	5	4.13%
Caribbean	2	1.65%
Nigerian	1	0.83%
Ghanaian	0	0%
Sierra Leonean	0	0%
Somali	1	0.83%
Other African	1	0.83%
Other Black	0	0%
Asian British	1	0.83%
Indian	1	0.83%
Bengali	1	0.83%
Chinese	1	0.83%
Pakistani	0	0%
Vietnamese	0	0%
Filipino	0	0%
Any other Asian	0	0%
White and Black Caribbean	0	0%
White and Black African	1	0.83%
White and Asian	0	0%
Other mixed background	1	0.83%
Arab	0	0%
Latin American	1	0.83%
Any other ethnicity	2	1.65%
Not Answered	29	23.97%

**Any other Asian specify**

There were 6 responses to this part of the question.

**Question 13: Pregnancy or maternity**

**Pregnant**





Option	Total	Percent
Yes	2	1.65%
No	87	71.90%
Not Answered	32	26.45%

**Question 14: Sexual orientation**

**Sexual orientation**



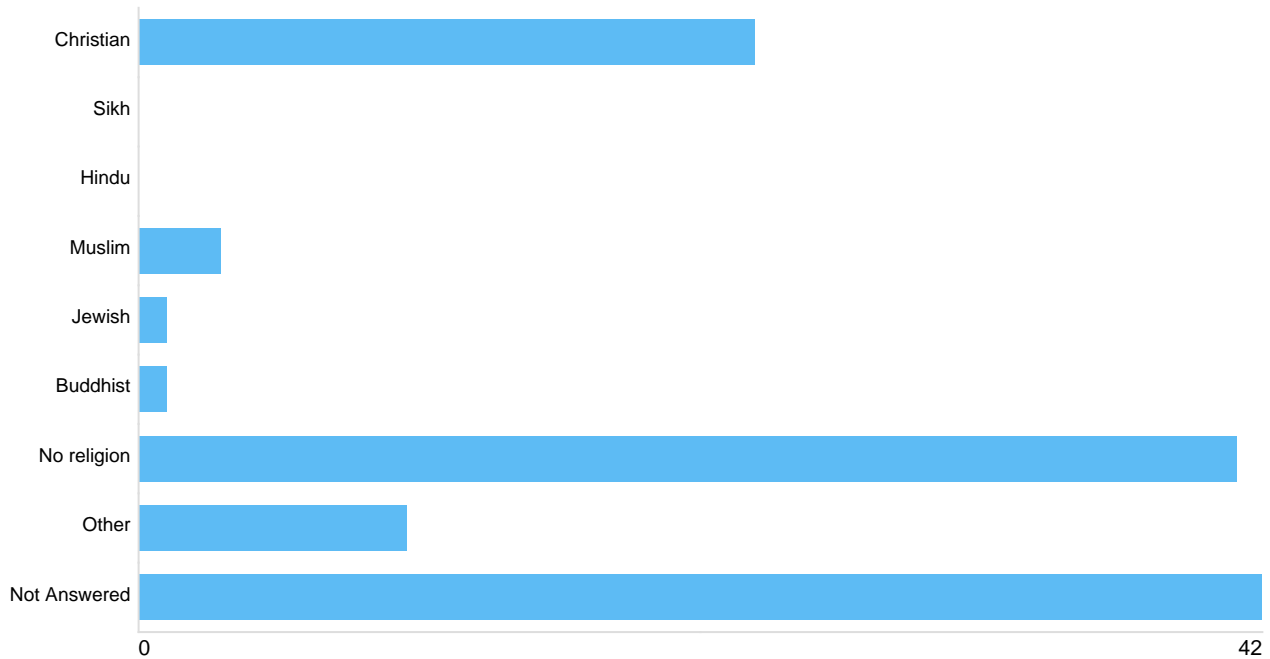
Option	Total	Percent
Hetrosexual/straight	61	50.41%
Lesbian/Gay woman	3	2.48%
Gay man	7	5.79%
Bi-sexual	3	2.48%
Not Answered	47	38.84%

**Sexual orientation specify**

There were 4 responses to this part of the question.

**Question 15: Religion or belief**

Please select your answer from the drop down list



Option	Total	Percent
Christian	23	19.01%
Sikh	0	0%
Hindu	0	0%
Muslim	3	2.48%
Jewish	1	0.83%
Buddhist	1	0.83%
No religion	41	33.88%
Other	10	8.26%
Not Answered	42	34.71%

**Religion other**

There were 7 responses to this part of the question.

**Question 16: Gender reassignment**

**Gender reassignment**



Option	Total	Percent
Yes	68	56.20%
No	12	9.92%
Not Answered	41	33.88%

