Open Agenda

# Cabinet

Tuesday 7 January 2025
11.00 am
Walworth Town Hall, 151 -155 Walworth Road, London SE17 1RS

# Item 13: Appendix 2a

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# STREETS FOR PEOPLE

## LONDON BOROUGH OF SOUTHWARK

# Consultation report

## Background information

Southwark Council

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# Results of the main survey

## About our respondents

We asked a series of question to find out more about the people who have responded to our survey. Some of these are directly relevant to the themes of the survey, while others help us understand how well we have engaged with different groups of people, and learn what we could do better in future.

### How do people travel in the area

Existing population data tells us that around 60% of households in Southwark do not have access to a car. This is a key statistic in planning the Streets for People strategy, as it confirms that we must find ways to support other forms of travel.

Responses to our survey broadly matched this finding – around 42% of respondents reported using a car at all, and only around 29% use their car once a week or more. This compares with almost 90% of respondents who walk, and a little over 40% who have and use their own cycle or scooter. Use of public transport was also predictably very high – around 60% of respondents using buses at least once a week.

Two other areas that are significant in the aim to increase sustainable travel: around 6% of respondents currently use an electric car; and 14% sometimes use car share services. It is notable (from a later question) that 18.2% of respondents are considering buying an electric vehicle – the gap between current and potential future EV use is important for our EV infrastructure planning.

| TRANSPORT TYPE | Every day | At least once a week | Occasionally | All users | Never |
|---|---|---|---|---|---|
| **WALK** | 57.7% | 23.7% | 8.1% | 89.6% | 1.5% |
| **OWN CYCLE/SCOOTER** | 15.0% | 16.9% | 11.8% | 43.7% | 28.4% |
| **HIRE CYCLE/SCOOTER** | 1.3% | 5.0% | 15.1% | 21.4% | 43.2% |
| **BUS** | 15.2% | 44.6% | 27.2% | 87.0% | 2.7% |
| **TRAIN (INC TUBE ETC)** | 11.7% | 42.2% | 25.5% | 79.4% | 3.5% |
| **MOTORCYCLE / MOPED** | 0.4% | 0.5% | 1.0% | 2.0% | 61.1% |
| **OWN PETROL/ DIESEL CAR** | 7.7% | 16.6% | 12.1% | 36.5% | 36.7% |
| **OWN ELECTRIC CAR** | 1.8% | 2.4% | 1.5% | 5.8% | 57.0% |
| **CAR SHARE** | 0.3% | 1.4% | 12.3% | 14.0% | 49.9% |
| **TAXI** | 1.2% | 5.2% | 42.3% | 48.7% | 20.6% |

## In what capacity did people respond to the survey?

People were able to select multiple categories here. Overall results suggest that we reached a reasonable cross-section of those affected by the Streets for People strategy. Potentially we could have done more to reach out to college and university students (though our surveyors did visit several halls of residence and we met many students in our door-to-door work). These figures do not include the many schoolchildren and young people that we engaged with in the separate youth engagement programme.

| Capacity | % |
|---|---|
| **I live in Southwark** | 93.5% |
| **I work in Southwark** | 16.7% |
| **I own a business in Southwark** | 4.4% |
| **I study in Southwark** | 1.3% |
| **I spend leisure time in Southwark** | 33.0% |
| **I am a parent/carer of a child who studies in Southwark** | 10.4% |
| **I am a parent/carer of a child with Special Educational Needs or Disability (SEND)** | 1.9% |
| **I work for Southwark council** | 0.7% |
| **I am responding to this on behalf of a community group or organisation (please specify)** | 0.6% |

## How did people find out about the survey?

Running this consultation for an extended period enabled us to try out a variety of engagement approaches, and tailor different approaches to different target populations.

We used existing council mailing lists, with repeated emails, and as is commonly the case this reached the largest number of people. We also used, for the first time, targeted paid social media advertising – this resulted in several hundred additional responses, and it is likely these were people who would not have seen the survey any other way, including a higher proportion of private renters, who are often among our seldom heard groups. We also used repeated articles in Southwark Life magazine, which goes to most households in Southwark.

Our other main strand of communication was the campaign of door-to-door interviews across the borough. We knocked on around 20,000 doors, and spoke to over 2000 people this way. We also left flyers wherever we did not get an answer. This was a far more extensive engagement programme than we could usually undertake, reflecting the high priority given to Streets for People, and means we spoke to many hundreds of people who will never previously have participated in any engagement with Southwark Council.

| **MEDIUM** | % (people could select multiple) |
|---|---|
| **LEAFLET/FLYER** | 3.8% |
| **SOUTHWARK LIFE MAGAZINE** | 1.9% |
| **POSTER** | 0.3% |
| **NEWSPAPER ARTICLE** | 0.3% |
| **CONVERSATION WITH COUNCIL OFFICER/COUNCILLOR** | 31.7% |
| **CONVERSATION WITH FRIEND/NEIGHBOUR/FAMILY** | 5.3% |
| **EMAIL FROM COUNCIL** | 34.9% |
| **WHATSAPP MESSAGE** | 3.3% |
| **FACEBOOK** | 4.3% |
| **TWITTER** | 1.3% |
| **INSTAGRAM** | 8.6% |
| **OTHER SOCIAL MEDIA** | 1.3% |
| **OTHER** | 4.6% |

# What do you think about active travel?

We presented survey respondents with a series of action statements, which they could choose to agree with or not. This was designed to test some of our basic assumptions about the opportunities to encourage more active or more environmentally friendly forms of travel.

## Action statements

These are the overall responses to these statements:

- I cycle/scoot or walk as my main form of transport – 56.8%
- I would walk more if the streets were quieter or less polluted – 44.7%
- I would be interested in trying cycling (or cycling more) – 40.9%
- I would take buses more if they were more reliable – 47.4%
- I am considering buying an electric car or van – 18.2%
- I am worried about the effects of climate change – 73.2%
- I am worried about the impact of poor air quality on children – 71.9%

The response of 56.8% cycling, scooting or walking seems relatively low – on reflection, the statement could have been phrased better. In our street surveying, many respondents didn't see walking as a form of transport – they might walk to the shops ever day, but if they took the bus once a week they still saw that as their main form of transport. Still, even at 56.8%, this is a strong argument for supporting active forms of travel.

Clearly also there is a latent desire to walk or cycle more – over 40% in each case – which is exactly the space in which Streets for People measures are intended to operate. Hopefully, if we can make lots of small changes to the street environment, people will be able to take those positive choices.

The figures for worry about climate change and air quality are also very high. A common response on the doorstep when asking if they are worried about climate change was: "Isn't everyone?" But clearly there is also still scepticism out there. Notedly, there was also scepticism about Southwark's role in tackling climate change – and many people may not recognise the potential impact of the climate crisis on their streets and neighbourhoods, as opposed to on places further away. Many of the Streets for People proposals are focused on tackling the local impacts of climate change that are already accelerating, rather than on preventing climate change.

The tables below cross-reference the same seven statements with some of the other questions in the survey, so that we can see where attitudes vary across the population. These statements are also included in the individual ward summaries.

The first table cross-references the statements with the question about ‘capacity’ – i.e. the role under which a person is responding to this survey.

| | I cycle/scoot or walk as my main form of transport | I would walk more if the streets were quieter or less polluted | I would be interested in trying cycling (or cycling more) | I would take buses more if they were more reliable | I am considering buying an electric car or van | I am worried about the effects of climate change | I am worried about the impact of poor air quality on children |
|---|---|---|---|---|---|---|---|
| **I LIVE IN SOUTHWARK** | 56.9% | 44.9% | 41.3% | 47.4% | 18.0% | 73.4% | 72.0% |
| **I WORK IN SOUTHWARK** | 67.1% | 53.7% | 54.9% | 56.1% | 22.7% | 83.6% | 81.3% |
| **I OWN A BUSINESS IN SOUTHWARK** | 64.8% | 46.2% | 47.4% | 54.7% | 28.3% | 76.5% | 74.1% |
| **I STUDY IN SOUTHWARK** | 63.0% | 50.7% | 47.9% | 52.1% | 15.1% | 80.8% | 78.1% |
| **I SPEND LEISURE TIME IN SOUTHWARK** | 66.1% | 57.3% | 56.9% | 58.3% | 21.9% | 88.0% | 85.2% |
| **I AM A PARENT/CARER OF A CHILD WHO STUDIES IN SOUTHWARK** | 70.9% | 54.6% | 58.2% | 57.4% | 35.4% | 87.7% | 88.7% |
| **I AM A PARENT/CARER OF A CHILD WITH SPECIAL EDUCATIONAL NEEDS OR DISABILITY (SEND)** | 58.1% | 37.1% | 44.8% | 52.4% | 25.7% | 83.8% | 89.5% |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **I WORK FOR SOUTHWARK COUNCIL** | 59.0% | 41.0% | 51.3% | 35.9% | 20.5% | 82.1% | 84.6% |
| **I AM RESPONDING TO THIS ON BEHALF OF A COMMUNITY GROUP OR ORGANISATION** | 54.8% | 48.4% | 35.5% | 48.4% | 22.6% | 87.1% | 83.9% |

Notably, people who work in Southwark or who visit for leisure are proportionately more likely to agree with many of these statements than those who live here. This may reflect a more affluent or politically engaged community, as borne out by some of the other data below. Perhaps not unexpectedly, respondents with children appear to be more environmentally conscious on the whole.

The table below cross-references the statements with the broad categories of ethnic backgrounds of respondents.

| | I cycle/scoot or walk as my main form of transport | I would walk more if the streets were quieter or less polluted | I would be interested in trying cycling (or cycling more) | I would take buses more if they were more reliable | I am considering buying an electric car or van | I am worried about the effects of climate change | I am worried about the impact of poor air quality on children |
|---|---|---|---|---|---|---|---|
| **ASIAN (ALL)** | 52.7% | 47.6% | 45.4% | 55.7% | 20.9% | 64.5% | 61.5% |
| **BLACK (ALL)** | 40.3% | 38.8% | 30.6% | 40.0% | 19.1% | 54.6% | 59.5% |
| **MIXED (ALL)** | 56.1% | 45.6% | 44.4% | 48.0% | 21.1% | 85.4% | 73.7% |
| **OTHER (ALL)** | 45.2% | 46.8% | 41.9% | 48.9% | 18.8% | 61.3% | 64.5% |
| **WHITE (ALL)** | 61.3% | 46.6% | 44.0% | 48.1% | 18.5% | 79.2% | 76.9% |

As is often the case, our survey over-represented people from White ethnic backgrounds – and may over-represent more affluent people within these. However it was one of the largest surveys across all groups that we have ever undertaken, so we have confidence that the data for other ethnic backgrounds is broadly reliable.

This being the case, the differences in attitudes towards the seven statements between people of different ethnic backgrounds is notable, and worthy of further exploration. We know that people of Black ethnic backgrounds are more likely to suffer the negative impacts of unhealthy street environments – we may need to find better ways to work together and ensure that Streets for People approaches work for these groups.



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The table below cross-references the statements with the age ranges of respondents.

| | I cycle/scoot or walk as my main form of transport | I would walk more if the streets were quieter or less polluted | I would be interested in trying cycling (or cycling more) | I would take buses more if they were more reliable | I am considering buying an electric car or van | I am worried about the effects of climate change | I am worried about the impact of poor air quality on children |
|---|---|---|---|---|---|---|---|
| **UNDER 16** | 58.3% | 33.3% | 41.7% | 33.3% | 8.3% | 75.0% | 75.0% |
| **16 - 17** | 50.0% | 30.0% | 60.0% | 40.0% | 0.0% | 40.0% | 70.0% |
| **18 - 24** | 55.6% | 38.4% | 47.5% | 42.4% | 8.1% | 65.2% | 60.6% |
| **25 - 34** | 66.7% | 53.2% | 58.9% | 54.1% | 16.5% | 80.3% | 77.7% |
| **35 - 44** | 65.5% | 54.9% | 54.5% | 49.8% | 23.7% | 80.6% | 80.6% |
| **45 - 54** | 61.8% | 44.6% | 44.3% | 48.6% | 25.1% | 77.4% | 74.4% |
| **55 - 64** | 49.2% | 41.2% | 30.7% | 44.1% | 17.5% | 72.5% | 71.1% |
| **65 - 74** | 42.6% | 31.4% | 14.9% | 43.6% | 12.2% | 67.1% | 64.8% |
| **75 - 84** | 34.9% | 29.7% | 7.3% | 36.2% | 7.8% | 57.3% | 59.1% |
| **85 - 94** | 25.6% | 15.4% | 5.1% | 35.9% | 5.1% | 43.6% | 33.3% |
| **95+** | 0.0% | 0.0% | 0.0% | 50.0% | 0.0% | 25.0% | 50.0% |



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We can disregard the youngest (under 24) and oldest age groups as the sample sizes were small. Otherwise, what is clear is that most of the measures scale with age. People between 25 and 44 are considerably more likely than older groups to engage with environmental concerns and be willing or able to consider the lifestyle changes that would impact these. Almost 60% of 25-34 year-olds said they would be interested in trying cycling or cycling more – which illustrates the scope for Streets for People measures to support active travel changes.

The table below cross-references the seven statements with whether they are disabled or not.

| **ARE YOU DISABLED?** | I cycle/scoot or walk as my main form of transport | I would walk more if the streets were quieter or less polluted | I would be interested in trying cycling (or cycling more) | I would take buses more if they were more reliable | I am considering buying an electric car or van | I am worried about the effects of climate change | I am worried about the impact of poor air quality on children |
|---|---|---|---|---|---|---|---|
| **YES** | 40.6% | 41.2% | 28.5% | 47.8% | 13.4% | 67.6% | 66.9% |
| **NO** | 60.6% | 46.7% | 45.0% | 47.4% | 19.7% | 76.4% | 74.7% |
| **PREFER NOT TO SAY** | 47.4% | 35.3% | 32.8% | 55.2% | 11.2% | 64.7% | 62.1% |

Unsurprisingly, disabled people were less engaged than the rest of the population on most of these measures – cycling and walking may not be realistic options for some in this group. Notably, bus services were *more* important for disabled people than for others.

We will need to work closely with disabled people to ensure that Streets for People measures, when implemented, do not further disadvantage groups who are all too often excluded in our streets.

The table below cross-references the seven statements with the household income of respondents.



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| HOUSEHOLD INCOME | I cycle/scoot or walk as my main form of transport | I would walk more if the streets were quieter or less polluted | I would be interested in trying cycling (or cycling more) | I would take buses more if they were more reliable | I am considering buying an electric car or van | I am worried about the effects of climate change | I am worried about the impact of poor air quality on children |
|---|---|---|---|---|---|---|---|
| **UNDER £15,000 PER YEAR** | 51.9% | 50.8% | 26.5% | 57.1% | 9.5% | 70.4% | 72.0% |
| **£15-29,999 PER YEAR** | 54.8% | 51.9% | 43.3% | 57.8% | 15.2% | 79.3% | 80.0% |
| **£30-44,999 PER YEAR** | 55.3% | 56.5% | 48.6% | 55.3% | 15.7% | 82.7% | 80.8% |
| **£45-59,999 PER YEAR** | 64.0% | 53.2% | 60.7% | 53.9% | 21.0% | 89.9% | 84.6% |
| **£60-74,999 PER YEAR** | 65.3% | 59.2% | 62.6% | 58.5% | 17.4% | 89.8% | 83.8% |
| **£75-89,999 PER YEAR** | 68.1% | 60.6% | 58.0% | 58.8% | 17.7% | 86.7% | 85.4% |
| **£90,000 OR ABOVE** | 67.4% | 60.1% | 64.1% | 58.5% | 29.1% | 90.5% | 86.9% |

As already noted, this consultation, in common with many we undertake and despite efforts to mitigate through doorknocking, over-represents people on higher incomes – they are simply more likely to respond to surveys.



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What is very striking is that responses to all the seven statements scale clearly with income level – it is no surprise that wealthier respondents are more likely to be considering buying an electric car, but they are also more interested in cycling, and more concerned about climate change and air quality. More work could be done to explore the implications of this and what it means for how we communicate around Streets for People.

| **TENURE** | I cycle/scoot or walk as my main form of transport | I would walk more if the streets were quieter or less polluted | I would be interested in trying cycling (or cycling more) | I would take buses more if they were more reliable | I am considering buying an electric car or van | I am worried about the effects of climate change | I am worried about the impact of poor air quality on children |
|---|---|---|---|---|---|---|---|
| **I AM BUYING MY HOME WITH THE HELP OF A MORTGAGE** | 66.6% | 58.4% | 61.6% | 58.5% | 27.9% | 89.7% | 86.7% |
| **I LIVE WITH FAMILY/FRIENDS/RENT FREE** | 60.7% | 55.7% | 54.1% | 67.2% | 19.7% | 86.9% | 82.0% |
| **I OWN MY HOME OUTRIGHT** | 56.9% | 46.2% | 40.9% | 53.0% | 22.2% | 81.4% | 78.2% |
| **I RENT FROM A** | 70.2% | 69.1% | 69.8% | 63.4% | 11.7% | 93.4% | 90.0% |


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| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **PRIVATE LANDLORD** | | | | | | | |
| **I RENT FROM THE COUNCIL/HOUSING ASSOCIATION** | 44.0% | 48.0% | 37.1% | 51.0% | 16.2% | 68.2% | 73.5% |
| **SHARED OWNERSHIP** | 61.5% | 63.1% | 63.1% | 58.5% | 10.8% | 90.0% | 84.6% |



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# Main obstacles to cycling

This question was only presented to people who said they would like to try cycling (or cycle more) – 2273 respondents (so it was not presented to people who already cycle confidently or who have no interest). One of our major aims with Streets for People is make it safer and easier for people who are not already confident cyclists to take up cycling as part of their regular activities.

| OBSTACLE | Very significant | Fairly significant | Slightly significant | Not at all |
|---|---|---|---|---|
| **VOLUME OF MOTOR TRAFFIC ON YOUR PREFERRED ROUTES** | 55.1% | 27.9% | 12.2% | 4.8% |
| **LACK OF PROTECTED CYCLE LANES ON YOUR ROUTES** | 56.0% | 25.1% | 13.3% | 5.6% |
| **DANGEROUS DRIVING** | 60.5% | 25.1% | 11.2% | 3.2% |
| **BEHAVIOUR OF OTHER CYCLISTS** | 14.4% | 23.6% | 29.3% | 32.7% |
| **AFFORDABILITY OF BIKES/SCOOTERS** | 8.0% | 12.5% | 25.8% | 53.7% |
| **LACK OF PLACES TO PARK YOUR CYCLE WHEN YOU REACH YOUR DESTINATION** | 29.9% | 31.3% | 25.6% | 13.1% |
| **LACK OF PLACES TO SAFELY STORE YOUR BIKE AT HOME/ON YOUR STREET** | 37.3% | 20.7% | 16.6% | 25.4% |
| **DISTANCE YOU NEED TO TRAVEL IS TOO GREAT** | 9.1% | 19.0% | 30.5% | 41.4% |
| **NEED TO CARRY OTHER PEOPLE/HEAVY LOADS** | 9.9% | 15.0% | 29.5% | 45.5% |
| **DON'T FEEL CONFIDENT ENOUGH IN MY CYCLING** | 12.2% | 11.2% | 18.2% | 58.4% |
| **FITNESS** | 5.8% | 11.1% | 20.7% | 62.4% |

# What do you want on your street?

This was the ‘main’ question in the whole survey. As such, reviewing the result at a borough level is of limited usefulness. Nonetheless, the table below illustrates people’s top concerns across the whole borough.

| PREFERRED CHANGE | % of respondents |
|---|---|
| **NEW TREES** | 45.9% |
| **PAVEMENT IMPROVEMENT (WIDER AND SMOOTHER SURFACE)** | 44.4% |
| **GREEN SPACE (PLANTER OR RAIN GARDEN)** | 44% |
| **PAVEMENT DECLUTTERING (MOVING SIGNS AND BIN STORAGE ETC)** | 39% |
| **LESS TRAFFIC** | 33.7% |
| **IMPROVED LIGHTING** | 31.1% |
| **TRAFFIC CALMING MEASURES (E.G. SPEED HUMPS)** | 27.6% |
| **CYCLE SAFETY FEATURE (E.G. SEGREGATED CYCLE LANE OR JUNCTION FEATURE)** | 26.8% |
| **CYCLE HANGAR (TO STORE A BIKE NEAR HOME)** | 26.7% |
| **PEDESTRIAN CROSSING(S)** | 25.2% |
| **ELECTRIC VEHICLE CHARGER** | 22.5% |
| **SEATING** | 22.2% |
| **CYCLE PARKING (E.G. SHEFFIELD STANDS)** | 21.7% |

The wish to see more tree planting and/or green space was a strong theme in most parts of the borough, though especially so in some of the more densely populated wards in the north. Perhaps unsurprisingly, people in Dulwich Wood ward were less likely to ask for more trees.

Pavement  improvements and pavement decluttering were two other very popular requests. In practice, this could mean a variety of different things in different places – in some places it was about uneven paving slabs, in others about tree roots or bushes taking up pavement space, and in others this reflected concerns about hire bikes left on the street. In reviewing this on a case by case basis, we have looked at people's text comments and visited the actual location (either physically or through Google Streetview) to understand what people are asking for.

33.7% of respondents across the borough selected 'less traffic' as a preference. Responses varied widely by ward, but were reflected in many text comments where people observed high levels of traffic on residential streets. Again, we have reviewed these on a case by case basis , always with an eye to area-wide impacts.

The high percentage of requests for more cycle hangars (relative to the number of cyclists in the borough) reflects the high level of unmet demand for this infrastructure – our existing cycle hangars often have lengthy waiting lists. We have used people's specific requests to help direct our installation programme  - with hundreds of new hangars to come in the next few years.

The table below breaks down the numbers for all the requested features by ward. There is much more detail on this in the individual ward reports.

| | | | | | |
|---|---|---|---|---|---|
| Water fountain | 19.0% | 20.6% | 18.9% | 24.9% | 5.4% |
| Traffic calming measures (e.g. speed humps) | 24.5% | 39.0% | 27.6% | 31.1% | 24.3% |
| Storage for mobility scooters or other adapted | 14.0% | 11.5% | 9.4% | 16.3% | 1.6% |
| Seating | 22.0% | 27.1% | 27.6% | 23.4% | 16.8% |
| Regular car-free day/play street | 19.5% | 25.7% | 19.7% | 23.4% | 15.7% |
| Raised junctions for a level walking surface | 18.0% | 16.1% | 17.3% | 17.7% | 9.7% |
| Play feature (e.g. hopscotch or stepping stones) | 13.5% | 15.1% | 13.4% | 16.7% | 9.2% |
| Permanent or timed road access closure to motor | 19.0% | 24.3% | 18.1% | 19.1% | 13.5% |
| Pedestrian crossing(s) | 22.0% | 33.5% | 23.6% | 26.3% | 21.6% |
| Pavement improvement (wider and smoother | 50.5% | 55.0% | 40.9% | 49.8% | 34.6% |
| Pavement decluttering (moving signs and bin | 48.0% | 45.9% | 40.9% | 39.2% | 35.7% |
| New trees | 53.0% | 53.2% | 46.5% | 44.0% | 40.5% |
| Marked walking route or area map | 9.5% | 11.9% | 15.7% | 15.3% | 2.7% |
| Less traffic | 38.5% | 46.3% | 39.4% | 34.9% | 32.4% |
| Improved lighting | 26.5% | 38.1% | 30.7% | 44.5% | 22.2% |
| Green space (planter or rain garden) | 57.0% | 55.0% | 48.8% | 42.6% | 28.1% |
| Electric Vehicle charger | 23.0% | 22.5% | 28.3% | 22.0% | 21.1% |
| Disabled bay | 15.5% | 12.8% | 7.9% | 17.7% | 3.8% |
| Cycle safety feature (e.g. segregated cycle lane or | 32.0% | 41.3% | 32.3% | 25.4% | 21.1% |
| Cycle parking (e.g. Sheffield stands) | 25.5% | 31.7% | 24.4% | 22.0% | 11.4% |
| Cycle hangar (to store a bike near home) | 23.0% | 33.0% | 36.2% | 24.9% | 14.6% |
| Car club bay | 7.0% | 8.7% | 11.0% | 9.1% | 4.3% |
| Ward | Borough & Bankside | Camberwell Green | Champion Hill | Chaucer | Dulwich Hill |

| | | | | | | |
|---|---|---|---|---|---|---|
| Water fountain | 7.1% | 14.2% | 23.8% | 11.9% | 18.4% | 20.9% |
| Traffic calming measures (e.g. speed humps) | 23.9% | 31.8% | 30.3% | 27.4% | 40.2% | 23.8% |
| Storage for mobility scooters or other adapted | 7.1% | 9.0% | 12.4% | 5.2% | 10.2% | 16.8% |
| Seating | 14.7% | 17.5% | 25.4% | 15.1% | 25.0% | 23.8% |
| Regular car-free day/play street | 19.3% | 17.1% | 13.0% | 19.8% | 26.6% | 17.6% |
| Raised junctions for a level walking surface | 10.1% | 11.4% | 16.2% | 15.1% | 23.0% | 20.1% |
| Play feature (e.g. hopscotch or stepping stones) | 8.3% | 11.4% | 20.5% | 12.7% | 16.4% | 19.4% |
| Permanent or timed road access closure to motor | 20.6% | 14.7% | 11.4% | 15.9% | 24.6% | 16.1% |
| Pedestrian crossing(s) | 19.3% | 27.0% | 22.2% | 23.4% | 31.6% | 18.3% |
| Pavement improvement (wider and smoother | 35.3% | 27.5% | 49.2% | 45.2% | 54.1% | 50.9% |
| Pavement decluttering (moving signs and bin | 34.7% | 21.3% | 41.1% | 47.6% | 41.0% | 48.7% |
| New trees | 33.7% | 31.3% | 42.7% | 54.4% | 55.3% | 49.1% |
| Marked walking route or area map | 4.3% | 6.2% | 11.4% | 7.5% | 14.3% | 15.0% |
| Less traffic | 39.9% | 34.1% | 27.6% | 36.9% | 45.1% | 32.2% |
| Improved lighting | 19.9% | 25.6% | 39.5% | 21.0% | 33.2% | 34.4% |
| Green space (planter or rain garden) | 27.6% | 24.6% | 44.9% | 38.9% | 56.6% | 45.4% |
| Electric Vehicle charger | 19.3% | 23.7% | 17.3% | 23.8% | 19.3% | 26.0% |
| Disabled bay | 2.5% | 8.5% | 18.9% | 7.1% | 9.8% | 17.6% |
| Cycle safety feature (e.g. segregated cycle lane or | 23.3% | 27.0% | 25.4% | 25.0% | 37.3% | 23.8% |
| Cycle parking (e.g. Sheffield stands) | 16.3% | 18.5% | 16.2% | 17.5% | 22.5% | 28.2% |
| Cycle hangar (to store a bike near home) | 19.0% | 17.5% | 20.5% | 32.1% | 25.8% | 31.9% |
| Car club bay | 6.1% | 8.1% | 9.2% | 6.3% | 10.7% | 14.3% |
| Ward | Dulwich Village | Dulwich Wood | Faraday | Goose Green | London Bridge & West Bermondsey | Newington |

| | | | | | | |
|---|---|---|---|---|---|---|
| Water fountain | 24.9% | 22.4% | 14.5% | 27.0% | 30.5% | 10.9% |
| Traffic calming measures (e.g. speed humps) | 24.9% | 20.6% | 39.1% | 29.2% | 29.0% | 25.0% |
| Storage for mobility scooters or other adapted | 9.9% | 11.8% | 6.8% | 12.8% | 14.9% | 4.8% |
| Seating | 21.5% | 22.1% | 15.5% | 32.4% | 29.4% | 13.7% |
| Regular car-free day/play street | 18.2% | 13.4% | 26.4% | 16.4% | 26.0% | 21.0% |
| Raised junctions for a level walking surface | 15.5% | 15.0% | 18.6% | 16.7% | 21.9% | 9.7% |
| Play feature (e.g. hopscotch or stepping stones) | 16.0% | 11.5% | 13.2% | 20.6% | 21.2% | 9.7% |
| Permanent or timed road access closure to motor | 13.8% | 12.8% | 22.3% | 12.5% | 20.8% | 11.7% |
| Pedestrian crossing(s) | 26.0% | 19.0% | 32.7% | 33.5% | 33.5% | 17.7% |
| Pavement improvement (wider and smoother | 51.4% | 35.8% | 39.1% | 47.3% | 48.3% | 28.2% |
| Pavement decluttering (moving signs and bin | 35.9% | 40.2% | 36.4% | 33.8% | 45.7% | 28.6% |
| New trees | 48.6% | 34.3% | 59.1% | 47.0% | 48.3% | 40.3% |
| Marked walking route or area map | 12.7% | 7.8% | 10.5% | 16.0% | 16.4% | 7.3% |
| Less traffic | 27.6% | 24.0% | 45.9% | 30.6% | 40.5% | 26.2% |
| Improved lighting | 26.5% | 34.9% | 26.4% | 42.3% | 36.1% | 19.4% |
| Green space (planter or rain garden) | 53.6% | 38.3% | 46.8% | 49.8% | 51.7% | 27.0% |
| Electric Vehicle charger | 21.5% | 19.9% | 21.8% | 22.4% | 26.4% | 25.8% |
| Disabled bay | 13.8% | 14.3% | 4.5% | 21.4% | 19.0% | 6.0% |
| Cycle safety feature (e.g. segregated cycle lane or | 22.7% | 25.5% | 30.9% | 23.8% | 33.8% | 21.4% |
| Cycle parking (e.g. Sheffield stands) | 30.4% | 17.1% | 24.1% | 18.5% | 28.6% | 16.1% |
| Cycle hangar (to store a bike near home) | 24.3% | 26.5% | 30.5% | 24.9% | 30.9% | 22.6% |
| Car club bay | 9.4% | 5.3% | 10.5% | 7.8% | 14.9% | 4.4% |
| Ward | North Bermondsey | North Walworth | Nunhead & Queen's Road | Old Kent Road | Peckham | Peckham Rye |

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| | | | | | | |
|---|---|---|---|---|---|---|
| Water fountain | 21.8% | 15.1% | 22.0% | 23.7% | 22.3% | 25.9% |
| Traffic calming measures (e.g. speed humps) | 27.3% | 29.4% | 21.5% | 24.4% | 21.2% | 31.4% |
| Storage for mobility scooters or other adapted | 8.8% | 9.9% | 15.1% | 15.6% | 7.6% | 8.1% |
| Seating | 19.9% | 23.0% | 24.0% | 31.9% | 22.0% | 20.5% |
| Regular car-free day/play street | 17.1% | 25.4% | 14.6% | 24.4% | 24.2% | 15.1% |
| Raised junctions for a level walking surface | 15.7% | 12.7% | 20.7% | 24.4% | 15.2% | 10.3% |
| Play feature (e.g. hopscotch or stepping stones) | 16.2% | 15.5% | 21.7% | 20.0% | 14.9% | 27.6% |
| Permanent or timed road access closure to motor | 19.4% | 20.2% | 9.6% | 22.2% | 17.4% | 11.9% |
| Pedestrian crossing(s) | 37.0% | 25.0% | 20.5% | 29.6% | 19.8% | 29.2% |
| Pavement improvement (wider and smoother | 42.6% | 51.2% | 52.3% | 45.9% | 40.5% | 47.0% |
| Pavement decluttering (moving signs and bin | 36.1% | 44.8% | 31.1% | 40.0% | 45.1% | 35.1% |
| New trees | 47.7% | 51.6% | 38.5% | 51.1% | 45.9% | 55.1% |
| Marked walking route or area map | 15.7% | 7.5% | 11.6% | 14.1% | 8.2% | 17.3% |
| Less traffic | 31.9% | 37.7% | 21.0% | 37.8% | 31.8% | 24.3% |
| Improved lighting | 32.4% | 24.6% | 38.5% | 34.1% | 28.3% | 36.2% |
| Green space (planter or rain garden) | 47.2% | 45.2% | 44.9% | 50.4% | 45.4% | 54.1% |
| Electric Vehicle charger | 16.7% | 23.8% | 19.8% | 28.9% | 24.5% | 24.9% |
| Disabled bay | 8.8% | 5.6% | 18.3% | 16.3% | 10.1% | 10.3% |
| Cycle safety feature (e.g. segregated cycle lane or | 25.0% | 24.2% | 19.5% | 28.9% | 25.5% | 33.5% |
| Cycle parking (e.g. Sheffield stands) | 24.5% | 18.7% | 17.0% | 25.2% | 23.6% | 29.7% |
| Cycle hangar (to store a bike near home) | 27.3% | 26.2% | 24.0% | 28.9% | 34.0% | 37.3% |
| Car club bay | 4.2% | 9.1% | 6.2% | 13.3% | 9.5% | 9.7% |
| Ward | Rotherhithe | Rye Lane | South Bermondsey | St. George's | St. Giles | Surrey Docks |

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# Demographic questions

## Age

| Age | Survey % | Census ’21 % |
|---|---|---|
| **Under 16*** | 0.3% | 16.7% |
| **16 - 17** | 0.2% | 2% |
| **18 - 24** | 4.1% | 10.6% |
| **25 - 34** | 20.0% | 23.8% |
| **35 - 44** | 24.1% | 15.7% |
| **45 - 54** | 18.5% | 12.8% |
| **55 - 64** | 16.1% | 10% |
| **65 - 74** | 10.9% | 4.9% |
| **75 - 84** | 4.8% | 2.5% |
| **85 - 94** | 0.8% | 1% |
| **95+** | 0.1% | |

*we carried out a separate survey for young people which received X responses. We also carried out in-person engagement with primary school classes, speaking to around 500 children.

## Ethnic background

| Ethnic background | Survey % | Survey % (street survey only) |
|---|---|---|
| **(Asian) Bengali** | 0.56% | 0.82% |
| **(Asian) British** | 0.73% | 1.44% |
| **(Asian) Chinese** | 1.53% | 2.26% |
| **(Asian) Filipino** | 0.32% | 0.41% |
| **(Asian) Indian** | 1.14% | 1.37% |
| **(Asian) Other (please specify if you wish)** | 1.14% | 1.57% |
| **(Asian) Pakistani** | 0.28% | 0.34% |
| **(Asian) Vietnamese** | 0.17% | 0.41% |
| **(Black) British** | 3.84% | 7.12% |
| **(Black) Caribbean** | 1.55% | 1.98% |

| | | |
|---|---|---|
| **(Black) Ghanaian** | 0.22% | 0.21% |
| **(Black) Nigerian** | 1.08% | 2.53% |
| **(Black) Other (please specify if you wish)** | 0.35% | 0.62% |
| **(Black) Other African** | 2.50% | 6.30% |
| **(Black) Sierra Leonean** | 0.30% | 0.41% |
| **(Black) Somali** | 0.24% | 0.55% |
| **(White) British** | 38.90% | 40.11% |
| **(White) English** | 13.01% | 4.52% |
| **(White) Irish** | 3.15% | 2.67% |
| **(White) Northern Irish** | 0.28% | 0.00% |
| **(White) Other (please specify if you wish)** | 6.24% | 5.75% |
| **(White) Other European** | 12.90% | 9.03% |
| **(White) Scottish** | 1.04% | 0.48% |
| **(White) Welsh** | 0.80% | 0.21% |
| **Arab** | 0.35% | 0.62% |
| **Gypsy, Roma or Irish Traveller** | 0.09% | 0.00% |
| **Latin American** | 1.55% | 2.12% |
| **Mixed Other background (please specify if you wish)** | 1.77% | 2.74% |
| **Mixed White Black African** | 0.32% | 0.27% |
| **Mixed White/Asian** | 1.04% | 0.41% |
| **Mixed White/Black Caribbean** | 0.56% | 0.89% |
| **Not Answered** | 0.02% | 0.07% |
| **Other ethnic background (please specify if you wish)** | 2.03% | 1.78% |

**Summary:**

| ETHNIC BACKGROUND | Survey % | Street survey only % | Census '21 |
|---|---|---|---|
| **ASIAN (ALL)** | 5.9% | 8.6% | 9.9% |
| **BLACK (ALL)** | 10.1% | 19.7% | 25.1% |
| **MIXED (ALL)** | 3.7% | 4.3% | 7.2% |
| **OTHER (ALL)** | 4% | 4.5% | 6.3% |
| **WHITE (ALL)** | 76.3% | 62.8% | 51.4% |

| SEX | SURVEY % | CENSUS % |
|---|---|---|
| FEMALE | 54.0% | 51.60% |
| **MALE** | 43.7% | 48.40% |
| **OTHER** | 0.5% | - |
| PREFER NOT TO SAY | 1.9% | - |

| HOUSING TENURE* | SURVEY % | CENSUS % |
|---|---|---|
| I AM BUYING MY HOME WITH THE HELP OF A MORTGAGE | 34.7% | 18.20% |
| **I LIVE WITH FAMILY/FRIENDS/RENT FREE** | 2.2% | 0.30% |
| **I OWN MY HOME OUTRIGHT** | 30.8% | 10.60% |
| **I RENT FROM A PRIVATE LANDLORD** | 16.8% | 28.70% |
| **I RENT FROM THE COUNCIL/HOUSING ASSOCIATION** | 10.8% | 39.70% |
| **SHARED OWNERSHIP** | 4.7% | 2.40% |

* to note, our survey records slightly different things to the census – the census relates to the % of households, whereas we record the housing status of an individual.

# HOUSEHOLD INCOME

| | |
|---|---|
| UNDER £15,000 PER YEAR | 7.6% |
| **£15-29,999 PER YEAR** | 10.9% |
| **£30-44,999 PER YEAR** | 12.6% |
| **£45-59,999 PER YEAR** | 10.8% |
| **£60-74,999 PER YEAR** | 10.7% |
| **£75-89,999 PER YEAR** | 9.1% |
| **£90,000 OR ABOVE** | 38.2% |

# Primary school workshops

## Understanding the tags

The insights are organised into three categories—love, dislike, and wish—mirroring the structure of the workshops conducted with the children. Each category contains themes that capture the children's feedback. By exploring these categories and the insights they provide, we can better understand the children's current experiences and identify factors that could lead to a more positive future.

| **Love**<br>The things children appreciate, love and value about their streets and neighbourhoods | | **number of mentions** | **% of responses** |
|---|---|---|---|
| Outdoor spaces & nature | Parks, trees and green space. Nature and wildlife. Outdoor activities. | 447 | 25% |
| Community & social connection | Strong, supportive, and positive community. Social events and gatherings. Friendships and neighbourly interactions. | 347 | 19% |
| Amenities & convenience | Proximity to shops, restaurant, entertainment and facilities. Close to school. Close to transport opportunities. | 281 | 16% |
| Activities & facilities | Outdoor and indoor space to play and equipment for formal and informal activities. Space and activities that contribute to community bonding such as streets parties and youth clubs. Feeling safe to play. | 179 | 10% |
| Safety & peacefulness | Quiet and calm, day and night. Feeling safe. No crime or danger. Not busy. | 110 | 6% |
| Appreciation for home environment | A place to call home. Views from the home. | 75 | 4% |
| Appreciation for environmental factors | Clean and well-kept environment. Fresh air and nice smells. Smooth roads. | 43 | 2% |

| | | | |
|---|---|---|---|
| Other | Comments that didn't fit any other tag. Answers that were illegible. | 186 | 10% |
| n/a | No answer. | 120 | 7% |
| **Dislike**<br>The things children don't like and has a negative impact on them in their streets and neighbourhoods | | **number of mentions** | **% of responses** |
| Environmental pollution | Air pollution. Bad smells, pollution from smoke and fumes. Dog fouling, litter and overflowing bins. | 368 | 21% |
| Noise pollution | Loud music, noisy neighbours, barking dogs and construction noise. Disruption of sleep due to noise at night such as people shouting and parties. | 294 | 16% |
| Safety & social issues | Crime, gangs and dangerous people Arguments, rude behaviours and unfriendly neighbours. Drunk people and homelessness. Lack of community. | 244 | 14% |
| Transportation issues | Busy roads and too many cars. Issues with parking. Lack of cycling infrastructure. Inadequate public transportation | 126 | 7% |
| Health concerns | Smoking/vaping in public areas. Concerns about the impact of smoking/vaping on health and environment. | 70 | 4% |
| Inconvenience & lack of amenities | Far from school, shops, restaurant and amenities. Lack of recreational and community facilities, such as playground and activities for children. | 65 | 4% |
| Animal-related issues | Dogs barking and unsafe behaviours. Wildlife such as foxes. Stray cats. | 51 | 3% |
| Housing | Comments about living conditions, small house or poor quality housing. Broken lifts, faulty door and leaks. | 50 | 3% |
| General environmental concerns | Lack of green spaces and parks. | 47 | 3% |

| | | | |
|---|---|---|---|
| Infrastructure & maintenance issues | Poor conditions of road and sidewalks. | 23 | 1% |
| Other | Comments that didn't fit any other tag. Answers that were illegible. | 230 | 13% |
| n/a | No answer | 220 | 12% |
| **Wishes**<br>The things children want to be different and improved in their streets and neighbourhoods. | | **number of mentions** | **% of responses** |
| Environmental concerns | Cleaner streets & park. Less noise and quieter environment. Cleaner air. Less smoking and vaping. | 394 | 22% |
| Amenities & activities | More opportunity to play and things to do in the neighbourhood. More space to play. | 270 | 15% |
| Outdoor & nature | More parks, trees and greenery. More wildlife and care for nature. | 206 | 12% |
| Transport improvements | Smooth and even pavements. Fewer cars and less traffic. Make it easier to cycle (e.g. more cycle lanes). Safer roads & less speeding cars. Parking for residents. | 127 | 7% |
| Community & social | Easier to meet and make new friends in the area. More activities for community (e.g. street parties) | 101 | 6% |
| Housing | Bigger and better house. | 100 | 6% |
| Safety & security | Safe neighbourhood (e.g. less crimes). Peaceful neighbourhood (e.g. less arguments, shouting and conflict). Less people drinking alcohol. | 85 | 5% |
| Personal preferences | Happiness, kindness and less stress. Games and gaming consoles. | 27 | 2% |
| Economic & financial | Cheaper housing, free things and more job opportunities. | 26 | 1% |
| Other | Comments that didn't fit any other tag. Answers that were illegible. | 187 | 10% |
| n/a | No answer | 265 | 15% |

# Loved and valued about the neighbourhood

## Summary

The most appreciated aspect of the participating children's neighbourhoods are the nearby green spaces and nature. Children cherish the accessible parks and green spaces for their beauty, fresh air, recreational opportunities, and the social interactions they facilitate.

The people in their neighbourhood and the interaction and connection with them are very important. Children value neighbourhoods with a strong sense of community, where friendly interactions and events foster joy, friendships, and a sense of belonging.

Children highly value the convenience of living near shops, leisure facilities, schools, and accessible travel options. These offer opportunities outside the home to explore and socialise. By having things nearby, it makes it easier for them to go to on their own or with friends and family. The ease and independence the proximity provides as well as having things to do close by is deeply appreciated.

| **Love** | **% of responses** |
|---|---|
| Outdoor spaces & nature | 25% |
| Community & social connection | 19% |
| Amenities & convenience | 16% |
| Activities & facilities | 10% |
| Safety & peacefulness | 6% |
| Appreciation for home environment | 4% |
| Appreciation for environmental factors | 2% |
| *Other* | 10% |
| *n/a* | 7% |

# Themed insights

**Outdoor spaces and nature: nearby green spaces and nature (25%)**

Children love the parks and green spaces in their neighbourhoods. They enjoy the beauty of the trees, flowers, and animals found there, and they appreciate that these green spaces contribute to better air. Having a local park that is easy to access is highly valued. Being able to see the park and greenery from their homes brings them a lot of joy too.

Parks provide a space for children to be active, riding bikes, using the playground, and playing with dogs and cats. Additionally, parks serve as social space where children can spend time with friends and family.

**Community and social connection: community and belonging (19%)**

Children value neighbourhoods with a strong sense of community, where interactions with neighbours are positive and joyful. Friendly interactions, such as the person at the corner shop greeting them, having friends to play with, and neighbours who speak to them, are particularly cherished. Having friends and friendly neighbours nearby allows children to play together and form new friendships. They also enjoy neighbourhood events like street parties. All these interactions and events contribute to a sense of belonging.

**Amenities & convenience: having things to do, see and go nearby (16%)**

Children highly value the convenience of living near a variety of shops, leisure facilities and school. They appreciate having easy access to shops, supermarkets, corner shops, and a diverse range of dining options from restaurants to cafes and fast food outlets. Additionally, they value the presence of shopping centres, libraries, leisure centres, medical facilities, and places of worship in their neighbourhood. Being near their school is particularly cherished, minimising travel distances. Additionally, the accessibility of travel options adds to their sense of convenience and independence. Overall, children find great value in being close to the places they need and want to visit.

**Activities and facilities: space, equipment and facilities for play (10%)**

Young people value having places outdoors where they can play, like playgrounds with swings, slides, and sand pits. They also enjoy having lots of space for different activities, such as grassy areas, football fields, cages for football and basketball, paths for cycling, and spots for skateboarding. These places not only let them have fun but also help them connect with others in their community through events like street parties and joining youth and local clubs. Feeling safe to

play outside, even after school, is something they really value because it makes them feel more independent and happier in their neighbourhood.

**Safety & peacefulness: safe and serene streets (6%)**

Many children appreciate the peace, calm and quiet in their neighbourhoods. Feeling safe is also important to them, as it allows them to go about their daily activities without worry. Some also mentioned appreciating the absence of noise and traffic, creating a calm environment.

**Appreciation for home environment: a home base (4%)**

Children express strong affection for their houses and flats, often highlighting the scenic views from their homes as a key feature they enjoy. The overall cleanliness and the comforting, homely feel of their living spaces significantly contribute to their satisfaction.

**Appreciation for environmental factors:  streets are looked after and clean (2%)**

Children enjoy when their streets are clean and well-kept. They enjoy the nice smells, like fresh air, flowers, and food. They also appreciate the smooth roads, which are great for activities like rollerblading and walking.

**Other (10%)**

Nothing that hasn’t already been mentioned, or statements that couldn’t be read.

# Issues and concerns about the neighbourhood

## Summary

Children are deeply concerned about environmental pollution, particularly dog waste and littering. They don’t like the air pollution, and noise disturbances, underscoring their desire for cleaner and quieter living conditions. Noise pollution from loud music, traffic, barking dogs, and construction work disrupts their sleep and daily lives, emphasising the need for peace and quiet, especially at night. Additionally, issues like crime, antisocial behaviour, and negative social interactions make children feel unsafe and uncomfortable to roam freely in their areas.

| **Dislike** | **% of responses** |
|---|---|
| Environmental pollution | 21% |
| Noise pollution | 16% |
| Safety & social issues | 14% |
| Transportation issues | 7% |
| Inconvenience & lack of amenities | 4% |
| Health concerns | 4% |
| Animal-related issues | 3% |
| General environmental concerns | 3% |
| Housing | 3% |
| Infrastructure & maintenance issues | 1% |
| Other | 13% |
| n/a | 12% |

# Themed insights

**Environmental pollution: keep streets clean (21%)**

The key issue raised by the children are different kinds of pollution in their neighbourhoods. The biggest problem they mentioned is dog poo on the streets. They also often mentioned litter and rubbish, saying there aren't enough bins and the ones that are there are not looked after properly. Bad smells from rubbish and pet waste, along with air pollution from smoke and fumes, are big issues. Noise from loud cars, people shouting, and building work makes things worse. Overall, children want cleaner areas, better rubbish management, and less noise and air pollution to make their living conditions better.

**Noise pollution: peaceful and quite neighbourhoods (16%)**

Children express significant concerns about noise pollution in their neighbourhoods. The main sources of noise include loud music, vehicle sounds, barking dogs, construction work, and people shouting. These noises often disturb their sleep, with many frequently mentioning being woken up by various noises at night. Most complaints emphasize noise occurring at night, particularly from late-night parties, loud music, and early morning construction work. Children also report being bothered by traffic noises, including car horns and loud motorcycles, as well as people shouting and dogs barking, especially at night. Overall, the constant noise from these sources negatively impacts their daily lives and well-being.

**Safety and social issues: want to feel safe and relaxed in your neighbourhood (14%)**

Children press great concerned about safety and social issues in their neighbourhoods. They frequently mention crime, such as robberies, kidnappings, and the presence of dangerous individuals, which heightens their sense of insecurity. Encounters with people drinking , along with frequent arguments and fights, contribute to their fear and discomfort. Negative social interactions, including rudeness, bullying, and exposure to bad language, further add to their discomfort. Noisy and disruptive neighbours, exacerbate these issues. Additionally, many children feel isolated due to a lack of social connections and the absence of friends, making their neighbourhoods feel even more unwelcoming. These concerns highlight the need for safer, welcoming, and inclusive community environments.

**Transportation issues: less cars and parking for residents (7%)**

Children are concerned about various transport and traffic issues in their neighbourhoods. They frequently mention the high volume of cars, which leads to busy, noisy, and congested streets. Parking problems, such as insufficient space and inconsiderate parking, are common complaints. Children also worry about dangerous cycling behaviour and the lack of safe walking space due to

narrow pavements and obstacles. Issues with public transport infrastructure, such as poorly placed Lime bikes and inconvenient bus stops, add to their frustration. Additionally, some children express a desire for more electric cars to reduce pollution.

**Health concerns: less smoking and vaping (4%)**

Children express significant concerns about the prevalence of smoking and vaping in their neighbourhoods. They observe people smoking or vaping in public spaces, streets, or near residential areas. The smell of smoke and vape is a common complaint, with many children finding it unpleasant and uncomfortable. Concerns about the health effects of smoking, both for smokers and bystanders, are evident. Additionally, the environmental impact of smoking, including litter and the degradation of public spaces, is a concern.

**Inconvenience and lack of amenities: more play and sports equipment nearby (4%)**

Children are dissatisfied with the recreational and community facilities in their neighbourhoods. They feel there is a lack of playground equipment and playing space, as well as a need for more child-friendly activities and places to play. Accessibility is a concern, with facilities often being too far away from their homes or limited by transportation options. Children express a desire for a wider variety of activities, including sports teams and recreational clubs, to alleviate boredom and provide more opportunities for play and see friends.

**Animal-related issues (3%)**

There are some concerns raised regarding pet animals and wildlife. Key issues include the high number of dogs, their behaviour (barking, chasing, fighting), and safety concerns with unleashed dogs. Wildlife such as foxes and pigeons are commonly noted, along with rodents (rats and mice) causing damage and contamination.

**Housing (3%)**

Children frequently mention various issues related to their housing and living conditions. They encounter problems like broken lifts, faulty doors, and leaks in their kitchens, which disrupt their daily routines. Overall, there is a preference for larger living spaces and improvements in housing infrastructure to enhance comfort and quality of life.

**General environmental concerns (3%)**

Children are unhappy with the lack of parks and green spaces in their neighbourhood. They feel there are not enough parks, and the existing ones are too small. The greenery is insufficient, with too few trees and flowers. Issues like muddy parks, dead trees, and people cutting down trees contribute to their dissatisfaction. Accessibility is also a problem, as parks are often too far away,

and some gardens are unusable due to foxes. Overall, children want more and better-maintained green spaces to play and enjoy.

**Infrastructure and maintenance issues (1%)**

Some have concerns about the condition of roads and sidewalks in their neighbourhoods. They describe them as bumpy, uneven, and sometimes dangerous. These conditions make walking difficult and increase the risk of accidents, with some mentioning near falls or tripping over uneven surfaces.

**Other (13%)**

Nothing that hasn’t already been mentioned, or statements that couldn’t be read.

# Wishes and desired changes for the neighbourhood

## Summary

Children desire cleaner, quieter, and healthier environments with less litter, dog waste, and noise disturbances, especially at night, to ensure better sleep and improved air quality by reducing smoking and vaping. They seek more opportunities and spaces to play, such as enhanced playgrounds, parks, and safe streets with reduced traffic, and they wish for diverse play equipment and nearby amenities like shops and restaurants. Additionally, children want more green spaces with trees, flowers, and wildlife-friendly areas, including community gardens, to create nurturing and welcoming outdoor environments.

| Wishes | % of responses |
|---|---|
| Environmental concerns | 22% |
| Amenities & activities | 15% |
| Outdoor & nature | 12% |
| Transport improvements | 7% |
| Community & social | 6% |
| Housing | 6% |
| Safety & security | 5% |
| Personal preferences | 2% |
| Economic & financial | 1% |
| Other | 10% |
| n/a | 15% |

# Themed insights

**Environmental concerns: cleaner, quieter and healthier environments (22%)**

Children want cleaner streets and environments with less litter and dog waste on the floor. They want a quieter environment with less noise disturbances such as noisy neighbours, cars and construction, especially at night so that their sleep is not disturbed. They would also like a reduction in pollution to make the air cleaner. They also want to stop smoking and vaping, to improve the air and creating a healthier environment. Overall, children want cleaner, quieter and healthier environments.

**Amenities and activities: more child-friendly spaces (15%)**

Children desire more opportunities and spaces to play and engage in activities within their local area. They want enhanced play areas such as football pitches, playgrounds, and spaces in parks. Additionally, they wish to feel safe playing on their local streets with reduced traffic, so they don't have to constantly watch for cars. They suggest closing streets more often for a few hours to support this safety.

Children also want the freedom to go out and play without their parents worrying about their safety. They would like more diverse playgrounds and play equipment for all ages, including football cages, table tennis tables, and basketball courts. Besides play areas, they desire a variety of shops and restaurants, such as fast food outlets and sweet shops, in their local area.

Ultimately, children seek spaces where they can enjoy, socialise, and develop their independence. They want amenities like parks, shops, and leisure centres to be conveniently close by.

**Outdoor and nature: green and welcoming outdoor spaces that nurture wildlife and community (12%)**

Children want more parks and green spaces in their local areas. This includes more trees, flowers, and general greenery to enhance their environment. Many children express a desire for more interaction with animals, whether it be through having more pets, or more wildlife. They would like to see care for wildlife and natural habitats. Some also express wanting to have more community gardens.

**Transport improvements: make traveling around the area easier and safer (7%)**

Children want fewer cars and less traffic on their roads, with less speeding cars to feel safer. They want the physical condition of streets and pavements to be improved with requests for smoother and even pavements, and easier to cross roads. Some also want cycling to be easier and more welcoming for young people with for example more cycle lanes. There are also some comments calling for better management of rental bikes that are blocking pavements.

**Community and social: easy to meet and hang out with friends, family and neighbours (6%)**

Children desire stronger social connections with more friendly, respectful, and kind people in their neighbourhoods. They want it to be easier to meet and make new friends in their area and to have other children nearby to play with. They would also like to see more opportunities and activities for the community to come together, such as street parties.

**Safety and security: peaceful and safe neighbourhoods (5%)**

Children want to feel safe in their neighbourhoods and on the streets, with fewer crimes and less violence. They also want to see fewer people drinking, smoking, and using drugs in their area. Additionally, they desire more peaceful neighbourhoods with less arguing, shouting, and conflict.

**Housing (6%)**

Some children express wishes for bigger homes, they also note that they want the places they life to be looked after and well maintained such as fixing broken lifts. Additionally, there is a focus on addressing homelessness and ensuring safer, more liveable conditions.

**Personal preferences (2%)**

The wishes in this data set reflect a broad range of personal aspirations, including a desire for happiness, wealth, and personal growth. Material desires, such as owning luxury items or gadgets, are prevalent. There is also a significant emphasis on health and well-being, aspirations for intelligence and success, and a few mentions of infinite wishes or fantasies. Relationships and family, along with travel and experiences, are also valued.

**Economic and financial (1%)**

A desire for financial security and ease. Many wish to be rich or have more money. Numerous mentions of wanting free goods and services, ranging from sweets to Wi-Fi. There is also a significant focus on the affordability of everyday items, indicating a concern for lower prices and economic accessibility. Additionally, there are specific concerns about the burden of rent and taxes, emphasizing a desire for financial relief.

# Primary school workshops - ward profiles

## Introduction to the ward profiles

During the Streets for People community conversation, we engaged children and young people to learn about the changes they would like to see in their streets and neighbourhoods. We conducted workshops in schools with students from Year 4 to Year 6, focusing on what they love and dislike about their streets, and what they wish for in their area. We ran 25 workshops at 14 different schools, reaching over 600 children in 12 different wards.

The findings are presented as overall insights from the engagement and broken down into ward profiles based on the engaged schools in each ward.  After breaking down findings by wards, it is evident that overall insights are consistent across wards. This indicates that what we understand at the borough level is mostly true at the ward level, i.e. at individual schools and in their local contexts. However, some differences and stronger themes emerge in different wards. The ward profiles highlight these variations, focusing on topics that might be more important or stand out in specific wards. These findings should be read and understood alongside the overall findings to provide a comprehensive understanding of the children's experiences and wishes.

| Ward | No schools reached | School | No Participants |
|---|---|---|---|
| Camberwell Green | 2 | John Ruskin,<br>Brunswick Park Primary School | 96 |
| Goose Green | 1 | Heber Primary School | 10 |
| London Bridge and West Bermondsey | 1 | Tower Bridge Primary School | 26 |
| Newington | 1 | Crampton Primary School | 26 |
| North Bermondsey | 1 | Riverside Primary School | 34 |
| South Bermondsey | 1 | St. James' CE Primary School | 30 |
| Old Kent Road | 1 | St Francis R.C School | 28 |
| Peckham | 1 | Harris Primary Peckham Park | 116 |
| Rotherhithe | 2 | Albion Primary School,<br>Rotherhithe Primary School | 111 |
| Rye Lane | 1 | Bellenden Primary School | 26 |
| St Giles | 1 | Lyndhurst Primary | 93 |
| Champion Hill | 1 | Dog Kennel Hill | 10 |
| **Total schools reached:** | **14** | | |

*This was a pilot session and followed a different format than the others. As such it will not be represented as an individual ward profile.

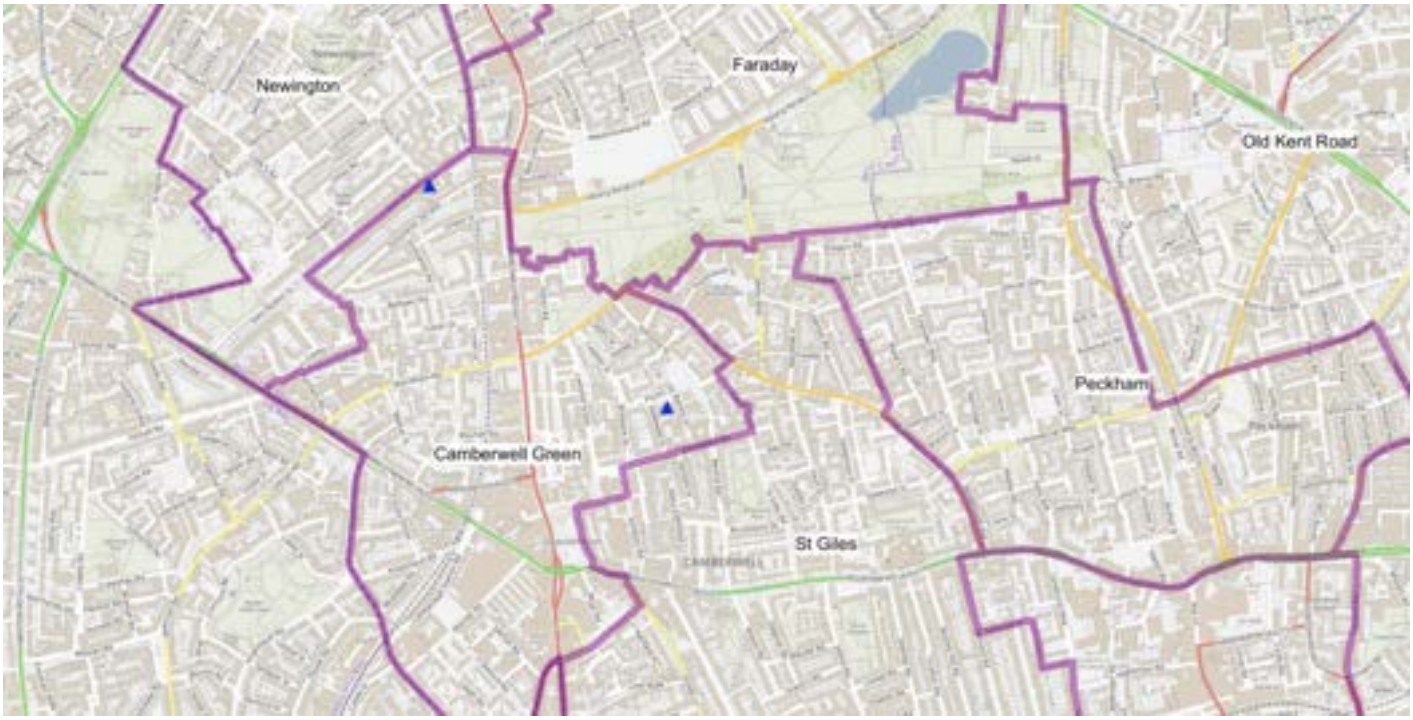
# Ward breakdowns overview

| Love | ALL | Camberwell Green | Rotherhithe | Peckham | St Giles | South Bermondsey | North Bermondsey | Goose Green | London Bridge & West Bermondsey | Newington | Old Kent Road | Rye Lane |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Activities & facilities | 10% | 9% | 12% | 8% | 13% | 7% | 6% | 7% | 9% | 17% | 7% | 10% |
| Amenities & convenience | 16% | 18% | 18% | 13% | 13% | 11% | 25% | 17% | 19% | 9% | 18% | 14% |
| Appreciation for environmental factors | 2% | 5% | 1% | 1% | 1% | 6% | 3% | 0% | 3% | 1% | 6% | 3% |
| Appreciation for home environment | 4% | 4% | 4% | 4% | 4% | 8% | 4% | 7% | 0% | 4% | 4% | 4% |
| Community & social connection | 19% | 15% | 20% | 22% | 15% | 17% | 20% | 33% | 26% | 26% | 12% | 32% |
| Outdoor spaces & nature | 25% | 26% | 25% | 20% | 25% | 39% | 26% | 20% | 26% | 23% | 36% | 21% |
| Safety & peacefulness | 6% | 5% | 5% | 5% | 11% | 1% | 5% | 13% | 8% | 8% | 5% | 6% |
| Other | 10% | 11% | 11% | 16% | 11% | 10% | 5% | 3% | 9% | 9% | 6% | 1% |
| n/a | 7% | 7% | 5% | 11% | 7% | 2% | 7% | 0% | 1% | 4% | 7% | 9% |
| **Dislike** | **ALL** | **Camberwell Green** | **Rotherhithe** | **Peckham** | **St Giles** | **South Bermondsey** | **North Bermondsey** | **Goose Green** | **London Bridge & West Bermondsey** | **Newington** | **Old Kent Road** | **Rye Lane** |
| Animal-related issues | 3% | 3% | 4% | 4% | 1% | 3% | 1% | 0% | 1% | 3% | 6% | 3% |
| Environmental pollution | 21% | 20% | 24% | 14% | 14% | 30% | 27% | 20% | 22% | 14% | 40% | 22% |
| General environmental concerns | 3% | 4% | 2% | 2% | 4% | 1% | 0% | 7% | 1% | 3% | 2% | 3% |
| Health concerns | 4% | 3% | 4% | 3% | 5% | 1% | 5% | 0% | 3% | 4% | 11% | 4% |
| Housing | 3% | 4% | 2% | 3% | 3% | 3% | 1% | 0% | 5% | 1% | 0% | 3% |
| Inconvenience & lack of amenities | 4% | 4% | 4% | 2% | 5% | 1% | 4% | 10% | 4% | 8% | 1% | 4% |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Infrastructure & maintenance issues | 1% | 1% | 2% | 1% | 0% | 1% | 2% | 0% | 6% | 1% | 1% | 0% |
| Noise pollution | 16% | 19% | 19% | 13% | 13% | 21% | 15% | 23% | 23% | 21% | 11% | 14% |
| Safety & social issues | 14% | 15% | 13% | 13% | 14% | 17% | 12% | 13% | 14% | 18% | 15% | 10% |
| Transportation issues | 7% | 8% | 7% | 5% | 11% | 2% | 5% | 23% | 10% | 4% | 1% | 6% |
| Other | 13% | 9% | 13% | 24% | 9% | 10% | 13% | 3% | 8% | 17% | 4% | 10% |
| n/a | 12% | 8% | 7% | 17% | 20% | 9% | 16% | 0% | 3% | 8% | 7% | 22% |
| **Wish** | **ALL** | **Camberwell Green** | **Rotherhithe** | **Peckham** | **St Giles** | **South Bermondsey** | **North Bermondsey** | **Goose Green** | **London Bridge & West Bermondsey** | **Newington** | **Old Kent Road** | **Rye Lane** |
| Amenities & activities | 15% | 15% | 17% | 13% | 16% | 11% | 14% | 20% | 15% | 24% | 7% | 17% |
| Community & social | 6% | 5% | 5% | 6% | 5% | 6% | 4% | 3% | 8% | 15% | 2% | 5% |
| Economic & financial | 1% | 2% | 2% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 6% |
| Environmental concerns | 22% | 17% | 26% | 15% | 19% | 38% | 35% | 30% | 23% | 22% | 30% | 19% |
| Housing | 6% | 9% | 6% | 5% | 5% | 9% | 1% | 0% | 3% | 0% | 10% | 6% |
| Outdoor & nature | 12% | 13% | 12% | 11% | 13% | 10% | 12% | 3% | 8% | 10% | 18% | 8% |
| Personal preferences | 2% | 3% | 1% | 3% | 1% | 1% | 0% | 0% | 1% | 0% | 0% | 3% |
| Safety & security | 5% | 6% | 4% | 3% | 5% | 7% | 7% | 7% | 6% | 3% | 8% | 4% |
| Transport improvements | 7% | 9% | 9% | 3% | 8% | 2% | 7% | 37% | 13% | 1% | 5% | 6% |
| Other | 10% | 11% | 11% | 16% | 6% | 10% | 7% | 0% | 8% | 18% | 6% | 6% |
| n/a | 15% | 10% | 8% | 24% | 22% | 7% | 14% | 0% | 15% | 6% | 14% | 19% |

# Camberwell Green

Number of participants: 96
Schools: John Ruskin Primary School and Brunswick Park Primary School




Children at John Ruskin Primary School and Brunswick Park Primary School in the Camberwell Green ward have a stronger appreciation for the proximity and quality of local amenities and facilities compared to other wards. They particularly like the nearby shops and fast food places.

Noise pollution is a significant issue affecting children in Camberwell Green, including disturbances from nighttime parties, people shouting, and barking dogs. Additionally, environmental concerns such as rubbish on the floor and dog poo are frequently mentioned.

The primary changes the children of Camberwell Green desire is a cleaner, quieter, and more peaceful environment. Notably, better housing is mentioned more often here than in other wards, with children expressing a need for more spacious homes.

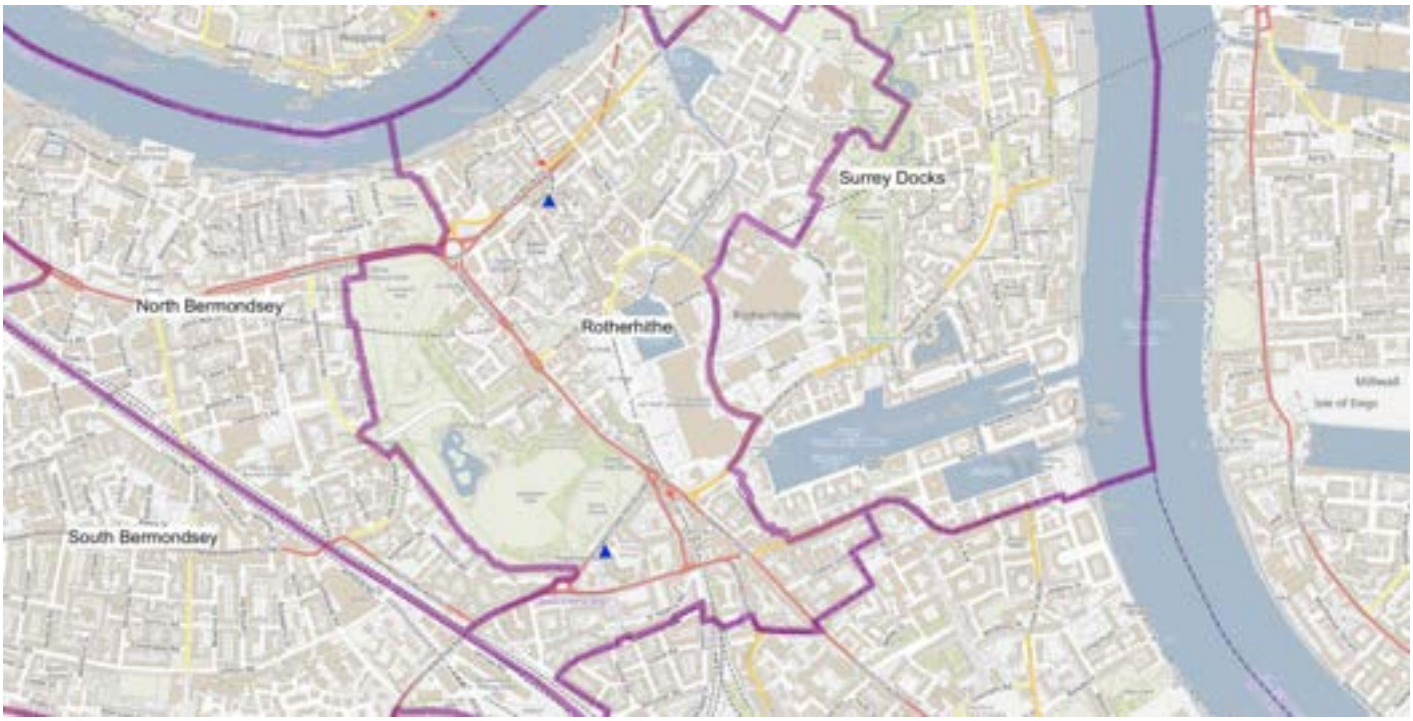
Other desired changes include improvements in transport. This includes reducing traffic and the number of cars, making it easier to cross streets, and allowing children to go to school independently. These transport concerns are mentioned slightly more frequently than the average.

| Love | ALL | Camberwell Green |
|---|---|---|
| Activities & facilities | 10% | 9% |
| Amenities & convenience | 16% | 18% |
| Appreciation for environmental factors | 2% | 5% |
| Appreciation for home environment | 4% | 4% |
| Community & social connection | 19% | 15% |
| Outdoor spaces & nature | 25% | 26% |
| Safety & peacefulness | 6% | 5% |
| Other | 10% | 11% |
| n/a | 7% | 7% |
| **Dislike** | **ALL** | **Camberwell Green** |
| Animal-related issues | 3% | 3% |
| Environmental pollution | 21% | 20% |
| General environmental concerns | 3% | 4% |
| Health concerns | 4% | 3% |
| Housing | 3% | 4% |
| Inconvenience & lack of amenities | 4% | 4% |
| Infrastructure & maintenance issues | 1% | 1% |
| Noise pollution | 16% | 19% |
| Safety & social issues | 14% | 15% |
| Transportation issues | 7% | 8% |
| Other | 13% | 9% |
| n/a | 12% | 8% |
| **Wish** | **ALL** | **Camberwell Green** |
| Amenities & activities | 15% | 15% |
| Community & social | 6% | 5% |
| Economic & financial | 1% | 2% |
| Environmental concerns | 22% | 17% |
| Housing | 6% | 9% |
| Outdoor & nature | 12% | 13% |
| Personal preferences | 2% | 3% |
| Safety & security | 5% | 6% |
| Transport improvements | 7% | 9% |
| Other | 10% | 11% |
| n/a | 15% | 10% |

# Rotherhithe

Number of participants: 111

Schools: Albion Primary School and Rotherhithe Primary School




Children at Albion Primary School and Rotherhithe Primary School in the Rotherhithe ward, more than in other wards, appreciate the presence and proximity of various shops and restaurants (corner shops, local food shops, fast food, sweet shops, and a shopping centre), as well as their proximity to school. They also show stronger appreciation for the play facilities in the area, including football cages/pitches, open spaces for play, and playgrounds.

Environmental pollution is a significant concern for children in Rotherhithe. This includes dog poo, general litter, dirtiness, and bad smells. Noise pollution also greatly impacts these children, with complaints about loud noises at night, barking dogs, and noisy cars. Additionally, the effects of construction work and disruptions from football fans are mentioned, which are not as prevalent in other parts of the borough.

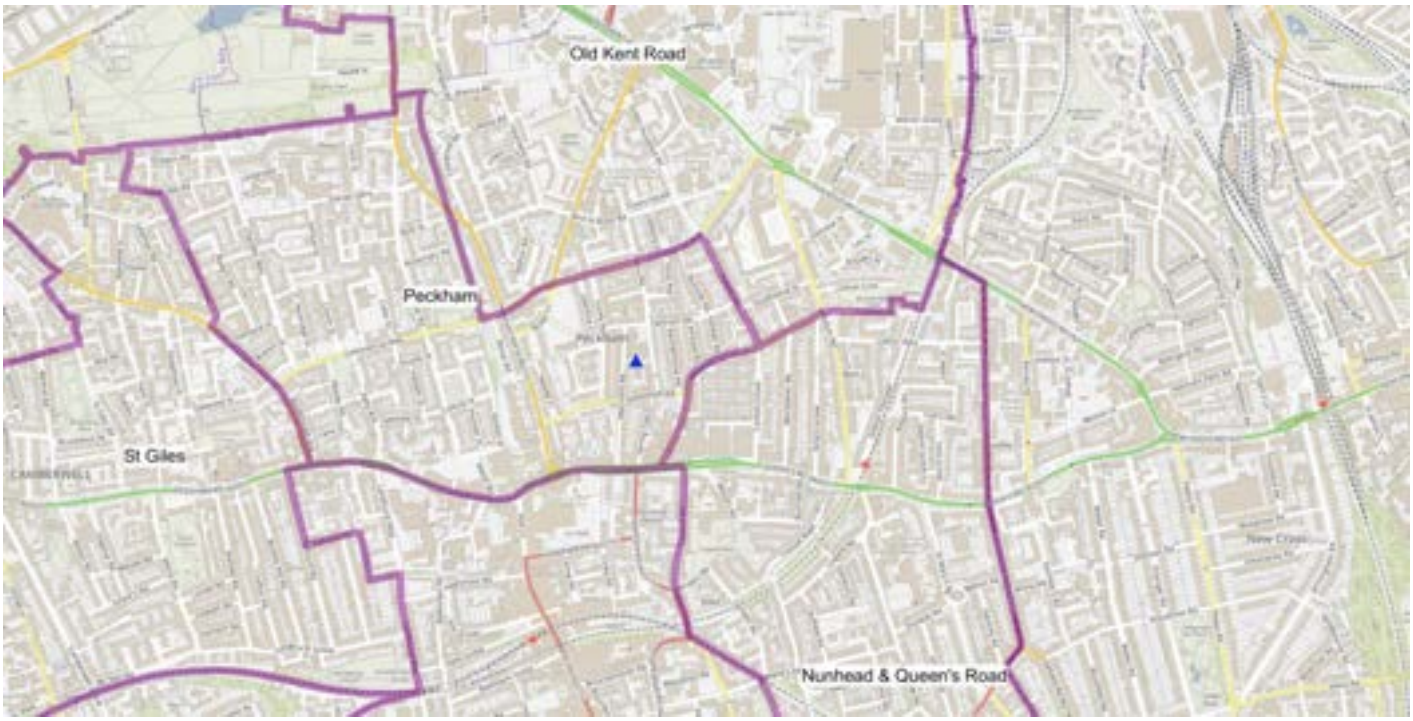
Children in Rotherhithe wish for cleaner and quieter environments, highlighting the issues of litter and dog poo on their streets. Noise pollution is a major concern, and they desire quieter streets and neighbours. There is also a wish for free parking and fewer cars, which stands out for this ward.

| **Love** | **ALL** | **Rotherhithe** |
|---|---|---|
| Activities & facilities | 10% | 12% |
| Amenities & convenience | 16% | 18% |
| Appreciation for environmental factors | 2% | 1% |
| Appreciation for home environment | 4% | 4% |
| Community & social connection | 19% | 20% |
| Outdoor spaces & nature | 25% | 25% |
| Safety & peacefulness | 6% | 5% |
| Other | 10% | 11% |
| n/a | 7% | 5% |
| **Dislike** | **ALL** | **Rotherhithe** |
| Animal-related issues | 3% | 4% |
| Environmental pollution | 21% | 24% |
| General environmental concerns | 3% | 2% |
| Health concerns | 4% | 4% |
| Housing | 3% | 2% |
| Inconvenience & lack of amenities | 4% | 4% |
| Infrastructure & maintenance issues | 1% | 2% |
| Noise pollution | 16% | 19% |
| Safety & social issues | 14% | 13% |
| Transportation issues | 7% | 7% |
| Other | 13% | 13% |
| n/a | 12% | 7% |
| **Wish** | **ALL** | **Rotherhithe** |
| Amenities & activities | 15% | 17% |
| Community & social | 6% | 5% |
| Economic & financial | 1% | 2% |
| Environmental concerns | 22% | 26% |
| Housing | 6% | 6% |
| Outdoor & nature | 12% | 12% |
| Personal preferences | 2% | 1% |
| Safety & security | 5% | 4% |
| Transport improvements | 7% | 9% |
| Other | 10% | 11% |
| n/a | 15% | 8% |

# Peckham

Number of participants: 116

Schools: Harris Primary Academy Peckham Park




Children at Harris Peckham Park Primary School in Peckham ward deeply value their community and sense of belonging. They cherish having friends nearby, which makes it easier for them to play together. They appreciate the friendly and kind neighbours, fostering a strong neighbourhood and community feeling.

Additionally, they express a significant fondness for the outdoor spaces and natural environment in the area. They particularly enjoy local parks and greenery.

Like many of their peers in other wards, the children in Peckham also express concerns about various types of pollution in their surroundings. They specifically mention unpleasant smells from trash and dog waste, as well as littering and dog fouling on the ground. These concerns underscore their strong desire for a cleaner, quieter, and more peaceful environment, with reduced pollution and smoking.

| **Love** | **ALL** | **Peckham** |
|---|---|---|
| Activities & facilities | 10% | 8% |
| Amenities & convenience | 16% | 13% |
| Appreciation for environmental factors | 2% | 1% |
| Appreciation for home environment | 4% | 4% |
| Community & social connection | 19% | 22% |
| Outdoor spaces & nature | 25% | 20% |
| Safety & peacefulness | 6% | 5% |
| Other | 10% | 16% |
| n/a | 7% | 11% |
| **Dislike** | **ALL** | **Peckham** |
| Animal-related issues | 3% | 4% |
| Environmental pollution | 21% | 14% |
| General environmental concerns | 3% | 2% |
| Health concerns | 4% | 3% |
| Housing | 3% | 3% |
| Inconvenience & lack of amenities | 4% | 2% |
| Infrastructure & maintenance issues | 1% | 1% |
| Noise pollution | 16% | 13% |
| Safety & social issues | 14% | 13% |
| Transportation issues | 7% | 5% |
| Other | 13% | 24% |
| n/a | 12% | 17% |
| **Wish** | **ALL** | **Peckham** |
| Amenities & activities | 15% | 13% |
| Community & social | 6% | 6% |
| Economic & financial | 1% | 2% |
| Environmental concerns | 22% | 15% |
| Housing | 6% | 5% |
| Outdoor & nature | 12% | 11% |
| Personal preferences | 2% | 3% |
| Safety & security | 5% | 3% |
| Transport improvements | 7% | 3% |
| Other | 10% | 16% |
| n/a | 15% | 24% |

# St Giles

Number of participants: 93

Schools: Lyndhurst Primary

Children at Lyndhurst Primary School in St Giles ward show a distinct appreciation for the ease of play in their area. They enjoy the nice playgrounds and the space available for playing in the streets. They also highlight how easy and enjoyable it is to cycle in the area. Additionally, they appreciate the quietness of their streets, with few cars and a general sense of peacefulness.

However, they also raised concerns about the large number of cars, both parked and speeding, which make the area feel busy and unsafe. They specifically noted issues with poorly parked Lime bikes and antisocial behaviours associated with them. Dog fouling is another significant issue, particularly in an alley they have nicknamed "Poo Alley." They also mentioned problems with litter and dirty streets.

The children want to see their environmental concerns addressed. Their most frequently mentioned concerns include reducing pollution, eliminating smoking, creating a quieter environment, and cleaning the streets. They also express a strong desire for more play spaces (with fewer cars) and additional facilities such as playgrounds, football pitches, and table tennis tables.

| **Love** | **ALL** | **St Giles** |
|---|---|---|
| Activities & facilities | 10% | 13% |
| Amenities & convenience | 16% | 13% |
| Appreciation for environmental factors | 2% | 1% |
| Appreciation for home environment | 4% | 4% |
| Community & social connection | 19% | 15% |
| Outdoor spaces & nature | 25% | 25% |
| Safety & peacefulness | 6% | 11% |
| Other | 10% | 11% |
| n/a | 7% | 7% |
| **Dislike** | **ALL** | **St Giles** |
| Animal-related issues | 3% | 1% |
| Environmental pollution | 21% | 14% |
| General environmental concerns | 3% | 4% |
| Health concerns | 4% | 5% |
| Housing | 3% | 3% |
| Inconvenience & lack of amenities | 4% | 5% |
| Infrastructure & maintenance issues | 1% | 0% |
| Noise pollution | 16% | 13% |
| Safety & social issues | 14% | 14% |
| Transportation issues | 7% | 11% |
| Other | 13% | 9% |
| n/a | 12% | 20% |
| **Wish** | **ALL** | **St Giles** |
| Amenities & activities | 15% | 16% |
| Community & social | 6% | 5% |
| Economic & financial | 1% | 0% |
| Environmental concerns | 22% | 19% |
| Housing | 6% | 5% |
| Outdoor & nature | 12% | 13% |
| Personal preferences | 2% | 1% |
| Safety & security | 5% | 5% |
| Transport improvements | 7% | 8% |
| Other | 10% | 6% |
| n/a | 15% | 22% |

# North Bermondsey

Number of participants: 34

Schools: Riverside Primary School

Children at Riverside Primary School have a significantly stronger appreciation for their local shops and the proximity to both shops and school compared to other wards. They also deeply value the nearby parks, trees, and greenery.

The main issues the children raised about their neighbourhood include various types of environmental pollution, such as dog poo on the ground, litter, and air pollution from cars and people smoking. They also note the negative impact of noise from neighbours, people screaming, and dogs barking.

The children would like to see a cleaner environment with less littering, more bins, and cleaner air. They want to see dog owners taking responsibility for their pets' waste.

| **Love** | **ALL** | **North Bermondsey** |
|---|---|---|
| Activities & facilities | 10% | 6% |
| Amenities & convenience | 16% | 25% |
| Appreciation for environmental factors | 2% | 3% |
| Appreciation for home environment | 4% | 4% |
| Community & social connection | 19% | 20% |
| Outdoor spaces & nature | 25% | 26% |
| Safety & peacefulness | 6% | 5% |
| Other | 10% | 5% |
| n/a | 7% | 7% |
| **Dislike** | **ALL** | **North Bermondsey** |
| Animal-related issues | 3% | 1% |
| Environmental pollution | 21% | 27% |
| General environmental concerns | 3% | 0% |
| Health concerns | 4% | 5% |
| Housing | 3% | 1% |
| Inconvenience & lack of amenities | 4% | 4% |
| Infrastructure & maintenance issues | 1% | 2% |
| Noise pollution | 16% | 15% |
| Safety & social issues | 14% | 12% |
| Transportation issues | 7% | 5% |
| Other | 13% | 13% |
| n/a | 12% | 16% |
| **Wish** | **ALL** | **North Bermondsey** |
| Amenities & activities | 15% | 14% |
| Community & social | 6% | 4% |
| Economic & financial | 1% | 0% |
| Environmental concerns | 22% | 35% |
| Housing | 6% | 1% |
| Outdoor & nature | 12% | 12% |
| Personal preferences | 2% | 0% |
| Safety & security | 5% | 7% |
| Transport improvements | 7% | 7% |
| Other | 10% | 7% |
| n/a | 15% | 14% |

# South Bermondsey

Number of participants: 30

Schools: St. James' CE Primary School

Children at St. James' CE Primary School demonstrate a strong appreciation for the outdoor spaces and natural surroundings in their area, including parks, trees, greenery, and the presence of friendly dogs and cats they can play with.

They raise concerns about environmental pollution, highlighting issues such as excessive dog poop, unpleasant smells, litter, and overflowing bins. Additionally, they express discomfort with noisy environments, including loud music and late-night disturbances like people shouting. Safety is also a concern due to incidents of theft, vandalism, and encounters with unfriendly individuals in their neighbourhood.

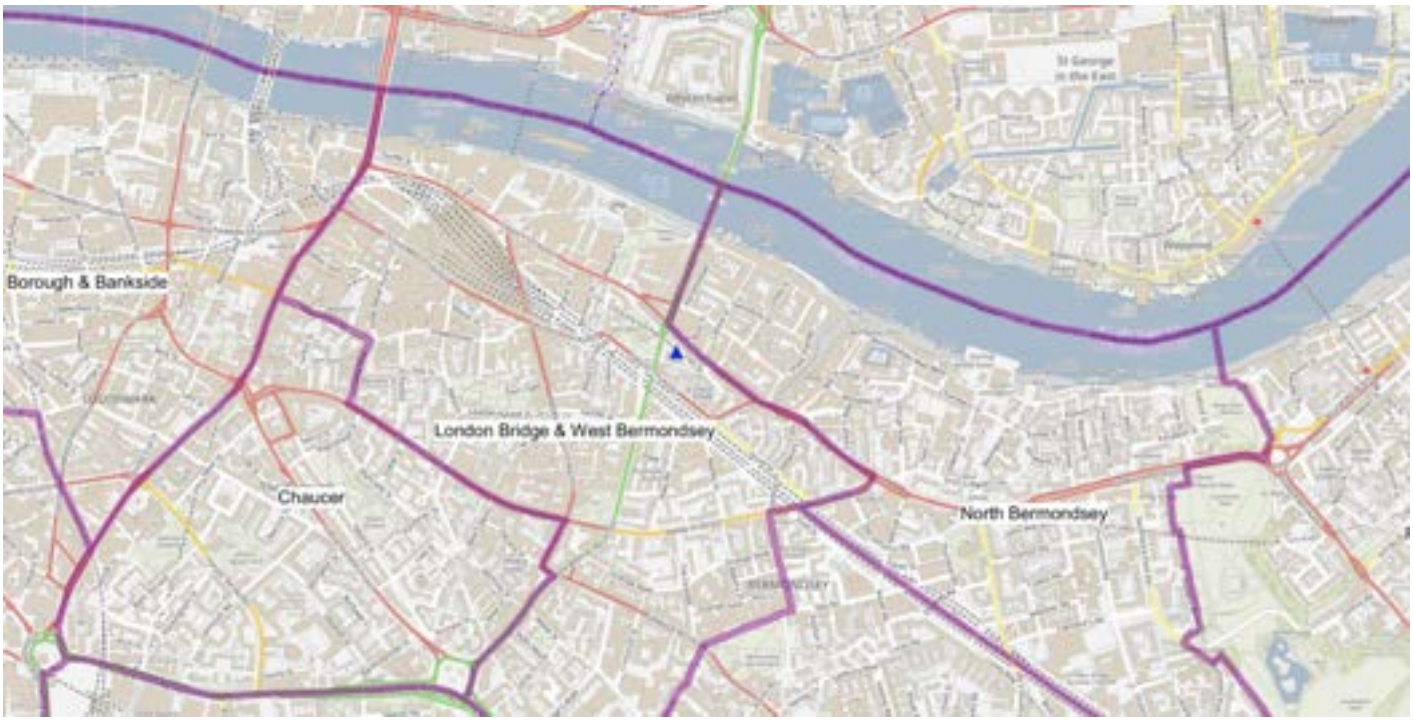
The children express a clear desire for improvements to their streets and neighbourhoods, advocating for cleaner, quieter, and less polluted environments. Specifically, they wish to see a reduction in dog poop on the ground, less smoking, and efforts to decrease noise levels to create a more peaceful atmosphere.

| Love | ALL | South Bermondsey |
|---|---|---|
| Activities & facilities | 10% | 7% |
| Amenities & convenience | 16% | 11% |
| Appreciation for environmental factors | 2% | 6% |
| Appreciation for home environment | 4% | 8% |
| Community & social connection | 19% | 17% |
| Outdoor spaces & nature | 25% | 39% |
| Safety & peacefulness | 6% | 1% |
| Other | 10% | 10% |
| n/a | 7% | 2% |
| **Dislike** | **ALL** | **South Bermondsey** |
| Animal-related issues | 3% | 3% |
| Environmental pollution | 21% | 30% |
| General environmental concerns | 3% | 1% |
| Health concerns | 4% | 1% |
| Housing | 3% | 3% |
| Inconvenience & lack of amenities | 4% | 1% |
| Infrastructure & maintenance issues | 1% | 1% |
| Noise pollution | 16% | 21% |
| Safety & social issues | 14% | 17% |
| Transportation issues | 7% | 2% |
| Other | 13% | 10% |
| n/a | 12% | 9% |
| **Wish** | **ALL** | **South Bermondsey** |
| Amenities & activities | 15% | 11% |
| Community & social | 6% | 6% |
| Economic & financial | 1% | 0% |
| Environmental concerns | 22% | 38% |
| Housing | 6% | 9% |
| Outdoor & nature | 12% | 10% |
| Personal preferences | 2% | 1% |
| Safety & security | 5% | 7% |
| Transport improvements | 7% | 2% |
| Other | 10% | 10% |
| n/a | 15% | 7% |

# London Bridge & West Bermondsey

Number of participants: 26

Schools: Tower Bridge Primary School




Children at Tower Bridge Primary School in the London Bridge & West Bermondsey ward love their friends, neighbours, and the strong sense of community in their neighbourhood. They appreciate living near friends they can play with and enjoy cycling and visiting local shops.

However, noise pollution is a significant issue in this area, more so than in other parts of the borough. This includes loud music at night from neighbours, people shouting, and barking dogs, all of which affect their ability to sleep. Additionally, they are concerned about other types of pollution, such as dog poo on the ground and dirty, smelly streets.

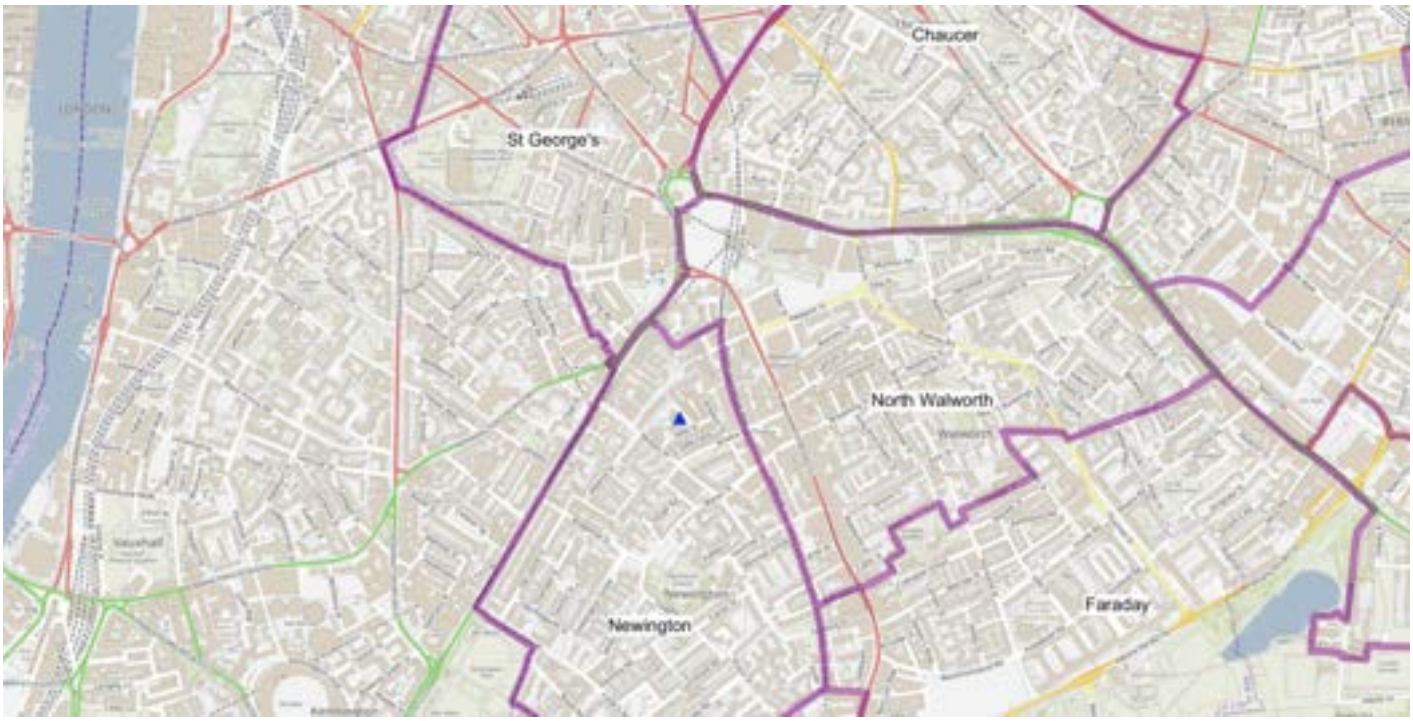
Overall, the children want to see less rubbish and dog poo in the streets and a reduction in noise. They desire more play spaces free from cars, where they can play without their parents worrying. This concern is similar to those in other parts of the borough. However, children at this school specifically highlight the need for transport improvements, such as using electric vehicles and reducing traffic, to create safer and quieter streets.

| Love | ALL | London Bridge & West Bermondsey |
|---|---|---|
| Activities & facilities | 10% | 9% |
| Amenities & convenience | 16% | 19% |
| Appreciation for environmental factors | 2% | 3% |
| Appreciation for home environment | 4% | 0% |
| Community & social connection | 19% | 26% |
| Outdoor spaces & nature | 25% | 26% |
| Safety & peacefulness | 6% | 8% |
| Other | 10% | 9% |
| n/a | 7% | 1% |
| **Dislike** | **ALL** | **London Bridge & West Bermondsey** |
| Animal-related issues | 3% | 1% |
| Environmental pollution | 21% | 22% |
| General environmental concerns | 3% | 1% |
| Health concerns | 4% | 3% |
| Housing | 3% | 5% |
| Inconvenience & lack of amenities | 4% | 4% |
| Infrastructure & maintenance issues | 1% | 6% |
| Noise pollution | 16% | 23% |
| Safety & social issues | 14% | 14% |
| Transportation issues | 7% | 10% |
| Other | 13% | 8% |
| n/a | 12% | 3% |
| **Wish** | **ALL** | **London Bridge & West Bermondsey** |
| Amenities & activities | 15% | 15% |
| Community & social | 6% | 8% |
| Economic & financial | 1% | 0% |
| Environmental concerns | 22% | 23% |
| Housing | 6% | 3% |
| Outdoor & nature | 12% | 8% |
| Personal preferences | 2% | 1% |
| Safety & security | 5% | 6% |
| Transport improvements | 7% | 13% |
| Other | 10% | 8% |
| n/a | 15% | 15% |

# Newington

Number of participants: 26

Schools: Crampton Primary School




Children at Crampton Primary School in Newington ward appreciate the nice and friendly people in their area. They love playing with friends and enjoy their friendly neighbours. They also highlight the football pitches and the opportunity to play football as things they appreciate about their neighbourhood.

However, noise pollution is a significant issue for the children in this area. Loud noises, including people shouting, trains passing by, and loud music, affect their ability to sleep at night. Additionally, they note the presence of mean and rude people, and a general lack of social interaction.

The children wish for more space to play, more activities, and the equipment to do them. Despite acknowledging the friendly people in the area, they would like to see a stronger sense of community. This includes having more friends and children living in the area who come out to play and engage in social interactions. They also wish for a quieter and cleaner environment, with less dog fouling on the streets.

| Love | ALL | Newington |
|---|---|---|
| Activities & facilities | 10% | 17% |
| Amenities & convenience | 16% | 9% |
| Appreciation for environmental factors | 2% | 1% |
| Appreciation for home environment | 4% | 4% |
| Community & social connection | 19% | 26% |
| Outdoor spaces & nature | 25% | 23% |
| Safety & peacefulness | 6% | 8% |
| Other | 10% | 9% |
| n/a | 7% | 4% |
| **Dislike** | **ALL** | **Newington** |
| Animal-related issues | 3% | 3% |
| Environmental pollution | 21% | 14% |
| General environmental concerns | 3% | 3% |
| Health concerns | 4% | 4% |
| Housing | 3% | 1% |
| Inconvenience & lack of amenities | 4% | 8% |
| Infrastructure & maintenance issues | 1% | 1% |
| Noise pollution | 16% | 21% |
| Safety & social issues | 14% | 18% |
| Transportation issues | 7% | 4% |
| Other | 13% | 17% |
| n/a | 12% | 8% |
| **Wish** | **ALL** | **Newington** |
| Amenities & activities | 15% | 24% |
| Community & social | 6% | 15% |
| Economic & financial | 1% | 0% |
| Environmental concerns | 22% | 22% |
| Housing | 6% | 0% |
| Outdoor & nature | 12% | 10% |
| Personal preferences | 2% | 0% |
| Safety & security | 5% | 3% |
| Transport improvements | 7% | 1% |
| Other | 10% | 18% |
| n/a | 15% | 6% |

# Old Kent Road

Number of participants: 28

Schools: St Francis R.C School

The children at St. Francis R.C. School have a strong appreciation for the parks, nature, and green spaces in their area. They also enjoy the nearby shops and restaurants.

More children in this ward mentioned the negative impact of various types of environmental pollution than in any other ward. They cited issues such as littering, dog fouling, discarded vapes and cigarettes, and pollution from cars. Health concerns related to smoking and vaping were also raised.

Naturally, the children wish for people to smoke less or not at all. Many expressed a desire for less littering, more bins, and a generally cleaner environment. Additionally, they want more trees and green spaces, more so than children in other wards.

| Love | ALL | Old Kent Road |
|---|---|---|
| Activities & facilities | 10% | 7% |
| Amenities & convenience | 16% | 18% |
| Appreciation for environmental factors | 2% | 6% |
| Appreciation for home environment | 4% | 4% |
| Community & social connection | 19% | 12% |
| Outdoor spaces & nature | 25% | 36% |
| Safety & peacefulness | 6% | 5% |
| Other | 10% | 6% |
| n/a | 7% | 7% |
| **Dislike** | **ALL** | **Old Kent Road** |
| Animal-related issues | 3% | 6% |
| Environmental pollution | 21% | 40% |
| General environmental concerns | 3% | 2% |
| Health concerns | 4% | 11% |
| Housing | 3% | 0% |
| Inconvenience & lack of amenities | 4% | 1% |
| Infrastructure & maintenance issues | 1% | 1% |
| Noise pollution | 16% | 11% |
| Safety & social issues | 14% | 15% |
| Transportation issues | 7% | 1% |
| Other | 13% | 4% |
| n/a | 12% | 7% |
| **Wishes** | **ALL** | **Old Kent Road** |
| Amenities & activities | 15% | 7% |
| Community & social | 6% | 2% |
| Economic & financial | 1% | 0% |
| Environmental concerns | 22% | 30% |
| Housing | 6% | 10% |
| Outdoor & nature | 12% | 18% |
| Personal preferences | 2% | 0% |
| Safety & security | 5% | 8% |
| Transport improvements | 7% | 5% |
| Other | 10% | 6% |
| n/a | 15% | 14% |

# Rye Lane

Number of participants: 26

Schools: Bellenden Primary School

The children at Bellenden Primary School in Rye Lane ward highly value their interactions with neighbours, friends, and family. They enjoy that many children come out to play, creating a lively and social environment.

However, environmental pollution is a significant concern. Issues such as dog fouling, overflowing bins, and litter are highlighted as negative aspects of their surroundings. Noise disturbances are also mentioned.

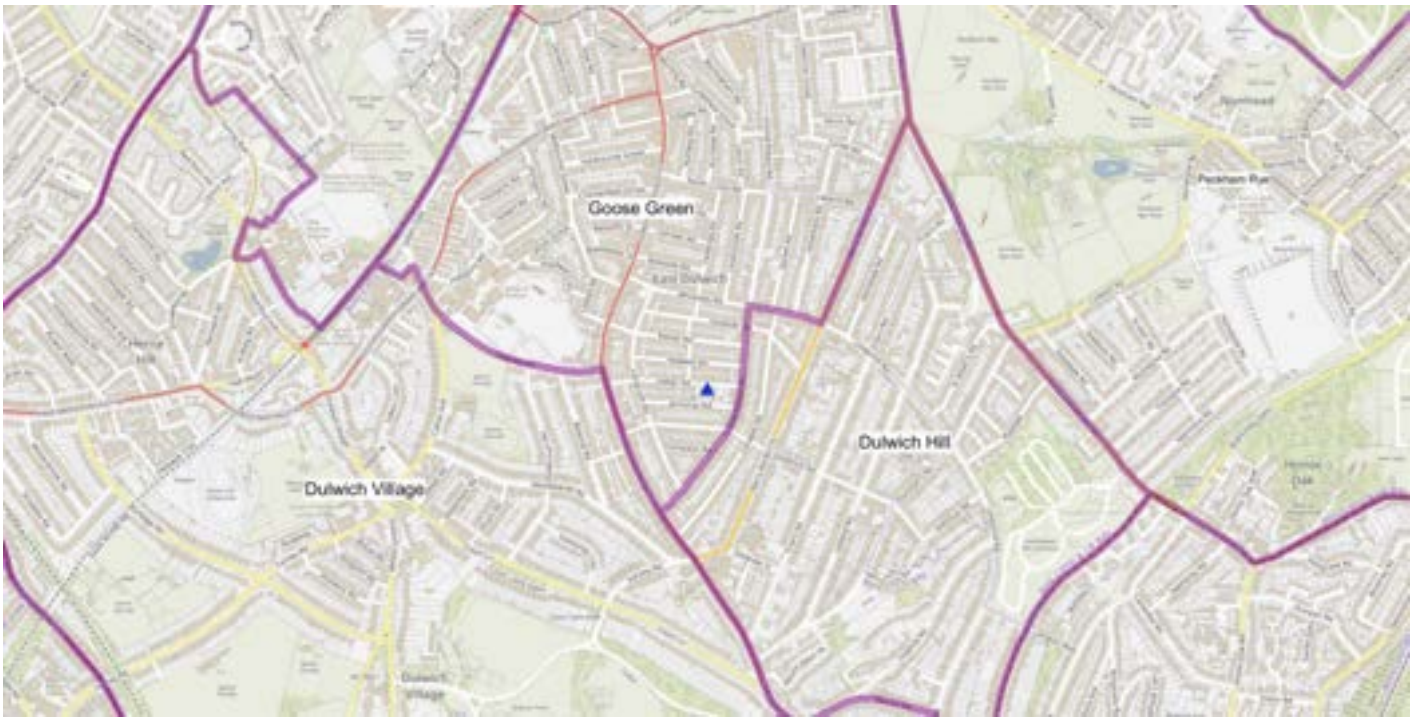
The children wish for more nearby shops, parks, playgrounds, and sports equipment like football pitches, slides, trampolines, and climbing bars. They also want to see less smoking, less noise, and quieter streets.

| **Love** | **ALL** | **Rye Lane** |
|---|---|---|
| Activities & facilities | 10% | 10% |
| Amenities & convenience | 16% | 14% |
| Appreciation for environmental factors | 2% | 3% |
| Appreciation for home environment | 4% | 4% |
| Community & social connection | 19% | 32% |
| Outdoor spaces & nature | 25% | 21% |
| Safety & peacefulness | 6% | 6% |
| Other | 10% | 1% |
| n/a | 7% | 9% |
| **Dislike** | **ALL** | **Rye Lane** |
| Animal-related issues | 3% | 3% |
| Environmental pollution | 21% | 22% |
| General environmental concerns | 3% | 3% |
| Health concerns | 4% | 4% |
| Housing | 3% | 3% |
| Inconvenience & lack of amenities | 4% | 4% |
| Infrastructure & maintenance issues | 1% | 0% |
| Noise pollution | 16% | 14% |
| Safety & social issues | 14% | 10% |
| Transportation issues | 7% | 6% |
| Other | 13% | 10% |
| n/a | 12% | 22% |
| **Wishes** | **ALL** | **Rye Lane** |
| Amenities & activities | 15% | 17% |
| Community & social | 6% | 5% |
| Economic & financial | 1% | 6% |
| Environmental concerns | 22% | 19% |
| Housing | 6% | 6% |
| Outdoor & nature | 12% | 8% |
| Personal preferences | 2% | 3% |
| Safety & security | 5% | 4% |
| Transport improvements | 7% | 6% |
| Other | 10% | 6% |
| n/a | 15% | 19% |

# Goose Green

**Number of participants:** 10 (Student council and Eco-council)

**Schools**: Heber Primary School




The children in the student council and eco-council at Heber Primary School have a strong appreciation for their friendly and trustworthy community and neighbours.

However, they highlight several issues impacting their quality of life. Noise pollution from traffic, animals, and building works is a significant concern. Due to the school's geographic location, many children find the steep hills make walking and cycling difficult. They also point out the dangers of speeding traffic and the challenges of crossing roads.

The children wish for several transport improvements, including fewer speeding cars, more parking spaces, and preventing vehicles from parking too close to corners, which makes crossing roads hazardous. Additionally, they would love to see more street parties. Cleanliness is another priority for them. They want cleaner streets with no animal waste and less noise, especially at night from neighbours and nearby pubs.

| Love | ALL | Goose Green |
|---|---|---|
| Activities & facilities | 10% | 7% |
| Amenities & convenience | 16% | 17% |
| Appreciation for environmental factors | 2% | 0% |
| Appreciation for home environment | 4% | 7% |
| Community & social connection | 19% | 33% |
| Outdoor spaces & nature | 25% | 20% |
| Safety & peacefulness | 6% | 13% |
| Other | 10% | 3% |
| n/a | 7% | 0% |
| **Dislike** | **ALL** | **Goose Green** |
| Animal-related issues | 3% | 0% |
| Environmental pollution | 21% | 20% |
| General environmental concerns | 3% | 7% |
| Health concerns | 4% | 0% |
| Housing | 3% | 0% |
| Inconvenience & lack of amenities | 4% | 10% |
| Infrastructure & maintenance issues | 1% | 0% |
| Noise pollution | 16% | 23% |
| Safety & social issues | 14% | 13% |
| Transportation issues | 7% | 23% |
| Other | 13% | 3% |
| n/a | 12% | 0% |
| **Wish** | **ALL** | **Goose Green** |
| Amenities & activities | 15% | 20% |
| Community & social | 6% | 3% |
| Economic & financial | 1% | 0% |
| Environmental concerns | 22% | 30% |
| Housing | 6% | 0% |
| Outdoor & nature | 12% | 3% |
| Personal preferences | 2% | 0% |
| Safety & security | 5% | 7% |
| Transport improvements | 7% | 37% |
| Other | 10% | 0% |
| n/a | 15% | 0% |

# Youth survey results

## Summary of findings

### Profile of respondents

Among the respondents, 63.9% study in Southwark, and 49.6% also live in the area. Most respondents (54.8%) are between 12 and 13 years old, while 17.1% are between 10 and 11 years old. In terms of gender, 52.4% are female, and 39.3% are male.

Regarding ethnic background, 58.7% of respondents are from White ethnicities, 9.5% from Asian ethnicities, 9.1% from Mixed ethnicities, 7.9% from Black ethnicities, 4.4% from other ethnicities, and 10.3% did not share their ethnicity.

### Cycling experience

#### Current cycling behaviour

The majority of respondents to the survey, 65.5%, are confident cyclist and 46.5% feel they see people like themselves cycling in Southwark.

Most respondents are either infrequent cyclists (31.7%) or don't cycle at all (15.1%). Meanwhile, 25% cycle frequently, and 28.2% cycles occasionally.[1]

Amongst all who said they cycle, going to the park or going for a ride are the most common destinations. This is also true for the occasional and the infrequent cyclist. However, amongst the frequent cyclists the most common destination is cycling to school, followed by the park.

#### Motivation for cycling by those who currently cycle

[1] Respondents to question 9 were categorised based on their cycling frequency as follows:

- **Frequent Cyclists**: Those who answered "cycle daily" or "a few times a week."
- **Occasional Cyclists**: Those who answered "a few times a month."
- **Infrequent Cyclists**: Those who answered "every other month" or "a few times a year."

Primary motivations for cycling are to improve one’s fitness/health (44.9%), faster transport (39.7%), and to help the environment (31.3%).

### Cycling to school

21% of respondents would like to cycle to school. Primary reasons for not cycling there is that it is too far (47.2%) and that there is too much traffic (45.3%). Fear for the bike getting stolen and not feeling safe while in traffic are also perceived barriers.

### Barriers to cycling

Overall barriers to cycling is that it is too far (21.4%), too much traffic (21.4%), fear of bike theft (20.2%) and not feeling safe from accidents (19%).

### Barriers to cycling for non-cyclists

For respondents who currently do not cycle, the main reasons are a lack of desire to cycle (47.4%), don’t feel safe from accidents while cycling (39.5%), and insufficient storage at home (26.3%).

### Changes to improve cycling experience.

To enhance the cycling experience in Southwark, respondents highlighted several key areas for improvement. 42.5% of respondents wanted more cycle lanes. Quieter and greener routes were favoured by 33.3% of participants. 31% would like to have to worry about bike theft.

Improved road behaviours from all users, including cyclists, were important to 31% of respondents, particularly to create a more welcoming environment for young cyclists.

Other significant suggestions included reducing traffic (29.4%) and ensuring safety from accidents (27.4%).

## Walking experience

### Current walking behaviours

The respondents to the survey most often walk to the shops (72.2%), park (71%) and friend's house (69.4%). The main reasons given for choosing to walk was that it was enjoyable (37.3%), seen as a social activity (35.7%), and to improve one's fitness (32.5%). Most respondents said that they didn’t want to walk more than what they already did. However, a significant number said they would like to walk to school (15.9%).

**Barriers to walking**

The primary barrier identified to walking more was that it is too far to walk to the destination (29.8%), that it takes too much time (21%) and that they have too much to carry (20.6%). In addition, some mentioned that there is lots of crime in their neighbourhood which prevents them from walking more(17.5%). In particular, young people want to see less knife crime, muggings and postcode wars.

**Improving the experience of walking in Southwark**

The respondents to the survey define that feeling safe from crime (44%), and good lighting on roads and paths (37.3%) would improve their experience of walking in Southwark. In addition, more greenery (302%), wider pavements (29%), and making it easier to cross streets (28.5%) would also contribute to improving the walking in experience.

# Improvements to your street

Selecting from a list of physical street improvements in the category of walking, cycling and other improvements. These are the top ranked in each category. The percentage represents the percentage of respondents who choose each improvement.

**Improvements for walking**

- Pavement improvements (wider and smoother surface) – 54.4%
- Seating – 54%
- Pedestrian crossing(s) – 52.4%

**Improvements for cycling**

- Cycling safety feature (e.g. segregated cycle lane or junction feature) – 63.5%
- Cycle parking – 45.2%

**Other improvement**

- New trees – 64.7%
- Water fountain – 64.7%
- Green space (planter or rain garden) – 61.5%
- Improved lighting – 54.8%
- Less traffic – 51.6%

# Other comments

These are changes young people would like to see in the street environment which more broadly would make it a cleaner, greener and safer place to spend time and make journeys in.

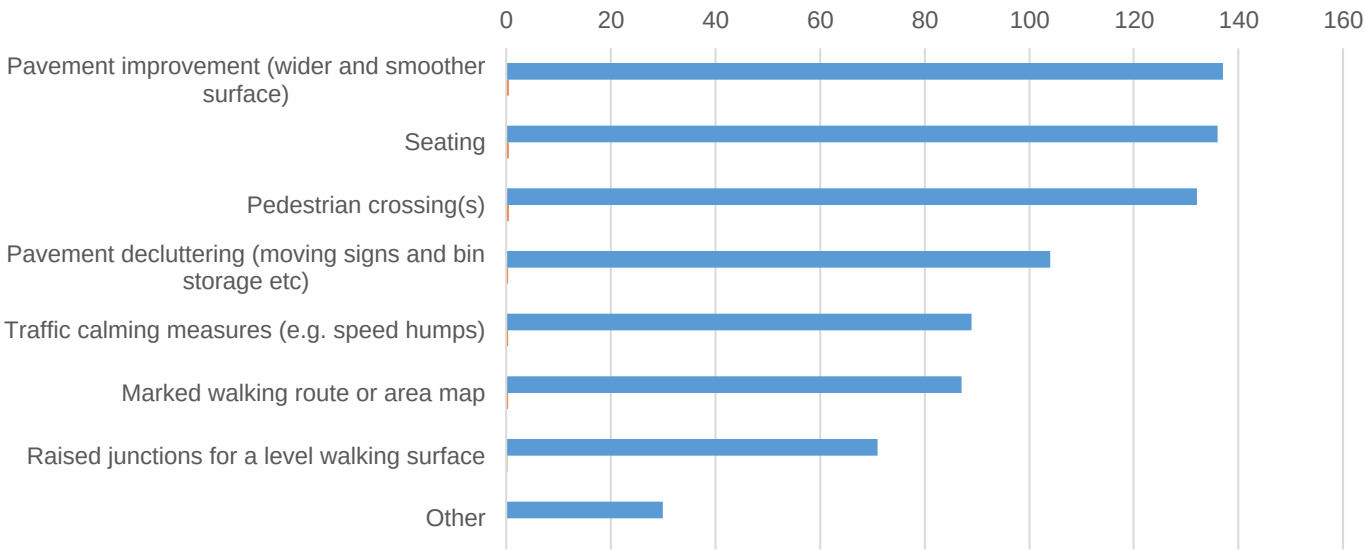
- More greenery. Would like to see new trees, greens spaces and community gardens.
- Cleaner streets with less dog fouling, emptying the bins and less rubbish.
- The Council to manage e-bikes and e-scoters so they don't block pavements and negatively impact people walking and make people feel unsafe. It is unclear where e-scooters and e-bikes are supposed to be driven and parked.
- Leave the roads as they are, don't close roads that leads to restricted car access. Some don't like the current road closures as it creates more traffic, making their journeys harder. Few mentions that it has negatively impacted people with disabilities who rely on cars to get to where they need to go. In addition, they would like for places to be accessible by wheelchair and have sufficient disabled parking.
- Respondents also call for slower traffic and prevent speeding cars. It is believed that cameras reduce the speed of traffic, as they still speed through crossings and make young people feel unsafe. In addition, they as for improve air quality and reduce noise.
- Giving more opportunities to young people to get involved in helping to improve the community.

# Survey results

## Streets for People Improvements

In this section respondents were asked about what type of physical improvements to their streets and neighbourhoods they would like to see. Participants could choose as many options as they liked.

### Q4: What improvements for walking would you like to see on your street?



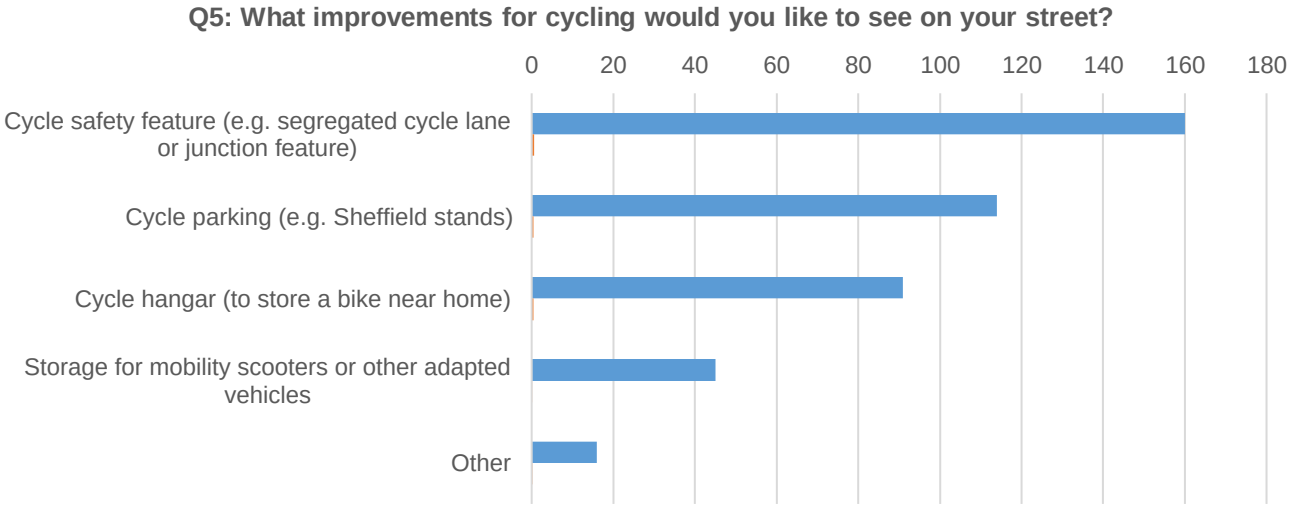

| | Other | Raised junctions for a level walking surface | Marked walking route or area map | Traffic calming measures (e.g. speed humps) | Pavement decluttering (moving signs and bin storage etc) | Pedestrian crossing(s) | Seating | Pavement improvement (wider and smoother surface) |
|---|---|---|---|---|---|---|---|---|
| Count | 30 | 71 | 87 | 89 | 104 | 132 | 136 | 137 |
| % of respondents | 11.9% | 28.2% | 34.5% | 35.3% | 41.3% | 52.4% | 54.0% | 54.4% |

There were 12 additional comments in the ‘Other’ category, the themes highlighted were:

- More greenery and plants.
- More bins and keep it clean from dog fouling.
- Reduce air pollution and slow and reduce traffic.
- Manage e-bikes and e-scoter so they don’t block pavements and don’t negatively impact people walking.
- Making crossing easier with longer lights.

- Pavements repaired and maintained better, with dropped kerbs to make it easier for people with a wheelchair.
- Leave roads as they are.

**Q5: What improvements for cycling would you like to see on your street?**

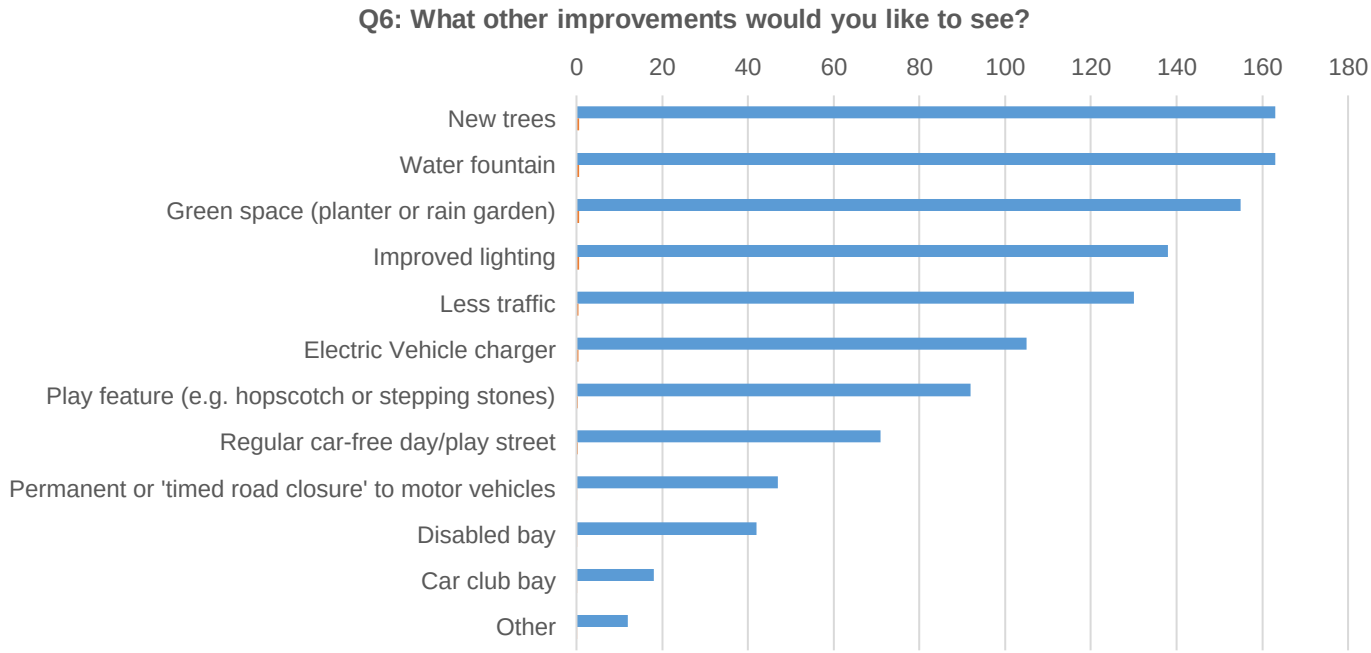



| | Other | Storage for mobility scooters or other adapted vehicles | Cycle hangar (to store a bike near home) | Cycle parking (e.g. Sheffield stands) | Cycle safety feature (e.g. segregated cycle lane or junction feature) |
|---|---|---|---|---|---|
| Count | 16 | 45 | 91 | 114 | 160 |
| % of respondents | 6.3% | 17.9% | 36.1% | 45.2% | 63.5% |

There were 16 additional comments in the ‘Other’ category, the themes highlighted were:

- Free cycle hangers close to home for residents.
- Address safety concerns regarding e-bikes.
- Traffic lights that prioritise cyclists.
- Make it a safe experience for young people cycling
- Expanding cycling infrastructure, including wider and more lanes, and cycling maintenance stations.
- Increasing awareness and respect from drivers towards cyclists.

## Q6: What other improvements would you like to see?



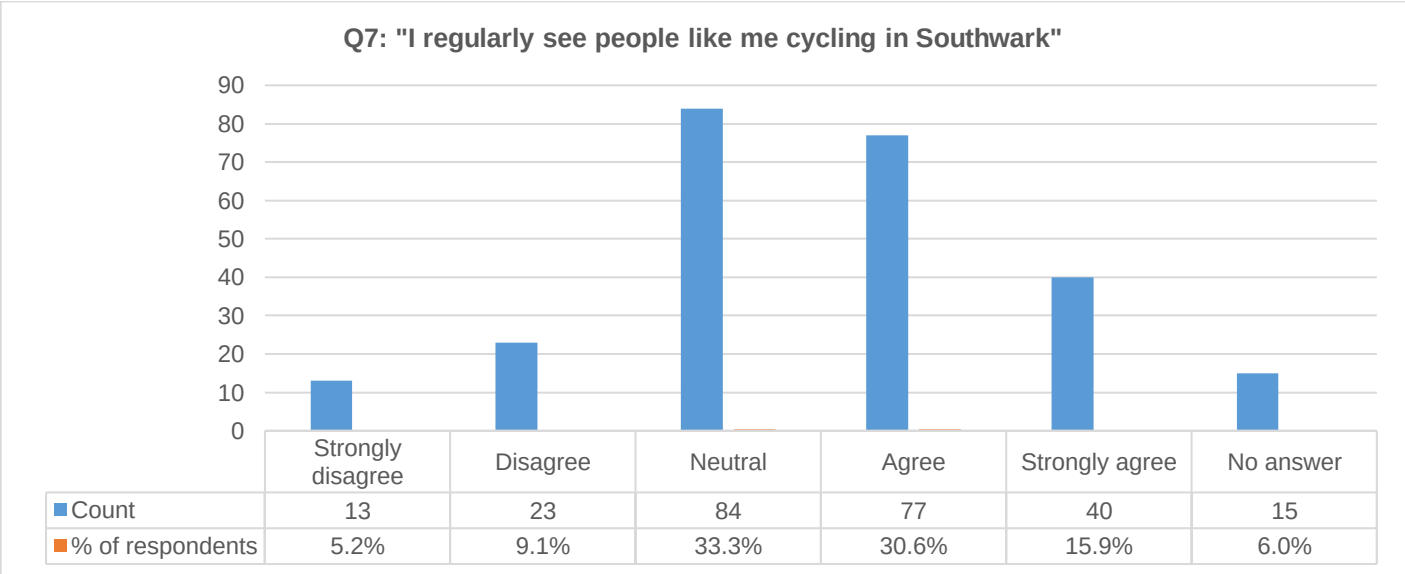

| | Other | Car club bay | Disabled bay | Permanent or 'timed road closure' to motor vehicles | Regular car-free day/play street | Play feature (e.g. hopscotch or stepping stones) | Electric Vehicle charger | Less traffic | Improved lighting | Green space (planter or rain garden) | Water fountain | New trees |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Count | 12 | 18 | 42 | 47 | 71 | 92 | 105 | 130 | 138 | 155 | 163 | 163 |
| % of respondents | 4.8% | 7.1% | 16.7% | 18.7% | 28.2% | 36.5% | 41.7% | 51.6% | 54.8% | 61.5% | 64.7% | 64.7% |

There were 12 additional comments in the ‘Other’ category, the themes highlighted were:

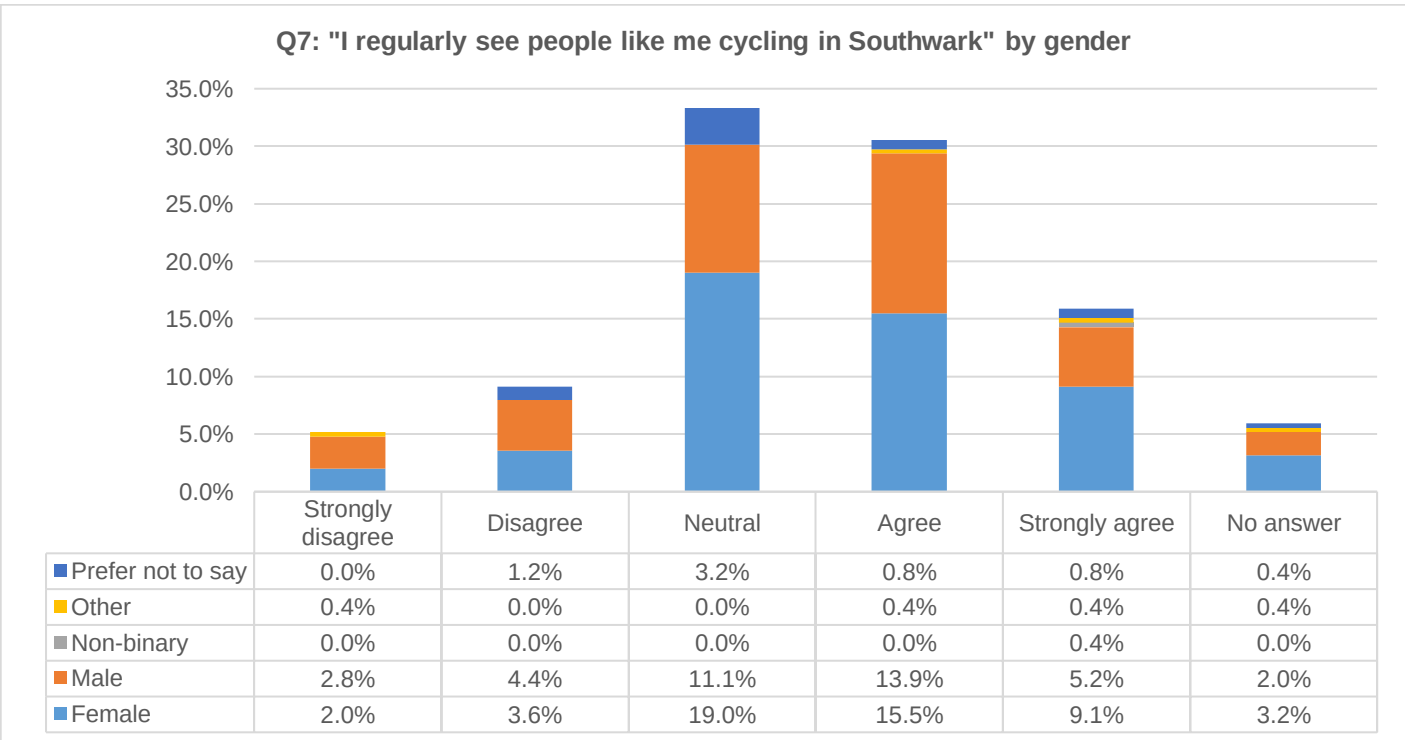
- Leave the roads as they are, don’t close roads that leads to restricted car access.
- Make sure people who can’t walk and cycle to most places, can still have easy access to essential appointments such as hospital appointments and don’t miss school because of long journey times.
- Reduce noise.
- More and refurbished basketball courts and football pitches.
- Less spaces for Electric Vehicle.

# Experience of cycling in Southwark

## Q7: I regularly see people like me cycling in Southwark

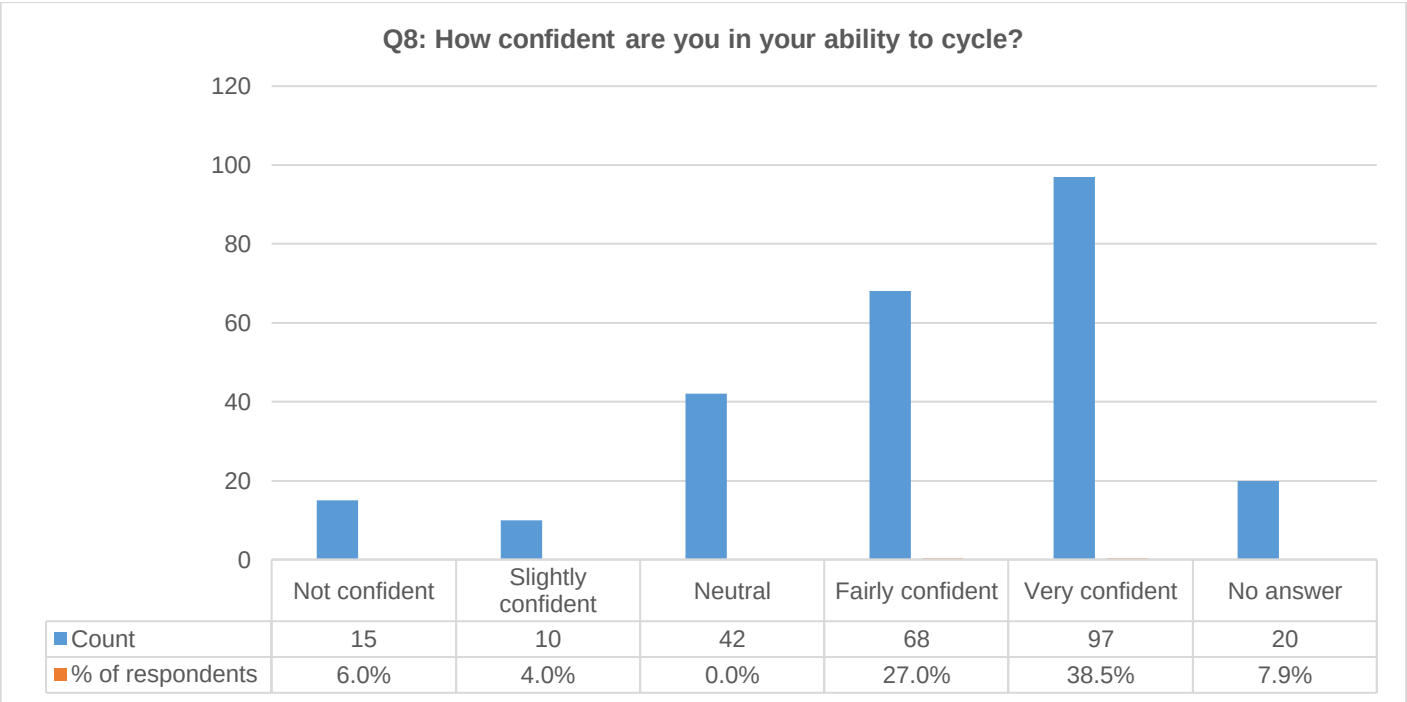



| | Strongly disagree | Disagree | Neutral | Agree | Strongly agree | No answer |
|---|---|---|---|---|---|---|
| Count | 13 | 23 | 84 | 77 | 40 | 15 |
| % of respondents | 5.2% | 9.1% | 33.3% | 30.6% | 15.9% | 6.0% |

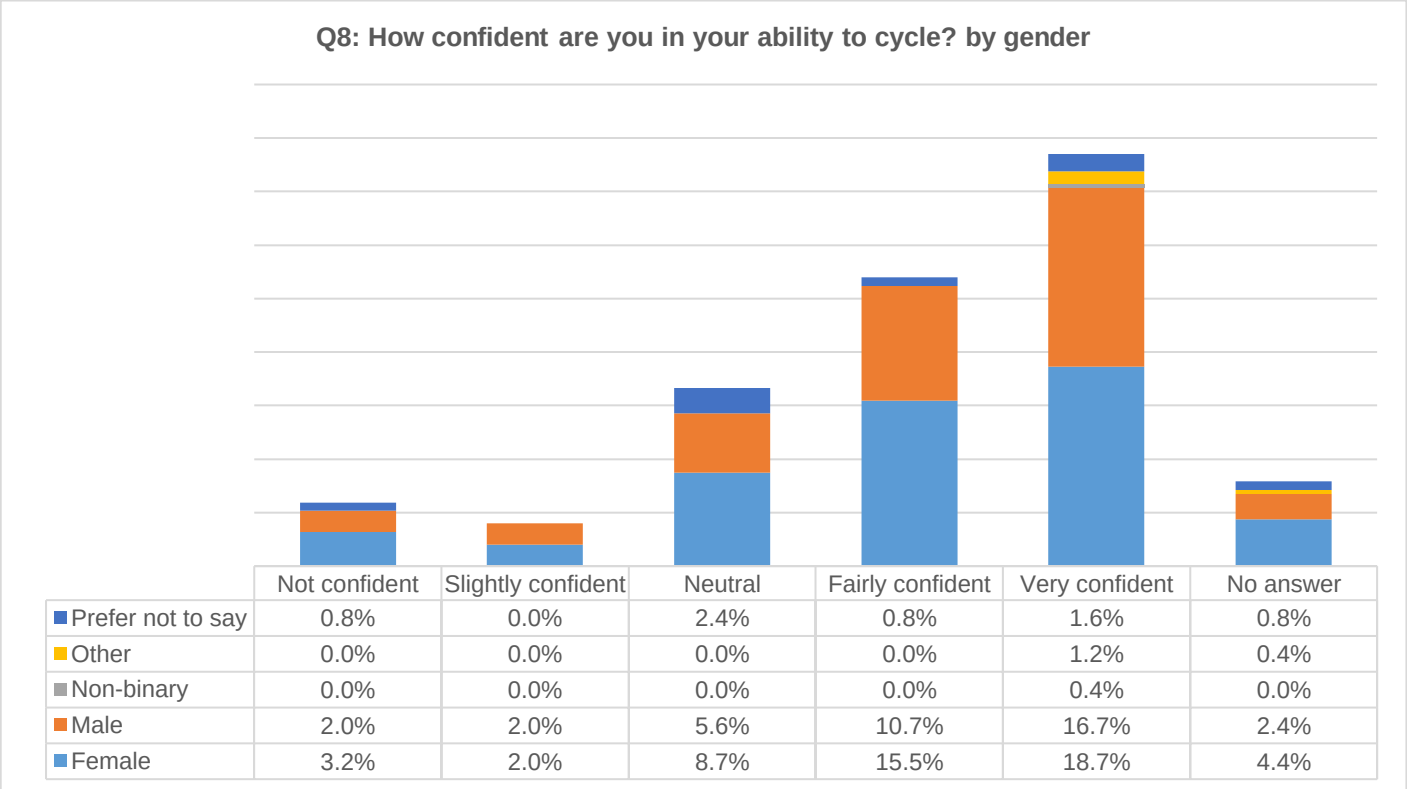



| | Strongly disagree | Disagree | Neutral | Agree | Strongly agree | No answer |
|---|---|---|---|---|---|---|
| Prefer not to say | 0.0% | 1.2% | 3.2% | 0.8% | 0.8% | 0.4% |
| Other | 0.4% | 0.0% | 0.0% | 0.4% | 0.4% | 0.4% |
| Non-binary | 0.0% | 0.0% | 0.0% | 0.0% | 0.4% | 0.0% |
| Male | 2.8% | 4.4% | 11.1% | 13.9% | 5.2% | 2.0% |
| Female | 2.0% | 3.6% | 19.0% | 15.5% | 9.1% | 3.2% |

## Q8: How confident are you in your ability to cycle?

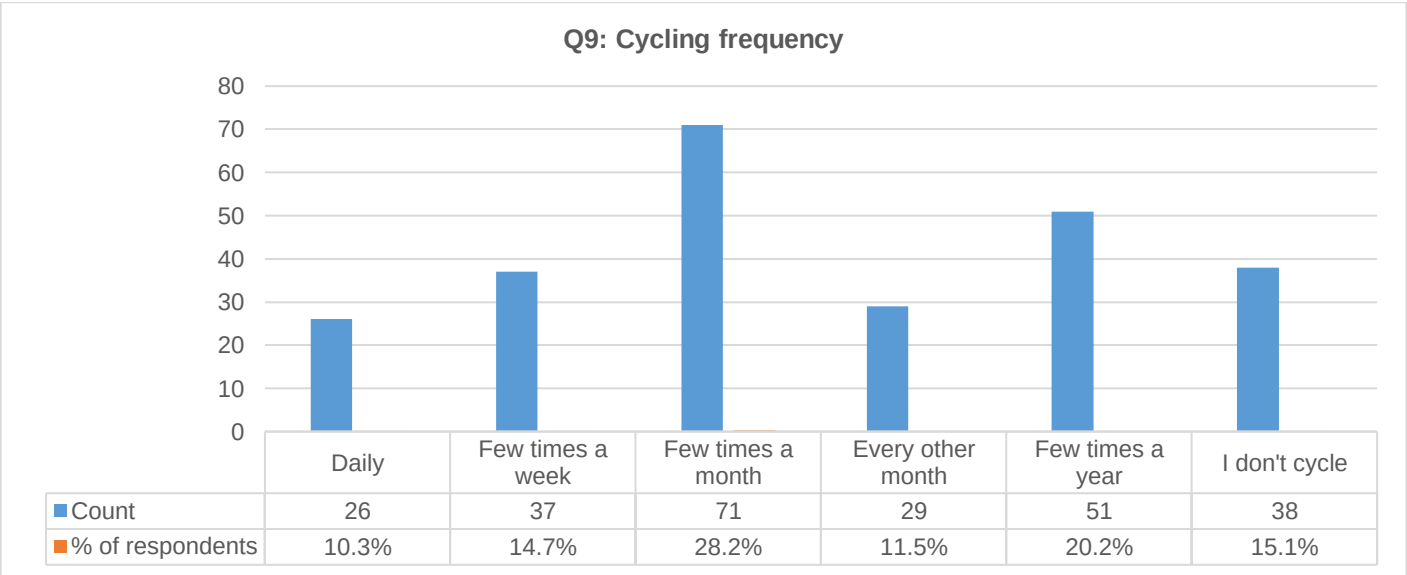



| | Not confident | Slightly confident | Neutral | Fairly confident | Very confident | No answer |
|---|---|---|---|---|---|---|
| Count | 15 | 10 | 42 | 68 | 97 | 20 |
| % of respondents | 6.0% | 4.0% | 0.0% | 27.0% | 38.5% | 7.9% |




| | Not confident | Slightly confident | Neutral | Fairly confident | Very confident | No answer |
|---|---|---|---|---|---|---|
| Prefer not to say | 0.8% | 0.0% | 2.4% | 0.8% | 1.6% | 0.8% |
| Other | 0.0% | 0.0% | 0.0% | 0.0% | 1.2% | 0.4% |
| Non-binary | 0.0% | 0.0% | 0.0% | 0.0% | 0.4% | 0.0% |
| Male | 2.0% | 2.0% | 5.6% | 10.7% | 16.7% | 2.4% |
| Female | 3.2% | 2.0% | 8.7% | 15.5% | 18.7% | 4.4% |

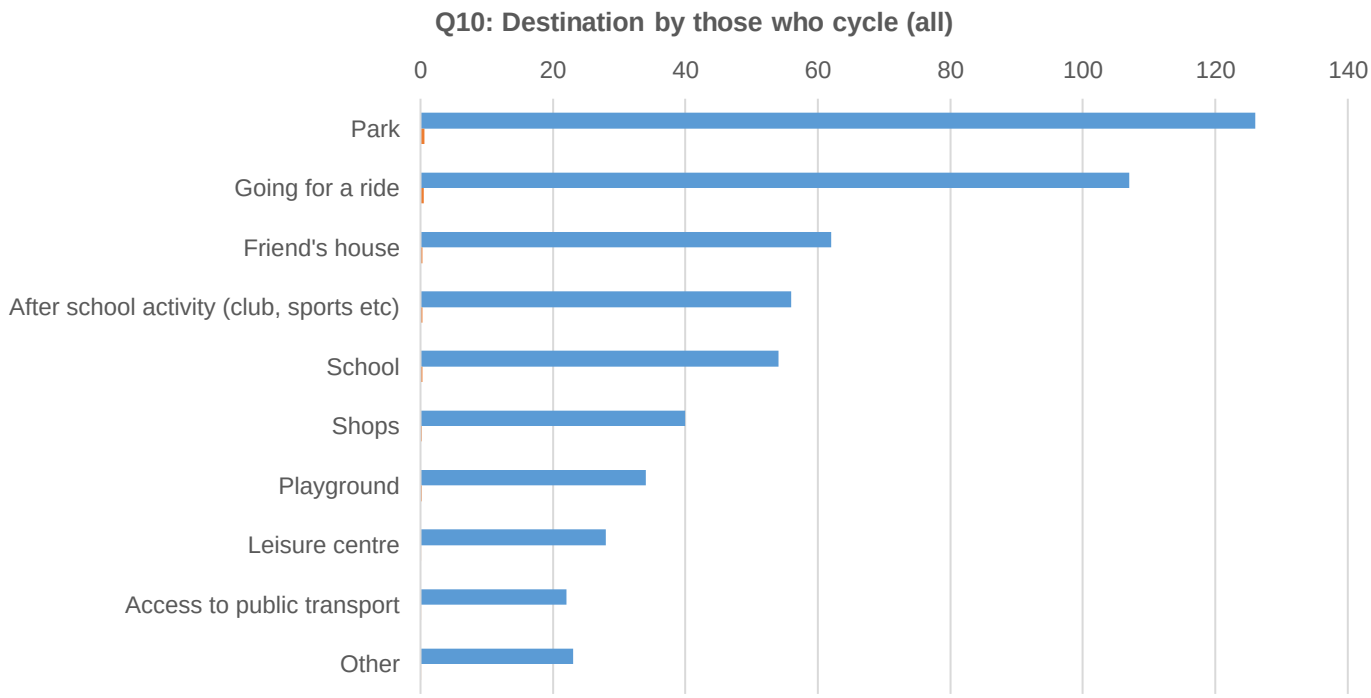
## Q9: How often do you cycle?




| | Daily | Few times a week | Few times a month | Every other month | Few times a year | I don't cycle |
|---|---|---|---|---|---|---|
| Count | 26 | 37 | 71 | 29 | 51 | 38 |
| % of respondents | 10.3% | 14.7% | 28.2% | 11.5% | 20.2% | 15.1% |

**Q10: What are places that you cycle to?**

Answered by the 214 people who responded, ‘daily’, ‘few times a week’, ‘few times a month’, ‘every other month’, and ‘few times a year’ in question 9.



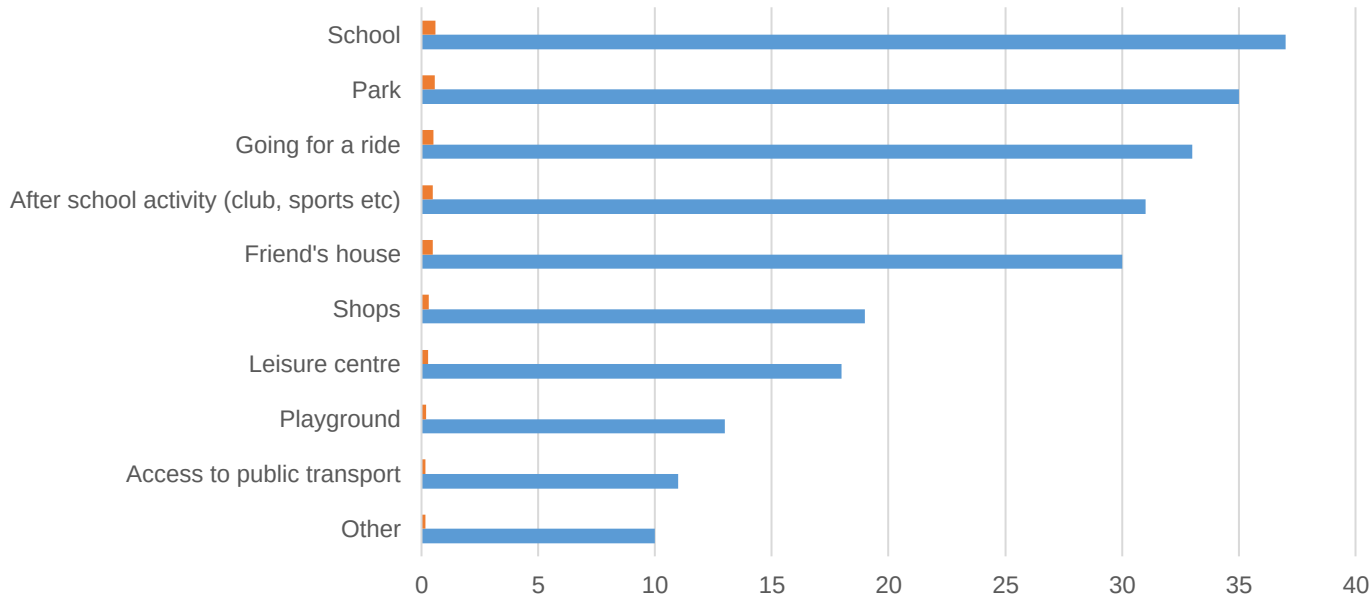

| | Other | Access to public transport | Leisure centre | Playground | Shops | School | After school activity (club, sports etc) | Friend's house | Going for a ride | Park |
|---|---|---|---|---|---|---|---|---|---|---|
| Count | 23 | 22 | 28 | 34 | 40 | 54 | 56 | 62 | 107 | 126 |
| % of respondents | 10.7% | 10.3% | 13.1% | 15.9% | 18.7% | 25.2% | 26.2% | 29.0% | 50.0% | 58.9% |

In the ‘Other’ category the following additional destinations and reasons for cycling were highlighted:

- On holiday.
- As family time.
- To The Velodrome (Herne Hill).
- To church.
- To outdoor/indoor leisure and sports activities (i.e. basketball court, tennis court, boxing, dance).
- Cycling with no particular direction.

## Q10: Destination by those who said they cycle 'Daily' or 'Few times a week' in Q9

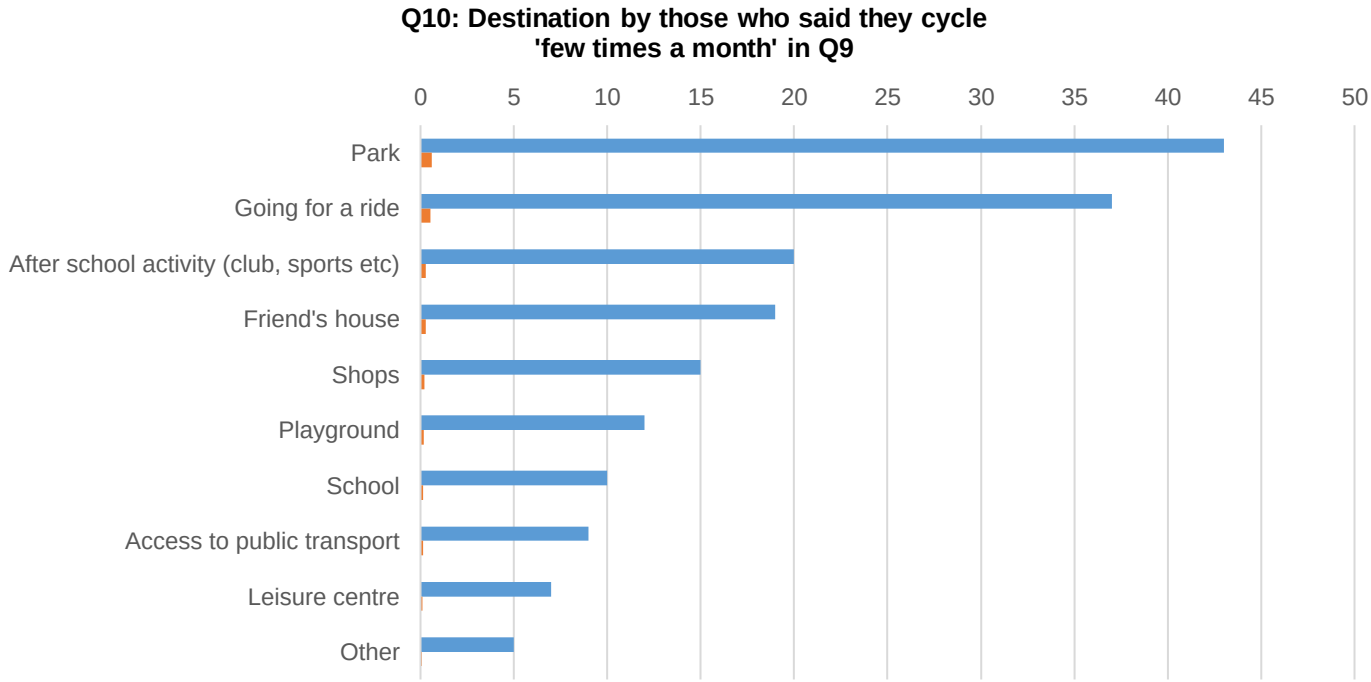
63 people responded ‘daily’ and ‘few times a week’




| | Other | Access to public transport | Playground | Leisure centre | Shops | Friend's house | After school activity (club, sports etc) | Going for a ride | Park | School |
|---|---|---|---|---|---|---|---|---|---|---|
| % of respondents | 15.9% | 17.5% | 20.6% | 28.6% | 30.2% | 47.6% | 49.2% | 52.4% | 55.6% | 58.7% |
| Count | 10 | 11 | 13 | 18 | 19 | 30 | 31 | 33 | 35 | 37 |

## Q10: Destination by those who said they cycle 'few times a month' in Q9

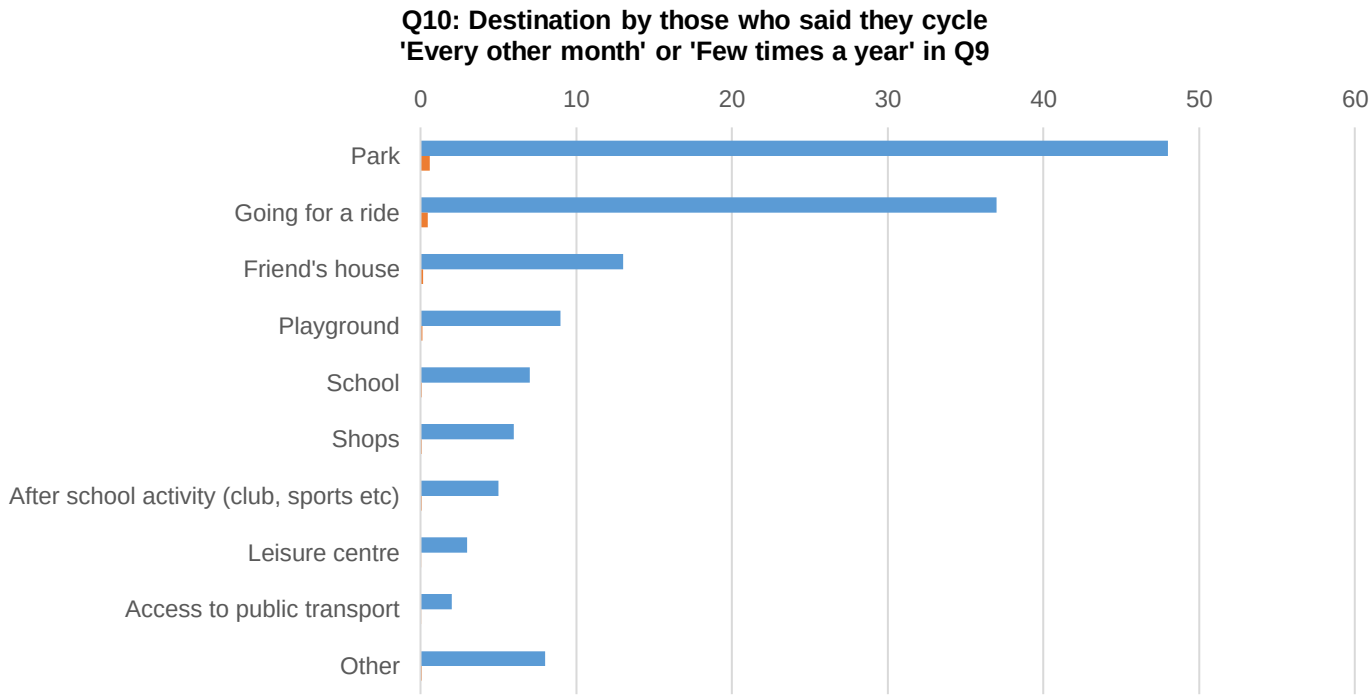
71 people responded ‘few times a month’




| | Other | Leisure centre | Access to public transport | School | Playground | Shops | Friend's house | After school activity (club, sports etc) | Going for a ride | Park |
|---|---|---|---|---|---|---|---|---|---|---|
| Count | 5 | 7 | 9 | 10 | 12 | 15 | 19 | 20 | 37 | 43 |
| % of respondents | 7.0% | 9.9% | 12.7% | 14.1% | 16.9% | 21.1% | 26.8% | 28.2% | 52.1% | 60.6% |

## Q10: Destination by those who said they cycle 'Every other month' or 'Few times a year' in Q9

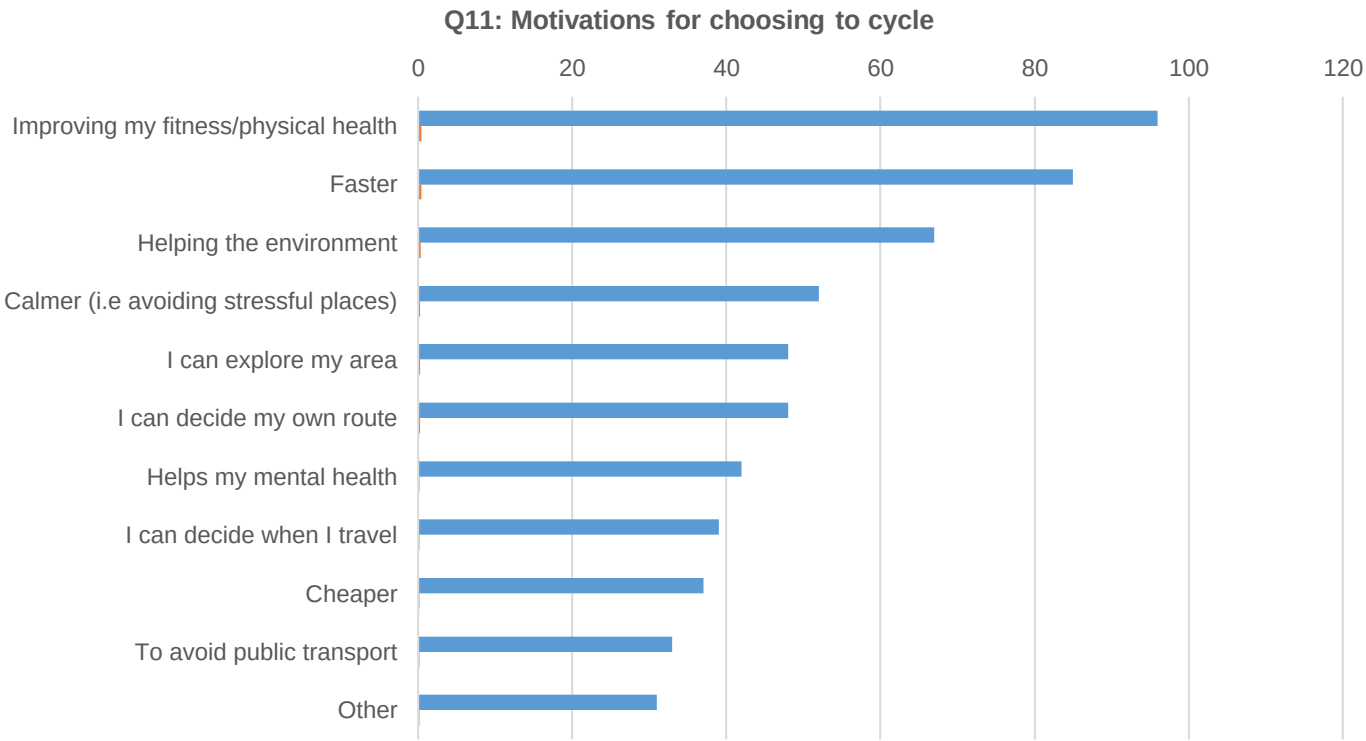
80 people responded ‘Every other month’ + ‘Few times a year’




| | Other | Access to public transport | Leisure centre | After school activity (club, sports etc) | Shops | School | Playground | Friend's house | Going for a ride | Park |
|---|---|---|---|---|---|---|---|---|---|---|
| Count | 8 | 2 | 3 | 5 | 6 | 7 | 9 | 13 | 37 | 48 |
| % of respondents | 10.0% | 2.5% | 3.8% | 6.3% | 7.5% | 8.8% | 11.3% | 16.3% | 46.3% | 60.0% |

**Q11: What made you decide to cycle to these places?**

214 people responded to this question. It was answered by people who responded: daily, few times a week, few times a month, every other month and few times a year in Q9.



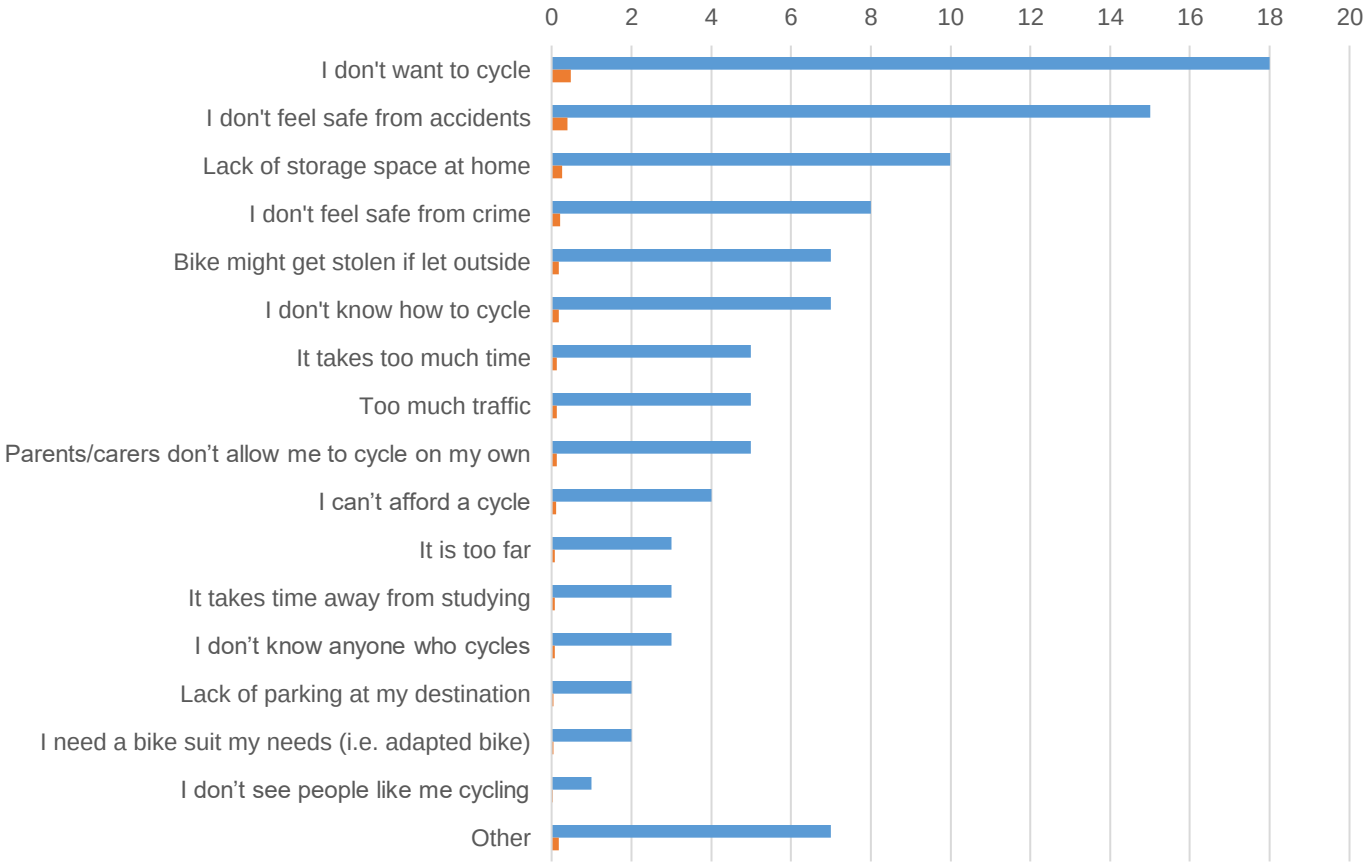

| | Other | To avoid public transport | Cheaper | I can decide when I travel | Helps my mental health | I can decide my own route | I can explore my area | Calmer (i.e avoiding stressful places) | Helping the environment | Faster | Improving my fitness/physical health |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Count | 31 | 33 | 37 | 39 | 42 | 48 | 48 | 52 | 67 | 85 | 96 |
| % of respondents | 14.5% | 15.4% | 17.3% | 18.2% | 19.6% | 22.4% | 22.4% | 24.3% | 31.3% | 39.7% | 44.9% |

In the ‘Other’ category the following additional motivations for cycling were highlighted:

- It’s fun and enjoyable.
- To spend time with parents or parents has encourage cycling as the activity.
- To get outside.
- Seen as the only or most convenient way to get to school.
- Cycle as they get motion sick on buses.
- To get better at cycling.
- To avoid busy roads.

## Q12: Why do you not cycle?

This question was responded to by the 38 people that said “I don’t cycle” in Q9.



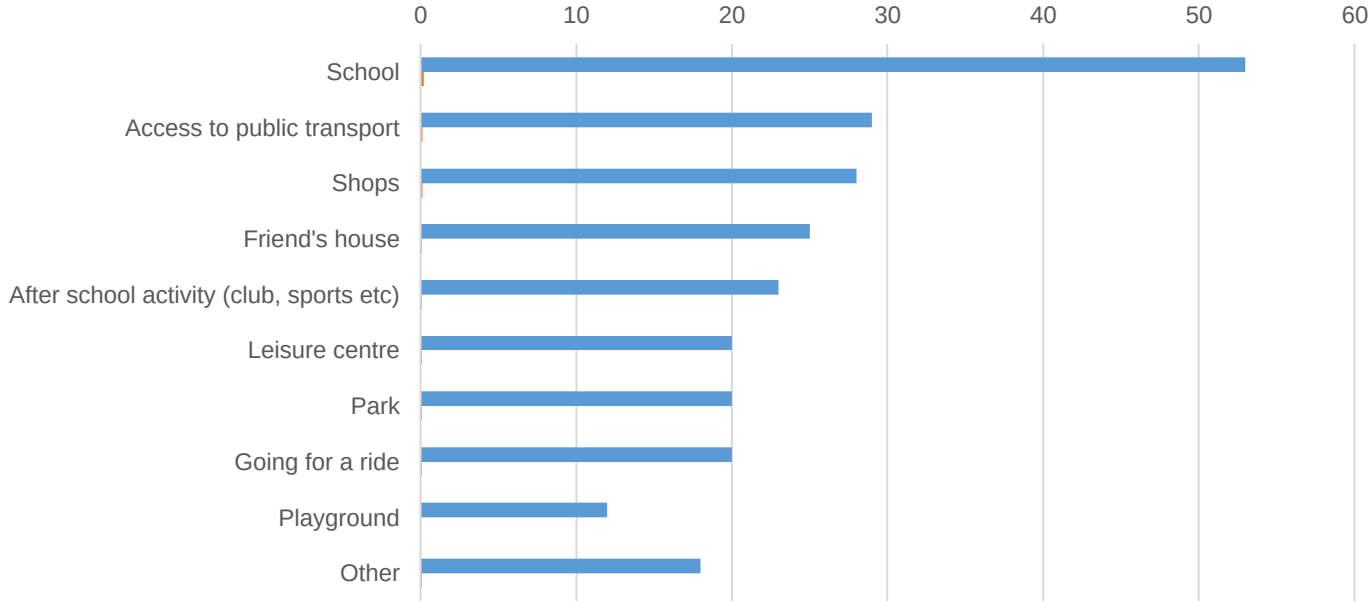

| | Other | I don’t see people like me cycling | I need a bike suit my needs (i.e. adapted bike) | Lack of parking at my destination | I don’t know anyone who cycles | It takes time away from studying | It is too far | I can’t afford a cycle | Parents/carers don’t allow me to cycle on my own | Too much traffic | It takes too much time | I don't know how to cycle | Bike might get stolen if let outside | I don't feel safe from crime | Lack of storage space at home | I don't feel safe from accidents | I don't want to cycle |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Count | 7 | 1 | 2 | 2 | 3 | 3 | 3 | 4 | 5 | 5 | 5 | 7 | 7 | 8 | 10 | 15 | 18 |
| % of respondents | 18.4% | 2.6% | 5.3% | 5.3% | 7.9% | 7.9% | 7.9% | 10.5% | 13.2% | 13.2% | 13.2% | 18.4% | 18.4% | 21.1% | 26.3% | 39.5% | 47.4% |

In the ‘Other’ category the following additional barriers to cycling were highlighted:

- Not owning a cycle.
- Can’t cycle because of a disability.
- Don’t see the reason for cycling when you can walk or take public transport.

- Cycling on the road is seen as risky.

**Q13: Are there places you'd like to cycle but you can't at the moment?**




| | Other | Playground | Going for a ride | Park | Leisure centre | After school activity (club, sports etc) | Friend's house | Shops | Access to public transport | School |
|---|---|---|---|---|---|---|---|---|---|---|
| Count | 18 | 12 | 20 | 20 | 20 | 23 | 25 | 28 | 29 | 53 |
| % of respondents | 7.1% | 4.8% | 7.9% | 7.9% | 7.9% | 9.1% | 9.9% | 11.1% | 11.5% | 21.0% |

In the ‘Other’ category the following additional places young people would like to cycle to were:

- Into central London.
- Along busy roads.
- To markets.
- For places to be accessible by wheelchair and sufficient disabled parking.

## Q14: Why do you not cycle to these places?

| | Other | I need a bike suit my needs (i.e. adapted bike) | I can't afford a cycle | I don't know anyone who cycles | I don't see people like me cycling | I don't know how to cycle | Lack of storage space at home | It takes time away from studying | I don't want to cycle | It takes too much time | Lack of parking at my destination | I don't feel safe from crime | Parents/carers don't allow me to cycle on my own | I don't feel safe from accidents | Bike might get stolen if let outside | Too much traffic | It is too far |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Count | 28 | 2 | 6 | 8 | 9 | 11 | 12 | 15 | 28 | 29 | 31 | 34 | 36 | 48 | 51 | 54 | 54 |
| % of respondents | 11.1% | 0.8% | 2.4% | 3.2% | 3.6% | 4.4% | 4.8% | 6.0% | 11.1% | 11.5% | 12.3% | 13.5% | 14.3% | 19.0% | 20.2% | 21.4% | 21.4% |

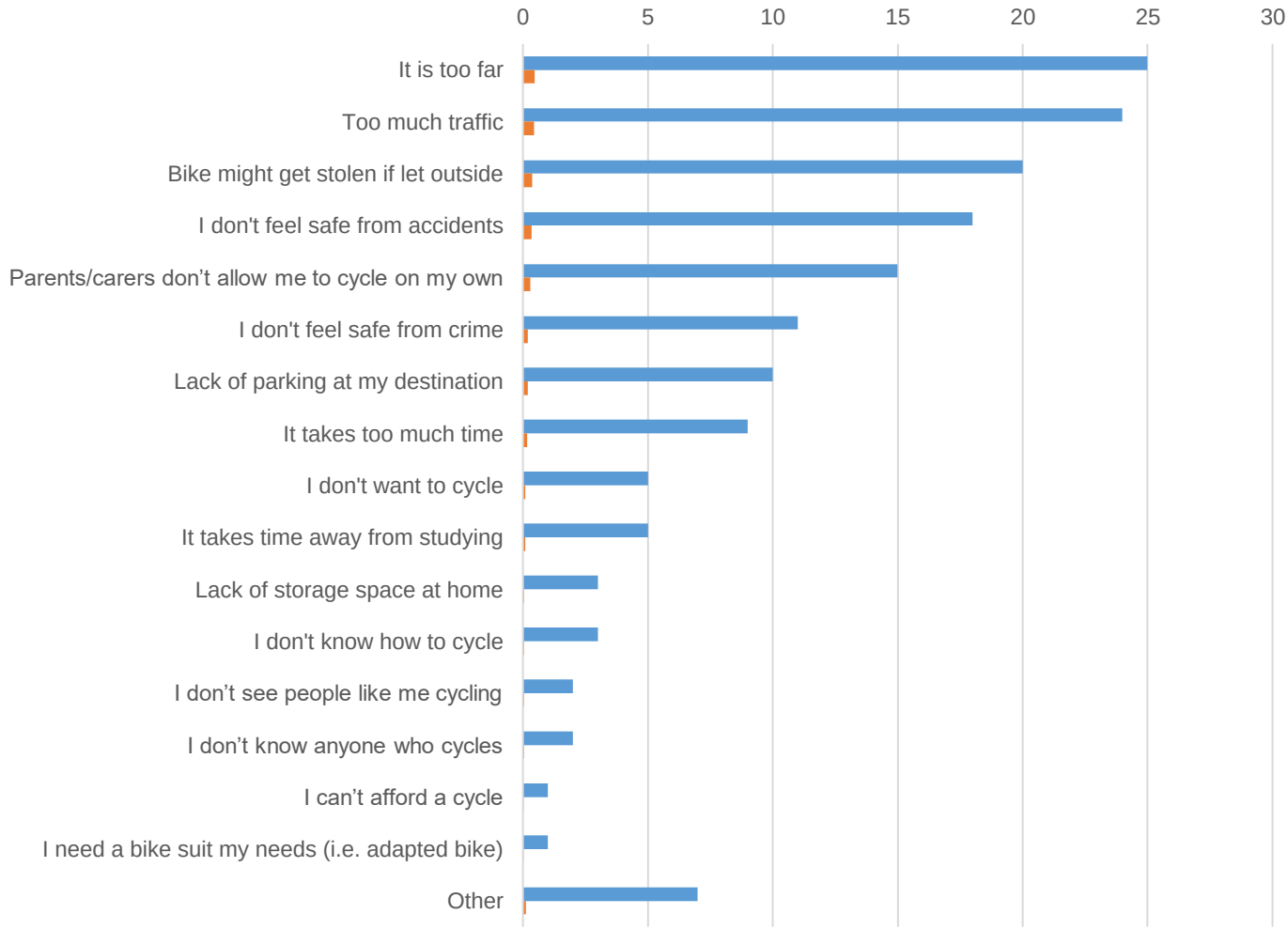
In the 'Other' category the following additional places young people would like to cycle to were highlighted:

- Don't have a cycle.
- To many bags or things to carry to be able to take the cycle.

- Disabled and can’t use an adapted bike.
- Don’t feel confident to cycle on the roads, and there isn’t enough space on pavement.
- Roads and traffic feel intimidating.
- Not enough cycle lanes.
- Lack of time.
- Parents drive as have children that go to different schools.
- Don’t see a reason to cycle when you can scoot, walk or take public transport.

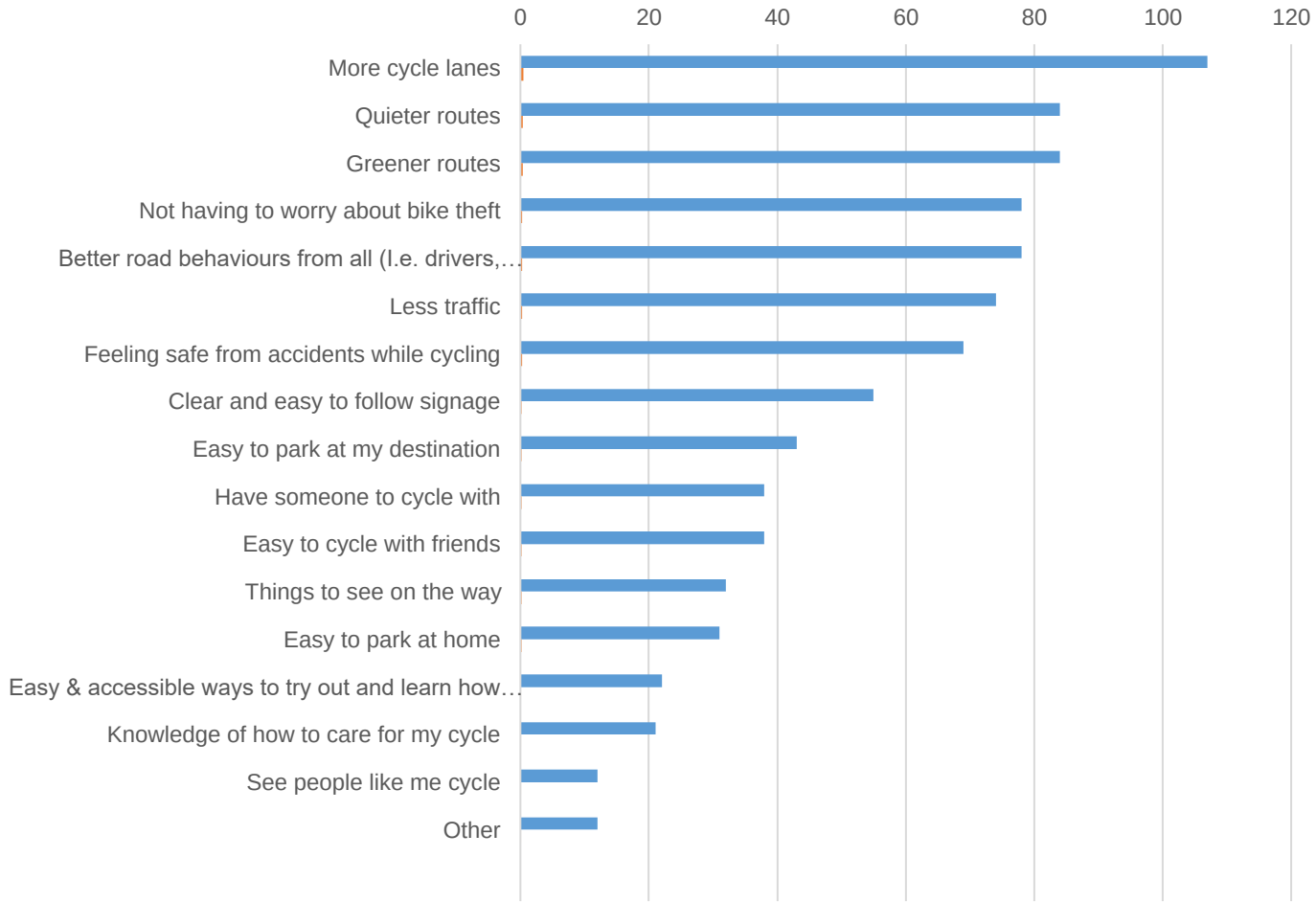
**Q14: Why do you not cycle to these places filtered by those who said they would like to cycle to school in question 13.**

53 people responded they would like to cycle to school




| | Other | I need a bike suit my needs (i.e. adapted bike) | I can't afford a cycle | I don't know anyone who cycles | I don't see people like me cycling | I don't know how to cycle | Lack of storage space at home | It takes time away from studying | I don't want to cycle | It takes too much time | Lack of parking at my destination | I don't feel safe from crime | Parents/carers don't allow me to cycle on my own | I don't feel safe from accidents | Bike might get stolen if let outside | Too much traffic | It is too far |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Count | 7 | 1 | 1 | 2 | 2 | 3 | 3 | 5 | 5 | 9 | 10 | 11 | 15 | 18 | 20 | 24 | 25 |
| % of respondents | 13.2% | 1.9% | 1.9% | 3.8% | 3.8% | 5.7% | 5.7% | 9.4% | 9.4% | 17.0% | 18.9% | 20.8% | 28.3% | 34.0% | 37.7% | 45.3% | 47.2% |

## Q15: What would improve your experience of cycling and encourage you to cycle more in Southwark?



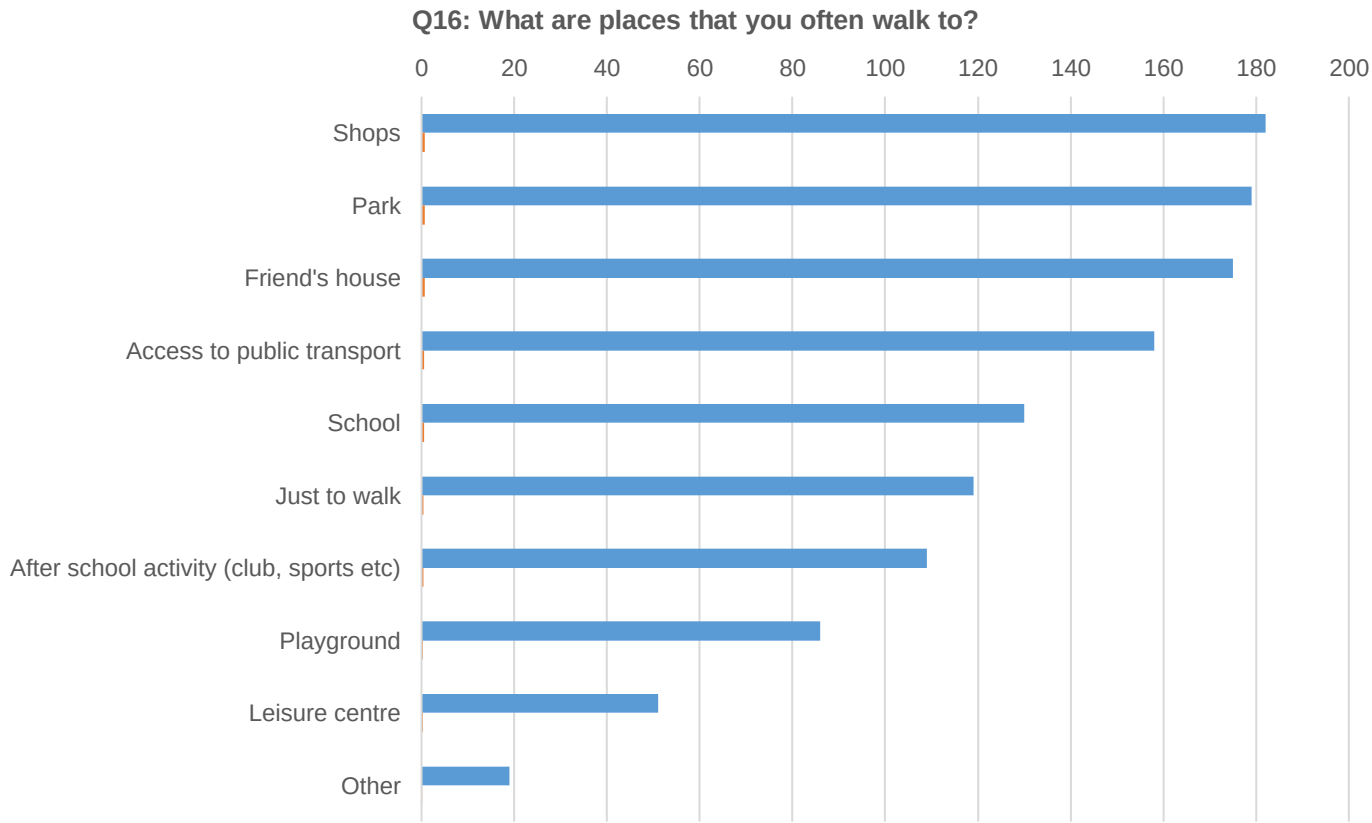

| | | Other | See people like me cycle | Knowledge of how to care for my cycle | Easy & accessible ways to try out and learn how to cycle | Easy to park at home | Things to see on the way | Easy to cycle with friends | Have someone to cycle with | Easy to park at my destination | Clear and easy to follow signage | Feeling safe from accidents while cycling | Less traffic | Better road behaviours from all (I.e. drivers, cyclists etc.) | Not having to worry about bike theft | Greener routes | Quieter routes | More cycle lanes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Count | | 12 | 12 | 21 | 22 | 31 | 32 | 38 | 38 | 43 | 55 | 69 | 74 | 78 | 78 | 84 | 84 | 107 |
| % of respondents | | 4.8% | 4.8% | 8.3% | 8.7% | 12.3% | 12.7% | 15.1% | 15.1% | 17.1% | 21.8% | 27.4% | 29.4% | 31.0% | 31.0% | 33.3% | 33.3% | 42.5% |

In the ‘Other’ category the following additional factors were highlighted that would improve the experience of cycling:

- Do not want to cycle.
- Cars don’t go over the speed limit.
- Cycle traffic lights.
- Owning a bike.
- Have more fun places to cycle to.

# Experience of walking in Southwark

### Q16: What are places that you often walk to?

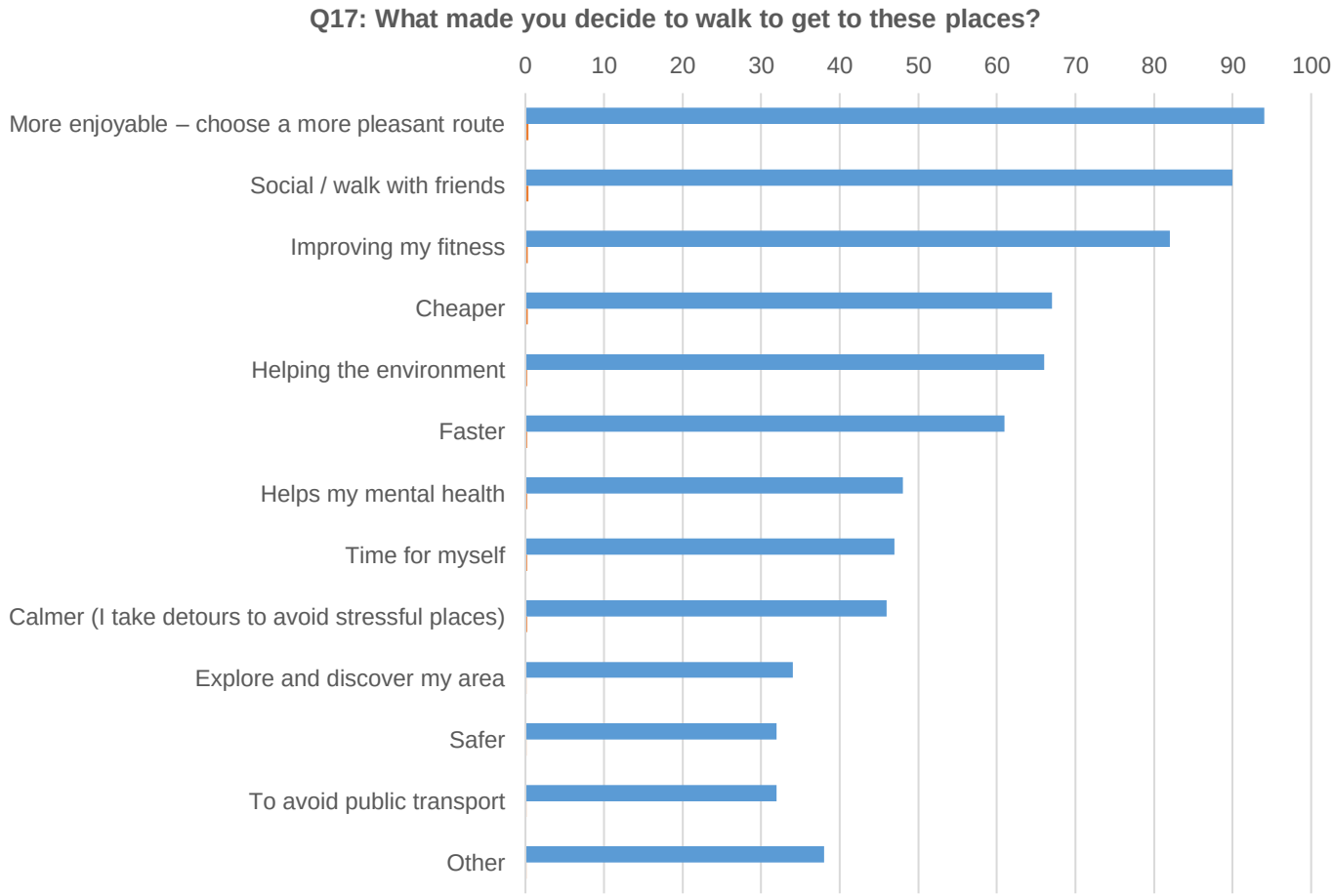



| | Other | Leisure centre | Playground | After school activity (club, sports etc) | Just to walk | School | Access to public transport | Friend's house | Park | Shops |
|---|---|---|---|---|---|---|---|---|---|---|
| Count | 19 | 51 | 86 | 109 | 119 | 130 | 158 | 175 | 179 | 182 |
| % of respondents | 7.5% | 20.2% | 34.1% | 43.3% | 47.2% | 51.6% | 62.7% | 69.4% | 71.0% | 72.2% |

In the ‘Other’ category the following additional items were highlighted:

- As family time
- Taking the dog for a walk
- Walking to and from the bus as part of a linking trip

## Q17: What made you decide to walk to get to these places?

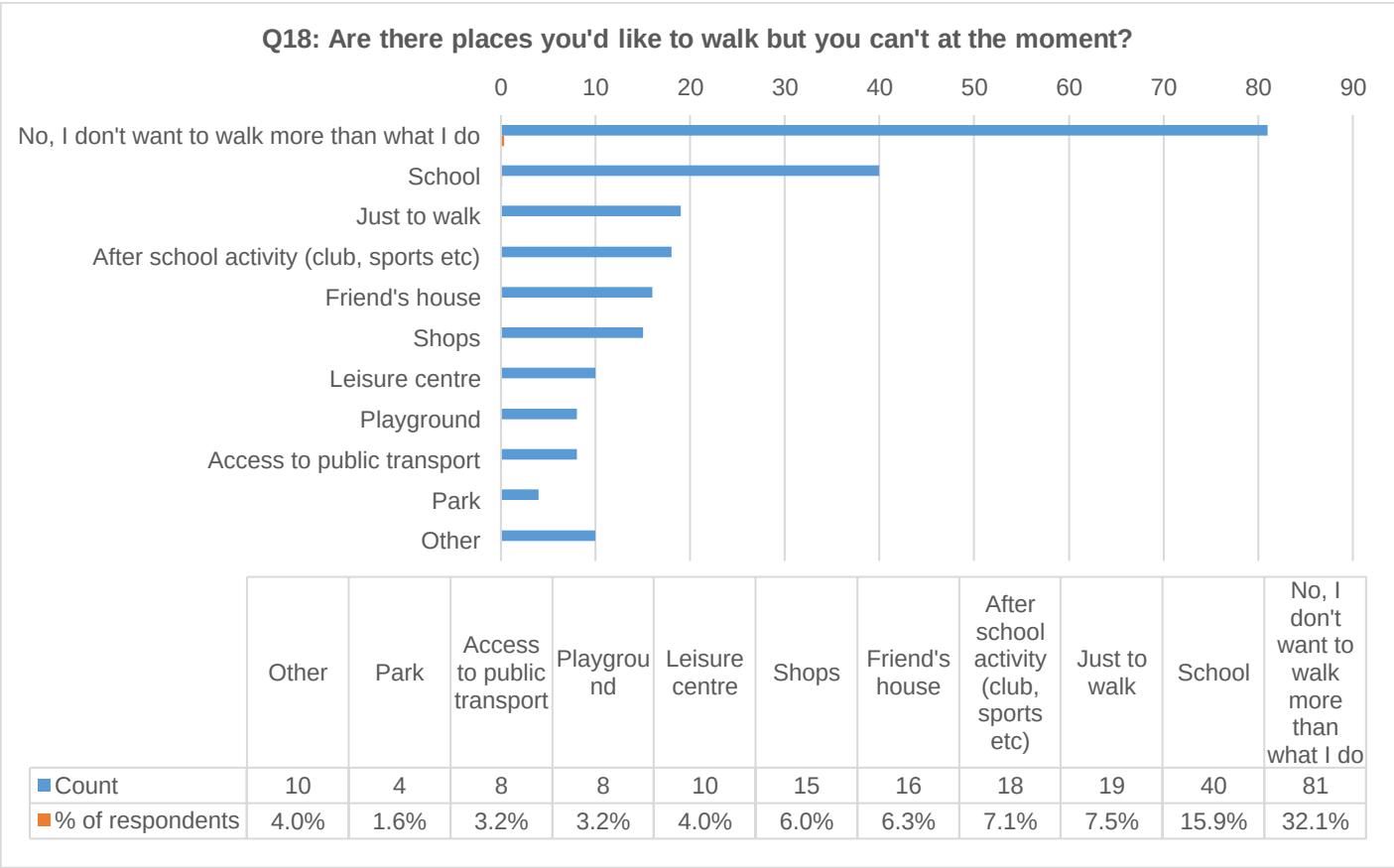



| | Other | To avoid public transport | Safer | Explore and discover my area | Calmer (I take detours to avoid stressful places) | Time for myself | Helps my mental health | Faster | Helping the environment | Cheaper | Improving my fitness | Social / walk with friends | More enjoyable – choose a more pleasant route |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Count | 38 | 32 | 32 | 34 | 46 | 47 | 48 | 61 | 66 | 67 | 82 | 90 | 94 |
| % of respondents | 15.1% | 12.7% | 12.7% | 13.5% | 18.3% | 18.7% | 19.0% | 24.2% | 26.2% | 26.6% | 32.5% | 35.7% | 37.3% |

In the ‘Other’ category the following additional items were highlighted:

- **Proximity**: Many mention walking because their destinations are close, such as school, shops, and parks.
- **Necessity**: Some have to walk due to a lack of other transport options (e.g., road closures,) or to access public transport.
- **Cost and Convenience**: Walking is chosen because it is easier, cheaper (avoiding petrol costs), and sometimes the only viable option (public transport issues).
- **Parental Influence**: Some mention parents either making the decision for them or restricting other options like cycling because of safety concerns.
- **Personal Preference**: Some enjoy walking for fun, with family, or as a way to walk their dog.

**Q18: Are there places you'd like to walk but you can't at the moment?**

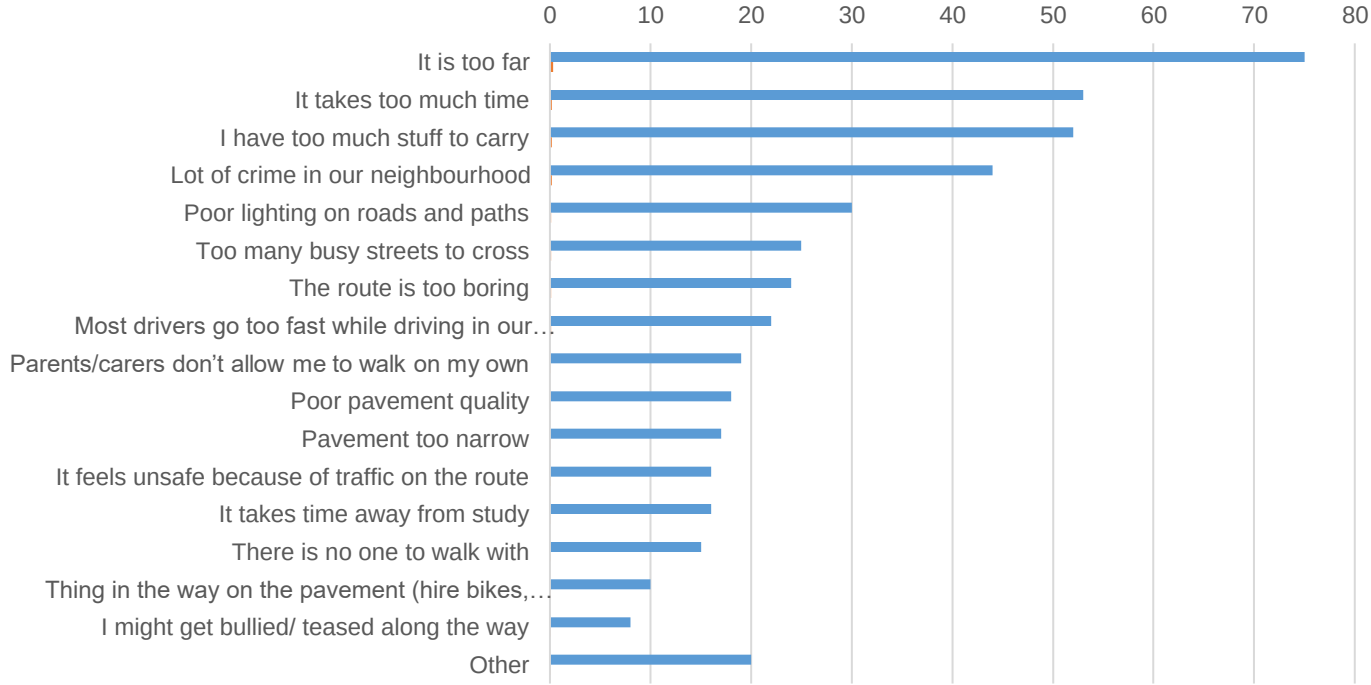



| | Other | Park | Access to public transport | Playground | Leisure centre | Shops | Friend's house | After school activity (club, sports etc) | Just to walk | School | No, I don't want to walk more than what I do |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Count | 10 | 4 | 8 | 8 | 10 | 15 | 16 | 18 | 19 | 40 | 81 |
| % of respondents | 4.0% | 1.6% | 3.2% | 3.2% | 4.0% | 6.0% | 6.3% | 7.1% | 7.5% | 15.9% | 32.1% |

In the ‘Other’ category the following additional items were highlighted:

- Wanting to walk independently to the shops
- Poor pavement quality forces young person to take detours with wheelchair

**Q19: Why do you not walk to these places?**

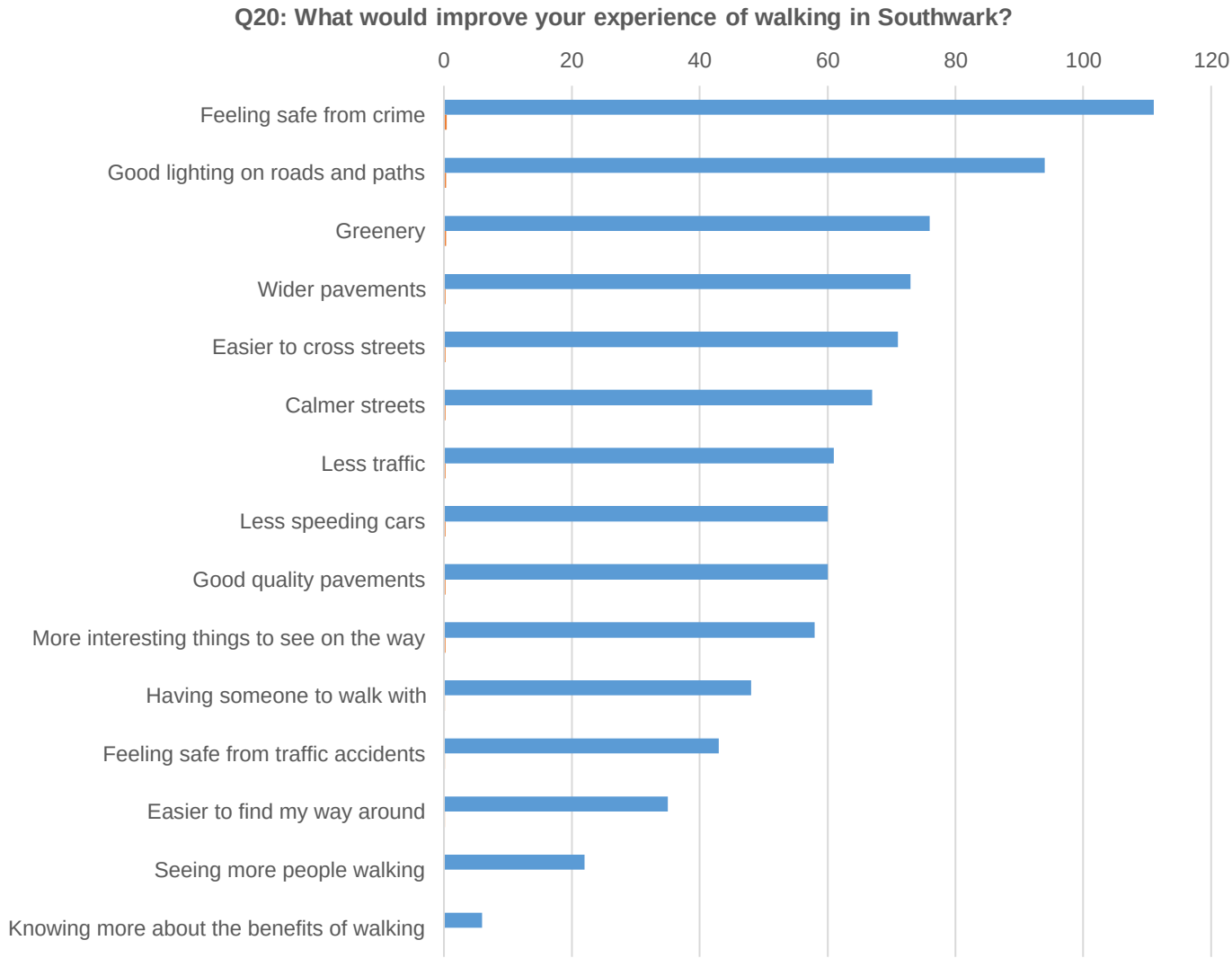



| | Other | I might get bullied/ teased along the way | Thing in the way on the pavement (hire bikes, bins etc) | There is no one to walk with | It takes time away from study | It feels unsafe because of traffic on the route | Pavement too narrow | Poor pavement quality | Parents/carers don't allow me to walk on my own | Most drivers go too fast while driving in our neighbourhood | The route is too boring | Too many busy streets to cross | Poor lighting on roads and paths | Lot of crime in our neighbourhood | I have too much stuff to carry | It takes too much time | It is too far |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Count | 20 | 8 | 10 | 15 | 16 | 16 | 17 | 18 | 19 | 22 | 24 | 25 | 30 | 44 | 52 | 53 | 75 |
| % of respondents | 7.9% | 3.2% | 4.0% | 6.0% | 6.3% | 6.3% | 6.7% | 7.1% | 7.5% | 8.7% | 9.5% | 9.9% | 11.9% | 17.5% | 20.6% | 21.0% | 29.8% |

In the 'Other' category the following additional items were highlighted:

- Don't want to walk more
- Fear of crime
- Cold weather
- Not many interesting things to walk to

## Q20: What would improve your experience of walking in Southwark?




| | Knowing more about the benefits of walking | Seeing more people walking | Easier to find my way around | Feeling safe from traffic accidents | Having someone to walk with | More interesting things to see on the way | Good quality pavements | Less speeding cars | Less traffic | Calmer streets | Easier to cross streets | Wider pavements | Greenery | Good lighting on roads and paths | Feeling safe from crime |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Count | 6 | 22 | 35 | 43 | 48 | 58 | 60 | 60 | 61 | 67 | 71 | 73 | 76 | 94 | 111 |
| % of respondents | 2.4% | 8.7% | 13.9% | 17.1% | 19.0% | 23.0% | 23.8% | 23.8% | 24.2% | 26.6% | 28.2% | 29.0% | 30.2% | 37.3% | 44.0% |

# Other comments

**Q21: Finally, is there anything else you want to tell us that we haven't asked you about?**

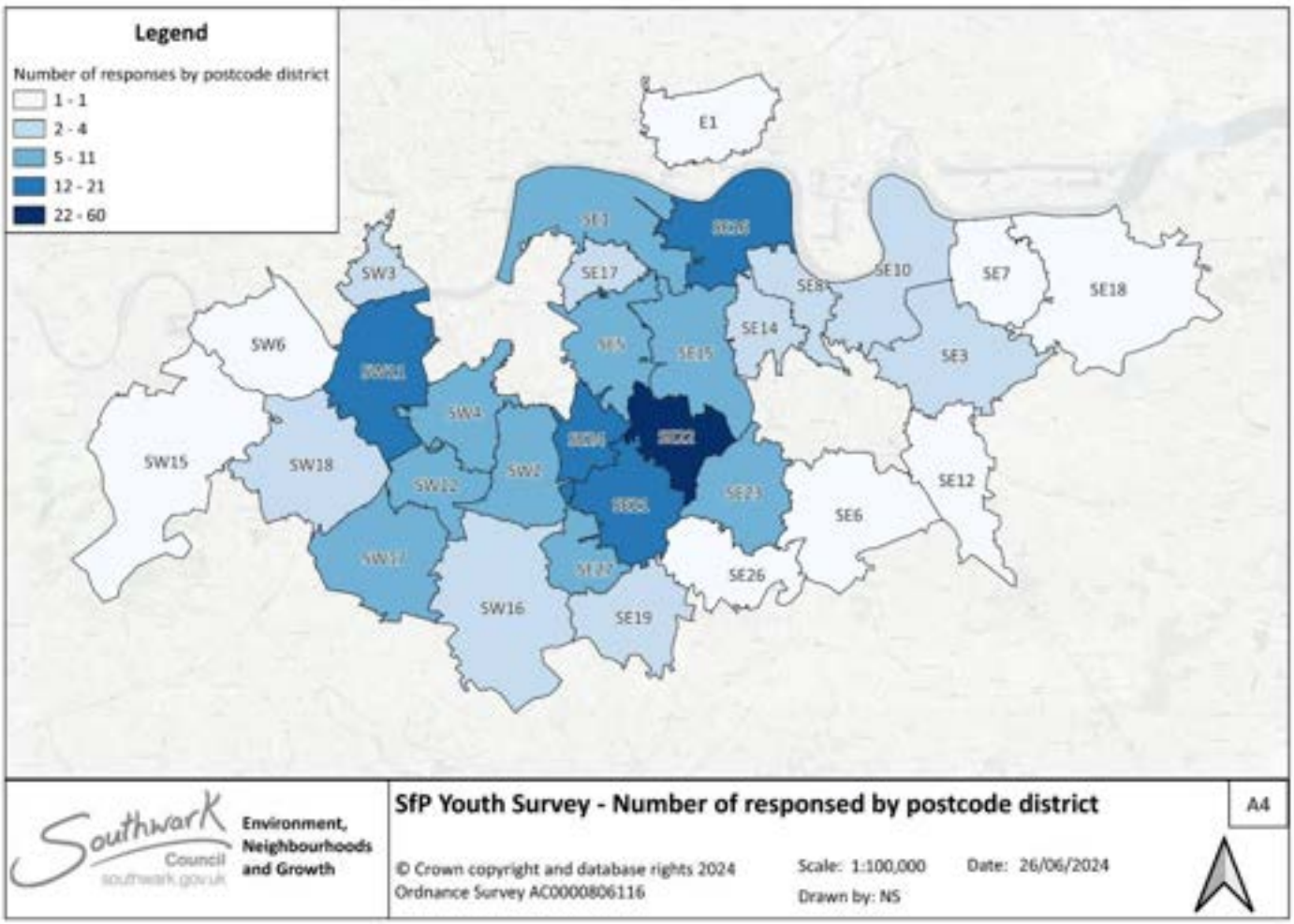
There were 50 responses to this question. Responses given mentioned:

- Crime and Safety: Reduce crime and gangs so that you can feel safe in Southwark. Young people want to see less knife crime, muggings and postcode wars. More police to feel safe.
- Traffic and Speeding: Slow traffic and prevent speeding cars. Also mentioned that cameras don’t reduce the speed of traffic, they still speed through crossings and make young people feel unsafe. Some don’t like the current road closures as it creates more traffic, make their journeys harder and have negatively impacted people with disabilities who rely on cars to get to where they need to go.
- Cycling: More cycle lanes and want to see people using the bike lanes. Improved behaviours from people cycling, want it to feel more welcoming for young people cycling. Speeding cyclists can make it feel unsafe to walk in for example Surrey Canal Path.
- Mention that e-scooters and e-bikes take up space and it is unclear where they are supposed to be driven and parked.
- Improve pavements so that they are smooth and easy to walk and scoot on.
- More greenery, trees and community gardens.
- Cleaner streets with less dog fouling and rubbish. Empty bins.
- Reduce the impact of construction. Highlights that for an autistic person road work can increase anxiety.
- Giving more opportunities to young people to get involved in helping to improve the community.
- Improve air quality.
- Reliable and easy public transport journeys, with things to see along the way.

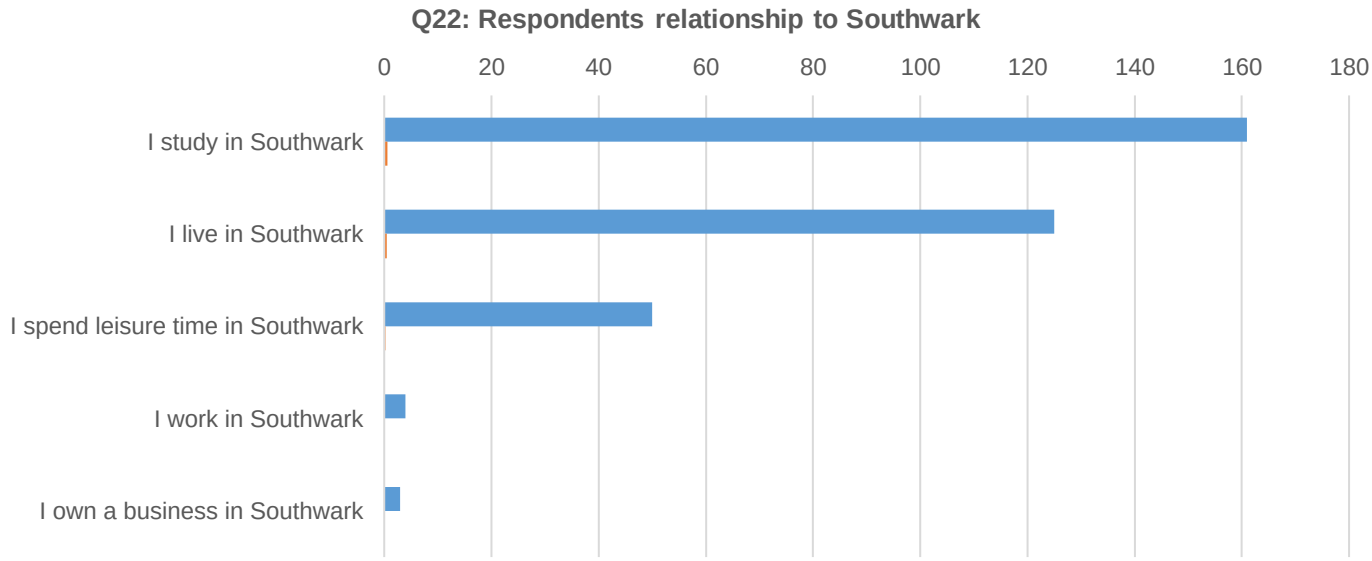
# Profile of respondents

**Total number of responses to the survey:** 252

**Q3: What is your postcode?**

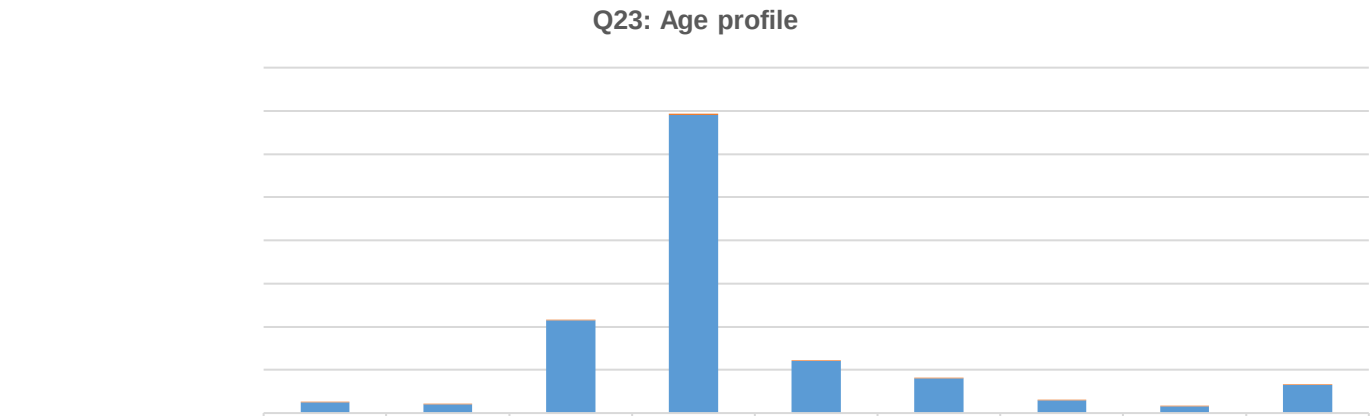


## Q22: Relationship to Southwark (multiple-select)



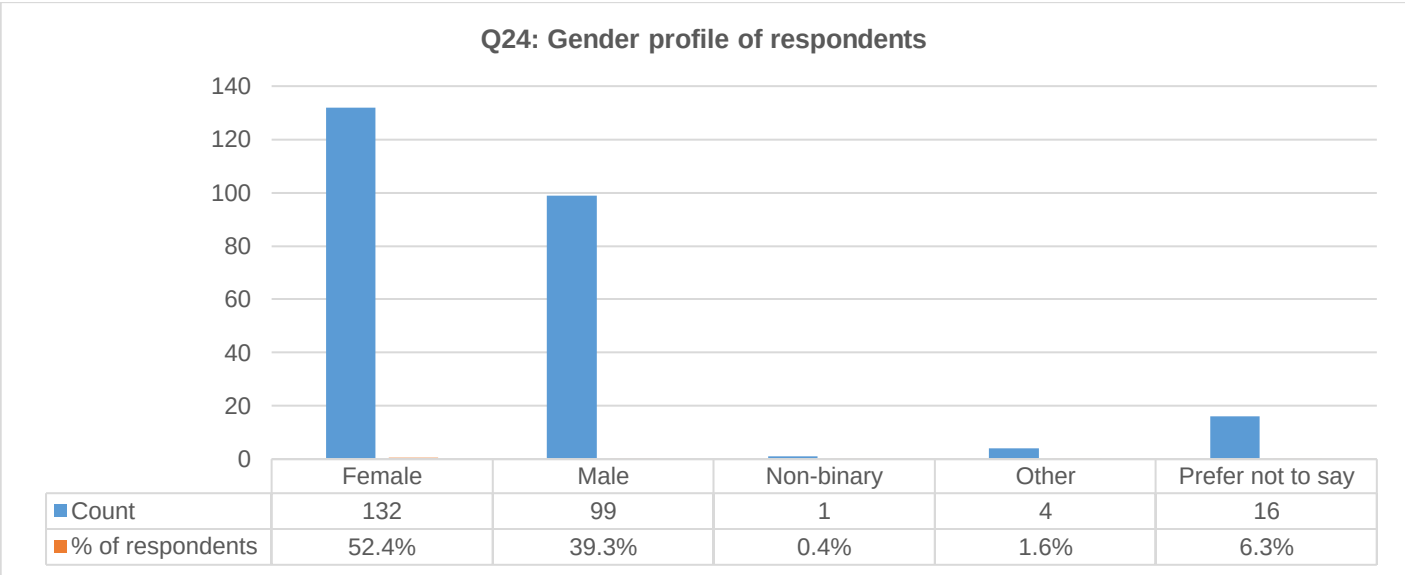

| | I own a business in Southwark | I work in Southwark | I spend leisure time in Southwark | I live in Southwark | I study in Southwark |
|---|---|---|---|---|---|
| Count | 3 | 4 | 50 | 125 | 161 |
| % of respondents | 1.2% | 1.6% | 19.8% | 49.6% | 63.9% |

## Q23: Age profile of respondents



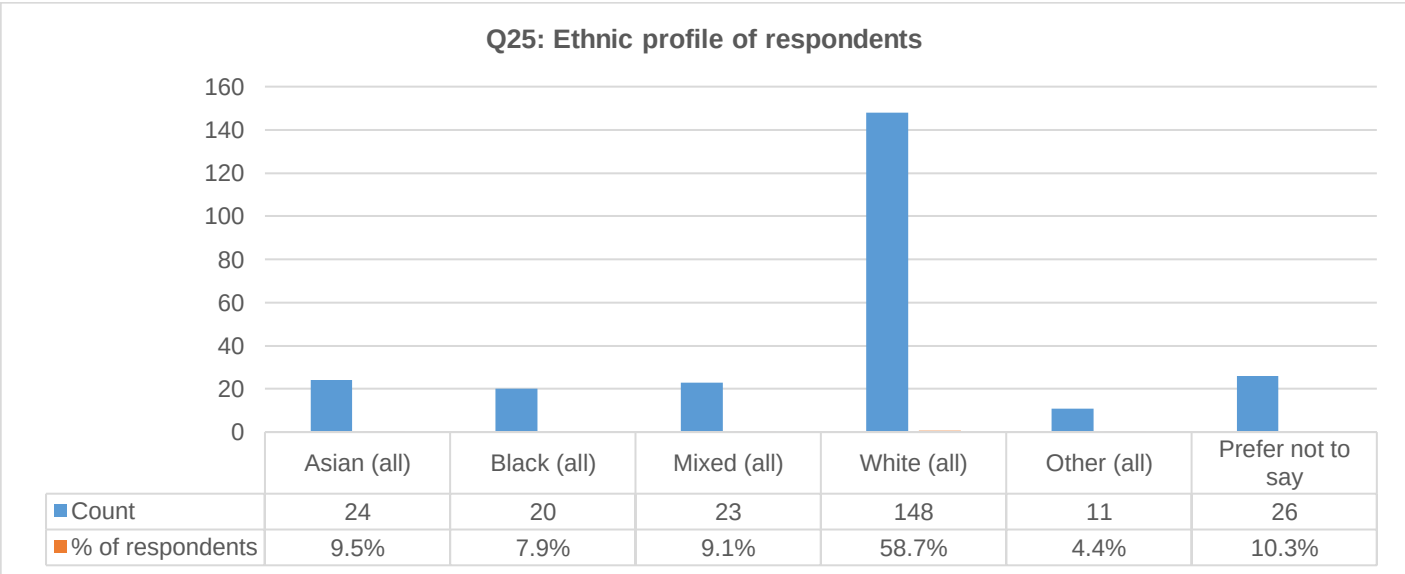

| | Under 8 | 8 – 9 | 10 – 11 | 12 – 13 | 14 – 15 | 16 – 17 | 18 – 19 | Over 20 | Prefer not to say |
|---|---|---|---|---|---|---|---|---|---|
| % of respondents | 2.0% | 1.6% | 17.1% | 54.8% | 9.5% | 6.3% | 2.4% | 1.2% | 5.2% |
| Count | 5 | 4 | 43 | 138 | 24 | 16 | 6 | 3 | 13 |

## Q24: Gender profile of respondents



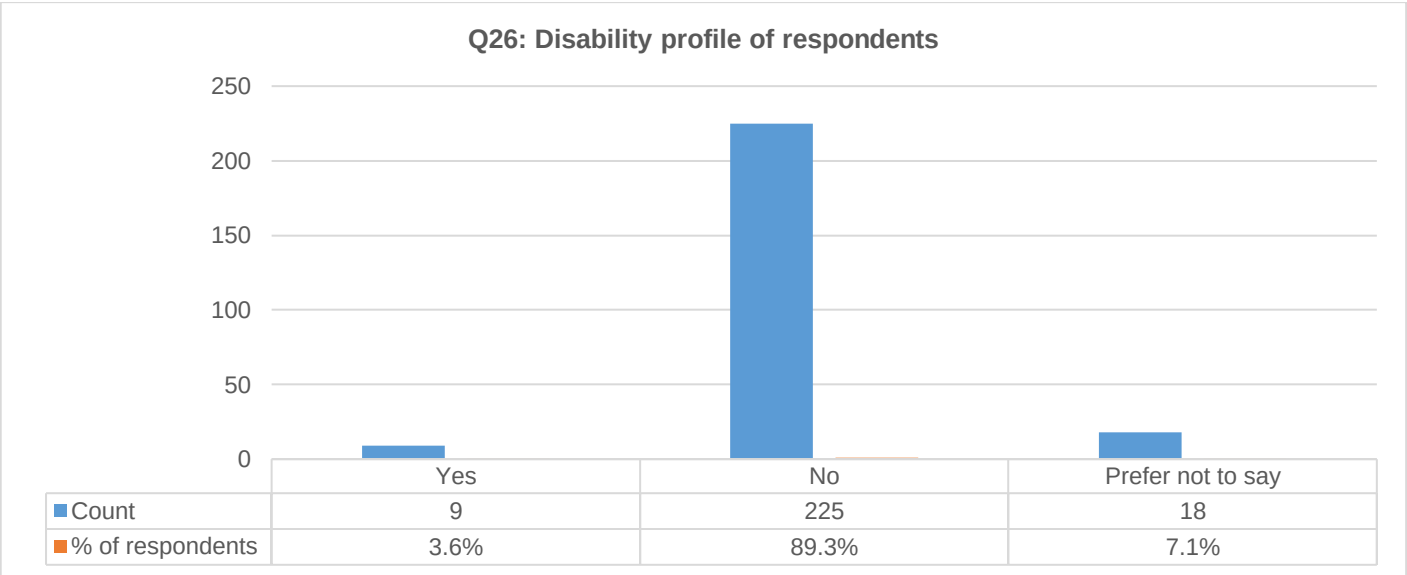

| | Female | Male | Non-binary | Other | Prefer not to say |
|---|---|---|---|---|---|
| Count | 132 | 99 | 1 | 4 | 16 |
| % of respondents | 52.4% | 39.3% | 0.4% | 1.6% | 6.3% |

## Q25: Ethnic background of respondents




| | Asian (all) | Black (all) | Mixed (all) | White (all) | Other (all) | Prefer not to say |
|---|---|---|---|---|---|---|
| Count | 24 | 20 | 23 | 148 | 11 | 26 |
| % of respondents | 9.5% | 7.9% | 9.1% | 58.7% | 4.4% | 10.3% |

## Q26: Disability profile of respondents

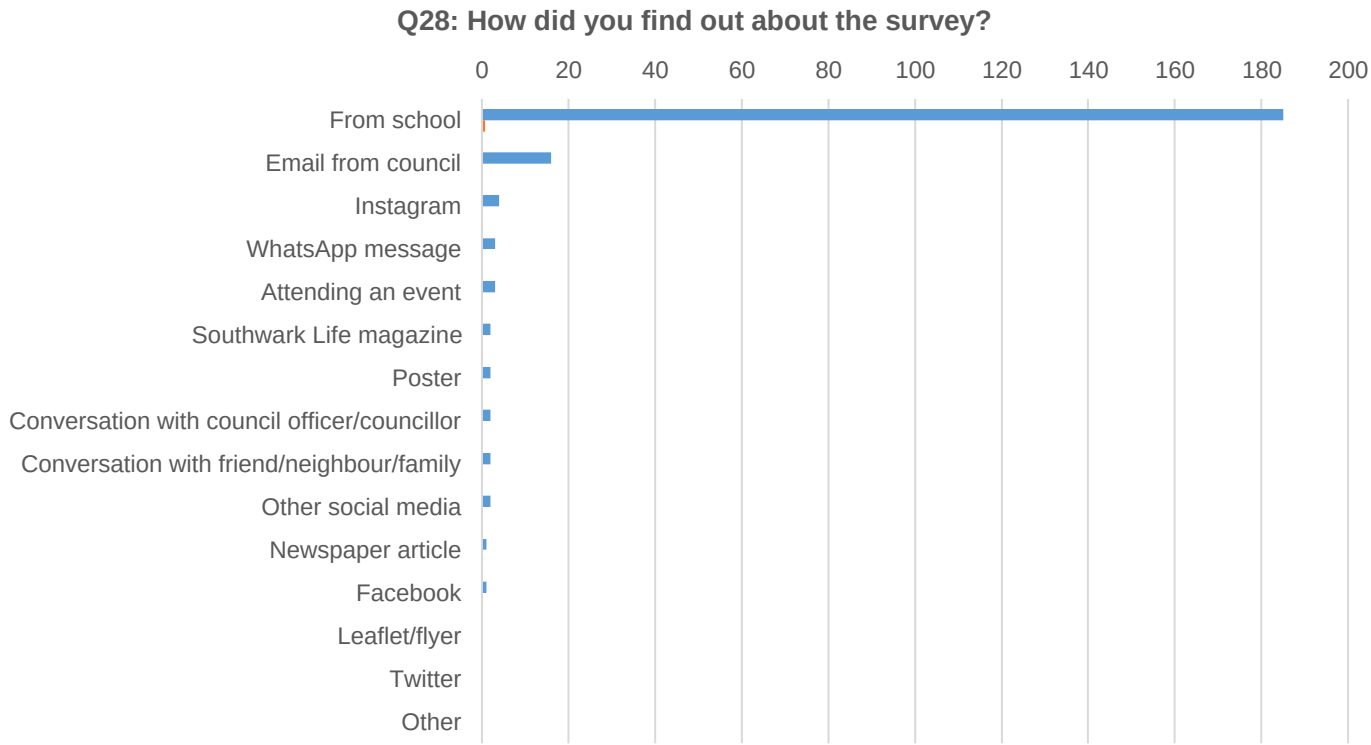



## Q27: Type of disability

*7 people answered this question.*

| Type of disability (respondents could indicate more than one) | Count |
|---|---|
| Hearing / Vision (e.g. deaf, partially deaf or hard of hearing; blind or partial sight) | 0 |
| Physical / Mobility (e.g. wheelchair user, arthritis, multiple sclerosis etc.) | 1 |
| Mental health (lasting more than a year. e.g. severe depression, schizophrenia etc.) | 1 |
| Learning disability (e.g. dyslexia, dyspraxia etc.) | 5 |
| Long-term illness or health condition (e.g. Cancer, HIV, Diabetes, Chronic Heart disease, Rheumatoid Arthritis, Chronic Asthma) | 1 |
| Prefer not to say | 2 |
| Other | 1 |

## Q28: How did you find out about this survey? (multiple-select)




| | Other | Twitter | Leaflet /flyer | Faceb ook | News paper article | Other social media | Conve rsation with friend/ neighb our/fa mily | Conve rsation with counci l officer/ counci llor | Poster | South wark Life magaz ine | Attend ing an event | Whats App messa ge | Instag ram | Email from counci l | From school |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Counts | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 4 | 16 | 185 |
| % of respondents | 9.1% | 0.0% | 0.0% | 0.4% | 0.4% | 0.8% | 0.8% | 0.8% | 0.8% | 0.8% | 1.2% | 1.2% | 1.6% | 6.3% | 73.4% |

# Youth survey questionnaire

| Question number | Questions |
|---|---|
| Q1 | Are you 18 or younger? |
| Q2 | Privacy Statement |
| Q3 | What is your postcode? |
| Q4 | What improvements for walking would you like to see on your street? |
| Q5 | What improvements for cycling would you like to see on your street? |
| Q6 | What other improvements would you like to see? |
| Q7 | I regularly see people like me cycling in Southwark |
| Q8 | How confident are you in your ability to cycle? |
| Q9 | How often do you cycle? |
| Q10 | What are places that you cycle to? |
| Q11 | What made you decide to cycle to these places? |
| Q12 | Why do you not cycle? |
| Q13 | Are there places you'd like to cycle but you can't at the moment? |
| Q14 | Why do you not cycle to these places? |
| Q15 | What would improve your experience of cycling and encourage you to cycle more in Southwark? |
| Q16 | What are places that you often walk to? |
| Q17 | What made you decide to walk to get to these places? |
| Q18 | Are there places you'd like to walk but you can't at the moment? |
| Q19 | Why do you not walk to these places? |
| Q20 | What would improve your experience of walking in Southwark? |
| Q21 | Finally, Is there anything else you want to tell us that we haven't asked you about? |
| Q22 | Which of these describe you? |
| Q23 | How old are you? |
| Q24 | What is your gender? |
| Q25 | What is your ethnicity? |
| Q26 | Are you disabled? |
| Q27 | What type of disability |
| Q28 | How did you find out about this survey? |
| Q29 | Would you be interested in being contacted about other ways to get involved and to occasionally receive information about the project? |
| Q30 | Please share your email to stay up to date |

# Ward reports

Please see on the following pages ward reports for every Southwark ward, in alphabetical order. Each report includes

- a demographic summary of the people who engaged with us on Streets for People
- a list of the number of responses for each street
- a top level breakdown of what people told us in this ward
- a street-by-street summary of the main text comments received, drawing out the key issues for that ward.

# Ward Report: Borough and Bankside

## Profile

**Responses: 200**

**Age profile of respondents:**

| Age | Survey % | Census ’21 % |
|---|---|---|
| **Under 16** | - | 8.6% |
| **16 - 17** | - | 24.8% |
| **18 - 24** | 6.1% | |
| **25 - 34** | 17.2% | 27.9% |
| **35 - 44** | 19.4% | 13.2% |
| **45 - 54** | 20.6% | 10.3% |
| **55 - 64** | 20.6% | 8.6% |
| **65 - 74** | 11.1% | 4.3% |
| **75 - 84** | 2.8% | 2% |
| **85 - 94** | 2.2% | 0.8% |
| **95+** | - | |

**Ethnic background of respondents:**

| Ethnic background | Survey % | Census ‘21 |
|---|---|---|
| **Asian (all)** | 7.9% | 19% |
| **Black (all)** | 6.8% | 12.9% |
| **Mixed (all)** | 4.0% | 6.2% |
| **Other (all)** | 2.3% | 5% |
| **White (all)** | 79.1% | 56.9% |

**Disability profile of respondents:**

| Are you disabled | % |
|---|---|
| **Yes** | 15.3% |
| **No** | 82% |
| **Prefer not to say** | 2.7% |

**Income and housing tenure profile of respondents*:**

| **Household income** | % |
|---|---|
| **Under £15,000 per year** | 4.4% |
| **£15-29,999 per year** | 11.0% |
| **£30-44,999 per year** | 13.2% |
| **£45-59,999 per year** | 9.9% |
| **£60-74,999 per year** | 15.4% |
| **£75-89,999 per year** | 8.8% |
| **£90,000 or above** | 37.4% |

| **Housing tenure** | Survey % | Census ‘21 |
|---|---|---|
| **I rent from a private landlord** | 15.2% | 44.5% |
| **I rent from the council/housing association** | 15.2% | 31.2% |
| **I live with family/friends/rent free** | 5.4% | 0.2% |
| **I own my home outright** | 26.8% | 9.3% |
| **I am buying my home with the help of a mortgage** | 32.1% | 12% |
| **Shared ownership** | 5.4% | 2.9% |

* these two questions were not included in the door-to-door surveying, so only reflect online respondents. So e.g. much of our door-to-door interviewing was on council estates but this is not reflected

** our questions were about the status of the individual, whereas the census data refers to the whole household (so a young person living with their parents would appear differently here)

**Response rates by street:**

We received responses from 52% of streets in Borough and Bankside ward. Below are listed the streets for which we received responses, ordered by % of properties on a given street responding.

| Street | Responses | % | | Street | Responses | % |
|---|---|---|---|---|---|---|

| | | | | | | |
|---|---|---|---|---|---|---|
| KING JAMES STREET | 4 | 133.3% | | TRUNDLE STREET | 1 | 3.6% |
| MINT STREET | 2 | 25.0% | | KINGS BENCH STREET | 1 | 3.2% |
| GAITSKELL WAY | 2 | 15.4% | | VINE YARD | 1 | 3.2% |
| BANKSIDE | 1 | 14.3% | | ISAAC WAY | 1 | 3.0% |
| BEDALE STREET | 1 | 14.3% | | UNION STREET | 11 | 2.9% |
| BRINTON WALK | 2 | 14.3% | | AYRES STREET | 1 | 2.6% |
| BOROUGH ROAD | 3 | 12.5% | | PARK STREET | 5 | 2.5% |
| WEBBER STREET | 26 | 12.3% | | COLLINSON WALK | 1 | 2.3% |
| ROTHERHAM WALK | 2 | 11.8% | | STAMFORD STREET | 1 | 2.3% |
| MAIDEN LANE | 2 | 11.1% | | BLACKFRIARS ROAD | 12 | 2.1% |
| THRALE STREET | 1 | 11.1% | | RUSHWORTH STREET | 2 | 2.0% |
| PORTER STREET | 1 | 10.0% | | SOUTHWARK BRIDGE ROAD | 8 | 2.0% |
| MCCOID WAY | 2 | 9.1% | | BOROUGH HIGH STREET | 8 | 2.0% |
| SCOVELL CRESCENT | 3 | 8.3% | | UFFORD STREET | 1 | 1.8% |
| THE CUT | 5 | 8.1% | | BARGEHOUSE STREET | 2 | 1.7% |
| GLASSHILL STREET | 2 | 7.7% | | BEAR LANE | 1 | 1.6% |
| PLAYHOUSE COURT | 1 | 7.7% | | STONEY STREET | 1 | 1.6% |
| SUDREY STREET | 3 | 7.7% | | MARSHALSEA ROAD | 3 | 1.3% |
| LONDON BRIDGE | 1 | 7.1% | | GREAT SUFFOLK STREET | 8 | 1.3% |
| BOROUGH SQUARE | 1 | 6.7% | | EWER STREET | 3 | 1.2% |
| GATEHOUSE SQUARE | 1 | 6.7% | | UPPER GROUND | 5 | 1.1% |
| NEWINGTON CAUSEWAY | 1 | 6.3% | | NELSON SQUARE | 3 | 1.0% |
| SCOVELL ROAD | 2 | 6.3% | | HILARY MEWS | 1 | 1.0% |
| DISNEY PLACE | 1 | 5.6% | | SOUTHWARK STREET | 5 | 0.9% |
| NICHOLSON STREET | 2 | 4.8% | | LANT STREET | 2 | 0.8% |
| KEPPEL ROW | 1 | 4.5% | | HATFIELDS | 1 | 0.8% |
| BURRELL STREET | 2 | 4.3% | | REDCROSS WAY | 1 | 0.8% |
| PEPPER STREET | 1 | 4.2% | | POCOCK STREET | 3 | 0.8% |
| VALENTINE PLACE | 2 | 4.1% | | NEW GLOBE WALK | 1 | 0.7% |

| | | | | | | |
|---|---|---|---|---|---|---|
| VALENTINE ROW | 1 | 4.0% | | GREAT GUILDFORD STREET | 2 | 0.7% |
| CLINK STREET | 3 | 3.9% | | HOLLAND STREET | 1 | 0.6% |
| BROADWALL | 1 | 3.7% | | HOPTON STREET | 1 | 0.4% |
| SURREY ROW | 1 | 3.6% | | | | |

* there was no restriction on multiple people from a household responding, hence in cases there might be more responses than households – and all % are approximated.

# What did people tell us?

**How do people get around in the local area?**

| Mode | % of respondents selecting this mode |
|---|---|
| **walk** | 91.0% |
| **own cycle/scooter/skateboard** | 39.5% |
| **Hire cycle/scooter** | 18.5% |
| **Bus** | 83.5% |
| **Trains (inc tube etc)** | 86.0% |
| **Motorcycle/moped** | 2.0% |
| **own petrol/diesel car** | 18.5% |
| **Own electric car/van** | 5.5% |
| **Car share** | 10.5% |
| **Taxi** | 52.5% |

- I cycle/scoot or walk as my main form of transport: **135** (67.5%)
- I would walk more if the streets were quieter or less polluted: **104** (52%)
- I would be interested in trying cycling (or cycling more): **87** (43.5%)
- I would take buses more if they were more reliable: **93** (46.5%)
- I am considering buying an electric car or van: **27** (13.5%)
- I am worried about the effects of climate change: **153** (76.5%)
- I am worried about the impact of poor air quality on children: **152** (76%)

**Top concerns and interests:**

| Top Priorities: | % of responses |
|---|---|
| Green space (planter or rain garden) | 57% |
| New trees | 53% |
| Pavement improvement (wider and smoother surface) | 50.5% |

| | |
|---|---|
| Pavement decluttering (moving signs and bin storage etc) | 48% |
| Less traffic | 38.5% |
| Cycle safety feature (e.g. segregated cycle lane or junction feature) | 32% |
| Improved lighting | 26.5% |
| Cycle parking (e.g. Sheffield stands) | 25.5% |
| Traffic calming measures (e.g. speed humps) | 24.5% |
| Cycle hangar (to store a bike near home) | 23% |
| Electric Vehicle charger | 23% |

| **Obstacles to walking in the area** | **% of respondents (57 responses to this question)** |
|---|---|
| Poor pavement quality | 54.4% |
| Hire bikes etc on pavement | 45.6% |
| Pavement too narrow | 59.6% |
| Too much traffic/pollution | 42.1% |
| Bins on pavement | 28.1% |
| Junctions hard to cross | 26.3% |
| Parked cars on pavement | 10.5% |
| Signage etc on pavement | 10.5% |

| **Obstacles to cycling in the area** | **% of respondents (33 responses to this question)** |
|---|---|
| Lack of separation from traffic | 54.5% |
| Too much traffic | 57.6% |
| Difficult junctions | 42.4% |
| Dangerous driving | 54.5% |
| Poor road surface | 21.2% |
| Behaviour of other cyclists | 30.3% |
| Poor signage | 12.1% |

General observations of high traffic in this area, with issues for pedestrians at, for example, the junctions on Great Suffolk Street. Webber Street was noted to have seen increased traffic recently. Complaints about hire cycles and restaurants encroaching on pavements. Several respondents observed a lack of green space in the area – and many trees lost through generations of redevelopment. Requests for more rubbish bins (e.g. at bus stops) or more collections.

**Ayres Street** – difficult to walk down, especially with kids – narrow pavement, often cars parked on it, and parking signage also takes up width. Little square where it meets Union Street could be a good place for seating.

**Blackfriars Road** – several complaints about commercial and residential rubbish collection here – always black bags on the street. Requests for more planting and trees along this road – including for a greener resting space by Southwark Station. Speeding and revving engines at junction with Union Street. Observation that cycle path here is excellent. But junction with Rennie Street has cyclist/pedestrian conflict – also hard to cross Blackfriars Road at Colombo Street and Webber Street.

**Borough High Street** – lack of places to sit apart from bus stops. Pavements often very cluttered. Lack of pedestrian traffic lights at junction with Marshalsea Road opposite St George the Martyr.

**Borough Road** – observation that there is a lot of traffic since the new roundabout. Need more time for disabled pedestrians at crossings. Junction with Newington Causeway very dangerous for cyclists.

**Burrell Street** – request for electric bike specific parking bays. Complaint about the state of the pavements, most of which has ‘not been relaid in 45 years’.

**Clink Street** – complaints about unrestricted licensing in the area – large volumes of visitors with fast food and beer, rubbish left on doorsteps etc. Businesses collecting bottles at unsociable hours. Suggestion of a green wall to soak up emissions from delivery vans – e.g. near Pret a Manger. Reduce clutter outside businesses to allow more space for pedestrians.

**Collinson Walk** – bumpy pavement which often floods.

**Copperfield Street** – large puddles after rain, and narrow pavements, make this difficult for pedestrians.

**Gaitskell Way –** excess traffic at school pick-up time.

**Gatehouse Square** – complaint about potholes.

**Glasshill Street** – complaint that overpass here is a mess – need bird deterrents/mesh, and maybe street art to improve the area.

**Great Suffolk Street** – complaint about street furniture blocking the pavement outside Terry’s Café. Several complaints about hire bikes on the pavements here, and a request for a designated parking bay. Complaint about street trees that have died – need for climate resilient planting.

Cyclist request for a safer right turn into Southwark Street – green light phase currently conflicts with traffic turning out of Sumner Street. Some observations of speeding.

**Grotto Court** – request for access to new park at end of this cul-de-sac. This could be a pleasant community space with seating.

**Hatfields** – suggestion for cycle parking by the ballet school.

**Hopton Street** – resident at Falcon Point requesting redesign of square so that pedestrian commuters aren't walking directly in front of residential properties between Blackfriars and Holland Street. Suggestion to expand green space between Falcon Point and the Tate.

**Lant Street** – observations that this is used as a cut-through between Marshalsea Road and Borough High Street to avoid traffic lights, and that there is speeding here. Request for secure cycle storage for Redman House.

**London Bridge** – drivers not aware that cycles can stay right to Borough Market – needs some signage so drivers are aware. Noted that 70 cycle parking spaces at London Bridge station is inadequate to encourage growth in cycling.

**Maiden Lane** – uneven road surface and overgrown trees.

**Marshalsea Road** – complaints about litter and flytipping, and a lack of bus services for the area. Hard to cross, with high volumes of fast traffic. Issue of cyclists jumping the lights by Mint Street Park.

**Meymott Street** – suggestion to remove traffic from the road and make it a green route.

**Mint Street** – pavements are dirty and attract litter and antisocial behaviour. Park attracts drinkers and dealers. Pavements are wide and would have space for flower beds. Lack of cycle storage here prevents some people taking up cycling.

**New Globe Walk** – used to have more trees – some lost with every new development.

**Park Street** – complaint about council shipping container near Lucy Brown House – obstructs pavement.

**Pocock Street** – increased traffic, air and noise pollution and near misses with pedestrians.

**Rushworth Street** – request for enforcement of 20mph limit here.

**Scovell Crescent** – request for more disabled bays here, and more electric chargers. Complaint about delivery vans accessing the road.

**Scovell Road** – need a pedestrian crossing at the end by Southwark Bridge Road. Complaints about crime and antisocial behaviour on the estate.

**Southwark Bridge Road** – excessive traffic, noise and air pollution. Residents would like to see some of the traffic taken away, and a reduction in polluting vehicles. Also speeding at other times. Particular issues at junction with Marshalsea Road, where a cycle lane leads to traffic snarl ups and road rage/honking of horns. There is also a flooding issue here – would rain gardens be an option? Suggestion for a box junction at Southwark Street as lots of cars run the red lights – challenging for cyclists, especially on south side where cyclists and cars merge and there is a danger of left hooks. Traffic lights regularly knocked over here.

**Southwark Street** – Some depaving for more plants and trees would be good here. Complaints about businesses encroaching on pavements. Lots of hire bikes also being dumped around here. Several requests for faster light changes to give pedestrians priority at side streets – people noting they often cross away from the lights as more convenient.

**Stamford Street** – observations that this road is regularly gridlocked, due traffic flow changes at Upper Ground as well as local developments. Access issues for residents at e.g. Broadwall. The pedestrian crossing takes too long to go green. Lack of greenery on this street. Junction with Hatfields hard to cross on a bike.

**Stoney Street** – complaints about restaurants taking up the pavements with tables and chairs, obstructing pedestrians and cyclists. Need for more cycle parking at this side of the Market.

**Sudrey Street** – request for traffic calming here. Complaints about issues with antisocial behaviour from a local hostel.

**Surrey Row** – some drivers still driving the wrong way.

**Thames Path** – requests for restrictions on groups of joggers and cyclists on the path near Tate Modern – gets overcrowded. Suggestion of more trees behind Falcon Point – many were removed for the Blackfriars station redevelopment and not replaced.

**The Cut** – several residents appreciative of recent traffic reduction measures – has made the Cut more pleasant, with outdoor seating etc. Suggestion for seating that is not associated with restaurants, if you just want to rest. Complaint that several trees have been lost and not replaced. Request clear up refuse more regularly. Suggestion for a diagonal crossing at the Blackfriars Road junction.

**Thrale Street** – Request for bike hangar as lack of storage at home. Issue of large lorries using the street (related to no right turn onto bridge from Southwark Street?).

**Ufford Street** – traffic diverted from The Cut ends up here then doesn't know how to exit – lots of cars and larger vehicles for a small street, vehicles reversing etc.

**Union Street** – issues at Great Suffolk Street crossroads – pavements narrow and in poor condition, encroached by restaurants, drivers and cyclists ignoring the lights and the no access/one-way signs. Junction needs improving to make it pedestrian dominated. Noted insufficient bin storage for the blocks at 150159 Union Street, often overflowing. Union Street could have more planting and trees, such as around the sports pitch. Road is difficult for cycling as lots of parked cars. Suggestion for cycle parking (and Santander bays) here for people coming from Southwark Station.

**Upper Ground** – issue of taxis and delivery vans etc parking on the cycle lane between Hatfields and Rennie Street. Pushing cyclists into oncoming traffic. Road surface also in poor condition for cycling.

**Valentine Place** – pavements in poor condition and inaccessible for wheelchair users.

**Valentine Row** – request to clean the road more often. Also for increased resident parking and fewer loading bays.

**Vine Yard** – poor walking surface, request for repaving and more planting.

**Wallis Alley** – this narrow alley attracts ASB and has a poor walking surface.

**Webber Street** – junction with Great Suffolk Street has no zebra crossings and there are frequent clashes with bikes. Cars queue in front of school because of traffic light phasing and one-way system. Feel that road is far too busy for a cycle route. Complaint that planters have reduced visibility for cyclists and pedestrians, and are 'unloved'. Suggestion for wider pavements with street trees, as carriageway is wide and this is a popular walking route for parents with young children. Existing paving (from Old Vic end) observed to be uneven with trip hazards. A range of views expressed on the existing one-way scheme – some feeling it has been effective, others wishing it removed and stating that it has increased traffic here. Also noted that some cars ignore the one-way restriction.

# Ward Report: Camberwell Green

## Profile

**Responses: 218**

**Age profile of respondents:**

| Age | Survey % | Census '21 % |
|---|---|---|
| **Under 16** | - | 17.1% |
| **16 - 17** | 0.5% | 12.3% |
| **18 - 24** | 3.2% | |
| **25 - 34** | 20.4% | 22.8% |
| **35 - 44** | 26.9% | 14.9% |
| **45 - 54** | 21.0% | 14% |
| **55 - 64** | 14.0% | 11% |
| **65 - 74** | 9.1% | 5.6% |
| **75 - 84** | 4.8% | 5.3% |
| **85 - 94** | - | 0.7% |
| **95+** | - | |

**Ethnic background of respondents:**

| Ethnic background | Survey % | Census '21 |
|---|---|---|
| **Asian (all)** | 4.5% | 8.4% |
| **Black (all)** | 12.3% | 38.6% |
| **Mixed (all)** | 3.4% | 7.4% |
| **Other (all)** | 2.2% | 9.5% |
| **White (all)** | 77.7% | 36.1% |

**Disability profile of respondents:**

| Are you disabled | % |
|---|---|
| **Yes** | 15.6% |
| **No** | 83.8% |
| **Prefer not to say** | 0.6% |

**Income and housing tenure profile of respondents*:**

| **Household income** | % |
|---|---|
| **Under £15,000 per year** | 7.2% |
| **£15-29,999 per year** | 14.4% |
| **£30-44,999 per year** | 14.4% |
| **£45-59,999 per year** | 12.8% |
| **£60-74,999 per year** | 8.0% |
| **£75-89,999 per year** | 10.4% |
| **£90,000 or above** | 32.8% |

| **Housing tenure** | Survey % | Census ‘21 |
|---|---|---|
| **I rent from a private landlord** | 14.2% | 21% |
| **I rent from the council/housing association** | 20.9% | 35% |
| **I live with family/friends/rent free** | - | 0.3% |
| **I own my home outright** | 20.1% | 5.8% |
| **I am buying my home with the help of a mortgage** | 38.1% | 14.9% |
| **Shared ownership** | 6.7% | 2.9% |

* these two questions were not included in the door-to-door surveying, so only reflect online respondents. So e.g. much of our door-to-door interviewing was on council estates but this is not reflected

** our questions were about the status of the individual, whereas the census data refers to the whole household (so a young person living with their parents would appear differently here)

**Response rates by street:**

We received responses from 72% of streets in Camberwell Green. Below are listed the streets for which we received responses, ordered by % of properties on a given street responding.

| Street | w | % | | Street | Responses | % |
|---|---|---|---|---|---|---|
| MILKWELL YARD | 2 | 25.0% | | MCDOWALL ROAD | 2 | 3.3% |
| MORNINGTON MEWS | 2 | 22.2% | | HOPEWELL STREET | 3 | 3.1% |
| THOMPSONS AVENUE | 4 | 22.2% | | ELMINGTON ROAD | 3 | 3.1% |
| GROVE LANE | 5 | 21.7% | | CAMBERWELL PASSAGE | 3 | 2.9% |
| PITMAN STREET | 3 | 14.3% | | SCENA WAY | 5 | 2.8% |
| RUST SQUARE | 1 | 12.5% | | COLDHARBOUR LANE | 4 | 2.7% |
| HARRIS STREET | 2 | 10.0% | | CAMBERWELL ROAD | 20 | 2.2% |
| CAMBERWELL CHURCH STREET | 5 | 9.4% | | OWGAN CLOSE | 1 | 2.2% |
| COUNCILLOR STREET | 2 | 7.4% | | SEARS STREET | 1 | 2.2% |
| BADSWORTH ROAD | 2 | 7.1% | | CRAWFORD ROAD | 4 | 2.1% |
| SOUTHAMPTON WAY | 6 | 7.1% | | GROSVENOR PARK | 4 | 2.1% |
| SAM KING WALK | 2 | 6.9% | | NEW CHURCH ROAD | 3 | 2.0% |
| COLEBY PATH | 2 | 6.3% | | LOMOND GROVE | 7 | 2.0% |
| SIR JOHN KIRK CLOSE | 1 | 6.3% | | WARNER ROAD | 7 | 1.9% |
| BOWYER STREET | 5 | 6.1% | | LOWTH ROAD | 2 | 1.9% |
| COUNTY GROVE | 3 | 5.8% | | SULTAN STREET | 2 | 1.8% |
| FARMERS ROAD | 1 | 5.3% | | BETHWIN ROAD | 8 | 1.7% |
| EDMUND STREET | 7 | 4.9% | | WYNDHAM ROAD | 8 | 1.6% |
| WREN ROAD | 3 | 4.8% | | BROOME WAY | 1 | 1.5% |
| URLWIN STREET | 4 | 4.8% | | BENHILL ROAD | 1 | 1.4% |
| JOHN RUSKIN STREET | 6 | 4.7% | | FLODDEN ROAD | 2 | 1.4% |
| KNATCHBULL ROAD | 4 | 4.6% | | GROSVENOR TERRACE | 3 | 1.3% |
| NOTLEY STREET | 1 | 4.5% | | BRISBANE STREET | 1 | 1.1% |
| CAMBERWELL GREEN | 4 | 4.4% | | PICTON STREET | 1 | 1.0% |
| DOBSON WALK | 2 | 4.3% | | REDCAR STREET | 1 | 0.9% |
| MEDLAR STREET | 2 | 4.1% | | DENMARK HILL | 1 | 0.8% |
| KITSON ROAD | 1 | 3.8% | | VALMAR ROAD | 1 | 0.7% |
| CAMBERWELL NEW ROAD | 15 | 3.6% | | DENMARK ROAD | 1 | 0.6% |
| CAMBERWELL STATION ROAD | 5 | 3.5% | | COMBER GROVE | 1 | 0.3% |
| ADDINGTON SQUARE | 2 | 3.4% | | | | |
| BALDWIN CRESCENT | 1 | 3.4% | | | | |

# What did people tell us?

**How do people get around  in the local area?**

| Mode | % of respondents selecting this mode |
|---|---|
| **walk** | 91.7% |
| **own cycle/scooter/skateboard** | 56.9% |
| **Hire cycle/scooter** | 28.4% |
| **Bus** | 94.5% |
| **Trains (inc tube etc)** | 80.7% |
| **Motorcycle/moped** | 2.8% |
| **own petrol/diesel car** | 22.0% |
| **Own electric car/van** | 7.3% |
| **Car share** | 22.0% |
| **Taxi** | 58.7% |

- I cycle/scoot or walk as my main form of transport: **134** (61.5%)
- I would walk more if the streets were quieter or less polluted: **135** (61.9%)
- I would be interested in trying cycling (or cycling more): **120** (55%)
- I would take buses more if they were more reliable: **126** (57.8%)
- I am considering buying an electric car or van: **32** (14.7%)
- I am worried about the effects of climate change: **181** (83%)
- I am worried about the impact of poor air quality on children: **181** (83%)

**Top concerns and interests:**

| Top Priorities: | % of responses |
|---|---|
| Pavement improvement (wider and smoother surface) | 55% |
| Green space (planter or rain garden) | 55% |
| New trees | 53.2% |
| Less traffic | 46.3% |
| Pavement decluttering (moving signs and bin storage etc) | 45.9% |
| Cycle safety feature (e.g. segregated cycle lane or junction feature) | 41.3% |
| Traffic calming measures (e.g. speed humps) | 39% |
| Improved lighting | 38.1% |

| | |
|---|---|
| Pedestrian crossing(s) | 33.5% |
| Cycle hangar (to store a bike near home) | 33% |

| **Obstacles to walking in the area** | **% of respondents (74 responses to this question)** |
|---|---|
| Poor pavement quality | 54.1% |
| Hire bikes etc on pavement | 32.4% |
| Pavement too narrow | 39.2% |
| Too much traffic/pollution | 62.2% |
| Bins on pavement | 35.1% |
| Junctions hard to cross | 45.9% |
| Parked cars on pavement | 21.6% |
| Signage etc on pavement | 13.5% |

| **Obstacles to cycling in the area** | **% of respondents (50 responses to this question)** |
|---|---|
| Lack of separation from traffic | 70% |
| Too much traffic | 72% |
| Difficult junctions | 60% |
| Dangerous driving | 62% |
| Poor road surface | 50% |
| Behaviour of other cyclists | 18% |
| Poor signage | 18% |

Quite a lot of comments in this area were about traffic levels on Camberwell Road and Camberwell New Road, and how these made for poor environments for residents and pedestrians. Lots of suggestions of ways to change or reduce traffic flows in the area. Many keen cyclists in the area frustrated by traffic levels and dangerous junctions. There were complaints about graffiti and litter as well, and people wanted to see Camberwell Green restored as a community space. Lots of requests for new trees and rain gardens to tackle the effects of climate change. Several requests to restore the local train station.

**Badsworth Road** – overgrown bushes block the pavement. Green space here used by dog owners.

**Benhill Road** – some appreciation for the Streetspace scheme and how it has made the area quieter. However pavements are in places impassable for pushchairs because of street trees.

**Bethwin Road** – lots of through traffic travelling too fast. Junction with Camberwell Road is difficult for pedestrians – would benefit from more direct crossing to the park. Suggestion that Bethwin

could be made one-way to reduce traffic and facilitate walking and cycling. Lack of signage to indicate the cycling contraflow to drivers – leads to road rage incidents.

**Blucher Road** – suggestion for a pedestrian crossing on Camberwell Road here as it is a desire line for many pedestrians, with a bus stop opposite a Budgens. Otherwise there is no crossing between Medlar and Wyndham.

**Bowyer Place** – hard to turn right onto Camberwell Road as cars push into the advance box. Needs a separate phase for cyclists. Cars often ignore the zebra crossing near end of Lomond Grove.

**Bowyer Street** – complaint that local benches attract ASB and late night music.

**Brisbane Street** – concern that redevelopment of Camberwell Magistrates Court (and road closure) will see additional traffic on Brisbane Street.

**Burgess Park** – complaints about late night noise and drinking around the bench at the south west corner (near Bowyer Place). But requests for more seating elsewhere in the park. Requests for cycle segregation, particularly around the entrance on Southampton Way.

**Camberwell Green** – complaints about the management of Camberwell Green – too many street drinkers and dogs off the leash – loss of benches and table tennis tables means little for families here – several requests to return these. Roads take a long time to cross here, which is bad for businesses.

**Camberwell New Road** – too much traffic and residents pay the price. It's a fundamentally attractive road that could do with attention – improved pavements, planting, better shop fronts, more regular cleaning, more street bins, enforcing listed status. Speeding at night  keeping residents awake. Call for a Santander bike station here. This is a key east-west walking and cycling route, but it is dominated by traffic. Issues with potholes and blocked drains also create problems for cyclists and pedestrians. Area around Warner Road bus stop particularly messy with litter, and bin bags from shops.

**Camberwell Passage** – improved lighting and planting to deter ASB.

**Camberwell Road** – widening the pavements, with greening, cycle lanes and cycle parking, and introducing traffic calming would improve the experience of pedestrians and residents. One resident noted cars often go the wrong side of central reservation to overtake buses. Some decluttering around bus stops would help too. Specific complaints about the late opening hours for Planet Nollywood and noise and ASB related. Note that the road behind the Medlar Street southbound bus stop is very rough and frequently floods – also fills with parked cars so impassable for pedestrians. Section north of Burgess Park also floods regularly, affecting businesses on

western side and contributing to making the area feel run down. Poor road surfaces also make it harder to cycle.

**Camberwell Station Road** – regular speeding here. Pavements in poor condition and hard to navigate with a pram. Poorly lit and doesn't feel safe at night. Junction with Camberwell New Road (by the Bear) is very wide and hard to cross.

**Chiswell Street** – mopeds (delivery drivers) shortcutting through the pedestrian section here. Perhaps raised planters would help?

**Coldharbour Lane** – issues with street drinking and public urinating near the betting shops, for example on Morna Lane.

**Coleby Path** – issue of mopeds driving on the path.

**Councillor Street** – very narrow street, used as a cut through to avoid lights at Wyndham Road. Suggestions to make this one-way (from Camberwell New Road) or resident only. Cars crossing towards Flodden on offset crossing very dangerous.

**County Grove** – suggestions that parking restrictions should operate 7 days a week.

**Crawford Road** – suggestion to close the section of road in front of Crawford School and make a pocket park. Could be seating in front of the school, currently parents sit on the wall.

**Denmark Hill** – complaints about street litter here, especially around betting shops.

**Edmund Street** – request for more street bins as there is much littering and flytipping. Suggested need for zebra crossing at end by Burgess Park. This junctions is dangerous for walking and cycling, as cars don't slow down. Local Streetspace scheme has made this a pleasant walking route. However there are empty tree pits than need replacing. Also, need for parking enforcement around Brunswick Park primary school.

**Flodden Road** – speeding and dangerous driving.

**Grosvenor Park** – Complaints about the number of bins on the pavement – unsightly and makes the pavement hard to navigate.

**Jago Walk** – poor street lighting means walk home from school in winter feels unsafe.

**John Ruskin Street** – call to ban HGVs from the street. Complaints about the number of school drop-offs by John Ruskin school causing congestion and pollution. Suggestion to remove the bins at the junction with Walworth Road as these attract constant flytipping. Enforce parking restrictions at the railway bridge – always lots of cars parked on double yellows. Crossing at Bethwin Street is

very dangerous for pedestrians – poor sightline and cars turn at high speed. Suggestion to modify entrance from Camberwell New Road – narrow it to deter speeding as this is a residential street. Suggestion to add in a cycle lane and an additional bus route to make John Ruskin Street a healthy travel corridor. Note that the outdoor gym near Hanworth House needs repair and upgrading.

**Kimpton Road** – too narrow because of parked cars. Drivers often steer into cyclists using the contraflow lane. Remove parked cars and provide clearer signage.

**Knatchbull Road** – crossing at junction with Camberwell Station Road is very wide and hard to cross. Pavements are in poor state. Lots of traffic on Sundays with churchgoers looking for parking. Other times, cut-through traffic avoiding Camberwell New Road.

**Laxley Close** – concrete triangle at corner of Farmers Road could be made into a green area for families – it is next to a nursery.

**Lomond Grove** – More lighting, and tree pruning as they block light to homes. Several comments against street benches as they cause ASB.

**McDowall Road** – like other roads in the area, used as a cut-through in peak times. Needs traffic calming.

**Medlar Street** – noted that alley next to railway line is poorly lit, used for litter and urinating, and gets flooded. Uneven pavements on Medlar Street on approach to Camberwell New Road. Junction with Camberwell New Road is a danger spot for cycling.

**Milkwell Yard** – commonly used as a spot for litter, public urinating etc. Next to PaddyPower, attracts street drinking. Unpleasant for residents.

**Mornington Mews** – narrow and broken pavements here.

**New Church Road** – call to allow right turn from Edmund Street as it’s not dangerous. Section between Camberwell Road and Addington Square has wide pavements and could have planting/rain gardens. Lots of traffic here so feels dangerous for cycling.

**Owgan Close** – request for improved street lighting here.

**Pitman Street** – comment about a confusing access sign that makes it look like you can’t enter this road.

**Redcar Street** – very difficult to cross at junction with Wyndham Road because this is a major cut-through.

**Sam King Walk** – noted that local Zipcar space and sign has been spray painted over, so other cars park there. Also the local electric vehicle charger had been vandalised. Lots of cars parked inconsiderately, lack of enforcement. Local community keen to have green space and seating.

**Scena Way** – request for cycle parking near Budgens.

**Southampton Way** – very busy road, acts as a cut-through between main roads. Hard to reduce traffic, but more greening to soak up pollution, more street bins. Cars go fast and often ignore pedestrian crossings – these are popular crossings as on route to Burgess Park – perhaps change to signalised crossing? Suggestion that the northern section could be filtered as it is not a bus route, and it is really too narrow for the level of traffic it receives.

**Sultan Street** – narrow and in a poor state, with derelict buildings – discourages walking.

**Thompsons Avenue** – complaints about parents driving children to school, blocking road etc. The road is also used as a cut-through. Community pitch at the end has been taken over by construction refuse – when will it be restored?

**Urlwin Street** – issue of cars ignoring red lights at junction with Camberwell Road.

**Warner Road** – heavily used as a cut-through. Residents suggest this could be filtered, as residents do not feel safe to let their children play outside. Lack of cycle storage noted. Complaints about bin bags on the pavement. Residents are already working to green the street, would support he council to make it even greener.

**Wren Road** – need for parking restriction and enforcement as currently parked on both sides of a very small road. Dangerous parking blocks the road and prevents emergency vehicle access. Residents have witnessed road rage incidents. People park here to access nearby takeaways, and then leave litter. At least needs signage to indicate it is a cul-de-sac, but some suggest closing the road to cars altogether.

**Wyndham Road** – major cut-through road. Note that the space around Jessie Duffett House lacks greening and lighting and feels unsafe. Complaints about crossing Redcar Street as this is a major cut-through. Junction with Camberwell Road is dangerous – frequent crashes and near misses, including pedestrians and cyclists. Cars waiting to turn wait in the hatched area, cars behind queueing to go straight. Cars also regularly run red lights at junction onto Camberwell New Road. Suggestion of cycle lane on Wyndham Road – currently parked cars make cycling difficult. Wide pavement next to the parade of shops – would be ideal for seating/greening if there was less traffic.

# Ward Report: Champion Hill

## Profile

**Responses: 128**

**Age profile of respondents:**

| Age | Survey % | Census ’21 % |
|---|---|---|
| **Under 16** | - | 20.6% |
| **16 - 17** | - | 11.1% |
| **18 - 24** | 2.8% | |
| **25 - 34** | 16.5% | 20.1% |
| **35 - 44** | 21.1% | 16.3% |
| **45 - 54** | 27.5% | 13.9% |
| **55 - 64** | 17.4% | 11.2% |
| **65 - 74** | 9.2% | 4.6% |
| **75 - 84** | 4.6% | 2.4% |
| **85 - 94** | 0.9% | 1% |
| **95+** | - | |

**Ethnic background of respondents:**

| Ethnic background | Survey % | Census ‘21 |
|---|---|---|
| **Asian (all)** | 3.9% | 10% |
| **Black (all)** | 3.9% | 32.9% |
| **Mixed (all)** | 3.9% | 7.2% |
| **Other (all)** | 2.0% | 6.1% |
| **White (all)** | 86.3% | 43.8% |

**Disability profile of respondents:**

| Are you disabled | % |
|---|---|
| **Yes** | 8.3% |
| **No** | 88.1% |
| **Prefer not to say** | 3.7% |

**Income and housing tenure profile of respondents*:**

| **Household income** | % |
|---|---|
| **Under £15,000 per year** | 2.7% |
| **£15-29,999 per year** | 11.0% |
| **£30-44,999 per year** | 19.2% |
| **£45-59,999 per year** | 8.2% |
| **£60-74,999 per year** | 13.7% |
| **£75-89,999 per year** | 13.7% |
| **£90,000 or above** | 31.5% |

| **Housing tenure** | Survey % | Census '21 |
|---|---|---|
| **I rent from a private landlord** | 10.4% | 18.3% |
| **I rent from the council/housing association** | 6.5% | 45.6% |
| **I live with family/friends/rent free** | - | 0.3% |
| **I own my home outright** | 41.6% | 11.8% |
| **I am buying my home with the help of a mortgage** | 40.3% | 23% |
| **Shared ownership** | 1.3% | 0.9% |

* these two questions were not included in the door-to-door surveying, so only reflect online respondents. So e.g. much of our door-to-door interviewing was on council estates but this is not reflected

** our questions were about the status of the individual, whereas the census data refers to the whole household (so a young person living with their parents would appear differently here)

**Response rates by street:**

We received responses from 67% of streets in Champion Hill. Below are listed the streets for which we received responses, ordered by % of properties on a given street responding.

| Street | Responses | % | | Street | Responses | % |
|---|---|---|---|---|---|---|

| | | | | | | |
|---|---|---|---|---|---|---|
| HARFIELD GARDENS | 1 | 100.0% | | CROSSTHWAITE AVENUE | 1 | 2.9% |
| MALDON CLOSE | 7 | 31.8% | | IVANHOE ROAD | 4 | 2.9% |
| TALBOT ROAD | 5 | 31.3% | | CHAMPION HILL | 13 | 2.6% |
| STORIES MEWS | 4 | 25.0% | | GROVE PARK | 7 | 2.5% |
| BUXTED ROAD | 2 | 15.4% | | CAMBERWELL GROVE | 6 | 2.5% |
| FEATHERSTONE MEWS | 1 | 14.3% | | DYLWAYS | 3 | 2.4% |
| BLANCHEDOWNE | 6 | 11.8% | | BURROW ROAD | 2 | 2.3% |
| SHAW ROAD | 2 | 11.1% | | ABBOTSWOOD ROAD | 2 | 2.2% |
| ANDERTON CLOSE | 1 | 8.3% | | LANGFORD GREEN | 1 | 2.2% |
| MONCLAR ROAD | 2 | 6.1% | | SUNRAY AVENUE | 1 | 2.2% |
| CHAMPION GROVE | 3 | 5.6% | | LINWOOD CLOSE | 3 | 2.2% |
| THE HAMLET | 2 | 5.3% | | ALBRIGHTON ROAD | 5 | 1.9% |
| ARNOULD AVENUE | 1 | 5.0% | | GROVE HILL ROAD | 3 | 1.9% |
| WANLEY ROAD | 2 | 4.8% | | GROVELANDS CLOSE | 1 | 1.7% |
| MALFORT ROAD | 1 | 4.5% | | DENMARK HILL | 4 | 1.6% |
| BROMAR ROAD | 3 | 4.5% | | WOODFARRS | 1 | 1.5% |
| GROVE LANE | 8 | 4.3% | | PYTCHLEY ROAD | 4 | 1.3% |
| ST FRANCIS ROAD | 2 | 3.5% | | CHAMPION PARK | 1 | 1.3% |
| DOMETT CLOSE | 1 | 3.1% | | | | |
| BASINGDON WAY | 7 | 3.0% | | | | |

# What did people tell us?

**How do people get around in the local area?**

| **Mode** | **% of respondents selecting this mode** |
|---|---|
| **walk** | 95.3% |
| **own cycle/scooter/skateboard** | 53.9% |
| **Hire cycle/scooter** | 28.9% |
| **Bus** | 93.0% |
| **Trains (inc tube etc)** | 91.4% |
| **Motorcycle/moped** | 1.6% |
| **own petrol/diesel car** | 40.6% |
| **Own electric car/van** | 10.9% |
| **Car share** | 12.5% |
| **Taxi** | 45.3% |

- I cycle/scoot or walk as my main form of transport: **84** (65.6%)
- I would walk more if the streets were quieter or less polluted: **60** (46.9%)

- I would be interested in trying cycling (or cycling more): **56** (43.8%)
- I would take buses more if they were more reliable: **54** (42.2%)
- I am considering buying an electric car or van: **30** (23.4%)
- I am worried about the effects of climate change: **107** (83.6%)
- I am worried about the impact of poor air quality on children: **108** (84.4%)

**Top concerns and interests:**

| | **Top Priorities:** | **% of responses** |
|---|---|---|
| | Green space (planter or rain garden) | 48.8% |
| | New trees | 46.5% |
| | Pavement improvement (wider and smoother surface) | 40.9% |
| | Pavement decluttering (moving signs and bin storage etc) | 40.9% |
| | Less traffic | 39.4% |
| | Cycle hangar (to store a bike near home) | 36.2% |
| | Cycle safety feature (e.g. segregated cycle lane or junction feature) | 32.3% |
| | Improved lighting | 30.7% |
| | Electric Vehicle charger | 28.3% |
| | Seating | 27.6% |
| | Traffic calming measures (e.g. speed humps) | 27.6% |

| **Obstacles to walking in the area** | **% of respondents (52 responses to this question)** |
|---|---|
| Poor pavement quality | 40.4% |
| Hire bikes etc on pavement | 38.5% |
| Pavement too narrow | 23.1% |
| Too much traffic/pollution | 32.7% |
| Bins on pavement | 26.9% |
| Junctions hard to cross | 34.6% |
| Parked cars on pavement | 7.7% |
| Signage etc on pavement | 7.7% |

| Obstacles to cycling in the area | % of respondents (42 responses to this question) |
|---|---|
| Lack of separation from traffic | 54.8% |
| Too much traffic | 50% |
| Difficult junctions | 31% |
| Dangerous driving | 54.8% |
| Poor road surface | 33.3% |
| Behaviour of other cyclists | 14.3% |
| Poor signage | 16.7% |

Many comments in this area related to the path at Green Dale, a popular route for cycling as well as walking. People wanted to see improved separation of cyclists and pedestrians, more considerate cycling and better lighting. Also issue of mopeds using parts of the path. Another frequent observation was about speeding traffic on Grove Lane, and the lack of pedestrian crossings or cycle protection. Denmark Hill was also seen as dangerous, with a lack of convenient crossings. People felt that while there are a lot of green spaces locally, some of them are underutilised – i.e. bare grass rather than planting, or overgrown – and some are behind fences.

**Abbotswood Road** – potholes noted as an issue here. Request for a pedestrian crossing. Request for more cycle parking facilities at the football ground.

**Albrighton Road** – roads off Wilton House full of parents picking up kids, residents can't park in their own car park. Need enforced resident only parking. Green space here is under-utilised – could have planting or a community garden. Needs more tree planting to shore up the earth bank. Note there is only one electric charger and several vehicles needing it – would benefit from a dedicated bay.

**Anderton Road** – complaint that changes to road network have meant longer car journeys for residents here, and congestion by Denmark Hill Station.

**Basingdon Way** – green spaces here could be improved with seating and more trees, and make them into community space (e.g. in the roundabout). Complaint about rubbish from building works being stored on this street. Requests for more cycle hangar spaces – but note that car parking is already tight.

**Blanchedowne** – complaint about steep pavement at the bend in the road causing trips and falls. Also section of Green Dale path running onto Blanchedowne is dangerous, particularly heavily used by mopeds etc. Flytipping issue around the bins outside the community centre. Request for bike hangar for cargo bikes. Road is wide so frequent dangerous overtaking and speeding, with little control.

**Bromar Road** – on a hill so vehicles tend to speed up, especially an issue at intersection with Grove Hill Road. Safety concerns as this is on route to Dog Kennel Hill School. Patch of common land here could be developed.

**Buxted Road** - speed hump is uneven and poorly maintained.

**Camberwell Grove** – paving between McNeil Road and Grace's Mews very uneven due to tree roots. Road is narrow in places, and cars and vans sometimes mount the pavements. Some residents here complaining about Streetspace schemes and ULEZ. Lights at Camberwell Grove bridge leave northbound cyclists facing into close-passing traffic.

**Champion Hill** – need for benches for older people on a steep hill – perhaps utilising the green areas on the Kings College accommodation side. Several respondents suggested the one-way feature could be converted to a full filter to remove through traffic. Requests for cycle parking near the Fox on the Hill pub, as well as cycle storage for flat residents here. Junction with Denmark Hill is dangerous.

**Chadwick Road** – issue with dog waste here.

**Champion Park** – poor road surface a hazard to cycling.

**Crossthwaite Avenue** – request for more cycle storage here, where there are several large blocks of flats.

**Denmark Hill** – poor pavements, trees that need pruning, and a lack of seating (on a hill) except at bus shelters. Speeding downhill an issue. When paid parking in place locally, lots of people use the allocated residents parking for Shaftesbury Court. Needs enforcement. Lack of pedestrian crossings – e.g when crossing towards Sunset Road by the bus stop. Lack of cycling protection (when cyclists need it on a hill). Lack of cycle parking near the Tesco Express. Pedestrian crossing near Champion Park frequently floods (especially in autumn) – leading pedestrians to seek informal crossing points.

**Dog Kennel Hill** – need for benches for resting on the hill.

**Dog Kennel Hill Open Space** – path in park not really wide enough for cycling and walking – suggestion to widen path or introduce cycle path.

**Dylways** – pavement here in poor condition and in places overgrown with bushes. Concern about muggings here. There could be seating here at the top of the hill.

**Edgar Kail Way** – gets heavily congested with supermarket traffic, meaning residents often can't exit Abbotswood Road. Junction with Dog Kennel Hill is a traffic nightmare, very wide and

unpleasant for pedestrians. Some respondents felt the Sainsbury's car park is too big and the supermarket could do more to encourage healthy travel – only limited cycle parking which is often full.

**Featherstone Mews** – no lighting at all on this new road.

**Green Dale** – requests for more protection for pedestrians as frequent conflict with cyclists here. Cyclists go fast, and there are many children and parents with pushchairs etc. Poorly lit as well. Concerns about potential private development on the playing fields here though current astroturf is poorly maintained.

**Grove Hill Road** – this is used as a cut-through to Peckham. One resident suggested a filter at Avondale to prevent this. Request for removal of disabled Bay at no.81. At junction with Dog Kennel Hill there is conflict for cyclists with left-turning cars – unless cyclists are at the front it's hard to cross to Champion Hill – need for an advance stop light/phase for cyclists. Right turn onto Camberwell Grove also difficult for cyclists. Suggestion for a seat/resting spot outside Lettsom Gardens as this is a hilly walk.

**Grove Lane** – speeding a major issue – lack of traffic calming or places to cross the road (on a road with two primary schools). This was mentioned by many local residents. Champion Hill scheme has seen increased traffic, so speeding needs addressing here. Local Residents Association requests crossing at Stories Road junction. Also request for crossing near Champion Grove bus stop. Suggestion of more tree planting on the northern section, also more cycle parking near the George Canning pub. Issue of cars u-turning at the bend of Grove Lane to avoid queues near station – and not seeing cyclists. Parked cars at the Canning Cross junction obscure visibility at the same point.

**Grove Park** – junction with Camberwell Grove very dangerous for cyclists – very hard to cross traffic at peak times. Not a busy road, but quite wide so there is speeding at times, some traffic calming would help.

**Grove Vale** – poor road surfaces makes this hazardous for cycling.

**The Hamlet** – request for Zipcar/van bay here.

**Ivanhoe Road** – request for more long term cycle storage. Also complaints about bins on the road here. Cycle stands at junction with Copleston are rarely used and poorly located.

**Lettsom Gardens** – request for seating here. Also for the broken wall to be fixed.

**Linwood Close** – some traffic calming would help here.

**Maldon Close** – suggestion that central island could be repurposed as a greens pace with benches.

**Malfort Road** – requests for additional cycle storage, including for cargo bikes.

**Monclar Road** – parking pressures here, partly caused by recent double yellow lines on Wanley Road. Issue of access to electric charger as prequently blocked by non-electric cars.

**Quorn Road** – litter issues here and other locations close to East Dulwich Station.

**Shaw Road** – complaint of multiple hire bikes dumped here. Also request for improved lighting as attracts some anti-social behaviour – youths jumping the fence etc.

**St Francis Road** – people using local takeaways park here and leave litter (more so now that other local roads are closed to cars. Section leading onto Abbotswood Road – short mixed use section but no dropped kerb for cyclists (is this to deter mopeds?).

**Stories Mews** – complaints about through traffic using this as a cut-through between Grove Lane and Camberwell Grove.

**Stories Road** – requests for redesign of cycle path here to give space to pedestrians as current ‘shared space’ is seen as dangerous, especially when used by mopeds etc. Request to clear up fly tipping at corner with Harfield Gardens – redesign of space to deter this.

**Talbot Road** – complaints that completion of Featherstone Mews has made this road less safe – cars turn on a blind bend, so road no longer safe for children – perhaps measures to slow down traffic, or warning signs.

**Woodfarrs** – noted that heavy use of coaches by Stagecoach Performing Arts on Saturdays makes this area dangerous for children and cyclists on a popular east-west route. Otherwise lovely. Suggestion that school street scheme for Bessemer Grange could be extended to include pinch point at junction of Woodfarrs and Dylways, as this sees traffic conflict in the afternoons.

# Ward Report: Chaucer

## Profile

**Responses: 209**

**Age profile of respondents:**

| Age | Survey % | Census '21 % |
|---|---|---|
| **Under 16** | - | 11.9% |
| **16 - 17** | 0.6% | 25.7% |
| **18 - 24** | 10.9% | |
| **25 - 34** | 24.6% | 28.5% |
| **35 - 44** | 20.0% | 14.4% |
| **45 - 54** | 20.0% | 9.1% |
| **55 - 64** | 13.7% | 6.9% |
| **65 - 74** | 6.3% | 2.8% |
| **75 - 84** | 3.4% | 1.3% |
| **85 - 94** | 0.6% | 0.3% |
| **95+** | - | |

**Ethnic background of respondents:**

| Ethnic background | Survey % | Census '21 |
|---|---|---|
| **Asian (all)** | 10.1% | 21% |
| **Black (all)** | 10.7% | 18.8% |
| **Mixed (all)** | 2.4% | 6.3% |
| **Other (all)** | 4.7% | 7.5% |
| **White (all)** | 72.2% | 6.4% |

**Disability profile of respondents:**

| Are you disabled | % |
|---|---|
| **Yes** | 8.6% |
| **No** | 90.2% |
| **Prefer not to say** | 1.1% |

**Income and housing tenure profile of respondents*:**

| **Household income** | % |
|---|---|
| **Under £15,000 per year** | 9.9% |
| **£15-29,999 per year** | 5.6% |
| **£30-44,999 per year** | 15.5% |
| **£45-59,999 per year** | 7.0% |
| **£60-74,999 per year** | 8.5% |
| **£75-89,999 per year** | 9.9% |
| **£90,000 or above** | 43.7% |

| **Housing tenure** | Survey % | Census '21 |
|---|---|---|
| **I rent from a private landlord** | 37.3% | 47.6% |
| **I rent from the council/housing association** | 5.3% | 32.5% |
| **I live with family/friends/rent free** | 1.3% | 0.3% |
| **I own my home outright** | 21.3% | 6.4% |
| **I am buying my home with the help of a mortgage** | 33.3% | 10.4% |
| **Shared ownership** | 1.3% | 2.8% |

* these two questions were not included in the door-to-door surveying, so only reflect online respondents. So e.g. much of our door-to-door interviewing was on council estates but this is not reflected

** our questions were about the status of the individual, whereas the census data refers to the whole household (so a young person living with their parents would appear differently here)

**Response rates by street:**

We received responses from 59% of streets in Chaucer ward. Below are listed the streets for which we received responses, ordered by % of properties on a given street responding.

| Street | Responses | % | | Street | Responses | % |
|---|---|---|---|---|---|---|

| | | | | | | |
|---|---|---|---|---|---|---|
| HORSEMONGER MEWS | 1 | 33.3% | | HARPER ROAD | 8 | 3.2% |
| ALICE STREET | 5 | 29.4% | | LONG LANE | 13 | 3.2% |
| BROCKHAM STREET | 5 | 17.9% | | BERMONDSEY STREET | 1 | 2.9% |
| STERRY STREET | 1 | 14.3% | | BARTHOLOMEW STREET | 1 | 2.9% |
| MERRICK SQUARE | 4 | 11.8% | | STAPLE STREET | 3 | 2.5% |
| DECIMA STREET | 7 | 11.3% | | TRINITY STREET | 3 | 2.4% |
| MEADOW ROW | 4 | 10.8% | | SWAN STREET | 4 | 2.3% |
| PARDONER STREET | 13 | 10.7% | | NEW KENT ROAD | 4 | 1.9% |
| BEDFORD ROW | 1 | 10.0% | | GREEN WALK | 4 | 1.8% |
| TENNIS STREET | 10 | 9.2% | | COUNTY STREET | 3 | 1.7% |
| BATH TERRACE | 27 | 8.6% | | ROCKINGHAM STREET | 3 | 1.6% |
| NEWCOMEN STREET | 11 | 8.0% | | TABARD STREET | 5 | 1.6% |
| BOWLING GREEN PLACE | 1 | 7.1% | | FALMOUTH ROAD | 5 | 1.3% |
| ROTHSAY STREET | 16 | 7.0% | | WILDS RENTS | 1 | 1.1% |
| HANKEY PLACE | 3 | 5.8% | | GREAT DOVER STREET | 5 | 1.0% |
| CROSBY ROW | 2 | 5.0% | | BURBAGE CLOSE | 2 | 0.9% |
| TRINITY CHURCH SQUARE | 8 | 4.8% | | DEVERELL STREET | 1 | 0.7% |
| LAW STREET | 7 | 4.7% | | NEWINGTON CAUSEWAY | 3 | 0.5% |
| COLE STREET | 3 | 3.9% | | EMPIRE SQUARE | 1 | 0.2% |
| CLUNY PLACE | 2 | 3.7% | | | | |
| MANCIPLE STREET | 7 | 3.6% | | | | |

# What did people tell us?

**How do people get around in the local area?**

| Mode | % of respondents selecting this mode |
|---|---|
| **walk** | 88.0% |
| **own cycle/scooter/skateboard** | 30.6% |
| **Hire cycle/scooter** | 21.5% |
| **Bus** | 80.4% |
| **Trains (inc tube etc)** | 73.2% |
| **Motorcycle/moped** | 0.5% |

| | |
|---|---|
| **own petrol/diesel car** | 19.6% |
| **Own electric car/van** | 4.8% |
| **Car share** | 9.1% |
| **Taxi** | 39.2% (occasional use) |

- I cycle/scoot or walk as my main form of transport: **126** (60.3%)
- I would walk more if the streets were quieter or less polluted: **90** (43.1%)
- I would be interested in trying cycling (or cycling more): **86** (41.1%)
- I would take buses more if they were more reliable: **94** (45%)
- I am considering buying an electric car or van: **28** (13.4%)
- I am worried about the effects of climate change: **158** (75.6%)
- I am worried about the impact of poor air quality on children: **159** (76.1%)

**Top concerns and interests:**

| **Top Priorities:** | **% of responses** |
|---|---|
| Pavement improvement (wider and smoother surface) | 49.8% |
| Improved lighting | 44.5% |
| New trees | 44% |
| Green space | 42.6% |
| Pavement decluttering (moving signs and bin storage etc) | 39.2% |
| Less traffic | 34.9% |
| Traffic calming measures (e.g. speed humps) | 31.1% |
| Pedestrian crossing(s) | 26.3% |
| Cycle safety feature (e.g. segregated cycle lane or junction feature) | 25.4% |
| Cycle hangar / Water fountain | 24.9% |

| **Obstacles to walking in the area** | **% of respondents (40 responses to this question)** |
|---|---|
| Poor pavement quality | 60% |
| Hire bikes etc on pavement | 50% |
| Pavement too narrow | 57.5% |
| Too much traffic/pollution | 52.5% |
| Bins on pavement | 15% |
| Junctions hard to cross | 45% |

| | |
|---|---|
| Parked cars on pavement | 10% |
| Signage etc on pavement | 7.5% |

| **Obstacles to cycling in the area** | **% of respondents (23 responses to this question)** |
|---|---|
| Lack of separation from traffic | 69.6% |
| Too much traffic | 73.9% |
| Difficult junctions | 73.9% |
| Dangerous driving | 65.2% |
| Poor road surface | 30.4% |
| Behaviour of other cyclists | 13% |
| Poor signage | 8.7% |

As well as issues with street litter and some green spaces not being maintained or feeling safe, quite a few residents noted issues with through traffic, dangerous driving and speeding in this area. Long Lane, Harper Road and Great Dover Street were all noted as streets that can be difficult to cross.

**Bartholomew Street** – suggestion of need for more trees, especially between the bus stop and the subway entrance.

**Bath Terrace** – some residents complained about lack of parking spaces here. Others felt that the local play areas needed to be better maintained – the park needs lighting and action on anti-social behaviour. There were also complaints about litter – solutions suggested either more street bins or more regular collections. It was noted that there could be speeding as there is not traffic calming after the width restriction.

**Bermondsey Street** - accidents were observed – including between cyclists and pedestrians.

**Bermondsey Square** – accident observed with mobility scooter falling over trying to mount raised area – this can be hard to see. There could be more seating here.

**Borough High Street** – crossings to Borough Station are not conveniently located and take a long time to turn green for pedestrians.

**Bricklayers Arms** – lots of pavement cycling here, some would prefer clearer segregation and enforcement, as there is enough space to do this.

**Brockham Street** – residents noted that while this is a quiet street and underparked most of the time, it fills up and gets really busy on Fridays with visitors to the local mosque. There are also hire bikes dumped all over the pavements at these times – could these not be parked on the mosque grounds? Need for more cycle hangar spaces here – e.g. family of 4 all with bikes.

**Cole Street** – one resident noted trip hazards from broken concrete pillars.

**Decima Street** – residents noted that this doesn't feel safe at light and needs better street lighting. Some also noted too much traffic, especially when Tower Bridge is closed.

**Falmouth Road** – residents mentioned a desire for greater street cleaning, and community policing in the area.

**Great Dover Street** – one suggestion was for a more convenient pedestrian crossing at the current traffic lights. The crossing by the Roebuck Pub takes ages to turn green. Another resident noted there could be conflict between cars, cycles and pedestrians at the junction with Globe Street – nothing there to warn drivers there will be cyclists crossing. Residents felt speeding was common on this street.

**Green Walk** – one request was for a designated area for deliveries outside the Jam Factory.

**Hankey Place** – residents noted that this was used as a cut-though and has idling traffic – one suggested making it a no-through road.

**Harper Road** – the junction with Borough High Street was identified as dangerous for cyclists, with drivers speeding to get through the lights, or turning across cycle lane without looking when travelling west-east. Several residents expressed the view that Harper Road should be part of a low traffic neighbourhood, as many vehicles use it to avoid Elephant and Castle, and there is often speeding once through the road narrowing. The street has schools, parks, a doctors surgery, pharmacy and busy mosque – it would greatly benefit from less traffic. Several residents also observed there was often rubbish in the streets.

**Long Lane** – several residents observed that crossing this road can be hazardous for pedestrians – cars travel too fast, and there are not enough signalised crossings. Specific request for a crossing at Wild's Rents, and other action to tackle speeding. Another request for a crossing at the end of Crosby Row – lots of people cross here for the gym and supermarket etc.

**Meadow Row** – there is a blind spot at the junction with New Kent Road, cyclists mount the pavement and don't see pedestrians behind the raised brick bin storage.

**Newcomen Street** – residents wanted to see improved lighting or use of CCTV to make the street feel safer.

**Newington Causeway** – request for better junction markings at the turn-off to Metro Central Heights. Crossing through a bus lane and cycle lane and pedestrian pavement is very difficult and dangerous for all modes of transport at that junction.

**New Kent Road** – criticism of the design of the cycle lanes, which switch from one side of the road to the other – leading to too many cyclists using the pavements (see also North Walworth summary for similar comments). There was also a suggestion that crossing the road was dangerous for pedestrians – there should be a proper crossing by the Tesco Express. Also dangerous undertaking by cars travelling eastbound – puts in danger cyclists, and pedestrians who might otherwise be crossing through queuing traffic.

**Pardoner Street** – residents felt that the area was looking a bit scruffy. Several suggested improved lighting.

**Prioress Street** – several complaints that the green space here has been closed because of anti-social behaviour – there should be better enforcement, not denying pleasant spaces to everyone.

**Rockingham Street** – one resident complained about recent tree planting (along with new tall buildings) cutting light to the estate. Another observed poor paving at access to Banks House makes it hard for people in wheelchairs.

**Rothsay Street** – several complaints about litter, flytipping and dog mess here. Observation that some cyclists cycle dangerously at busy times here. On the plus side, observation that Jam Factory garden here is a delight.

**Swan Street** – one cyclists noted commercial bins on the red route constantly blocking cycle access to this street (junction with Great Dover Street?). One request for seating in the area of Gloucester Court. One request for pedestrian crossing at Great Dover Street as this is a popular school route.

**Tabard Gardens** – suggestion of more seating in this park.

**Tabard Street** – complaint that the cycle lane is routed through the farmers market – this can be dangerous, particularly as stall holders are unloading their vans etc.

**Tennis Street** – residents suggested a need for improved lighting to curb anti-social behaviour. There also be issues of cars cutting through the residential blocks.

**Trinity Church Square** – some residents complained about the new LED lamp columns. There were also complaints about cyclists on the pavements and cutting the corners at Trinity Church Street.

**Wild's Rents** – request for cycle hoops here near the shops.

# Ward Report: Dulwich Hill

## Profile

**Responses: 186 (with a further 274 submissions as part of the controlled parking survey in summer 2023)**

**Age profile of respondents:**

| Age | Survey % | CPZ % | Census '21 % |
|---|---|---|---|
| **Under 16** | 1% | - | 19.6% |
| **16 - 17** | - | - | 9.4% |
| **18 - 24** | - | 1% | |
| **25 - 34** | 11% | 10% | 19.2% |
| **35 - 44** | 20% | 28% | 17.5% |
| **45 - 54** | 30% | 26% | 14.6% |
| **55 - 64** | 18% | 20% | 11.2% |
| **65 - 74** | 14% | 13% | 5.7% |
| **75 - 84** | 6% | 3% | 2.8% |
| **85 - 94** | - | - | 1.1% |
| **95+** | - | 0.3% | |

**Ethnic background of respondents:**

| Ethnic background | Survey % | CPZ % | Census '21 |
|---|---|---|---|
| **Asian (all)** | 2% | 2% | 6.1% |
| **Black (all)** | 3% | 2% | 15.2% |
| **Mixed (all)** | 6% | 4% | 7.7% |
| **Other (all)** | 1% | 5% | 5% |
| **White (all)** | 89% | 87% | 66% |

**Disability profile of respondents:**

| Are you disabled | Survey % | CPZ % |
|---|---|---|
| **Yes** | 15% | 12% |
| **No** | 81% | 83% |
| **Prefer not to say** | 4% | 5% |

**Income and housing tenure profile of respondents:**

| **Household income** | Survey % | CPZ % |
|---|---|---|
| **Under £15,000 per year** | 3% | 6% |
| **£15-29,999 per year** | 13% | 11% |
| **£30-44,999 per year** | 11% | 13% |
| **£45-59,999 per year** | 8% | 9% |
| **£60-74,999 per year** | 9% | 9% |
| **£75-89,999 per year** | 16% | 9% |
| **£90,000 or above** | 40% | 43% |

| **Housing tenure** | Survey % | CPZ % | Census '21 |
|---|---|---|---|
| **I rent from a private landlord** | 9% | 6% | 27% |
| **I rent from the council/housing association** | 3% | 2% | 22.2% |
| **I live with family/friends/rent free*** | - | 2% | 0.2% |
| **I own my home outright** | 41% | 38% | 17.8% |
| **I am buying my home with the help of a mortgage** | 44% | 51% | 32.2% |
| **Shared ownership** | 3% | 2% | 0.7% |

* our questions were about the status of the individual, whereas the census data refers to the whole household (so a young person living with their parents would appear differently here)

**Response rates by street:**

We received responses from 79% of streets in Dulwich Hill. Below are listed the streets for which we received responses, ordered by % of properties on a given street responding.

| Street | Responses | % | | Street | Responses | % |
|---|---|---|---|---|---|---|
| READING CLOSE | 1 | 50.0% | | PLOUGH LANE | 1 | 11.1% |
| MELFORD ROAD | 7 | 43.8% | | ETHEROW STREET | 2 | 9.1% |

| | | | | | | |
|---|---|---|---|---|---|---|
| CORNFLOWER TERRACE | 9 | 36.0% | | PECKHAM RYE | 7 | 8.5% |
| RYCOTT PATH | 3 | 33.3% | | BALCHIER ROAD | 1 | 8.3% |
| BELVOIR ROAD | 10 | 31.3% | | BARRY ROAD | 36 | 8.2% |
| PIERMONT ROAD | 7 | 26.9% | | LORDSHIP LANE | 10 | 7.8% |
| HILLCOURT ROAD | 19 | 25.7% | | CREBOR STREET | 4 | 7.7% |
| RYEDALE | 18 | 24.7% | | GOODRICH ROAD | 6 | 6.4% |
| MOUNT ADON PARK | 12 | 19.7% | | DUNSTANS ROAD | 19 | 5.9% |
| UPLAND ROAD | 72 | 18.0% | | NORCROFT GARDENS | 2 | 5.6% |
| WOOD VALE | 17 | 17.9% | | OVERHILL ROAD | 25 | 4.8% |
| PIERMONT GREEN | 2 | 16.7% | | FOREST HILL ROAD | 5 | 3.8% |
| ST AIDANS ROAD | 15 | 15.6% | | CRYSTAL PALACE ROAD | 4 | 3.5% |
| HENSLOWE ROAD | 19 | 15.6% | | DUNSTANS GROVE | 1 | 2.9% |
| FRIERN ROAD | 60 | 12.9% | | LANDELLS ROAD | 5 | 2.1% |
| UNDERHILL ROAD | 57 | 11.8% | | | | |

# What did people tell us?

**How do people get around in the local area?**

| Mode | % of respondents selecting this mode |
|---|---|
| **walk** | 96.8% |
| **own cycle/scooter/skateboard** | 52.2% |
| **Hire cycle/scooter** | 21% |
| **Bus** | 97.3% |
| **Trains (inc tube etc)** | 95.2% |
| **Motorcycle/moped** | 1.1% |
| **own petrol/diesel car** | 72% |
| **Own electric car/van** | 7% |
| **Car share** | 15.6% |
| **Taxi** | 62.4% (mostly occasional users) |

- I cycle/scoot or walk as my main form of transport: **95** (51%)
- I would walk more if the streets were quieter or less polluted: **55** (30%)
- I would be interested in trying cycling (or cycling more): **56** (30%)
- I would take buses more if they were more reliable: **100** (54%)
- I am considering buying an electric car or van: **43** (23%)
- I am worried about the effects of climate change: **147** (79%)
- I am worried about the impact of poor air quality on children: **134** (72%)

**Top concerns and interests:**

| Top Priorities: | % of responses |
|---|---|
| New trees | 40.3% |
| Pavement decluttering (moving signs and bin storage etc) | 35.5% |
| Pavement improvement (wider and smoother surface) | 34.4% |
| Less traffic | 32.3% |
| Green space (planter or rain garden) | 28% |
| Traffic calming measures (e.g. speed humps) | 24.2% |
| Improved lighting | 22% |
| Pedestrian crossing(s) | 21.5% |
| Cycle safety feature (e.g. segregated cycle lane or junction feature) | 21% |
| Electric Vehicle charger | 21% |

| Obstacles to walking in the area | % of respondents (60 responses to this question) |
|---|---|
| Poor pavement quality | 65% |
| Hire bikes etc on pavement | 61% |
| Pavement too narrow | 36% |
| Bins on pavement | 45% |
| Too much traffic/pollution | 31% |
| Junctions hard to cross | 31% |
| Signage etc on pavement | 11% |
| Parked cars on pavement | 2% |

| Obstacles to cycling in the area | % of respondents (36 responses to this question) |
|---|---|
| Lack of separation from traffic | 38% |
| Too much traffic | 32% |
| Dangerous driving | 31% |
| Difficult junctions | 22% |
| Behaviour of other cyclists | 22% |
| Poor road surface | 18% |

| | |
|---|---|
| Poor signage | 7% |

This is an area where we held a consultation on a proposed controlled parking zone in summer 2023. There were therefore a lot of comments about this, and about the nearby streetspace schemes, which many people felt had impacted this area. People wanted to see improved public transport options (e.g. bus between Peckham and Honor Oak), and people being discouraged from paving their front gardens. Dog fouling and e-bikes on pavements were other frequent complaints. Several people wanted to see more seating for older people on hilly streets and near bus stops, but others disagreed.

**Barry Road** – issues here include speeding and dangerous overtaking, as it is a long straight road – many residents wanted to see speed cameras, traffic calming and more 20mph signage. Cars don't always stop at the crossings. Cyclists observed this made their journeys hazardous – but disagreed over whether a segregated cycle lane was the answer. People also noted the street trees often made the pavement hard to travel on – particularly near the Plough and near St Anthony's school, where people with buggies or in wheelchairs could be forced into the road. General feeling that Barry Road is unsafe.

**Belvoir Road** – residents noted that this was used as a cut-through, and that existing speed humps were ineffective – they would welcome either closing the road to through-traffic or improved traffic calming – one observation was that the road had become busier since Melford Road was made one-way. Pavement at the junction with Overhill is steep and uneven, difficult for pushchairs.

**Cornflower Terrace and Crebor Street** – residents happy with the state of their street – good pavement surfaces and greening.

**Dunstans Road** – several residents complained about the number of hire bikes and scooters left on the street – some noted an issue with the existing e-bike parking area being on a hill, so the bikes fall over. Residents noted the junction with Underhill Road could be very busy and was sometimes dangerous, with drivers not stopping and checking for pedestrians – important as a major pedestrian route to Goodrich Primary School – one response welcomed the new lollipop person. Some residents complained that speed humps were ineffective – lorries go over them at high speed. One suggestion was for a green/seating area at the junction with Forest Hill Road. Another was for rain gardens or other green spaces near Goodrich School to deter some of the school queueing/parking. Several complaints about dangerous cycling.

**Friern Road** – residents would like to see street trees for shade and cooling. The junction with Underhill Road was seen as dangerous – suggestions include pavement widening, new crossings and preventing large vehicles parking close to the junction. Others noted the junction with Goodrich has poor visibility and fast moving vehicles. Several complained about the number of paved over gardens/dropped kerbs. It was noted by several residents that the book shed by Lew Evans House

was attracting flytipping and there was a request for seating/planting to deter this. Another suggested location for planting was by the junction with Upland Road. Some residents complained about speeding on this street (despite it being closed at one end) and lack of signage meaning vehicles access it inappropriately and have to reverse. The junction with Lordship Lane was also described as scary – poor visibility and no crossing. Several residents noted a need for more electric charging points – shortage of these was encouraging people to pave their gardens.

**Goodrich Road** – it was noted there was often flooding here, at the junction of Dunstans Road.

**Lordship Lane** – residents complained about the volume of traffic, some linking this to local streetspace schemes. Traffic also speeds south of the Library. Lack of crossings, such as at the end of Friern Road and junction with Dulwich Common – Lordship Lane is especially hard to cross for cyclists, including families wanting to access Dulwich Park etc. The crossings near the Library could have longer pedestrian phasing. Narrow pavements around Overhill Road and Barry Road junctions. The pavement in front of Lane Supermarket was a particularly challenging spot, with poor quality paving. Suggestions for seating outside Plough/Christ Church.

**Melford Road** – residents observed that this was being used as a cut-through, with speeding traffic – would like to see a closure or traffic calming- cyclists wanted to see the cycleway made safer. It was also noted that the surface of the road was poor in places, including the roundabout at the Wood Vale end – poor repair has caused falls. The existing road hump is in poor repair, ineffective and causes damage from vibrations. The junction with Underhill was described as an accident black-spot as cars do not give way – improved signage may help.

**Mount Adon Park** – need traffic calming/crossing here at the junction with Lordship Lane – very hard for pedestrians to cross. Pavements could be wider as not wide enough for mobility scooter.

**Norcroft Gardens** – this pedestrianised space is a popular school route, but is in a poor state of repair and would benefit from greening or play features.

**Peckham Rye** – traffic calming needed to slow traffic on this wide straight road – lots of cars slamming their brakes on approach to the speed camera. Suggestion of more benches on this side of the park.

**Piermont Road** – residents generally felt that no changes were needed here. There were complaints about e-bikes and cycle lanes.

**Rycott Path** – the open area here is used for drinking, flyipping a litter – residents would like to see it improved for family use (greening etc).

**Ryedale** – some residents felt that measures to reduce speeds such as speed cameras would be welcome. Current speed humps are not effective. Some complaints about e-bikes on pavements and antisocial behaviour.

**St Aidan's Road** – Comments here about e-bikes on the pavement. Some residents felt street cleaning was not regular enough. Road is narrow so a fair amount of road rage, current speed humps are ineffective and there is speeding.

**Underhill Road** – several observations that this is used by through traffic, which has increased since other local changes – there is often speeding despite the speed humps. Better crossings would help – particularly for blind or partially sighted residents who currently struggle to cross. The road is narrow with parked cars, and a bus route, resulting in some road rage and overtaking. Complaints that the council is prioritising cycling over local residents who are often elderly or disabled – several complaints about e-bikes on the pavements. On the other hand some noted lack of cycle storage, as terraced houses with small gardens. Also complaints about local bus services (e.g. P13) being irregular or slow, perhaps because of volume of traffic. Observation here that the junctions are unsafe with poor visibility – would they be safer as roundabouts, or at least stopping cars parking close to junctions? Several respondents observed that there was no need for greening as there are many good local parks, better to maintain them.

**Upland Road** – residents noted that pavements were often in poor repair, and sometimes not wide enough for wheelchairs. Junction with Lordship Lane hard to cross. Several comments about opposition to controlled parking schemes and about e-bikes on pavements, but also comments about dangerous driving and inconsiderate parking at school end hours.

**Whateley Road** – better lighting suggested here.

**Wood Vale** - some residents observed issues with speeding traffic here but were divided on solutions – traffic calming has previously been removed, and this was felt to have been bad for houses/foundations. Perhaps some form of narrowing might help? Some cyclists wanted a segregated lane here, as well as cycle parking by the shops. Residents elsewhere noted lack of street litter bins here.

# Ward Report: Dulwich Village

## Profile

**Responses:** 326 (+504 respondents to the controlled parking consultation in 2023 that included Streets for People questions)

**Age profile of respondents:**

| Age | Survey % | CPZ survey | Census '21 % |
|---|---|---|---|
| **Under 16** | 0.7% | - | 23% |
| **16 - 17** | 0.4% | - | 9.3% |
| **18 - 24** | 0.7% | - | |
| **25 - 34** | 3.4% | 2.3% | 11% |
| **35 - 44** | 16.8% | 19.5% | 13.9% |
| **45 - 54** | 22.0% | 22.5% | 15.9% |
| **55 - 64** | 22.8% | 25.3% | 13.1% |
| **65 - 74** | 21.6% | 17.9% | 8.5% |
| **75 - 84** | 10.4% | 11.6% | 4.6% |
| **85 - 94** | 0.7% | 0.9% | 2% |
| **95+** | 0.4% | - | |

**Ethnic background of respondents:**

| Ethnic background | Survey % | CPZ survey | Census '21 |
|---|---|---|---|
| **Asian (all)** | 2.0% | 1.0% | 6.3% |
| **Black (all)** | 1.2% | 1.2% | 5.1% |
| **Mixed (all)** | 3.7% | 3.2% | 6.7% |
| **Other (all)** | 2.4% | 3.7% | 1.9% |
| **White (all)** | 90.6% | 90.8% | 79.9% |

**Disability profile of respondents:**

| Are you disabled | % | CPZ Survey |
|---|---|---|
| **Yes** | 11.9% | 11.1% |
| **No** | 84.2% | 83.3% |
| **Prefer not to say** | 4% | 5.6% |

**Income and housing tenure profile of respondents*:**

| **Household income** | % | CPZ Survey |
|---|---|---|
| **Under £15,000 per year** | 4.8% | 6.2% |
| **£15-29,999 per year** | 7.4% | 9.5% |
| **£30-44,999 per year** | 9.0% | 10.2% |
| **£45-59,999 per year** | 11.7% | 7.9% |
| **£60-74,999 per year** | 9.6% | 10.5% |
| **£75-89,999 per year** | 5.9% | 7.2% |
| **£90,000 or above** | 51.6% | 48.5% |

| **Housing tenure** | Survey % | CPZ Survey | Census '21 |
|---|---|---|---|
| **I rent from a private landlord** | 5.9% | 4.7% | 18.9% |
| **I rent from the council/housing association** | 1.8% | 1.7% | 12.2% |
| **I live with family/friends/rent free** | 3.2% | 1.4% | 0.1% |
| **I own my home outright** | 54.1% | 55.1% | 34.5% |
| **I am buying my home with the help of a mortgage** | 33.8% | 36% | 34% |
| **Shared ownership** | 1.4% | 1/1% | 0.3% |

* these two questions were not included in the door-to-door surveying, so only reflect online respondents. So e.g. much of our door-to-door interviewing was on council estates but this is not reflected

** our questions were about the status of the individual, whereas the census data refers to the whole household (so a young person living with their parents would appear differently here)

**Response rates by street:**

We received responses from 87% of streets in Dulwich Village. Below are listed the streets for which we received responses, ordered by % of properties on a given street responding.

| Street | Responses | % | | Street | Responses | % |
|---|---|---|---|---|---|---|
| BURBAGE ROAD | 111 | 64.9% | | VILLAGE WAY | 3 | 13.6% |
| GILKES CRESCENT | 27 | 60.0% | | FRANK DIXON CLOSE | 1 | 10.0% |
| THURLOW PARK ROAD | 3 | 42.9% | | STRADELLA ROAD | 8 | 9.4% |
| EASTLANDS CRESCENT | 9 | 34.6% | | HOLMDENE AVENUE | 14 | 8.7% |
| DOVERCOURT ROAD | 32 | 33.3% | | ELFINDALE ROAD | 10 | 8.3% |
| PICKWICK ROAD | 17 | 33.3% | | FRANK DIXON WAY | 2 | 8.3% |
| WOODYARD LANE | 3 | 33.3% | | NAIRNE GROVE | 2 | 8.3% |
| WOODWARDE ROAD | 51 | 29.8% | | ROSEWAY | 1 | 8.3% |
| AYSGARTH ROAD | 10 | 27.8% | | CARVER ROAD | 4 | 7.7% |
| DRUCE ROAD | 8 | 26.7% | | RYECOTES MEAD | 1 | 7.7% |
| CROXTED ROAD | 57 | 26.6% | | CASINO AVENUE | 9 | 6.9% |
| TURNEY ROAD | 38 | 26.2% | | WINTERBROOK ROAD | 4 | 6.6% |
| CALTON AVENUE | 19 | 25.0% | | LORDSHIP LANE | 11 | 6.4% |
| EYNELLA ROAD | 7 | 24.1% | | BECKWITH ROAD | 8 | 6.3% |
| COLLEGE ROAD | 10 | 23.8% | | RED POST HILL | 9 | 6.3% |
| COURT LANE | 39 | 22.9% | | FRANKFURT ROAD | 6 | 6.3% |
| COURT LANE GARDENS | 5 | 22.7% | | WARMINGTON ROAD | 2 | 6.3% |
| BEAUVAL ROAD | 25 | 20.8% | | COURTMEAD CLOSE | 1 | 5.9% |
| MITCHELLS PLACE | 2 | 20.0% | | GALLERY ROAD | 1 | 5.6% |
| DANECROFT ROAD | 15 | 18.5% | | DEKKER ROAD | 3 | 5.4% |
| EAST DULWICH GROVE | 5 | 17.9% | | ELMWOOD ROAD | 5 | 5.1% |
| GIANT ARCHES ROAD | 1 | 16.7% | | ALLISON GROVE | 1 | 5.0% |
| TOWNLEY ROAD | 6 | 16.7% | | HOLLINGBOURNE ROAD | 3 | 3.8% |
| BOXALL ROAD | 4 | 16.0% | | DULWICH COMMON | 1 | 3.6% |
| DESENFANS ROAD | 4 | 16.0% | | RUSKIN WALK | 2 | 2.6% |
| DULWICH VILLAGE | 21 | 15.9% | | WYNEHAM ROAD | 1 | 2.3% |
| GREAT SPILMANS | 3 | 14.3% | | SUNRAY AVENUE | 2 | 2.0% |
| HALF MOON LANE | 31 | 14.2% | | NORWOOD ROAD | 1 | 1.5% |
| DELAWYK CRESCENT | 15 | 13.9% | | HERNE HILL | 1 | 0.6% |
| COLLEGE GARDENS | 3 | 13.6% | | | | |

# What did people tell us?

**How do people get around  in the local area?**

| Mode | % of respondents selecting this mode |
|---|---|
| **walk** | 96.3% |
| **own cycle/scooter/skateboard** | 56.1% |
| **Hire cycle/scooter** | 21.8% |
| **Bus** | 96.3% |
| **Trains (inc tube etc)** | 95.1% |
| **Motorcycle/moped** | 1.5% |
| **own petrol/diesel car** | 65.3% |
| **Own electric car/van** | 13.5% |
| **Car share** | 12.9% |
| **Taxi** | 65% (mostly occasional users) |

- I cycle/scoot or walk as my main form of transport: **179** (54.9%)
- I would walk more if the streets were quieter or less polluted: **105** (32.2%)
- I would be interested in trying cycling (or cycling more): **112** (34.4%)
- I would take buses more if they were more reliable: **191** (58.6%)
- I am considering buying an electric car or van: **94** (28.8%)
- I am worried about the effects of climate change: **244** (74.8%)
- I am worried about the impact of poor air quality on children: **246** (75.5%)

**Top concerns and interests:**

| | Top Priorities: | % of responses |
|---|---|---|
| | Less traffic | 39.9% |
| | Pavement improvement (wider and smoother surface) | 35.3% |
| | Pavement decluttering (moving signs and bin storage etc) | 34.7% |
| | New trees | 33.3% |
| | Green space (planter or rain garden) | 27.6% |
| | Traffic calming measures (e.g. speed humps) | 23.9% |
| | Cycle safety feature (e.g. segregated cycle lane or junction feature) | 23.3% |
| | Permanent or timed road access closure to motor vehicles | 20.6% |

| | |
|---|---|
| Improved lighting | 19.9% |
| Regular car-free day/play street | 19.3% |
| Pedestrian crossing(s) | 19.3% |
| Electric Vehicle charger | 19.3% |

| **Obstacles to walking in the area** | **% of respondents (130 responses to this question)** |
|---|---|
| Poor pavement quality | 33.1% |
| Hire bikes etc on pavement | 33.8% |
| Pavement too narrow | 27.7% |
| Too much traffic/pollution | 45.4% |
| Bins on pavement | 18.5% |
| Junctions hard to cross | 28.5% |
| Parked cars on pavement | 5.4% |
| Signage etc on pavement | 8.5% |

| **Obstacles to cycling in the area** | **% of respondents (102 responses to this question)** |
|---|---|
| Lack of separation from traffic | 54.9% |
| Too much traffic | 58.8% |
| Difficult junctions | 46.1% |
| Dangerous driving | 54.9% |
| Poor road surface | 33.3% |
| Behaviour of other cyclists | 17.6% |
| Poor signage | 6.9% |

Many comments in this area relate to the local Streetspace measures – several requests for them to be removed or adjusted, or for no further measures in the area. However other comments wanted to see greater reduction of through traffic and school traffic. Many responses requested public transport improvements in Dulwich – more buses and step-free access to train stations – and ultimately improved train/tube links. Many complaints about hire bikes and bins on the pavements – and cyclists riding on the pavements. Herne Hill and Half Moon Lane were identified by many people as roads with high levels of speeding traffic, unsafe for pedestrians and cyclists – especially at the crossing by Judith Kerr School, and at the junction by the rail bridge.

**Beauval Road** – noted that trees have been removed and not replaced. But also that trees make obstacles for wheelchair users. Complaints about bins left on pavements. Complaint about dangerous parking on corners, along with hazard from speeding cars. Complaint about potholes.

**Beckwith Road** – more regular street cleaning, particularly in autumn, as leaves make pavement dangerous. Issue with speeding traffic at school terms – difficult for parents walking to Judith Kerr school crossings of Elmwood and Half Moon Lane dangerous. Traffic uses Beckwith Road to avoid lights at Red Post Hill/Half Moon Lane junction. Suggestions for traffic calming or banning HGVs. Lack of cycle storage here.

**Burbage Road** – many complaints about levels of traffic here, particularly at peak times. High traffic levels leads to cyclists on pavements, which is dangerous for people walking. Also means difficult for residents to access their driveways. Requests to allow residents to pass through the Streetspace measures. Current timings of filters leads to dangerous driving at 8am and makes the road unsafe for walking or cycling – claims the scheme is counterproductive. Complaints about hire bikes dumped on the pavements. Requests to remove the streetspace measures or exclude Bank holidays. Suggestion for a stop sign or other control at junction with Turney Road. Suggestions for seating here for people walking from North Dulwich Triangle to Dulwich Park. Perhaps reinstating the bench at junction with Turney Road. Suggestion for parklet near the surgery by Half Moon Lane as a place to wait. Dangerous crossing at Gallery Road – fast traffic from multiple directions. The roundabout here is also dangerous for drivers (e.g. is a left signal indicating a turn into Gallery or into Burbage) and cyclists (cars coming from Burbage often don't wait for cyclists coming up Gallery Road or College Road).

**Carver Road** – several suggestions to close this to through traffic as currently a cut-through from Herne Hill to Half Moon Lane. Road could be closed at Herne Hill end. Suggestion that parking restrictions could be longer as lots of shop users park here.

**Casino Avenue** – suggestion to change grass verges to wildflower beds. Alley to Red Post Hill is dark and feels unsafe, and the surface is uneven. Attracts antisocial behaviour. Suggestion for cycle storage here. Flytipping location at the bend by the green.

**College Road** – need safer pedestrian crossings on arms of junction with South Circular. Also at Gallery Road junction/roundabout – pedestrian crossings not clear or observed. Pavements are narrow on the eastern side. Heavily parked with people driving to the park for a walk. Parking on both sides so difficult for cyclists, and the shared use pavement is too narrow.

**Court Lane** – several comments praising the Streetspace measures for making this street quiet and safe, and the increase in young cyclists. Some comments against the changes. Requests for EV charging facilities here. Request for cycle parking near the entrance to Dulwich Park. Comments about poor streetlighting, pedestrians feel unsafe.

**Croxted Road** – several observations that the local Streetspace measures have increased congestion here and slowed buses. Request for controlled parking on the Southwark side of the road, as cars from Lambeth are now parking there. Pavements need improving in parts – uneven

surfaces. Suggested need for a pedestrian crossing near to the Under The Willow nursery – parents cross to Hawarden Grove, but there is no safe place. Need for traffic calming/speed cameras – several responses call for this. Road surface at Herne Hill end (dug up by Thames Water) is very poor and dangerous for cycling. Complaint that streetlighting on Croxted Road is too harsh and directed straight into houses.

**Danecroft Road** – improved lighting so people feel safer walking in winter. Sweep street more often as fallen leaves make it hazardous. Street receives some cut-through traffic, but main issues are on Herne Hill. Request for more EV charging points.

**Delawyk Crescent** – uneven paving and steps in places means the estate is not very accessible and dangerous for children. Needs paving improvement and more green space – one suggestion for a play area here. Complaints about potholes.

**Dovercourt Road** – largely a quite road. Complaints about hire bikes.

**Druce Road** – request to replace trees that have died or been removed.

**Dulwich Village** – street lighting poor, especially on northern section. Several requests to remove the Streetspace measures, noting that they cause congestion at evenings and weekends. A few respondents appreciating the changes or wanting them to go further. Request to bring back the parklet outside Romeo Jones. Complaints that short cycle lane leading up to Red Post Hill creates traffic queues and is limited benefit to cyclists.

**Dulwich Woods** – complaint about long delay in repairing the footbridge here, which has interrupted a popular walking and running route.

**East Dulwich Grove** – speeding an issue here when not congested. Suggestions for segregated cyling for continuous route from Herne Hill.

**Elfindale Road** – observations about poor mobile signal in the area and the effect this has on people's ability to walk and cycle safely. Request for shrub beds, or trees with larger planting beds rain gardens to catch run off from paved drives. Bins by Herne Hill spill over and obstruct pavement.

**Elmwood Road** – requests for traffic calming here. Improve lighting by Sunray Gardens as there have been muggings here.

**Eynella Road** – observation that bikes and scooters are being left in the disabled parking bay opposite the library – also a request for more cycle parking spaces near the library (i.e.not just inside the library gates. Street lighting poor.

**Frankfurt Road** – used as a shortcut by HGVs and speeding cars. Requests for filtering or traffic calming. Request for cycle storage.

**Gallery Road** – suggestion to move entrance to Gallery Road Fields to Burbage Road. Parked cars on both sides make it difficult for cyclists including parents with kids. Pinch points particularly when there are sporting events on.

**Gilkes Crescent** – requests for controlled parking here.

**Greendale** – fast moving bikes showing lack of consideration for pedestrians.

**Half Moon Lane** – speeding a big issue here, especially near Judith Kerr school – cars often do not stop at the crossing (one major crash here, car running into school grounds) – pavement is also quite narrow near the school. Crossing at end of Village Way to Half Moon Montessori also dangerous. Need for traffic calming – e.g. make turn to Village Way a sharper bend so cars have to slow down, introduce speed humps or chicanes. Suggestions for a protected cycle lane and wider pavements in places (e.g. in front of 109-125). This road feeds multiple schools, so cycling and walking improvements especially valuable. Suggested parking restrictions to deter school run traffic. Suggestion for seating by shops opposite Judith Kerr. Cycle stands by shops often full, needs more.

**Howletts Road** – suggestion to make this no entry at Half Moon Lane, creating a cul-de-sac with planting, and still allowing parking for local shops.

**Herne Hill** – extreme speeding and dangerous traffic here, including undertaking in the bus lanes, especially dangerous for cyclists – suggestion for a segregated cycle lane here and Denmark Hill. Improved street cleaning as leaves make pavements slippery. Bins and overgrown hedges block the pavement, which is often broken and uneven. Junction with Milkwood Road and Half Moon Lane is extremely poor for pedestrians – suggestions for a diagonal crossing or other measures to make this feel like a town square and not so car dominated. Suggestion for more interesting planting in verges here – wildflowers etc – potentially rain gardens as parts are prone to flooding.

**Hollingbourne Road** – complaint that one-way system on Ruskin Walk has increased traffic here. Request for raised junctions at either end of the road.

**Holmdene Avenue** – traffic has increased here as a result of changes on Ruskin Walk. Junction with Half Moon Lane is dangerous. Suggestions for calming – either a closure or a no-right turn. Road surface very uneven in places. Lighting is poor here. Complaint about retail bins being left on pavement at the end.

**Howletts Road** – bins on the pavement by the Budgens make the pavement too narrow for buggies.

**Lordship Lane** – too much traffic being routed down this road. Complaints about leaf-fall creating pavement hazards and not being swept. Lack of safe crossings for pedestrians (e.g. at Crystal Palace Road junction), and high traffic speeds.

**Nairne Grove** – request for a nearer car club. Important to maintain low traffic here as there is a school.

**Pickwick Road** – complaints about Streetspace measures and controlled parking proposals. Some requests for resident access to restricted roads. Requests to clean and repair pavements. One request for a cycle hangar as home doesn't have garage.

**Red Post Hill** – lighting poor between North Dulwich Station and East Dulwich Grove. This is a major walking route for schoolchildren, but buses sometimes mount pavements or even pass on wrong side of traffic islands (meaning these are not safe crossing points). Pavements too narrow – e.g. at bus stop by Sunray Gardens. Road very busy at school peak. Suggestion that more parking would help slow traffic. Lack of crossing from station to Half Moon Lane. Pedestrian crossing timings at East Dulwich Grove junction too short. Suggestion for seats/rest spots on the hill. Area near North Dulwich Charter School could benefit from more street trees for shade. Queuing before crossing near Ardbeg Road makes crossing Ardbeg-North Drive difficult for cyclists. Need for cycle parking by North Dulwich station.

**Ruskin Walk** – request for one-way system to be permanent. Complaint about cost of visitor parking.

**Ryecotes Mead** – request for crossing at end to Dulwich College. Currently lots of schoolchildren cross here dangerously.

**South Circular/Thurlow Park Road** – by Oakfield Prep school signals have been relocated further from the junction with Croxted Road. This has mean increase in cars running red lights and then clashing with vehicles and pedestrians on the other arm.

**Stradella Road** – complaints about cyclists on pavements, hire bikes and uneven pavements.

**Townley Road** – complaint that Streetspace measures have increased traffic on this road. Junction with East Dulwich Grove dangerous – cycle signal stays green at same time as main green light (so cars turning left have to be aware of cycles going straight on as well as the pedestrian crossing).

**Turney Road** – several complaints about the Streetspace measures and requests to see them removed. But some responses wanted increased measures to reduce through traffic. Complaint that the pavement along the whole road is in a poor state – observation that child frequently falls off scooter here. Suggestions for additional cycle parking (particularly by school entrances) and car

club options. Suggestion for seating at the Turney/Burbage junction. Cycle parking near the sports club – including bays for hire bikes. Issues with speeding in the mornings (before the timed closures) – makes the road dangerous for children cycling to school. Postbox at junction with Burbage road partially obscures sightlines.

**Village Way** – speeding an issue here – traffic calming requested – parked cars obscure sightlines and lead to dangerous passing. Observation that Streetspace measures have impacted this street with more traffic. Suggestion for resting spots here for people en route to Dulwich Park. Junction at Dulwich Village heading east-west dangerous for cyclists as no separation and cars close pass.

**Warmington Road** – bins on the pavements force pedestrians into the street.

**Winterbrook Road** – more cherry trees, perhaps replacing some of the overgrown lime trees. Support for low traffic measures.

**Woodwarde Road** – several complaints about Streetspace measures – several respondents arguing that streets are for traffic not leisure. Requests for more regular clearing of wet leaves. Request for improved lighting – street is quiet and feels unsafe at night. Dangerous turn into Beauval Road – cars cut the corner and endanger oncoming cyclists. Request for more EV chargers.

**Woodyard Lane** – responses objecting to any of the suggested changes.

# Ward Report: Dulwich Wood

## Profile

**Responses:** 211 (+200 responses to the controlled parking survey in 2023, which included Streets for People questions)

**Age profile of respondents:**

| Age | Survey % | CPZ% | Census ’21 % |
|---|---|---|---|
| **Under 16** | - | | 22% |
| **16 - 17** | - | | 10.2% |
| **18 - 24** | 0.6% | 0.6% | |
| **25 - 34** | 4.4% | 4.3% | 14.4% |
| **35 - 44** | 29.3% | 13.4% | 16.6% |
| **45 - 54** | 26.5% | 31.7% | 14.7% |
| **55 - 64** | 10.5% | 23.8% | 10.7% |
| **65 - 74** | 14.9% | 17.7% | 6.9% |
| **75 - 84** | 12.2% | 8.5% | 4.3% |
| **85 - 94** | 1.7% | | 1.6% |
| **95+** | - | | |

**Ethnic background of respondents:**

| Ethnic background | Survey % | CPZ% | Census ‘21 |
|---|---|---|---|
| **Asian (all)** | 5.2% | 5.3% | 9.8% |
| **Black (all)** | 3.4% | 2.6% | 19.9% |
| **Mixed (all)** | 4.6% | 3.3% | 8.3% |
| **Other (all)** | 2.9% | 3.3% | 4.4% |
| **White (all)** | 83.9% | 85.5% | 57.7% |

**Disability profile of respondents:**

| Are you disabled | % | CPZ% |
|---|---|---|
| **Yes** | 17% | 9.6% |
| **No** | 81.3% | 84.6% |
| **Prefer not to say** | 1.6% | 5.8% |

**Income and housing tenure profile of respondents*:**

| **Household income** | % | CPZ% |
|---|---|---|
| **Under £15,000 per year** | 10.1% | 8.9% |
| **£15-29,999 per year** | 6.7% | 13.4% |
| **£30-44,999 per year** | 13.5% | 11.6% |
| **£45-59,999 per year** | 7.9% | 8.9% |
| **£60-74,999 per year** | 6.7% | 8.9% |
| **£75-89,999 per year** | 15.7% | 14.3% |
| **£90,000 or above** | 39.3% | 33.9% |

| **Housing tenure** | Survey % | CPZ% | Census '21 |
|---|---|---|---|
| **I rent from a private landlord** | 1.9% | 2.3% | 21.9% |
| **I rent from the council/housing association** | 2.8% | 1.5% | 24.1% |
| **I live with family/friends/rent free** | 3.7% | 2.3% | 0.2% |
| **I own my home outright** | 50.9% | 47.4% | 24.5% |
| **I am buying my home with the help of a mortgage** | 37% | 43.6% | 27.8% |
| **Shared ownership** | 3.7% | 3% | 1.5% |

* these two questions were not included in the door-to-door surveying, so only reflect online respondents. So e.g. much of our door-to-door interviewing was on council estates but this is not reflected

** our questions were about the status of the individual, whereas the census data refers to the whole household (so a young person living with their parents would appear differently here)

**Response rates by street:**

We received responses from 80% of streets in Dulwich Wood. Below are listed the streets for which we received responses, ordered by % of properties on a given street responding.

| Street | Responses | % | | Street | Responses | % |
|---|---|---|---|---|---|---|
| ACACIA GROVE | 9 | 39.1% | | GIPSY HILL | 5 | 8.1% |
| PECKARMANS WOOD | 20 | 37.0% | | WOODLAND ROAD | 5 | 7.6% |
| ALLEYN CRESCENT | 5 | 35.7% | | LAPSE WOOD WALK | 1 | 7.1% |
| JASPER ROAD | 8 | 32.0% | | BELL MEADOW | 1 | 6.7% |
| ALLEYN PARK | 39 | 31.0% | | FERRINGS | 1 | 6.7% |
| BURNTWOOD VIEW | 4 | 28.6% | | HUNTERS MEADOW | 2 | 6.7% |
| WOODHALL AVENUE | 2 | 28.6% | | FOUNTAIN DRIVE | 4 | 6.6% |
| WOODSYRE | 9 | 27.3% | | MELFORD ROAD | 4 | 5.3% |
| ALLEYN ROAD | 25 | 25.3% | | WOOD VALE | 4 | 4.9% |
| LITTLE BORNES | 9 | 21.4% | | GLAZEBROOK CLOSE | 4 | 4.5% |
| DULWICH WOOD AVENUE | 16 | 21.1% | | COLBY ROAD | 3 | 4.4% |
| SOUTH CROXTED ROAD | 12 | 20.3% | | HAMBLEDON PLACE | 1 | 4.3% |
| OVERHILL ROAD | 2 | 20.0% | | TYLNEY AVENUE | 3 | 4.2% |
| ILDERSLY GROVE | 4 | 19.0% | | LYALL AVENUE | 6 | 3.9% |
| HITHERWOOD DRIVE | 8 | 17.8% | | DULWICH WOOD PARK | 1 | 3.7% |
| BAIRD GARDENS | 4 | 16.7% | | STREAMLINE MEWS | 1 | 3.7% |
| CROUCHMANS CLOSE | 2 | 16.7% | | UNDERHILL ROAD | 5 | 3.3% |
| GREAT BROWNINGS | 14 | 16.7% | | DULWICH COMMON | 2 | 2.6% |
| THURLOW PARK ROAD | 2 | 16.7% | | LYMER AVENUE | 3 | 2.5% |
| GILES COPPICE | 7 | 15.6% | | BELVOIR ROAD | 1 | 2.4% |
| CRESCENT WOOD ROAD | 19 | 15.4% | | SPINNEY GARDENS | 1 | 2.2% |
| COLBY MEWS | 1 | 14.3% | | LORDSHIP LANE | 9 | 2.1% |
| KINGSWOOD DRIVE | 6 | 13.3% | | SEELEY DRIVE | 3 | 2.0% |
| WAVEL PLACE | 5 | 11.1% | | CROXTED ROAD | 2 | 1.9% |
| FARQUHAR ROAD | 19 | 11.0% | | COLLEGE ROAD | 4 | 1.9% |
| SYDENHAM HILL | 29 | 9.6% | | HIGHWOOD CLOSE | 2 | 1.9% |
| ROUSE GARDENS | 4 | 8.3% | | BOWEN DRIVE | 8 | 1.6% |
| RUSHOLME GROVE | 6 | 8.3% | | | | |

# What did people tell us?

**How do people get around  in the local area?**

| Mode | % of respondents selecting this mode |
|---|---|
| **walk** | 86.7% |
| **own cycle/scooter/skateboard** | 39.3% |
| **Hire cycle/scooter** | 11.8% |
| **Bus** | 86.3% |
| **Trains (inc tube etc)** | 86.7% |
| **Motorcycle/moped** | 2.4% |
| **own petrol/diesel car** | 61.1% |
| **Own electric car/van** | 11.4% |
| **Car share** | 9.5% |
| **Taxi** | 48.3% |

- I cycle/scoot or walk as my main form of transport: **93** (44.1%)
- I would walk more if the streets were quieter or less polluted: **69** (32.7%)
- I would be interested in trying cycling (or cycling more): **69** (32.7%)
- I would take buses more if they were more reliable: **99** (46.9%)
- I am considering buying an electric car or van: **55** (26.1%)
- I am worried about the effects of climate change: **160** (75.8%)
- I am worried about the impact of poor air quality on children: **154** (73%)

**Top concerns and interests:**

| Top Priorities: | % of responses |
|---|---|
| Less traffic | 34.1% |
| Traffic calming measures (e.g. speed humps) | 31.8% |
| New trees | 31.3% |
| Pavement improvement (wider and smoother surface) | 27.5% |
| Pedestrian crossing(s) | 27% |
| Cycle safety feature (e.g. segregated cycle lane or junction feature) | 27% |
| Improved lighting | 25.6% |

| | |
|---|---|
| Green space (planter or rain garden) | 24.6% |
| Electric Vehicle charger | 23.7% |
| Pavement decluttering (moving signs and bin storage etc) | 21.3% |

| **Obstacles to walking in the area** | **% of respondents (58 responses to this question)** |
|---|---|
| Poor pavement quality | 43.1% |
| Hire bikes etc on pavement | 36.2% |
| Pavement too narrow | 12.1% |
| Too much traffic/pollution | 36.2% |
| Bins on pavement | 19% |
| Junctions hard to cross | 31% |
| Parked cars on pavement | 6.9% |
| Signage etc on pavement | 5.2% |

| **Obstacles to cycling in the area** | **% of respondents (41 responses to this question)** |
|---|---|
| Lack of separation from traffic | 39% |
| Too much traffic | 41.5% |
| Difficult junctions | 29.3% |
| Dangerous driving | 43.9% |
| Poor road surface | 36.6% |
| Behaviour of other cyclists | 19.5% |
| Poor signage | 9.8% |

Many residents on Alleyn Park complained about challenges around congestion, road safety, dangerous manoeuvres, idling and access to their homes at school drop off and pick up time. Many comments in relation to local Streetspace measures, some complaining about traffic displacement, some requesting similar on their streets. Quite a few comments about the junction of Melford Road and Underhill Road as a place of dangerous interactions between traffic and pedestrians. The Paxton Roundabout is another spot that is difficult for pedestrians.

**Acacia Grove** – noted criminal activity and flytipping at Glazebrook entrance. Some requests for controlled parking to deter commuters using West Dulwich Station. Noted that two disabled bays are no longer in use. Resident considering shift to electric vehicle but notes lack of chargers. Road becomes busy at school peak, it's a straight road so cars speed as well. Road in poor condition at the bend.

**Alleyn Park** – often impossible to walk because of schoolchildren and their parents – hard for access to Paxton Green surgery. Restricting larger vehicles on Alleyn Road means they all now

use Alleyn Park. Suggestion for limited time controlled parking to deter school parking. Traffic calming to stop speeding past the schools – observation of impatient drivers mounting the pavement to overtake. Several suggestions to make it a school street – one suggestion to make the road no access altogether as it parallels Alleyn Road. Request to fine parents for idling cars. Requests for double yellow lines around driveways as residents often blocked in. Hazardous for cyclists as lots of SUVs on school run, opening doors without looking etc – despite being a designated cycle route. Request for a zebra crossing by Kingsdale School (where they don't have a lollipop person).

**Alleyn Road** – heavy flow of traffic at rush hour, and intense speeding outside of this. Current speed bumps ineffective. Requests for traffic calming or speed cameras – perhaps widened verges with planting. Lots of hire bikes left on the pavement by the pub.

**Belvoir Road** – suggestion of a bus gate to reduce traffic here.

**Bowen Drive** – school street should start earlier as many vehicles have already dropped off kids by 8am. On other hand, complaint that the size of the school street is preventing deliveries and taxis for vulnerable residents. Could have seating around here for children/parents. Junction with Seeley Drive dangerous as motorists cut the corner.

**Burntwood View** – suggestion for enhanced planting in the verges and Long Meadow here. More trees for shade in summer and to absorb pollution.

**Cawnpore Street** – Paxton Primary School heavily over-concreted. It and neighbouring streets really need greening.

**College Road** – lighting around St Stephen's Church very poor. Regular three point turns here put cyclists at danger. Traffic near the College is either crawling or speeding – risk of accidents for students.

**Croxted Road** – complaint about Streetspace scheme increasing traffic and bus delays. More street lighting as it can be dark.

**Crystal Palace Parade** – road rage and dangerous driving around the double roundabouts. Crossing at end of College Road towards the park – timing too short for some pedestrians. This road would benefit from more street trees and greening.

**Dulwich Wood Avenue** – residents all have driveways, so requests to reduce on-street parking to improve visibility. Road is wide and cars overtake on the bend without considering pedestrians/residents.

**Dulwich Wood Park** – hard to cross from bus stops to access e.g. Farquhar Road. Suggestion for a crossing at the path from Giles Coppice as this is a popular pedestrian shortcut towards Crystal Palace. Cars don't stop at zebra crossings by Paxton Green. Turn into Lymer Avenue can be dangerous as a blind bend – incidents with cyclists overtaking cars trying to turn.

**Farquhar Road** – more trees would be welcome. Lots of traffic using this as a cut through to avoid Crystal Palace Parade lights – can see dangerous overtaking. Lighting has been improved but trees need to be pruned. Could be more pedestrian friendly at Crystal Palace Parade end as residents try to get to the park. Seating as this is a steep hill. Cycle parking at the Parade end for access to the Triangle.

**Fountain Drive** – most cars heading downhill exceed 20mph limit. Requests for cameras or warning signs. Issue of broken street lamp not being fixed for months. Suggestion that cycle lane at A212 should be two-way for cyclists cutting from Sydenham Hill to Fountain Drive (who otherwise have to go over double roundabout).

**Gallery Road** – uneven surface dangerous for cycling.

**Gipsy Hill** – frequent speeding and dangerous driving noted by parent walking with child. Suggestion for a signalised crossing at the station as cars often don't stop. Seating as it is a steep hill.

**Gipsy Road** – very challenging for pedestrians at Paxton roundabout – cars don't stop for zebra crossing at top of Gipsy Hill.

**Glazebrook Close** – pavements damaged by tree roots. Cyclists travelling wrong way on the estate road as they cut the corner from Acacia Grove. Request for controlled parking to deter commuters from West Dulwich station. Concern about speeding on the estate.

**Great Brownings** – complaints about hire bikes on the pavements. Poor street lighting, especially in the alley to Low Cross Wood Lane. Requests to remove local streetspace measures.

**Hitherwood Drive** – hedgerows by Hitherwood Court rarely trimmed and cause obstructions.

**Hunts Slip Road** – shared use path feels unsafe for both pedestrians and cyclists.

**Ildersly Grove** – used to avoid traffic lights at Park Hall and Croxted Road, with speeding especially during morning rush hour – some traffic calming could help.

**Jasper Road** – HGV restriction here often ignored. Used as a cut through when there is congestion on Crystal Palace Parade. Also receives displaced parking from the Paxton school street scheme, with risk of accidents being displaced here. Parents park across drives and over

yellow lines, making the route more hazardous for those who walk. Request for ‘wildlife-proof’ bins to stop birds and foxes making a mess.

**Kingswood Drive** – suggestion of need for bus lanes or double yellow lines as they often get stuck because of parking on both sides – this also makes it challenging for cycling. More litter bins as this is a litter and flytipping site. Request for crossings. Need for dropped kerbs outside St Margaret’s.

**Lapse Wood Walk** – sometimes accidents from speeding cars on Sydenham Hill. Pavement needs renovating as there are trip hazards.

**Lordship Lane** – lack of crossings means access to safe cycling in Dulwich Village difficult for those on the wrong side of the road. Pavements in poor condition with tree roots. Request for bus shelter at the P14 and P4 bus stops. Speeding very bad on section between Upland Road and the Grove Pub.

**Low Cross Wood Lane** - Suggestion that path from Sydenham Hill Station to Crescent Wood Park should be opened to cyclists as it is wide enough – but also complaint about cyclists already using it with risk of accident. Suggestion for a walking and cycling path linking College Road and Alleyn Park across College land.

**Lyall Avenue** – praise for local school street reducing traffic here. Suggestion to reduce on road parking here. Suggestion for pelican crossing at Bowen Drive junction for schoolchildren.

**Melford Road** – suggestion to re-route the P13 from this road as it is too big for the road. Speed hump ineffective and generates lots of noise and vibration. Pavement poor for partially sighted resident – frequent trips. Suggested need for a pedestrian crossing at Underhill as Melford is hard to cross, or at least stop signs to make drivers look properly – this junction seems to generate a lot of road rage. Suggestion for yellow box or other action at Lordship Lane exit to make it easier for pedestrians, as cars often block the crossing..

**Overhill Road** – complaint about lack of signage or street name at entrance to the road (i.e. from Lordship Lane) – leads to accidents as drivers turn badly in response to sat-navs on a sharp turn. One way system can confuse people and lead to accidents. Tree stumps narrowing pavement.

**Park Hall Road** – need for a crossing at end of Alleyn Park for children accessing Acacia Grove and the path to West Dulwich Station. Cars turning into Alleyn Park here often do not indicate and go fast as it is a gentle bend but with poor visibility.

**Peckarman’s Wood** – lack of off-street parking so more EV chargers would be useful. Speeding noted, so traffic calming would be welcome.

**Rouse Gardens** – pavements poorly maintained. Suggestion to extend double yellow lines further at junction with Alleyn Park. Street light not working near corner. Complaint about leaf litter not being cleared.

**Seeley Drive** – praise for school street which has made road quieter. Parking can be hard here – need for double yellow lines around driveways. Seating and other features to regenerate the shopping area. Pavements need upgrading.

**South Circular Road** – request for step free access to West Dulwich Station, to encourage older people and those with young children to use public transport. Also more cycle parking at the station. Horrible traffic here deters people from walking and cycling. Requests for safer pedestrian crossing at the Grove Tavern/Lordship Lane – this is an access for pedestrians to Cox's Walk and the Sydenham Hill estate. Suggestion for crossing between Alleyn Park and Gallery Road – cars going in multiple directions and driving impatiently – very hard for pedestrians to get across. At College Road should be a crossing on eastern arm as well.

**South Croxted Road** – 'anything to slow the traffic down'. Only one pedestrian crossing – should be more as there are many children and most traffic appears to be speeding.

**Sydenham Hill** – cars speed down the hill and there are lots of accidents – makes it frightening for pedestrians to walk down the pavement. Speed humps at the Crystal Palace end not adequate to slow traffic much – need more, plus a camera. One suggestion that the road has been made difficult for drivers, especially at the turning by Crescent Wood Road, leading to near misses with incautious pedestrians – varying views on effectiveness of recent changes. Suggestion to extend double yellow lines at junctions with Woodsyre, as parking can cause backed up traffic there. Zebra crossing by Countisbury House frequently ignored by drivers – parents crossing to nursery on eastern side.

**Thurlow Park Road** – residents would wish to see Streetspace measures and traffic calming removed.

**Tylney Avenue** – request for a dropped kerb at junction with Farquhar Road.

**Wavel Place** – suggestion for a cycle hangar in the car park area.

**Wood Vale** – speeding is a major issue, but residents would not welcome speed humps (issues with subsidence). Cycle hangars would be useful, as there are none nearby. Issues at junction with South Circular – traffic crossing to Sydenham Hill blocks the South Circular – a box junction could help?

# Ward Report: Faraday

## Profile

**Responses: 185 + 55 from local Streetspace survey that included Streets for People questions**

**Age profile of respondents:**

| Age | Survey % | Census ’21 % |
|---|---|---|
| **Under 16** | 1.9% | 21% |
| **16 - 17** | 1.3% | 14.6% |
| **18 - 24** | 8.4% | |
| **25 - 34** | 16.8% | 18.1% |
| **35 - 44** | 25.8% | 15.1% |
| **45 - 54** | 18.7% | 15.5% |
| **55 - 64** | 12.3% | 10.4% |
| **65 - 74** | 9.0% | 4% |
| **75 - 84** | 4.5% | 2.1% |
| **85 - 94** | 1.3% | 0.8% |
| **95+** | - | |

**Ethnic background of respondents:**

| Ethnic background | Survey % | Census ‘21 |
|---|---|---|
| **Asian (all)** | 6.6% | 7.8% |
| **Black (all)** | 19.9% | 38.7% |
| **Mixed (all)** | 4.0% | 7.9% |
| **Other (all)** | 6.0% | 15.6% |
| **White (all)** | 63.6% | 30% |

**Disability profile of respondents:**

| Are you disabled | % |
|---|---|
| **Yes** | 12.1% |
| **No** | 84.7% |
| **Prefer not to say** | 3.2% |

**Income and housing tenure profile of respondents*:**

| **Household income** | % |
|---|---|
| **Under £15,000 per year** | 16.7% |
| **£15-29,999 per year** | 12.5% |
| **£30-44,999 per year** | 12.5% |
| **£45-59,999 per year** | 6.3% |
| **£60-74,999 per year** | 16.7% |
| **£75-89,999 per year** | 10.4% |
| **£90,000 or above** | 25.0% |

| **Housing tenure** | Survey % | Census ‘21 |
|---|---|---|
| **I rent from a private landlord** | 20.3% | 27.4% |
| **I rent from the council/housing association** | 25.4% | 54.5% |
| **I live with family/friends/rent free** | 1.7% | 0.2% |
| **I own my home outright** | 18.6% | 5% |
| **I am buying my home with the help of a mortgage** | 27.1% | 9.2% |
| **Shared ownership** | 6.8% | 3.8% |

* these two questions were not included in the door-to-door surveying, so only reflect online respondents. So e.g. much of our door-to-door interviewing was on council estates but this is not reflected

** our questions were about the status of the individual, whereas the census data refers to the whole household (so a young person living with their parents would appear differently here)

**Response rates by street:**

We received responses from 70% of streets in Faraday ward. Below are listed the streets for which we received responses, ordered by % of properties on a given street responding.

| Street | Responses | % | | Street | Responses | % |
|---|---|---|---|---|---|---|
| ADDINGTON SQUARE | 1 | 100.0% | | LEBANON STREET | 1 | 4.2% |
| JOHN CRANE STREET | 1 | 25.0% | | UPNOR WAY | 1 | 4.1% |
| MARKHAM STREET | 3 | 25.0% | | HORSLEY STREET | 1 | 4.0% |
| SEDAN WAY | 2 | 20.0% | | WOOLER STREET | 3 | 3.9% |
| SONDES STREET | 4 | 18.2% | | WELLS WAY | 1 | 3.8% |
| AYLESBURY ROAD | 11 | 16.9% | | ARNSIDE STREET | 1 | 3.7% |
| IVY CHURCH LANE | 3 | 14.3% | | PORTLAND STREET | 3 | 3.6% |
| QUEENS ROW | 3 | 10.7% | | EAST STREET | 6 | 3.4% |
| KIEBS WAY | 1 | 10.0% | | OLD KENT ROAD | 8 | 3.3% |
| BURTON GROVE | 4 | 9.1% | | BOYSON ROAD | 2 | 3.2% |
| MACLEOD STREET | 1 | 9.1% | | ALBANY ROAD | 10 | 3.1% |
| BEACONSFIELD ROAD | 22 | 8.8% | | KINGLAKE STREET | 7 | 3.0% |
| MINA ROAD | 18 | 8.0% | | SMYRKS ROAD | 2 | 2.9% |
| ROLAND WAY | 3 | 7.0% | | CAMBERWELL ROAD | 2 | 2.8% |
| ALBANY MEWS | 1 | 6.7% | | DAWES STREET | 2 | 2.7% |
| MADRON STREET | 6 | 6.6% | | LYTHAM STREET | 1 | 2.6% |
| EXON STREET | 1 | 6.3% | | MERROW STREET | 3 | 2.5% |
| GATEWAY | 3 | 6.0% | | RED LION ROW | 1 | 2.3% |
| FIELDING STREET | 2 | 5.7% | | HOPWOOD ROAD | 2 | 2.2% |
| LIVERPOOL GROVE | 7 | 5.6% | | BOUNDARY LANE | 1 | 2.1% |
| SHORNCLIFFE ROAD | 5 | 5.5% | | INVILLE ROAD | 3 | 2.0% |
| CHERRILL STREET | 1 | 5.3% | | BRADENHAM CLOSE | 1 | 1.9% |
| SURREY SQUARE | 6 | 5.2% | | VILLA STREET | 1 | 1.8% |
| DARTFORD STREET | 3 | 4.7% | | ALVEY STREET | 1 | 1.7% |
| EMPRESS STREET | 2 | 4.5% | | WESTMORELAND ROAD | 1 | 1.6% |
| PHELP STREET | 6 | 4.4% | | NEW CHURCH ROAD | 1 | 1.5% |
| BAGSHOT STREET | 7 | 4.4% | | THURLOW STREET | 3 | 1.4% |

# What did people tell us?

### How do people get around in the local area?

| Mode | % of respondents selecting this mode |
|---|---|
| **walk** | 84.9% |
| **own cycle/scooter/skateboard** | 28.6% |
| **Hire cycle/scooter** | 12.4% |
| **Bus** | 83.8% |
| **Trains (inc tube etc)** | 60.5% |
| **Motorcycle/moped** | 1.6% |
| **own petrol/diesel car** | 29.2% |
| **Own electric car/van** | 3.2% |
| **Car share** | 14.1% |
| **Taxi** | 38.9% (occasional use) |

- I cycle/scoot or walk as my main form of transport: **98** (53%)
- I would walk more if the streets were quieter or less polluted: **76** (41.1%)
- I would be interested in trying cycling (or cycling more): **60** (32.4%)
- I would take buses more if they were more reliable: **88** (47.6%)
- I am considering buying an electric car or van: **27** (14.6%)
- I am worried about the effects of climate change: **126** (68.1%)
- I am worried about the impact of poor air quality on children: **124** (67%)

### Top concerns and interests:

| Top Priorities: | % of responses |
|---|---|
| Pavement improvement (wider and smoother surface) | 49.2% |
| Green space (planter or rain garden) | 44.9% |
| New trees | 42.7% |
| Pavement decluttering (moving signs and bin storage etc) | 41.1% |
| Improved lighting | 39.5% |
| Traffic calming measures (e.g. speed humps) | 30.3% |
| Less traffic | 27.6% |
| Cycle safety feature (e.g. segregated cycle lane or junction feature) | 25.4% |
| Seating | 25.4% |
| Water fountain | 23.8% |

| Obstacles to walking in the area | % of respondents (39 responses to this question) |
|---|---|
| Poor pavement quality | 59% |
| Hire bikes etc on pavement | 35.9% |
| Pavement too narrow | 35.9% |
| Too much traffic/pollution | 46.2% |
| Bins on pavement | 30.8% |
| Junctions hard to cross | 28.2% |
| Parked cars on pavement | 25.6% |
| Signage etc on pavement | 10.3% |

| Obstacles to cycling in the area | % of respondents (22 responses to this question) |
|---|---|
| Lack of separation from traffic | 59.1% |
| Too much traffic | 63.6% |
| Difficult junctions | 63.6% |
| Dangerous driving | 63.6% |
| Poor road surface | 50% |
| Behaviour of other cyclists | 36.4% |
| Poor signage | 13.6% |

This is an area with considerable development to the south, as well as forming part of the Walworth Streetspace scheme – some residents wanted to see road closures removed or changed, but others wanted additional greening and traffic reduction. There were comments about litter and broken pavements, as well as issues with e-bikes on the pavements. Walworth Road was seen as a problematic route for walking and cycling.

**Albany Road** – residents observed high traffic levels and speeding. There is often congestion related to the tire workshop at the corner with Old Kent Road. Junction with Camberwell Road is dangerous.

**Aylesbury Road** – residents here were concerned about high traffic levels and pollution – especially once the road is opened up to through traffic. There are already accidents with cars running into parked vehicles.

**Bagshot Street** – complaints about dog mess around here. Could we have a dog walking area? Cars ignore or move the planters.

**Beaconsfield Road** – lack of dropped kerbs through estate on route to Michael Faraday School. Worsened by inconsiderate building works. Difficult for people with pushchairs.

**Boyson Road** – noted that mechanics are always working on cars in the road here. Crossing to John Ruskin Street very difficult for cyclists, no easy way to cross Camberwell Road here.

**Bradenham Close** – streetlights have been out for a long time, meaning nearest pedestrian crossing on Albany Road is only half lit. Cars park across the cycle lane here and there seems to be a lack of enforcement.

**Burgess Park** – requests for segregated cycling to protect pedestrians.

**Camberwell Road** – motorists ignore red lights at junction with Albany Road.

**Dartford Street** – residents noted issues around access for disabled people here – lack of ramps from road to pavement, also people block the pavement while doing car repairs – issue across Gateway Estate.

**East Street** - some residents wanted to see pedestrian improvements here, including wider pavements or even closing to traffic.

**Empress Street** – residents noted issue with motorcycles speeding up and down here.

**Fielding Street** – request for new tree planting at the entrance to this street.

**Flint Street** – noted that pavements are narrow here, in places further narrowed by bins and overgrown plants. Cars and buses often exceed speed limit, and this is a school route.

**Ivy Church Lane** – requests for maintenance and modernisation of play area here.

**Liverpool Grove** – mixed views on the closure to through traffic – some feel that there is increased anti-social behaviour, and inconvenience to motorists, especially when there is an event at the church. Also litter is not cleared thoroughly. Others find the area more pleasant.

**MacLeod Street** – issues of speeding vehicles, also lots of truck deliveries mounting and damaging the pavements – suggestion that this could be a one-way road. Also anti-social behaviour – people urinating in street.

**Merrow Street** – people would like more seating or green space, but disagree on whether this should be at the expense of car parking. One-way system seems to confuse some drivers – including HGV drivers who sometimes come onto the road by mistake and then have no way to reverse.

**Mina Road** – needs signage or other way to indicate that it’s not a through route to Old Kent Road. Residents would like to see some parking converted to green space – active local community

would like more space. Issue of litter and broken glass at Old Kent Road end. Cars parking illegally and broken pavements at Bagshot Street end.

**Portland Street** – lack of segregation or clear markings for the cycle route here, and cars speed despite the bumps.

**Queens Row** – observation that this has become a bit of cut-through, which is a problem as cars parked on both sides – maybe make it one-way? Playground and planting area on Elizabeth Estate is poorly maintained and needs modernising.

**Rodney Road** – road safety and poor visibility issues here.

**Shorncliffe Road** – several people felt this should be closed to traffic or made a school street – as a narrow road running past a school.

**Smyrk's Road** – cars still speed up here thinking there is a through route to Old Kent Road.

**Sondes Street** – difficult junction for cyclists exiting onto Portland Street – poor visibility with cars parked close to the junction. Motorists and cyclists on Portland Street also then don't see the cyclists coming out. Potential danger spot, close to a school – suggestion that the pavement and first parking spaces could be converted to planting/rain garden. Speed bumps on Sondes Street force vehicles close to the pavement – don't slow vehicles but do threaten pedestrians.

**Surrey Square** – flytipping at the corner with Old Kent Road mentioned by several respondents.

**Thurlow Street** – suggestion that the paved area at the junction with East Street could be much greener. Junction with Albany Road is often backed up with traffic and doesn't feel safe for cycling – no obvious ways for cyclists to get across. Traffic on Thurlow Street has increased.

**Walworth Road** – complaints that pavements are too narrow, especially where shops spill out onto pavement. Hard for pedestrians to navigate. Pavements also in poor condition in places. Also noted issues around litter – commercial waste is collected twice a day but lack of litter bins means other refuse piles up and makes for unpleasant shopping environment. Road surface is also poor for cycling. Speeding and dangerous driving towards the Burgess Park end as road widens.

**Westmoreland Road** – residents noted issues with poor lighting here. Feels unsafe. Observation that the planters are not well maintained. Also need for bin storage for businesses here – lots left on the pavement and broken up by foxes.

# Ward Report: Goose Green

## Profile

**Responses: 252**

**Age profile of respondents:**

| Age | Survey % | Census '21 % |
|---|---|---|
| **Under 16** | - | 16.9% |
| **16 - 17** | - | 8.1% |
| **18 - 24** | 0.9% | |
| **25 - 34** | 19.2% | 26.9% |
| **35 - 44** | 19.7% | 18.5% |
| **45 - 54** | 26.5% | 12% |
| **55 - 64** | 14.1% | 9.5% |
| **65 - 74** | 12.8% | 5.2% |
| **75 - 84** | 6.0% | 2.6% |
| **85 - 94** | 0.9% | 1% |
| **95+** | - | |

**Ethnic background of respondents:**

| Ethnic background | Survey % | Census '21 |
|---|---|---|
| **Asian (all)** | 1.8% | 4.4% |
| **Black (all)** | 3.1% | 12.4% |
| **Mixed (all)** | 3.6% | 7.5% |
| **Other (all)** | 4.0% | 2.6% |
| **White (all)** | 87.6% | 73.1% |

**Disability profile of respondents:**

| Are you disabled | % |
|---|---|
| **Yes** | 14% |
| **No** | 83.4% |
| **Prefer not to say** | 2.6% |

**Income and housing tenure profile of respondents*:**

| **Household income** | % |
|---|---|
| **Under £15,000 per year** | 7.8% |
| **£15-29,999 per year** | 13.1% |
| **£30-44,999 per year** | 11.1% |
| **£45-59,999 per year** | 7.8% |
| **£60-74,999 per year** | 10.5% |
| **£75-89,999 per year** | 7.2% |
| **£90,000 or above** | 42.5% |

| **Housing tenure** | Survey % | Census '21 |
|---|---|---|
| **I rent from a private landlord** | 14.5% | 33.2% |
| **I rent from the council/housing association** | 6.4% | 20.6% |
| **I live with family/friends/rent free** | 2.3% | 0.2% |
| **I own my home outright** | 40.5% | 16.2% |
| **I am buying my home with the help of a mortgage** | 34.7% | 29.4% |
| **Shared ownership** | 1.7% | 0.6% |

* these two questions were not included in the door-to-door surveying, so only reflect online respondents. So e.g. much of our door-to-door interviewing was on council estates but this is not reflected

** our questions were about the status of the individual, whereas the census data refers to the whole household (so a young person living with their parents would appear differently here)

**Response rates by street:**

We received responses from 84% of streets in Goose Green ward. Below are listed the streets for which we received responses, ordered by % of properties on a given street responding.

| Street | Responses | % | | Street | Responses | % |
|---|---|---|---|---|---|---|

| | | | | | | |
|---|---|---|---|---|---|---|
| UNDERHILL ROAD | 2 | 28.6% | | COPLESTON ROAD | 2 | 4.1% |
| RAILWAY RISE | 1 | 25.0% | | HILLSBORO ROAD | 1 | 4.0% |
| TOWNLEY ROAD | 1 | 25.0% | | FELLBRIGG ROAD | 3 | 3.9% |
| DELFT WAY | 2 | 22.2% | | ULVERSCROFT ROAD | 4 | 3.6% |
| WELLINGTON MEWS | 2 | 22.2% | | BARRY ROAD | 6 | 3.5% |
| KELMORE GROVE | 6 | 15.8% | | HEBER ROAD | 3 | 3.5% |
| TERBORCH WAY | 1 | 14.3% | | HINCKLEY ROAD | 1 | 3.4% |
| SHAWBURY ROAD | 6 | 14.0% | | PECKHAM RYE | 4 | 3.3% |
| TELL GROVE | 3 | 13.0% | | GOODRICH ROAD | 2 | 3.3% |
| JARVIS ROAD | 1 | 12.5% | | CRAWTHEW GROVE | 3 | 3.0% |
| ST BARNABAS CLOSE | 1 | 12.5% | | DEVENTER CRESCENT | 1 | 2.9% |
| TROSSACHS ROAD | 6 | 12.5% | | TINTAGEL CRESCENT | 1 | 2.9% |
| CHESTERFIELD GROVE | 8 | 11.4% | | TYRRELL ROAD | 3 | 2.8% |
| KESTON ROAD | 7 | 10.6% | | ONDINE ROAD | 3 | 2.8% |
| ACRE DRIVE | 1 | 10.0% | | THOMPSON ROAD | 1 | 2.6% |
| KEMPIS WAY | 1 | 10.0% | | LORDSHIP LANE | 15 | 2.5% |
| ARNHEM WAY | 1 | 9.1% | | EAST DULWICH GROVE | 7 | 2.5% |
| HOLMES CLOSE | 1 | 9.1% | | UPLAND ROAD | 3 | 2.5% |
| ISEL WAY | 1 | 9.1% | | DERWENT GROVE | 2 | 2.4% |
| ZENORIA STREET | 3 | 8.6% | | LANDCROFT ROAD | 4 | 2.1% |
| MELBOURNE GROVE | 18 | 7.3% | | PELLATT ROAD | 2 | 1.9% |
| BASS MEWS | 1 | 7.1% | | FERRIS ROAD | 1 | 1.9% |
| NIMEGAN WAY | 1 | 7.1% | | JENNINGS ROAD | 1 | 1.8% |
| STEEN WAY | 1 | 7.1% | | HINDMANS ROAD | 3 | 1.7% |
| BAWDALE ROAD | 5 | 7.0% | | ARCHDALE ROAD | 1 | 1.6% |
| ASHBOURNE GROVE | 5 | 6.8% | | NUTFIELD ROAD | 1 | 1.6% |
| WHATELEY ROAD | 7 | 6.7% | | GROVE VALE | 5 | 1.5% |
| BASSANO STREET | 3 | 6.4% | | EAST DULWICH ROAD | 6 | 1.5% |
| LACON ROAD | 3 | 6.0% | | COLWELL ROAD | 1 | 1.5% |
| HANSLER ROAD | 3 | 5.7% | | SOLWAY ROAD | 1 | 1.5% |
| ADYS ROAD | 1 | 5.6% | | OAKHURST GROVE | 3 | 1.4% |
| SILVESTER ROAD | 5 | 5.1% | | PLAYFIELD CRESCENT | 1 | 1.4% |
| HILVERSUM CRESCENT | 1 | 5.0% | | THE GARDENS | 4 | 1.3% |

| | | | | | | |
|---|---|---|---|---|---|---|
| TARBERT ROAD | 3 | 4.8% | | DARRELL ROAD | 1 | 1.2% |
| THORNCOMBE ROAD | 1 | 4.8% | | GOWLETT ROAD | 1 | 1.2% |
| HAYES GROVE | 3 | 4.5% | | RODWELL ROAD | 1 | 1.1% |
| BESANT PLACE | 1 | 4.3% | | NORTH CROSS ROAD | 1 | 0.9% |
| FROGLEY ROAD | 1 | 4.3% | | GLENGARRY ROAD | 1 | 0.6% |
| WORLINGHAM ROAD | 4 | 4.3% | | | | |
| CRYSTAL PALACE ROAD | 19 | 4.3% | | | | |

# What did people tell us?

**How do people get around in the local area?**

| Mode | % of respondents selecting this mode |
|---|---|
| **walk** | 95.6% |
| **own cycle/scooter/skateboard** | 54.0% |
| **Hire cycle/scooter** | 23.4% |
| **Bus** | 91.3% |
| **Trains (inc tube etc)** | 90.1% |
| **Motorcycle/moped** | 4.8% |
| **own petrol/diesel car** | 54.8% |
| **Own electric car/van** | 8.7% |
| **Car share** | 18.3% |
| **Taxi** | 62.3% |

- I cycle/scoot or walk as my main form of transport: **141** (56%)
- I would walk more if the streets were quieter or less polluted: **117** (46.4%)
- I would be interested in trying cycling (or cycling more): **112** (44.4%)
- I would take buses more if they were more reliable: **129** (51.2%)
- I am considering buying an electric car or van: **73** (29%)
- I am worried about the effects of climate change: **209** (82.9%)
- I am worried about the impact of poor air quality on children: **205** (81.3%)

**Top concerns and interests:**

| Top Priorities: | % of responses |
|---|---|
| New trees | 54.4% |
| Pavement decluttering (moving signs and bin storage etc) | 47.6% |

| | |
|---|---|
| Pavement improvement (wider and smoother surface) | 45.2% |
| Green space (planter or rain garden) | 38.9% |
| Less traffic | 36.9% |
| Cycle hangar (to store a bike near home) | 32.1% |
| Traffic calming measures (e.g. speed humps) | 27.4% |
| Cycle safety feature (e.g. segregated cycle lane or junction feature) | 25% |
| Electric Vehicle charger | 23.8% |
| Pedestrian crossing(s) | 23.4% |

| **Obstacles to walking in the area** | **% of respondents (91 responses to this question)** |
|---|---|
| Poor pavement quality | 41.8% |
| Hire bikes etc on pavement | 33% |
| Pavement too narrow | 33% |
| Too much traffic/pollution | 40.7% |
| Bins on pavement | 37.4% |
| Junctions hard to cross | 38.5% |
| Parked cars on pavement | 6.6% |
| Signage etc on pavement | 12.1% |

| **Obstacles to cycling in the area** | **% of respondents (60 responses to this question)** |
|---|---|
| Lack of separation from traffic | 60% |
| Too much traffic | 70% |
| Difficult junctions | 45% |
| Dangerous driving | 68.3% |
| Poor road surface | 28.3% |
| Behaviour of other cyclists | 16.7% |
| Poor signage | 13.3% |

Some comments relating to the local Streetspace measures – with some residents wanting to see Melbourne Grove reopened to cars or complaining about longer car journeys or displaced traffic. But others welcomed the measures and wanted to see increased measures to reduce traffic and parking throughout the area. Lordship Lane and East Dulwich Grove were identified as routes that need improving for pedestrians, with requests for greening and safer crossings – in particular many people noted that it was very hard for pedestrians to cross East Dulwich Grove at Lordship Lane.

**Adys Road** – request for protected space for cyclists on approach to East Dulwich Road, and advance signals for cycling.

**Amott Road** – request for cycle parking by the Gowlett Arms.

**Ashbourne Grove** – several comments about the closure to cars on Melbourne Grove – this has seen more traffic on this road, include large lorries. Pavements are poor and bins are left out.

**Barry Road** – speeding an issue here as it's a long straight road. Feels unsafe for cyclists.

**Bassano Street** – rubbish collection point for gym and cinema makes the pavement impassable an people have to walk in the road. Drains often block so the road floods. Residents here opposed to controlled parking.

**Bawdale Road** – several complaints that road often taken up with large vehicles for the Roofing Company, parking inappropriately or idling – makes a residential street feel industrial.

**Chesterfield Grove** – several complaints about litter and street cleaning here. Request for parking enforcement at the Lordship Lane end as cars park on the double yellow lines and make crossing here difficult. Complaint about M&S lorries using the street for deliveries at all hours. Large vehicles idling while owners buy a coffee etc. Flooding at Melbourne Grove corner.

**Colwell Road** – regular through traffic from drivers avoiding Lordship Lane. Corner by no,13 is a pinch point with 2 way traffic. There is a historic dropped kerb here which no longer serves a function – could use this space for traffic calming or greening? Junction with Lordship Lane has poor visibility when turning right – suggestion of a raised crossing or right turn ban. A suggestion to make the road one way for motor traffic (with contraflow cycling).

**Copleston Road** – request for more electric charging points here.

**Crawthew Grove** – junction with Crystal Palace Road has a wide turning so cars turn quite fast. Request for resident parking to stop shoppers parking on the road. Junction with Lordship Lane has become a flytipping spot.

**Crystal Palace Road** – requests for traffic calming or to take out through traffic – suggestions to filter or make it one-way. Note that there are regular crashes in the traffic islands. Crossing by the Great Exhibition pub is too wide – cars speed and don't always stop. Request for parking restrictions. Narrow and cluttered pavements makes this a poor environment for walking and cycling, despite local facilities such as schools and a leisure centre. Request for pedestrian crossings on all arms at North Cross Road junction. Some complaints that local Streetspace measures have increased traffic here. Pinch point for cyclists just north of Crawthew Grove – cars speed up, overtake, sometimes on wrong side.

**Cyrena Road** – suggestion to use this as the basis of a small low traffic area preventing through traffic to Crystal Palace Road – incorporating Pellatt Road, Rodwell Road and Heber Road.

**Derwent Grove** – pavements are poorly maintained and narrow – partly caused by large trees. Appreciation for the reduction of traffic due to the Streetspace scheme.

**Deventer Crescent** – suggestion to move all the parking across the road and introduce a green strip in front of homes. Corner by St Barnabas Close could be greened and used as a playground. Whole estate would benefit from greening.

**East Dulwich Grove** – requests for traffic calming and to enforce the speed limit as there have been a few accidents – vehicles often don't stop at the zebra crossings – suggestion that the one at Melbourne Grove be signalised. Request for a cycle lane as this is very hard to cycle and is a popular route. Several complaints that traffic, journey times and pollution have increased here as a result of the Streetspace measures, concerning for people as this is a school route deterring some people from walking here. Extremely hard for pedestrians to cross at the Lordship Lane junction, vehicles do not stop – many respondents raised this location and observed that they had seen near misses. Suggestion for seating outside the Tessa Jowell Health Centre – some of the excess parking could be turned over to seats and planting, maybe a pocket park to benefit residents nearby. Road often floods so rain gardens where there is space would be good.

**East Dulwich Road** – being used by speeding through traffic. Request to filter or make it one-way – especially the section north of Goose Green. Popular crossing for children at the junction with Adys Road here. Request to clean up graffiti and tidy up parade of shops, including removing defunct telephone box. Issues of litter and shop waste. Request for a crossing for wheelchair user at the Worlingham Road junction – existing crossings are too far either way and there us a natural desire line to the park.

**Fellbrigg Road** – concerns about break ins and other crime. Request for controlled parking.

**Frogley Road** – junction with Lordship Lane (and Matham Grove) very dangerous – suggestion this is partly because visibility obscured by parked mopeds. Complaint that street lighting is angled into homes. Alley off Frogley (back of Lordship Lane businesses) full of shop waste and flytipping.

**The Gardens** – bike theft an issue here, so better lighting and cycle storage welcome.

**Glengarry Road** – lots of traffic and footfall in relation to the local private schools – also lots of litter. Have previously requested new cherry trees but been rejected – would like to see new trees and improved paving.

**Goose Green** – better lighting and seating in the park to make it usable year round. Request for a gate and seating area nearer to the East Dulwich/roundabout end. Benches in sunnys spots. More cycle parking here and near the playground.

**Green Dale** – request for more car chargers, and for review of the school street scheme to make sure it is working correctly. Maybe some seating at the start of the path/railway as a pleasant place to rest.

**Grove Vale** – very busy road to changes from wide to narrow and back – needs some safety measures for cyclists. Roundabout at Goose Green difficult for cycling.

**Hansler Road** – complaints about electric bike bays here, and hire bikes all over the pavements, and Streetspace measures increasing journey times.

**Heber Road** – request for wider pavements outside the primary school, and/or a pedestrian crossing. Suggestion to replace existing railings and posts with cycle parking or hangars. Suggestion for raised junction at Cyrena Road to deter parking at school times.

**Hillsboro Road** – small green at junction with Thorncombe could be enhanced with planting, lighting and a dog waste bin – currently only used for dogs.

**Hinckley Road** – small patch of grass next to playground – could have seating. Currently just full of dog mess.

**Hindmans Road** – request to filter norther section as currently used by through traffic accessing Barry Road. Suggestion to improve traffic calming and increase cycle storage.

**Isel Way** – pedestrian street within an estate, could benefit from greening and some play features.

**Kelmore Grove** – some requests for parking controls, and EV-only bays. Request for traffic calming and for more cycle storage. Request for more trees to soften the landscape and for shade.

**Keston Road** – complaints about bins on pavements limiting pavement space. Request for trees to replace ones that have been removed. Request for new paving to replace current cracked tarmac.

**Lacon Road** – residents complaints that station users park on their street, meaning residents can’t park near home.

**Landcroft Road** – complaints about speeding, about large numbers of cars using road at school times. Request for new trees to be planted and maintained. Accidents at Goodrich Road junction as cars speeding on both arms.

**Lordship Lane** – requests for more/more frequent buses serving this area. Requests for a pedestrian crossing at or near Goodrich Road junction, for children commuting to local schools (noting positive experience when Thames Water installed temporary traffic lights there). Would also help to slow traffic – which is very fast on the southern section (especially on the hill). Several calls to remove streetspace measures as increasing traffic on this road. Other calls to increase low-level planting on the road to absorb pollution. Comments noted that pavements on the eastern side are narrow and uneven in places, especially where there are trees or cycle parking etc, and get crowded at busy times – request to address street clutter. Pavements between Melbourne Grove and Goose Green are in poor condition – large puddles when it rains, bad for a busy pedestrian area. Suggestion for a few more benches for shoppers to take a breather – prioritising pedestrians over parking. Also more cycle parking near shops.

**Melbourne Grove** – one comment asking for the Streetspace measures to be removed as street feels unsafe, but others appreciating them. Request for more charging points. Request for more tree planting, especially at the Lytcott Road junction. Litter bins and seating spots at road junctions. Request for a raised junction or buildouts at junction with Blackwater Street to make it easier for pedestrians heading to Lordship Lane. Noted that many students cross Lordship Lane at the end – so a crossing would help here – also a crossing of Melbourne Grove itself here, as many cars turn here. Complaint about rubbish left on the pavements outside of flats.

**Northcross Road** – lots of abandoned street clutter noted – roadwork barriers, rubbish stuffed behind the electricity unit, a broken notice board. Suggestions for more seating – one location could be at the Ulverscroft Road junction – on a hill, and several community facilities here. More cycle parking for market users.

**Ondine Way** – appreciation that one-way system means less traffic here than some other roads.

**Peckham Rye** – request for controlled parking and disabled parking, and more EV chargers. Zebra crossing at end of The Gardens can be dangerous as cars often don’t stop.

**Playfield Crescent** – request for cycle hangar here.

**Railway Rise** – request for this to be adopted, as currently in poor condition.

**Shawbury Road** – several requests for residents’ parking here. Also requests for pavement resurfacing.

**Steen Way** – complaints about parents filling up parking spaces (despite controlled parking), and also an observation that parents drive into the school street before the start time (i.e. camera doesn’t catch them going out again). Parents idling on a residential street.

**Tarbert Road** – request for more cycle storage as theft an issue.

**Tell Grove** – all the local cycle hangars are full, so more please. Appreciation for local streetspace measures. Bowling green was bought by developers and has been vacant since 2019 – could be a small park or other community feature.

**Terborch Way** – more greenery to improve this estate.

**Thompson Road** – long waiting list for local bike hangar.

**Townley Road** – lots of traffic and road rage at the East Dulwich Grove end, dangerous overtaking and abuse directed at cyclists and pedestrians. Maybe some benches next to the Alleyn's playing fields.

**Trossachs Road** – observation that parking is a challenge here, no space for cycle hangars.

**Ulverscroft Road** – suggestion for pedestrian crossings at either end, and action to deter through traffic avoiding Lordship Lane – either more effective traffic calming or even a filter. Request to replace trees that have been removed, as there are few here. Local cycle hangar is oversubscribed – need another one.

**Underhill Road** – suggestion for a crossing at the Crystal Palace Road junction – lots of traffic and hard to cross there. Complaint that traffic has increased because of the streetspace measures. Complaint that pavements are uneven in places.

**Upland Road** – high volumes of cut through traffic, speeding and road rage. Drivers don't give way to pedestrians so raised junctions would help.

**Whateley Road** – a couple of complaints about local low traffic schemes. But also a request for controlled parking and more cycle hangars, and a complaint about speeding through traffic – perhaps trees on buildouts could help with this. Delivery drivers park on the zigzags by the crossing at the Cyrena Road junctions – obscuring sightlines. New seating is on a tilt and mostly used by street drinkers. Observation that pavements are uneven in places.

**Worlingham Road** – wheelchair user reports being unable to access western pavement by East Dulwich Road – road sign and encroaching vegetation. Request for controlled parking as hard for residents and the street is popular with shoppers etc.

**Zenoria Street** – a variety of comments – to remove controlled parking, to reduce parking spaces and increase planting, and a complaint about increased traffic since recent streetspace measures.

# Ward Report: London Bridge & West Bermondsey

## Profile

**Responses: 244**

**Age profile of respondents:**

| Age | Survey % | Census '21 % |
|---|---|---|
| **Under 16** | - | 15.5% |
| **16 - 17** | 1.0% | 17.9% |
| **18 - 24** | 2.0% | |
| **25 - 34** | 25.4% | 22.9% |
| **35 - 44** | 30.2% | 14.6% |
| **45 - 54** | 13.2% | 12.4% |
| **55 - 64** | 18.5% | 9.7% |
| **65 - 74** | 7.3% | 4.3% |
| **75 - 84** | 2.4% | 2.3% |
| **85 - 94** | - | 1.3% |
| **95+** | - | |

**Ethnic background of respondents:**

| Ethnic background | Survey % | Census '21 |
|---|---|---|
| **Asian (all)** | 7.5% | 15.2% |
| **Black (all)** | 6.0% | 24.2% |
| **Mixed (all)** | 4.5% | 7.1% |
| **Other (all)** | 4.0% | 6.6% |
| **White (all)** | 77.9% | 47% |

**Disability profile of respondents:**

| Are you disabled | % |
|---|---|
| **Yes** | 10.9% |
| **No** | 86.6% |
| **Prefer not to say** | 2.5% |

**Income and housing tenure profile of respondents*:**

| **Household income** | % |
|---|---|
| **Under £15,000 per year** | 9.0% |
| **£15-29,999 per year** | 11.2% |
| **£30-44,999 per year** | 14.2% |
| **£45-59,999 per year** | 8.2% |
| **£60-74,999 per year** | 6.0% |
| **£75-89,999 per year** | 9.7% |
| **£90,000 or above** | 41.8% |

| **Housing tenure** | Survey % | Census '21 |
|---|---|---|
| **I rent from a private landlord** | 23.4% | 28.9% |
| **I rent from the council/housing association** | 14.2% | 49.6% |
| **I live with family/friends/rent free** | 4.3% | 0.2% |
| **I own my home outright** | 26.2% | 6.9% |
| **I am buying my home with the help of a mortgage** | 25.5% | 12.7% |
| **Shared ownership** | 6.4% | 1.8% |

* these two questions were not included in the door-to-door surveying, so only reflect online respondents. So e.g. much of our door-to-door interviewing was on council estates but this is not reflected

** our questions were about the status of the individual, whereas the census data refers to the whole household (so a young person living with their parents would appear differently here)

**Response rates by street:**

We received responses from 52% of streets in London Bridge and West Bermondsey. Below are listed the streets for which we received responses, ordered by % of properties on a given street responding.

| Street | Responses | % | | Street | Responses | % |
|---|---|---|---|---|---|---|
| QUEEN ELIZABETH STREET | 2 | 100.0% | | TYERS GATE | 1 | 3.3% |
| BARNHAM STREET | 1 | 33.3% | | ROYAL OAK YARD | 3 | 2.9% |
| NEWCOMEN STREET | 2 | 25.0% | | JAMAICA ROAD | 2 | 2.8% |
| POPE STREET | 2 | 18.2% | | LEATHERMARKET STREET | 2 | 2.7% |
| RADCLIFFE ROAD | 1 | 14.3% | | BATTLE BRIDGE LANE | 1 | 2.6% |
| WOODS PLACE | 1 | 12.5% | | TOOLEY STREET | 13 | 2.5% |
| HOLYROOD STREET | 3 | 8.8% | | SHAND STREET | 1 | 2.4% |
| BAKERY STREET | 1 | 8.3% | | CROSBY ROW | 1 | 2.4% |
| GUY STREET | 1 | 8.3% | | TANNER STREET | 7 | 2.4% |
| FENDALL STREET | 8 | 7.8% | | DRUID STREET | 11 | 2.2% |
| GRIGGS PLACE | 1 | 7.7% | | PAGES WALK | 7 | 2.2% |
| WHITES GROUNDS | 12 | 7.6% | | CRIMSCOTT STREET | 4 | 2.1% |
| MARKET YARD MEWS | 2 | 6.9% | | RILEY ROAD | 2 | 2.1% |
| LONG WALK | 1 | 6.3% | | WESTON STREET | 12 | 2.1% |
| LAMB WALK | 2 | 6.1% | | BOROUGH HIGH STREET | 3 | 2.0% |
| LONDON BRIDGE | 1 | 5.9% | | SNOWSFIELDS | 5 | 2.0% |
| NECKINGER | 1 | 5.0% | | DUNSTERVILLE WAY | 1 | 1.9% |
| PURBROOK STREET | 2 | 5.0% | | LEATHERMARKET COURT | 2 | 1.9% |
| SWAN MEAD | 2 | 4.9% | | HAVEN WAY | 2 | 1.8% |
| BLUELION PLACE | 2 | 4.3% | | MAGDALEN STREET | 1 | 1.7% |
| COXSON WAY | 1 | 4.3% | | ABBEY STREET | 9 | 1.7% |
| BERMONDSEY STREET | 20 | 4.1% | | BERMONDSEY SQUARE | 2 | 1.7% |
| ARTS LANE | 4 | 4.0% | | GRANGE WALK | 5 | 1.6% |
| NEWHAMS ROW | 1 | 4.0% | | THE GRANGE | 3 | 1.6% |
| ARCHIE STREET | 1 | 3.8% | | ST THOMAS STREET | 2 | 1.6% |
| LONG LANE | 15 | 3.8% | | GRANGE ROAD | 8 | 1.5% |
| STEVENS STREET | 1 | 3.8% | | TOWER BRIDGE ROAD | 8 | 1.4% |

| | | | | | | |
|---|---|---|---|---|---|---|
| FAIR STREET | 1 | 3.7% | | MALTBY STREET | 3 | 1.3% |
| LEROY STREET | 5 | 3.6% | | CITY WALK | 3 | 1.3% |
| BRUNSWICK COURT | 1 | 3.6% | | SPA ROAD | 3 | 1.1% |
| LIMASOL STREET | 2 | 3.6% | | KIPLING STREET | 1 | 0.7% |
| MELIOR STREET | 1 | 3.3% | | NEW TANNERY WAY | 1 | 0.4% |

# What did people tell us?

**How do people get around in the local area?**

| Mode | % of respondents selecting this mode |
|---|---|
| **walk** | 93.9% |
| **own cycle/scooter/skateboard** | 39.8% |
| **Hire cycle/scooter** | 29.5% |
| **Bus** | 84.8% |
| **Trains (inc tube etc)** | 88.5% |
| **Motorcycle/moped** | 2.0% |
| **own petrol/diesel car** | 21.3% |
| **Own electric car/van** | 4.5% |
| **Car share** | 19.3% |
| **Taxi** | 60.7% |

- I cycle/scoot or walk as my main form of transport: **166** (68%)
- I would walk more if the streets were quieter or less polluted: **137** (56.1%)
- I would be interested in trying cycling (or cycling more): **110** (45.1%)
- I would take buses more if they were more reliable: **127** (52%)
- I am considering buying an electric car or van: **30** (12.3%)
- I am worried about the effects of climate change: **194** (79.5%)
- I am worried about the impact of poor air quality on children: **188** (77%)

**Top concerns and interests:**

| Top Priorities: | % of responses |
|---|---|
| Green space (planter or rain garden) | 56.6% |
| New trees | 55.3% |
| Pavement improvement (wider and smoother surface) | 54.1% |
| Less traffic | 45.1% |

| | |
|---|---|
| Pavement decluttering (moving signs and bin storage etc) | 41% |
| Traffic calming measures (e.g. speed humps) | 40.2% |
| Cycle safety feature (e.g. segregated cycle lane or junction feature) | 37.3% |
| Improved lighting | 33.2% |
| Pedestrian crossing(s) | 31.6% |
| Regular car-free day/play street | 26.6% |

| **Obstacles to walking in the area** | **% of respondents (83 responses to this question)** |
|---|---|
| Poor pavement quality | 54.2% |
| Hire bikes etc on pavement | 39.8% |
| Pavement too narrow | 50.6% |
| Too much traffic/pollution | 54.2% |
| Bins on pavement | 22.9% |
| Junctions hard to cross | 36.1% |
| Parked cars on pavement | 13.3% |
| Signage etc on pavement | 15.7% |

| **Obstacles to cycling in the area** | **% of respondents (35 responses to this question)** |
|---|---|
| Lack of separation from traffic | 48.6% |
| Too much traffic | 45.7% |
| Difficult junctions | 45.7% |
| Dangerous driving | 45.7% |
| Poor road surface | 31.4% |
| Behaviour of other cyclists | 25.7% |
| Poor signage | 22.9% |

Key points of concern in this area are the lack of pedestrian crossing points on Tower Bridge Road and Long Lane. Many people also noted that Bermondsey Street can get very crowded, and there is a need to make it safer for pedestrians, including separating them from cyclists. Abbey Street was also noted as attracting speeding.

**Abbey Street** – very busy road with traffic day and night. Many cars going fast and not stopping at crossing (traffic lights at shopping parade). Several complaints about dog mess, and mess from Maltby Street market here. Request for more street bins as there are none between Tower Bridge

Road and Maltby Street. Local speed humps ineffective and generate lots of noise/vibrations. Request to replace lost trees, and with mature trees to help as barrier to noise. Suggestions for traffic lights/crossing signals on east-west arms of Tower Bridge Road junction, and to ensure timings are enough for pedestrians. This junction described as ‘awful’ by cyclists as well.

**Archie Street –** link between Tanner Street Gardens and St Mary Magdalen Churchyard – but poorly lit and rubbish not removed.

**Bacon Grove** – modal filter not accessible to all cycles.

**Bermondsey Spa Gardens** – request to improve upkeep of the park, with watering in summer months. Request to modernise the playground.

**Bermondsey Street** – many suggestions to fully pedestrianise the northern section with wider pavements to reduce conflict with cyclists. Need for some speed humps to make sure cyclists and motorcycles slow down. Need for more commercial waste collection. Two complaints about the reduced car access and lack of taxis – especially access issues for disabled people. Request for street lighting in St Mary Magdalen Churchyard – does not feel safe at night. Bermondsey Street would benefit from more planting and (free) places to sit – to add to the village feel. Also more cycle parking off the pavement – several requests for more hoops.

**Borough High Street** – very difficult to cross for pedestrians in rush hour – lots of cyclists running the lights.

**City Walk** – lots of bikes, motorbikes and e-scooters make this difficult for pedestrians, despite barriers at ends. Apartment buildings need secure cycle parking.

**Crimscott Street** – request for basic maintenance – e.g lamppost at corner with Grange Road wrapped in tape for years. Street lighting is poor here. Pavements blocked by wheelie bins. Bike dock is poorly located – danger of being hit by cars while taking out a bike.

**Druid Street** – requests for more trees and plants and to make the area more child friendly, and seating to support local businesses – current layout sees customers in the middle of the carriageway. Complaints about cyclists and motorbikes using shared use path at end of Druid Lane. Request for EV charging for mobility vehicles.

**Fendall Street** – request for bike storage on St Saviours estate. Complaints about poor road surface and poor, narrow pavements with bollards. Observation that grass area at corner of Fendall and Grange should not be walled off (remove the wall and widen the pavement). General lack of maintenance here. Request for secure entrance to the estate.

**Grange Road** – residents would welcome cycle storage here, especially at Bridge View Court (62 flats).

**Grange Walk** – lots of cut through traffic between Abbey Street and Grange Road. Request for traffic calming. Road surface is west section is poor for cyclists.

**Holyrood Street** – one suggestion that this be fully pedestrianised.

**Kipling Street** – this is seeing increased traffic since changes on Newcomen Street. No longer a quiet street – affected also by late licenses for local bars. Suggestion for seating here as lots of hospital patients wait here to be picked up. Request for electric charging points (NB issue as lamp columns are on opposite side from parking).

**Lamb Walk** – lack of public bins noted – rubbish bags get torn by foxes overnight.

**Law Street -** grass areas could be opened up with new trees and seating. Shrubs at Rothesay junction are overgrown and impinging on cycle lane.

**Leroy Street** – suggestions to make this one-way from Old Kent Road to Tower Bridge Road. Lack of secure cycle storage, and poor upkeep of green space also noted. Request for electric charging point.

**Long Lane** – road is too busy for the number of residents, and speeding an issue. Lack of a crossing between Wild's Rents and City Walk – popular route for parents to local nursery. Suggested as a place for more seating.

**Maltby Street** – uneven pavements, hard to navigate with a pram. Lack of seating for people visiting the market.

**Melior Street** – complaint about lights not working here.

**Pages Walk** - suggestion for closure at Mandela Way end to stop scooters. Green space opposite Victoria pub could have new planting and seating.

**Pope Street** – complaint about bins, crates and other street clutter defacing what is otherwise a good walking route for local parents and other residents.

**Riley Road** – this road takes loads of excess traffic every time Rotherhithe Tunnel is closed and there is queuing at Tower Bridge. Narrow road with parked cars both sides, so challenging for cyclists, as well as road rage and pollution.

**Royal Oak Yard** – complaints about overflowing bins and restaurant refuse.

**Shand Street** – tunnel under railway stinks – needs cleaning/smartening as a popular route through to Bermondsey Street.

**Snowsfields** – suggestion for planting and seating on the south side as a place for hospital staff to take breaks. Criticism of the signals, signs and phasing at the Bermondsey Street junction – unsafe for cycling. Suggestion for a school street by Snowsfields Primary.

**Spa Road** – complaint about cut-through traffic to Abbey Street. Request to remove street clutter – electricity cabinets etc – narrowing pavement between St James Church and the rail bridge.

**St Thomas Street** – street often full of pedestrians, many of them older or disabled, frequent conflict with cyclists. Suggestion for dedicated cycle lane – perhaps contraflow? Lack of trees or places to rest. Lack of cycle parking/storage spaces at London Bridge Station.

**Swan Mead** – complaints about lack of street cleaning. Issue of cars parking on pavements, especially parents on the school run. Request for electric charging points.

**Tanner Street** – suggestion for wider pavements to facilitate pedestrians and businesses. Junction with Bermondsey Street is very difficult for all parties, still lots of cut through traffic heading to Tower Bridge.

**The Grange** – gets very busy with traffic queueing at peak times and road range incidents, particularly at turning from Grange Road. Parking on both sides means challenges for cycling. Poor road surface at junction with Grange Walk.

**Tooley Street -** suggestion that bike stands near council offices are too near the road – bikes being damaged by buses. Observation that pavements near Hays Galleria are very slippery when wet. Pavements very crowded with lime bikes, street furniture etc. Cycle lanes on Tooley Street/Jamaica Road hard for pedestrians to cross.

**Tower Bridge Road** – suggested need for a crossing from Bermondsey Square/Sainsbury's local – lots of pedestrians taking a chance here. Another suggested location was from Purbrook Street to St Mary Magdalen Churchyard. Suggestion for hatching or camera at the Tanner Street junction as cars often overshoot lights and pedestrians are forced to navigate around them. Similarly at the Grange Road junction, vehicles stop on the crossings – illegal overtaking out of Grange Road, buses get blocked from turning. Poor road surface by Premier Inn leads to flooding – rain garden here might help. Worries from residents about speeding and pollution, and requests to bring back trees on the west side. Cyclists would benefit from greater separation from traffic.

**Webb Street** – traffic outside Grange Primary School creating dangerous conditions.

**Weston Street** – requests to reduce and slow traffic on this street, widen pavements and parking enforcement to remove abandoned vehicles. Requests for rain gardens at north east side of Guy Street Park and western side of Leathermarket Gardens to reduce flooding. Request to reinstate dropped kerb to Leathermarket Gardens (people use the Tyers Gate Santander bikes and head west through park). Suggestion to redevelop junction with Snowsfield as a social space.

**White's Grounds** – pavements are narrow here, hard for buggies or wheelchairs. Request for clearer road signage at Bermondsey Street end. Request for electric charging point by a taxi driver. Increase in commercial vehicles using White's Grounds since changes on Bermondsey Street.

# Ward Report: Newington

## Profile

**Responses: 273**

**Age profile of respondents:**

| Age | Survey % | Census '21 % |
|---|---|---|
| **Under 16** | - | 15% |
| **16 - 17** | 0.5% | 17% |
| **18 - 24** | 5.7% | |
| **25 - 34** | 23.8% | 24% |
| **35 - 44** | 21.0% | 15.4% |
| **45 - 54** | 14.3% | 12.3% |
| **55 - 64** | 17.1% | 9.4% |
| **65 - 74** | 11.9% | 5% |
| **75 - 84** | 4.3% | 2.1% |
| **85 - 94** | 1.0% | 0.9% |
| **95+** | 0.5% | |

**Ethnic background of respondents:**

| Ethnic background | Survey % | Census '21 |
|---|---|---|
| **Asian (all)** | 3.4% | 11.4% |
| **Black (all)** | 12.3% | 26.5% |
| **Mixed (all)** | 3.4% | 6.8% |
| **Other (all)** | 5.9% | 6.6% |
| **White (all)** | 75% | 48.8% |

**Disability profile of respondents:**

| Are you disabled | % |
|---|---|
| **Yes** | 16.2% |
| **No** | 81.9% |
| **Prefer not to say** | 1.9% |

**Income and housing tenure profile of respondents*:**

| **Household income** | % |
|---|---|
| **Under £15,000 per year** | 5.8% |
| **£15-29,999 per year** | 14.6% |
| **£30-44,999 per year** | 14.6% |
| **£45-59,999 per year** | 5.8% |
| **£60-74,999 per year** | 9.7% |
| **£75-89,999 per year** | 10.7% |
| **£90,000 or above** | 38.8% |

| **Housing tenure** | Survey % | Census '21 |
|---|---|---|
| **I rent from a private landlord** | 15.8% | 28.5% |
| **I rent from the council/housing association** | 16.7% | 45.8% |
| **I live with family/friends/rent free** | - | 0.3% |
| **I own my home outright** | 21.1% | 8.3% |
| **I am buying my home with the help of a mortgage** | 42.1% | 14% |
| **Shared ownership** | 4.4% | 3% |

* these two questions were not included in the door-to-door surveying, so only reflect online respondents. So e.g. much of our door-to-door interviewing was on council estates but this is not reflected

**Response rates by street:**

We received responses from 68% of streets in Newington. Below are listed the streets for which we received responses, ordered by % of properties on a given street responding.

| Street | Responses | % | | Street | Responses | % |
|---|---|---|---|---|---|---|
| PENROSE GROVE | 4 | 57.1% | | KENNINGTON PARK ROAD | 15 | 4.1% |
| PELIER STREET | 3 | 27.3% | | LAXLEY CLOSE | 2 | 4.1% |

| | | | | | | |
|---|---|---|---|---|---|---|
| CHAPTER ROAD | 8 | 26.7% | | WARHAM STREET | 1 | 3.8% |
| FARMERS ROAD | 1 | 25.0% | | MARSLAND CLOSE | 3 | 3.7% |
| AMBERGATE STREET | 21 | 18.4% | | LORRIMORE SQUARE | 3 | 3.6% |
| DRACO STREET | 6 | 16.7% | | MADDOCK WAY | 1 | 3.6% |
| HARMSWORTH STREET | 2 | 13.3% | | OLNEY ROAD | 6 | 3.3% |
| BETHWIN ROAD | 1 | 12.5% | | HILLINGDON STREET | 11 | 3.1% |
| DE LAUNE STREET | 22 | 12.2% | | DANSON MEWS | 3 | 2.9% |
| GRIMSEL PATH | 5 | 11.1% | | CRAMPTON STREET | 8 | 2.8% |
| LANGDALE CLOSE | 8 | 10.1% | | BORRETT CLOSE | 1 | 2.8% |
| HARDING CLOSE | 3 | 9.1% | | WINCHESTER CLOSE | 3 | 2.6% |
| SUTHERLAND SQUARE | 8 | 8.9% | | BRAGANZA STREET | 2 | 2.5% |
| CAMBERWELL NEW ROAD | 6 | 8.8% | | FAUNCE STREET | 1 | 2.5% |
| FLEMING ROAD | 4 | 8.0% | | AMELIA STREET | 2 | 2.2% |
| SHARSTED STREET | 5 | 7.8% | | ST AGNES PLACE | 2 | 2.1% |
| ALBERTA STREET | 18 | 7.5% | | BERRYFIELD ROAD | 1 | 1.9% |
| PENTON PLACE | 13 | 7.4% | | GLENFINLAS WAY | 1 | 1.9% |
| HAMPTON STREET | 1 | 6.7% | | JOHN RUSKIN STREET | 8 | 1.7% |
| DARTFORD STREET | 1 | 5.9% | | SLADE WALK | 1 | 1.7% |
| FIELDING STREET | 2 | 5.9% | | FORSYTH GARDENS | 1 | 1.5% |
| ILIFFE STREET | 6 | 5.5% | | PENROSE STREET | 4 | 1.5% |
| KIRWYN WAY | 2 | 5.3% | | CANTERBURY PLACE | 2 | 1.5% |
| LORRIMORE ROAD | 9 | 5.2% | | MARLBOROUGH CLOSE | 1 | 1.3% |
| CARTER STREET | 5 | 4.6% | | OTTO STREET | 3 | 1.2% |
| MANOR PLACE | 8 | 4.5% | | COOKS ROAD | 2 | 1.1% |
| KENNINGTON PARK PLACE | 3 | 4.2% | | DODDINGTON GROVE | 4 | 1.1% |
| | | | | ROYAL ROAD | 1 | 0.6% |

* there was no restriction on multiple people from a household responding, hence in cases there might be more responses than households – and all % are approximated.

** high responses rates here indicate responses from a housing estate adjacent to this road.

# What did people tell us?

**How do people get around  in the local area?**

| Mode | % of respondents selecting this mode |
|---|---|
| **walk** | 89% |
| **own cycle/scooter/skateboard** | 40.7% |
| **Hire cycle/scooter** | 24.2% |
| **Bus** | 83.9% |
| **Trains (inc tube etc)** | 78% |
| **Motorcycle/moped** | 0.7% |
| **own petrol/diesel car** | 26.7% |
| **Own electric car/van** | 4.4% |
| **Car share** | 11.7% |
| **Taxi** | 44.7% (mostly occasional users) |

- I cycle/scoot or walk as my main form of transport: **173** (63.4%)
- I would walk more if the streets were quieter or less polluted: **116** (42.5%)
- I would be interested in trying cycling (or cycling more): **105** (38.5%)
- I would take buses more if they were more reliable: **115** (42.1%)
- I am considering buying an electric car or van: **39** (14.3%)
- I am worried about the effects of climate change: **195** (71.4%)
- I am worried about the impact of poor air quality on children: **183** (67%)

**Top concerns and interests:**

| | Top Priorities: | % of responses |
|---|---|---|
| | Pavement improvement (wider and smoother surface) | 50.9% |
| | New trees | 49.1% |
| | Pavement decluttering | 48.7% |
| | Green space | 45.4% |
| | Improved lighting | 34.4% |
| | Less traffic | 32.2% |
| | Cycle hangar (to store a bike near home) | 31.9% |
| | Cycle parking (e.g. Sheffield stands) | 28.2% |

| | |
|---|---|
| Electric vehicle charger | 26% |
| Traffic calming / Seating / cycle safety features | 23.8% |

| **Obstacles to walking in the area** | **% of respondents (41 responses to this question)** |
|---|---|
| Poor pavement quality | **80.5%** |
| Hire bikes etc on pavement | 48.8% |
| Pavement too narrow | 41.5% |
| Too much traffic/pollution | 39% |
| Bins on pavement | 58.5% |
| Junctions hard to cross | 26.8% |
| Parked cars on pavement | 29.3% |
| Signage etc on pavement | 14.6% |

| **Obstacles to cycling in the area** | **% of respondents (28 responses to this question)** |
|---|---|
| Lack of separation from traffic | 71.4% |
| Too much traffic | 53.6% |
| Difficult junctions | 39.3% |
| Dangerous driving | 39.3% |
| Poor road surface | 42.9% |
| Behaviour of other cyclists | 7.1% |
| Poor signage | 14.3% |

This is an area with extensive streetspace measures. Many residents appreciated having quieter streets, though some drivers found the measures inconvenient and thought residents should be exempted. There were many complaints about household bins being left on the streets, as well as observations that street lighting in places was not adequate, such as in the streets around Kennington Station. Lighting was also noted to be poor in Kennington Park and Pasley Park. A number of responses requested cycle hangars that could fit family/cargo bikes.

**Alberta Street** – residents noted that green spaces (including the streetspace planters) are not well maintained. They can also attract anti-social behaviour and littering. But they wanted to see more greening. Drivers complained it was more difficult to access their road or to get a taxi.

**Ambergate Street** – complaints about bins being left on the pavement and blocking it. Pavements in poor state in places. Drivers complained about restricted access to their homes. Some residents wanted to see pavements wider and flatter (there may have been a paving improvement scheme in the past that was cancelled). Pavement bollards near the station should be removed. Lack of green space on this street (because of all the bins?).

**Berryfield Road** – this would benefit from tree planting.

**Bethwin Road** – observation that this was used as a cut-through between John Ruskin Street and Wyndham Road – the junction with John Ruskin was dangerous for cyclists as drivers turn at speed. Generally the high level of parking makes the road challenging for cycling, especially by the Blue Elephant Theatre. The paths in the park here are unfinished and muddy. Good spot for cycle hangar at the junction with Kirwyn Way.

**Borrett Close** – complaint about Morrisons vans using the street for manoeuvres early in the morning.

**Braganza Street** – paving poor here, especially around tree roots – needs a better surface treatment. The road surface was also observed to be poor for cycling.

**Carter Street** – issue of motorbikes/delivery drivers cutting through the estate and across the green.

**Chapter Road** – issue of motorbikes passing high speed through the closure – dangerous as children play in the street – needs camera enforcement. Residents noted that the pavement was in poor condition. Bins on the street and clothing recycling bins also a problem. One resident suggested seating around Pasley Park entrance. Several residents observed that the local cycle hangar is oversubscribed.

**Crampton Street** – pavements are very narrow and cluttered with bins and other street furniture. The pavement surface is uneven where trees have been removed – needs resurfacing. There is quite a lot of traffic from the nearby industrial estate.

**De Laune Street** – too many bins on the street. Residents suggested streetspace measures had increase traffic on this road. Complaints about street cleaning – not frequent or thorough enough, especially in autumn. Issue of flytipping on the street. One observation that the cycle hangar near the junction with Kennington Park Place obstructed drivers' sightlines.

**Doddington Place** – some fast driving here, cars not stopping for the turn to Doddington Grove.

**Draco Street** – complaints about the street lighting on the estate – people can feel unsafe at night.

**Elephant & Castle** – very challenging for cycling south to join Newington Butts/Kennington Park Road – cyclists have to cut in front of traffic including buses.

**Fleming Road** – complaints about motorcycles and scooters using the pavements as a north-south route here.

**Forsyth Gardens** – these would benefit for additional seating for elderly residents. Residents would also like to see orchard trees.

**Grimsel Path** – complaints about rubbish and flytipping here.

**Grosvenor Park** – this is a fairly quiet road, but this can mean what traffic there is is speeding.

**Hampton Street** – too many parked vehicles and lots of cars cutting through trying to avoid the roundabout at Elephant, making it hazardous for pedestrians.

**Hillingdon Street** – some observations that the area feels run down – weeds in the pavements, too much parking.

**John Ruskin Street –** lots of fast moving traffic here, doesn't always respect the crossings – several respondents complained about speeding. Traffic observed to have increased since the local streetspace measures, especially at school closing time – suggestion that this could be eased by giving locals access through the road closures. The junction with Walworth Road is dangerous for cycling.

**Kennington Park** – path between Bolton Crescent and Hillingdon Street across the park is poorly maintained and often flooded. Poor design of Brandon Estate leaves a barrier of car parking between homes and park. Risk of flooding because of all the concrete.

**Kennington Park Place** – one suggestion was for seating or planters near the station – currently the area is unloved and attracts some antisocial behaviour. There could also be secure/covered cycle parking. Residents complained about uneven paving, presenting trip hazards and local flooding. Traffic here was observed to have increased somewhat since the streetspace measures – hazardous for cyclists near the junction with Kennington Park Road, as parked cars on both sides, and cars accelerate after turning in.

**Kennington Park Road** – too much traffic, including motorcycles going at high speed. Crossing in front of Toulouse Lautrec is not well designed for pedestrians (2-stage crossing). Crossing at Tesco Express difficult for pedestrians – both cars and bikes often don't stop. Bikes also don't stop at the crossing by Kennington station.

**Kirwyn Way** – noted that this, as a cul-de-sac, attracted rubbish and flytipping. A tree was taken down and not replaced – new trees or greening would revive the space. Motorcycles and scooters go through the bollards here and create a hazard for pedestrians.

**Langdale Close** – residents noted that the speed humps here were ineffective, and often saw cars mounting the pavement.

**Laxley Close** – issue of motorcycles mounting the pavement to avoid the streetspace closure.

**Lorrimore Road** – several residents here complained about not being able to drive through the streetspace closures. Others wanted to see more trees and planting.

**Maddock Square** – this should be the heart of the community, but is unattractive and unwelcoming – planting, paving and lighting could all improve this space.

**Manor Place** – since this is already closed to through traffic, residents would like to see greening as well as wider, safer pavements. Opportunity to create a green corridor. Residents observed that cars ignore the cameras and still speed here. There will be a GP surgery in the new development, so seating outside would be useful.

**Otto Street** – blind spot at the turning onto Meadcroft Road.

**Pasley Park** – parts of this would benefit from more tree planting – to make it more pleasant for walking and deter drinkers.

**Penrose Grove** – antisocial behaviour and poor pavement surfaces noted as issues here.

**Penrose Street** – very narrow pavements here. Lack of planting makes the street loud and echoey.

**Penton Place** – wide ranging views on the streetspace measures here – but some residents observed that HGVs had increased on the street since removal of the width restriction. Some noted that this area felt unsafe at night. Cyclists felt the section south of manor place was unsafe for cycling because of car parking on both sides.

**Robert Dashwood Road** – poorly maintained, with litter and broken glass.

**Sharsted Street** – suggestion of more planters to green the street.

**Sutherland Square** – residents noted the pavements were in poor condition, and there were too many bins on the street. One observation was that there were more parking spaces than needed, some could be used for further greening or wider pavements. This is a popular route for people walking from the station, so better pavements would be beneficial.

**Walworth Road** – cyclists observed that both the road and pavement was in poor condition in places. The area outside Morrison’s could be improved for pedestrians with seating or greening.

# Ward Report: North Bermondsey

## Profile

**Responses: 181**

**Age profile of respondents:**

| Age | Survey % | Census ’21 % |
|---|---|---|
| **Under 16** | | 16.9% |
| **16 - 17** | | 12.3% |
| **18 - 24** | 0.6% | |
| **25 - 34** | 18.7% | 27% |
| **35 - 44** | 25.8% | 16.2% |
| **45 - 54** | 16.8% | 12.3% |
| **55 - 64** | 15.5% | 8.9% |
| **65 - 74** | 16.8% | 4.7% |
| **75 - 84** | 3.9% | 2% |
| **85 - 94** | 1.9% | 0.7% |
| **95+** | - | |

**Ethnic background of respondents:**

| Ethnic background | Survey % | Census ‘21 |
|---|---|---|
| **Asian (all)** | 4.0% | 9.4% |
| **Black (all)** | 5.3% | 22% |
| **Mixed (all)** | 2.0% | 7% |
| **Other (all)** | 4.7% | 5.5% |
| **White (all)** | 84.0% | 56% |

**Disability profile of respondents:**

| Are you disabled | % |
|---|---|
| **Yes** | 17.8% |
| **No** | 79% |
| **Prefer not to say** | 3.2% |

**Income and housing tenure profile of respondents*:**

| **Household income** | % |
|---|---|
| **Under £15,000 per year** | 12.1% |
| **£15-29,999 per year** | 5.1% |
| **£30-44,999 per year** | 15.2% |
| **£45-59,999 per year** | 10.1% |
| **£60-74,999 per year** | 8.1% |
| **£75-89,999 per year** | 1.0% |
| **£90,000 or above** | 48.5% |

| **Housing tenure** | Survey % | Census ‘21 |
|---|---|---|
| **I rent from a private landlord** | 19.6% | 26.8% |
| **I rent from the council/housing association** | 16.1% | 45.4% |
| **I live with family/friends/rent free** | 0.9% | 0.1% |
| **I own my home outright** | 28.6% | 7.1% |
| **I am buying my home with the help of a mortgage** | 25.9% | 14.1% |
| **Shared ownership** | 8.9% | 6.6% |

* these two questions were not included in the door-to-door surveying, so only reflect online respondents. So e.g. much of our door-to-door interviewing was on council estates but this is not reflected

** our questions were about the status of the individual, whereas the census data refers to the whole household (so a young person living with their parents would appear differently here)

**Response rates by street:**

We received responses from 57% of streets in North Bermondsey. Below are listed the streets for which we received responses, ordered by % of properties on a given street responding.

| Street | Responses | % | | Street | Responses | % |
|---|---|---|---|---|---|---|

| | | | | | | |
|---|---|---|---|---|---|---|
| JANEWAY PLACE | 1 | 50.0% | | GAINSFORD STREET | 6 | 2.8% |
| RAYMOUTH ROAD | 1 | 50.0% | | LAFONE STREET | 4 | 2.8% |
| CLEMENTS ROAD | 4 | 36.4% | | FREAN STREET | 4 | 2.7% |
| JANEWAY STREET | 4 | 18.2% | | FREDA STREET | 3 | 2.6% |
| THURLAND ROAD | 2 | 16.7% | | BERMONDSEY WALL WEST | 6 | 2.5% |
| MILL STREET | 7 | 12.5% | | BERMONDSEY WALL EAST | 2 | 2.5% |
| PERRYN ROAD | 1 | 12.5% | | JACOB STREET | 1 | 2.5% |
| WILLIAM ELLIS WAY | 1 | 11.1% | | QUEEN ELIZABETH STREET | 3 | 2.4% |
| DOCKLEY ROAD | 2 | 10.0% | | ROTHERHITHE NEW ROAD | 1 | 2.4% |
| OLD JAMAICA ROAD | 2 | 8.7% | | JOHN ROLL WAY | 1 | 2.1% |
| DOCKHEAD | 3 | 7.9% | | KEETONS ROAD | 1 | 1.9% |
| EMBA STREET | 2 | 7.7% | | LLEWELLYN STREET | 3 | 1.8% |
| WATERSIDE CLOSE | 1 | 7.1% | | COLLETT ROAD | 1 | 1.8% |
| SCOTT LIDGETT CRESCENT | 2 | 6.1% | | NEW PLACE SQUARE | 2 | 1.7% |
| PARKERS ROW | 2 | 5.6% | | LOCKWOOD SQUARE | 3 | 1.6% |
| STORKS ROAD | 1 | 5.6% | | JAMAICA ROAD | 7 | 1.5% |
| TOUSSAINT WALK | 1 | 5.3% | | WEST LANE | 2 | 1.5% |
| ST JAMESS ROAD | 6 | 4.7% | | GEORGE ROW | 3 | 1.4% |
| TOOLEY STREET | 2 | 4.7% | | CHERRY GARDEN STREET | 2 | 1.4% |
| CHAMBERS STREET | 11 | 4.6% | | CURLEW STREET | 2 | 1.3% |
| LAYARD ROAD | 2 | 4.3% | | WEBSTER ROAD | 1 | 1.1% |
| THREE OAK LANE | 3 | 4.3% | | DRUMMOND ROAD | 4 | 1.0% |
| ABBEY STREET | 2 | 4.3% | | SHAD THAMES | 9 | 1.0% |
| TRANTON ROAD | 2 | 4.1% | | BOSS STREET | 1 | 0.9% |
| POTTERY STREET | 3 | 4.1% | | SUN PASSAGE | 1 | 0.9% |
| EAST LANE | 3 | 3.5% | | MARINE STREET | 2 | 0.9% |
| SPA ROAD | 2 | 3.4% | | SLIPPERS PLACE | 2 | 0.8% |
| WILSON GROVE | 3 | 3.2% | | WOLSELEY STREET | 1 | 0.7% |
| SOUTHWARK PARK ROAD | 9 | 3.0% | | CAYENNE COURT | 1 | 0.6% |
| ARABELLA STREET | 2 | 2.9% | | ABBEYFIELD ROAD | 1 | 0.3% |

# What did people tell us?

**How do people get around  in the local area?**

| Mode | % of respondents selecting this mode |
|---|---|
| **walk** | 96.1% |
| **own cycle/scooter/skateboard** | 39.8% |
| **Hire cycle/scooter** | 26.5% |
| **Bus** | 90.1% |
| **Trains (inc tube etc)** | 87.8% |
| **Motorcycle/moped** | 3.3% |
| **own petrol/diesel car** | 31.5% |
| **Own electric car/van** | 2.2% |
| **Car share** | 15.5% |
| **Taxi** | 56.9% |

- I cycle/scoot or walk as my main form of transport: **105** (58%)
- I would walk more if the streets were quieter or less polluted: **92** (50.8%)
- I would be interested in trying cycling (or cycling more): **86** (47.5%)
- I would take buses more if they were more reliable: **94** (51.9%)
- I am considering buying an electric car or van: **31** (17.1%)
- I am worried about the effects of climate change: **141** (77.9%)
- I am worried about the impact of poor air quality on children: **141** (77.9%)

**Top concerns and interests:**

| Top Priorities: | % of responses |
|---|---|
| Green space (planter or rain garden) | 53.6% |
| Pavement improvement (wider and smoother surface) | 51.4% |
| New trees | 48.6% |
| Pavement decluttering (moving signs and bin storage etc) | 35.9% |
| Cycle parking (e.g. Sheffield stands) | 30.4% |
| Less traffic | 27.6% |
| Improved lighting | 26.5% |

| | |
|---|---|
| Pedestrian crossing(s) | 26% |
| Traffic calming measures (e.g. speed humps) | 24.9% |
| Water fountain | 24.9% |

| **Obstacles to walking in the area** | **% of respondents (61 responses to this question)** |
|---|---|
| Poor pavement quality | 47.5% |
| Hire bikes etc on pavement | 52.5% |
| Pavement too narrow | 26.2% |
| Too much traffic/pollution | 29.5% |
| Bins on pavement | 9.8% |
| Junctions hard to cross | 34.4% |
| Parked cars on pavement | 13.1% |
| Signage etc on pavement | 9.8% |

| **Obstacles to cycling in the area** | **% of respondents (24 responses to this question)** |
|---|---|
| Lack of separation from traffic | 37.5% |
| Too much traffic | 45.8% |
| Difficult junctions | 58.3% |
| Dangerous driving | 50% |
| Poor road surface | 41.7% |
| Behaviour of other cyclists | 16.7% |
| Poor signage | 16.7% |

Several respondents noted poor lighting in the area making them feel unsafe. Many people here complained about hire bikes on the pavements. The junction of Southwark Park Road and Jamaica Road was identified as a dangerous spot with car/pedestrian/cycle conflicts.

**Abbey Street** – suggestion to improve frequency of 47 bus.

**Bermondsey Wall East** – one way system has been beneficial, but suggestion to make it access only. Sometimes speeding near the Angel pub.

**Bermondsey Wall West** – complaint about litter from visitors/tourists. Suggestion for contraflow cycle lane here. Providence Square here could have benches or other features to make it more attractive to stop.

**Bevington Street** – cycle parking near the school here would be very useful. Signage or some kind of control at the Chamber Street junction as many children cross here.

**Chamber Street** – needs a crossing at George Row as popular route for students and regular traffic from the Tideway site. More cycle parking here as well, and next to the school. Several requests for more trees or ground planting so it feels less like a car park. Need for more disabled bays – suggestion that new flats don't have permits so residents are illegally using blue badges – and actually disabled residents are unable to park. Useful cycle route from here to Emba Street, except no dropped kerb on connecting path.

**Cherry Garden Street** – requests for traffic calming here as there is speeding through traffic avoiding queues on Jamaica Road. Blind spot at Pottery Street junction for pedestrians heading south towards Jamaica Road. Loading bay next to pier has constantly broken paving – needs better design.

**Clements Road** – used by speeding cut through traffic when Jamaica Road gets busy. Junction with Drummond Road hard to cross as north-south traffic doesn't stop and there are cars parked close to the junction so visibility is poor. Important to make this safer for pedestrians as there are many new residents coming at the Biscuit Factory development. Need a cycle hangar here. Difficult junction for cycling onto St James's Road under the railway.

**Dilston Grove** – request to improve the cycle access to Southwark Park here, as it's a safe route through to Jamaica Road.

**Dockhead** – suggestion for seating/planting area outside shops here – replacing parking. Can be difficult to cross Jamaica Road cycle lane here.

**Druid Street** – some complaints from residents about commercial licences and cycle lane.

**Drummond Road** – request to remove the concrete football pitch and replace with a green space for residents. Suggestion for resting spots on this long road, and benches on the square next to the football pitch. Generally road needs greening up and improving.

**Frean Street** – mostly pedestrianised already but would benefit from community gardens.

**Fulford Street** – suggestion to close this to vehicles as car access encourages antisocial behaviour. Complaint about idling vehicles here, polluting the park.

**Gainsford Street** - several requests for traffic calming or filtering here, as narrow road often unsafe for pedestrians – could be like Shad Thames.

**Jamaica Road** – request for better maintenance of new planting beds. Suggestion for raised crossing by Bermondsey Station, and a pedestrian crossing by the Drummond Road bus stop as lots of people want to cross here. Complaints about many loud motorbikes racing here – suggestion to use acoustic cameras. Observation that pedestrian crossing lights by Cathay Street

take too long to change. Some concerns about crossings from bus stops over cycle lanes – e.g. ‘floating’ bus stops. Area in front of Sainsbury’s needs improving – better greening, seating and communal space – could be a proper ‘High Street’ area. Signal crossing at Rotherhithe Tunnel into King’s Stairs Garden is too fast to cross. Always blocked by traffic queueing for the Tunnel – suggestion to add a yellow box here. Complaint that the cycle lane towards London Bridge is often flooded – worse than the adjoining road. Issue of cars u-turning at the end of Southwark Park Road, ignoring cyclists crossing to the pavement here – caused by right-turn ban here.

**Janeway Street** – pavements at junction with Janeway Place damaged and flood.

**Layard Road** – suggestion for loading bays for delivery vehicles to stop them blocking the road.

**Llewellyn Street** – poor road surface a hazard on the route to St Michael’s College. Parking difficult here. Need for more cycle storage near here.

**Maguire Street** – observed lots of idling outside Coco restaurant.

**Major Road** – already only used for deliveries. Could part of it be used as a seating area near the station. Could also have cycle parking for the station like that at Canada Water.

**Marigold Street** – north section already closed to traffic – could it be used for play space or cycle storage?

**Mill Street** – paved area at junction with Dockhead could be enhanced – greening and more seats. Pavement on west side needs improving – people trip there. Request for more trees here – cherry blossom suggested.

**Old Jamaica Road** – suggestion to extend tree planting to western section. Pavement by Bermondsey Trading Estate is wide enough to accommodate.

**Parkers Row** – request for more cycle storage here. Issues with cyclist/pedestrian conflict here.

**Perryn Road** – observation that this looks run down. Current planting not maintained – needs proper planting beds and trees along the road.

**Potters Fields** – antisocial behaviour noted at night around the Bridge Theatre. Need for public bins and public toilets in this area.

**Pottery Street** – suggestion to remove street parking here and put in pavement on the north side as this is a popular walking route between the river and Bermondsey Station.

**Queen Elizabeth Street** – current traffic calming ineffective but generates noise, particularly at the Boss Street junction. Need for cycle parking by the Circle Store.

**Shad Thames** – pavement broken and dangerous in places. Suggestion for trees or planting at corner with Queen Elizabeth Street – traffic calming here not effective. Pedestrianisation not always working as delivery vehicles etc abuse the access restrictions. Contractors park on street and bin lorries get stuck. Mopeds run on the pavements. Cobbles look lovely but are broken by all the traffic. Need more cycle storage. Lack of playing areas for children without crossing a main road.

**Southwark Park Road** – narrow pavement around Layard Street. Suggestions to reinstate right turn onto Jamaica Road – this causes lots of traffic and dangerous manoeuvres on West Lane – cars in cycle lane and even blocking pedestrian crossing. Would benefit from a pedestrian crossing near Kirby Estate for west-east access to Southwark Park gate here – currently pedestrians cross between parked cars. Similarly hard to cross at Gataker Street. Junctions at Drummond Road and Raymouth Road very hard to cross – wide and poorly marked.

**St James's Road** – terrible traffic, speeding and pollution here. Need reduced traffic and more greening to absorb pollution. Does not feel safe for cycling.

**Toussaint Walk** – lots of disabled people with mobility scooters on the estate, would benefit from secure storage.

**Tranton Road** - need to enforce the existing road closure as people often leave the gate open. Suggestion that paving here could be broken up with planting etc to make it more welcoming.

**Webster Road** – suggestion to close the road at the bend to through traffic – currently used as a cut through in preference to Clements Road because easier (and faster) access to St James's Road. Could be a pedestrianised area with EV charging etc.

**West Lane** – used by cars to u-turn (because of banned right turn on Jamaica Road) so frequently congested. Request to change the junction to prevent this.

**Wilson Grove** – pavements very poor because of tree roots.

# Ward Report: North Walworth

## Profile

**Responses: 321**

**Age profile of respondents:**

| Age | Survey | Census '21 |
|---|---|---|
| **Under 16** | - | 13.8% |
| **16 - 17** | - | 15% |
| **18 - 24** | 9% | |
| **25 - 34** | 22% | 28.6% |
| **35 - 44** | 19% | 16.2% |
| **45 - 54** | 20% | 10.8% |
| **55 - 64** | 13% | 8.6% |
| **65 - 74** | 11% | 4.4% |
| **75 - 84** | 6% | 2.6% |
| **85 - 94** | 1% | 0.9% |
| **95+** | - | |

**Ethnic background of respondents:**

| Ethnic background | Survey % | Census '21 |
|---|---|---|
| **Asian (all)** | 5% | 11.5% |
| **Black (all)** | 15% | 25.2% |
| **Mixed (all)** | 5% | 6.6% |
| **Other (all)** | 7% | 7.3% |
| **White (all)** | 68% | 49.4% |

**Disability profile of respondents:**

| Are you disabled | % |
|---|---|
| **Yes** | 15.3% |
| **No** | 82.6% |
| **Prefer not to say** | 2.1% |

**Income and housing tenure profile of respondents*:**

| **Household income** | % |
|---|---|
| **Under £15,000 per year** | 5.8% |
| **£15-29,999 per year** | 12.6% |
| **£30-44,999 per year** | 12.6% |
| **£45-59,999 per year** | 10.7% |
| **£60-74,999 per year** | 13.6% |
| **£75-89,999 per year** | 7.8% |
| **£90,000 or above** | 36.9% |

| **Housing tenure** | Survey % | Census ‘21 |
|---|---|---|
| **I rent from a private landlord** | 28.1% | 31.2% |
| **I rent from the council/housing association** | 13.2% | 40.8% |
| **I live with family/friends/rent free** | 0.9% | 0.6% |
| **I own my home outright** | 21.9% | 6.2% |
| **I am buying my home with the help of a mortgage** | 32.5% | 21.1% |
| **Shared ownership** | 3.5% | 5.5% |

* these two questions were not included in the door-to-door surveying, so only reflect online respondents. So e.g. much of our door-to-door interviewing was on council estates but this is not reflected

** our questions were about the status of the individual, whereas the census data refers to the whole household (so a young person living with their parents would appear differently here)

**Response rates by street:**

We received responses from 66% of streets in North Walworth. Below are listed the streets for which we received responses, ordered by % of properties on a given street responding.

| Street | Responses | % | | Street | Responses | % |
|---|---|---|---|---|---|---|
| PENROSE STREET | 10 | 500.0%* | | HOWELL WALK | 1 | 4.2% |
| SUTHERLAND SQUARE | 8 | 100.0% | | BROWNING STREET | 11 | 4.1% |

| | | | | | | |
|---|---|---|---|---|---|---|
| HEARNS BUILDINGS | 1 | 50.0% | | WALCORDE AVENUE | 1 | 3.6% |
| HENSHAW STREET | 25 | 31.3% | | ANGEL LANE | 4 | 3.3% |
| DARWIN STREET | 17 | 25.0% | | EAST STREET | 11 | 3.1% |
| SEARLES ROAD | 26 | 22.6% | | MASON STREET | 1 | 2.9% |
| DAWES STREET | 4 | 21.1% | | BRANDON STREET | 8 | 2.9% |
| SUTHERLAND WALK | 3 | 17.6% | | RODNEY ROAD | 12 | 2.9% |
| COMUS PLACE | 2 | 16.7% | | DATE STREET | 1 | 2.7% |
| HALPIN PLACE | 1 | 16.7% | | CONGREVE STREET | 5 | 2.6% |
| MANOR PLACE | 4 | 16.7% | | HAMPTON STREET | 2 | 2.5% |
| BALFOUR STREET | 11 | 15.9% | | FLINT STREET | 1 | 2.4% |
| ORB STREET | 29** | 14.3% | | CROSSLET STREET | 1 | 2.0% |
| TURQUAND STREET | 3 | 13.6% | | TATUM STREET | 1 | 2.0% |
| CHATHAM STREET | 15 | 13.3% | | NEWINGTON BUTTS | 1 | 1.7% |
| COLWORTH GROVE | 3 | 13.0% | | WANSEY STREET | 2 | 1.7% |
| DEANS BUILDINGS | 2 | 11.1% | | WADDING STREET | 1 | 1.7% |
| LIVERPOOL GROVE | 1 | 10.0% | | RODNEY PLACE | 1 | 1.5% |
| WALEORDE ROAD | 6 | 8.5% | | NEW KENT ROAD | 10 | 1.5% |
| KENNEDY WALK | 1 | 7.7% | | WALWORTH PLACE | 1 | 1.4% |
| TISDALL PLACE | 2 | 7.7% | | ELEPHANT AND CASTLE | 2 | 1.3% |
| LARCOM STREET | 10 | 6.9% | | BECKWAY STREET | 3 | 1.2% |
| HEMP WALK | 2 | 6.9% | | TOWNSEND STREET | 1 | 1.2% |
| CHARLESTON STREET | 5 | 5.7% | | JOHN MAURICE CLOSE | 1 | 1.2% |
| HILLERY CLOSE | 2 | 5.4% | | HEYGATE STREET | 3 | 1.1% |
| KING AND QUEEN STREET | 2 | 5.4% | | BARLOW STREET | 1 | 0.8% |
| COTHAM STREET | 1 | 5.3% | | WALWORTH ROAD | 10 | 0.8% |
| MACLEOD STREET | 1 | 4.8% | | OLD KENT ROAD | 1 | 0.7% |
| PRESTON CLOSE | 1 | 4.8% | | STEEDMAN STREET | 1 | 0.6% |
| VICTORY PLACE | 3 | 4.7% | | NEW LION WAY | 2 | 0.5% |
| ELSTED STREET | 2 | 4.7% | | AMELIA STREET | 1 | 0.4% |
| CADIZ STREET | 2 | 4.3% | | | | |

* there was no restriction on multiple people from a household responding, hence in cases there might be more responses than households – and all % are approximated.

** high responses rates here indicate responses from a housing estate adjacent to this road.

# What did people tell us?

**How do people get around  in the local area?**

| Mode | % of respondents selecting this mode |
|---|---|
| **walk** | 85.4% |
| **own cycle/scooter/skateboard** | 29.9% |
| **Hire cycle/scooter** | 18.4% |
| **Bus** | 85.4% |
| **Trains (inc tube etc)** | 67.9% |
| **Motorcycle/moped** | 2.8% |
| **own petrol/diesel car** | 24.6% |
| **Own electric car/van** | 3.1% |
| **Car share** | 9.3% |
| **Taxi** | 40.8% (mostly occasional users) |

- I cycle/scoot or walk as my main form of transport: **162** (50%)
- I would walk more if the streets were quieter or less polluted: **139** (43%)
- I would be interested in trying cycling (or cycling more): **120** (37%)
- I would take buses more if they were more reliable: **133** (41%)
- I am considering buying an electric car or van: **49** (15%)
- I am worried about the effects of climate change: **196** (61%)
- I am worried about the impact of poor air quality on children: **197** (61%)

**Top concerns and interests:**

| Top Priorities: | % of responses |
|---|---|
| Pavement decluttering (moving signs and bin storage etc) | 40% |
| Green space (planter or rain garden) | 38% |
| Pavement improvement (wider and smoother surface) | 36% |
| Improved lighting | 35% |
| New trees | 34% |
| Cycle hangar (to store a bike near home) | 26% |
| Cycle safety feature (e.g. segregated cycle lane or junction feature) | 26% |

| | |
|---|---|
| Less traffic | 24% |
| Water Fountain | 22% |
| Seating | 22% |

| **Obstacles to walking in the area** | **% of respondents (66 responses to this question)** |
|---|---|
| Poor pavement quality | 61% |
| Hire bikes etc on pavement | 53% |
| Pavement too narrow | 48% |
| Too much traffic/pollution | 48% |
| Bins on pavement | 47% |
| Junctions hard to cross | 38% |
| Parked cars on pavement | 17% |
| Signage etc on pavement | 14% |

| **Obstacles to cycling in the area** | **% of respondents (41 responses to this question)** |
|---|---|
| Lack of separation from traffic | 66% |
| Too much traffic | 63% |
| Difficult junctions | 61% |
| Dangerous driving | 61% |
| Poor road surface | 34% |
| Behaviour of other cyclists | 34% |
| Poor signage | 24% |

This is an area with significant Streetspace / low traffic schemes since 2020. A range of views on these were expressed, but many respondents wanted to see similar measures extended onto their streets. Other general concerns were around street cleaning – especially on East Street and adjoining roads, but also in the ward more generally. Below are some of the major points raised in specific areas:

**Amelia Street** – it was noted that police cars sometimes speed in this area, on their way to or from the station.

**Angel Lane** – residents noted that this was used as a cut-through by drivers – closing it or applying traffic calming would be welcome, and this could be an excellent space for greening.

**Balfour Street** – issue of litter and flytipping here – either from the Scope clothing bin, or from people in cars visiting local takeaways and dropping rubbish – not enough litter bins. Residents noted some poor pavements at the New Kent Road end of the street, resulting in trip hazards. Also,

the northern section of the road is used as a cut-through at busy commuting times, and motorbikes (and some cars) sometimes go the wrong way (ignoring the traffic island and one-way signage). Several residents expressed a wish for traffic restrictions here.

**Brandon Street** – residents observed that the pavements are uneven and lack dropped kerbs, making them inaccessible to wheelchair users. There is a lot of noise and traffic conflict because of two-way through traffic. Several responses noted a wish to see a closure to traffic at the East Street junction.

**Charleston Street** – noted that this street is used as a cut-through, and this is a shame because narrow pavements mean this is also a street for people to walk in the road etc. Closing the road, or at least more greening, would be welcomed.

**Chatham Street** – several residents noted difficulties for resident parking on this street – they would like more resident-only bays, or an end to free parking at weekends. One noted that pavements have been damaged by construction lorries and need repair.

**Colworth Grove** – Pavements here were noted to be in poor condition, especially challenging for visually impaired residents. One resident also observed that delivery lorries from Walworth Road businesses frequently park here with their engines running, sometimes from 5.30am – they would like to see this residential street made non-accessible to lorries.

**Darwin Street** – residents here were concerned about bins being left on the pavement and the mess this creates. There was also a concern about uneven and slippery pavements being a hazard for older or disabled residents. Some residents also mentioned anti-social behaviour, such as drunk people cutting through the street at night. One resident noted there is a community orchard, and they would like to have community gardening options.

**East Street** – several residents here called for changes to the recent road closures, as well as increase in parking for residents (rather than businesses and visitors). It was also suggested that more seating in the area would be useful for the (mostly older) market visitors.

**Elephant and Castle** – lack of segregation for cyclists was noted here – cars frequently weaving, so this is dangerous.

**Elephant Park** – lack of signage or clear separation of cyclists and pedestrians here leads to conflict.

**Elsted Street** – this was identified as a common cut-through with speeding traffic.

**Henshaw Street** – residents complained about bins regularly obstructing the pavements and forcing people to walk in the road, and poor road surfaces that need retarmacking. They also noted

that trees need more regular pruning, and the road needs more regular sweeping, especially in autumn when leaves make the surface dangerous. The road is often used as a parking area by taxis and other vehicles, being just outside the congestion charge zone. Several respondents wanted to see reduced car use on the road, and spaces turned over to greening, benches and social space. There were also requests here for cycle storage, as properties are small.

**Heygate Street** – Residents complain that this street is being used as a cut-through, and when cars are unable to turn onto Walworth Road the traffic backs up along the road. They would like to see less traffic and better air quality. Other local people observed that the crossings on Heygate Street may not be well positioned, so there is poor visibility for drivers – the one near Rodney Place especially. The crossing near Sayer Street has changed several times, and drivers don't always know how to behave at it. There is also an issue with cars running red lights on the turn from Walworth Road into Heygate Street and aggressively speeding up.

**Larcom Street** – this is closed to through traffic, but there is an issue with cars turning at either end and creating a hazard for pedestrians. Residents also noted a need for more regular street cleaning.

**Manor Place** – narrow pavements between Occupation Road and Walworth Road – opportunity here to remove some parking, widen pavements and provide bike storage for residents. Perhaps mirroring the interventions on Browning Street.

**New Kent Road** – strong objections to the cycle lane here being on the pavement – why can't it be on the road instead? This would be clearer and easier to navigate, as currently pedestrians and cyclists sometimes come dangerously close to collisions. Clearer markings at the joint pedestrian/cycle crossing would help. Mostly the cycle lane needs to be consistent and continuous. Residents of Searles Road also noted that the underpass was dangerous and unpleasant, and should be replaced with a pedestrian crossing – the underpass, along with Paragon Gardens, also made the pavement narrow at this point. There is a need for more cycle parking outside the supermarkets here.

**Orb Street** – estate residents in Dawes House would like to see improved lighting, pavement repairs at the estate entrance and throughout, and a lift. It was also observed that some through traffic cuts through the estate. Residents of Jesson House expressed concerns about anti-social behaviour, particularly misuse of the lift (mentioned by many residents). There were also concerns about anti-social behaviour in Nursery Row Park, which could be improved to make it less attractive to drinkers and more useful to children and families – any new seating should bear this in mind. For Orb Street itself, a pedestrian crossing at the park entrance was suggested.

**Penrose Street** – several residents expressed objections to the local road filters. Another common comment at this location was about flytipping of mattresses etc. Other residents noted speeding

and dangerous driving on this street, as well as queuing and conflict when HGVs visit the Morrison's depot. On the other hand, residents felt that more could be made of the space at the junction of Penrose Street and East Street – it gets plenty of sun, and lots of visitors already, so seating and greening would be an asset.

**Portland Street** – concern about cyclists not stopping at the pelican crossing outside Michael Faraday School. Lack of public toilets in the area, and the ones here are poorly signed.

**Rodney Road** – local people observed that pavements, especially near the English Martyrs Primary School, were in poor condition and could be flatter. Several people noted that there was often speeding on Rodney Road towards the bend into Flint Street, and this was dangerous for pedestrians – would value traffic calming and/or pedestrian crossing here. The current crossing was felt to maybe in the wrong place, with poor visibility. Generally, people felt this road had become busier of late, perhaps related to the changes at Elephant and Castle. The junction at New Kent Road was felt to be very poor for cyclists, forcing them to cross through gaps in oncoming traffic as it turns into NKR.

**Searles Road** – several residents commented on rubbish in the street and wished there could be better bin storage solutions. Paragon Gardens was observed to be used by drinkers and often full of rubbish.

**Sutherland Square** – Several residents wanted to see reduced traffic, perhaps including extending controlled parking to the weekend. There were also a few requests for more access to electric vehicle charging points.

**Sutherland Walk** – southern pavement is very narrow and there is no regulation of cars parking on the pavement here.

**Tisdall Place** – residents commented on anti-social behaviour and crime, and wanted to see CCTV, more police presence and better communication with residents.

**Walworth Road** – several respondents called for traffic calming, use of greening to protect people from pollution and improve the feel of the street, and efforts to clean up the street. Pedestrian health and safety needs to be prioritised – for example by enforcing pedestrian crossings and acting to stop bikes and scooters using the pavement. Hire bikes being left on the pavement was a particular issue here. Some mentioned that paving in places on Walworth Road was not flat and safe enough, and lighting was poor in places. Pavements in places, such as between MacLeod Street and Manor Place, are very narrow on both sides. Suggestion for planting/greening using the central island near Iceland, which is currently sometimes used for parking. There also need to be a lot more cycle parking spaces, especially outside the big supermarkets, where the existing racks are always full.

# Ward Report: Nunhead and Queen's Road

## Profile

**Responses: 220 (a further 872 responses were received as part of the informal consultation into the proposed controlled parking zone in spring 2023, which also included Streets for People questions – these have been included where relevant in the text summaries below)**

**Age profile of respondents:**

| Age | Survey % | CPZ % | Census '21 % |
|---|---|---|---|
| **Under 16** | - | 0.1% | 16.9% |
| **16 - 17** | - | 0.2% | 10.5% |
| **18 - 24** | 0.5% | 1.2% | |
| **25 - 34** | 26.7% | 22.4% | 26% |
| **35 - 44** | 31.3% | 31.1% | 15.5% |
| **45 - 54** | 18.5% | 21.5% | 12.3% |
| **55 - 64** | 15.4% | 13.7% | 11% |
| **65 - 74** | 5.6% | 8.4% | 4.8% |
| **75 - 84** | 1.5% | 1.4% | 3% |
| **85 - 94** | - | 0.1% | 1.2% |
| **95+** | 0.5% | - | |

**Ethnic background of respondents:**

| Ethnic background | Streets for People Survey % | CPZ Survey % | Census '21 |
|---|---|---|---|
| **Asian (all)** | 3% | 3% | 8% |
| **Black (all)** | 9% | 9% | 35% |
| **Mixed (all)** | 2% | 6% | 7.6% |
| **Other (all)** | 3% | 3% | 5.4% |
| **White (all)** | 84% | 79% | 43.9% |

**Disability profile of respondents:**

| Are you disabled | Survey % | CPZ Survey % |
|---|---|---|
| **Yes** | 13% | 12% |
| **No** | 87% | 82% |
| **Prefer not to say** | - | 6% |

**Income and housing tenure profile of respondents*:**

| **Household income** | Survey % | CPZ % |
|---|---|---|
| **Under £15,000 per year** | 5% | 8% |
| **£15-29,999 per year** | 11% | 12% |
| **£30-44,999 per year** | 12% | 11% |
| **£45-59,999 per year** | 9% | 11% |
| **£60-74,999 per year** | 13% | 12% |
| **£75-89,999 per year** | 10% | 10% |
| **£90,000 or above** | 40% | 36% |

| **Housing tenure** | Survey % | CPZ % | Census '21 |
|---|---|---|---|
| **I rent from a private landlord** | 12% | 11% | 20.2% |
| **I rent from the council/housing association** | 8% | 13% | 48% |
| **I live with family/friends/rent free**** | 4% | 3% | 0.4% |
| **I own my home outright** | 24% | 30% | 9% |
| **I am buying my home with the help of a mortgage** | 49% | 43% | 20.5% |
| **Shared ownership** | 4% | 1% | 1.9% |

* these two questions were not included in the door-to-door surveying, so only reflect online respondents. So e.g. much of our door-to-door interviewing was on council estates but this is not reflected

** our questions were about the status of the individual, whereas the census data refers to the whole household (so a young person living with their parents would appear differently here)

**Response rates by street:**

We received responses from 61% of streets in Nunhead and Queens Road. Below are listed the streets for which we received responses, ordered by % of properties on a given street responding. Note this combines responses from the Streets for People and CPZ surveys.

| Street | Responses | % | | Street | Responses | % |
|---|---|---|---|---|---|---|
| QUEENS ROAD | 50 | 208.3%* | | GAUTREY ROAD | 21 | 13.1% |
| NUNHEAD LANE | 14 | 127.3%* | | KINGS GROVE | 20 | 12.8% |
| NUNHEAD GROVE | 30 | 96.8% | | BRAYARDS ROAD | 17 | 12.3% |
| BRABOURN GROVE | 31 | 77.5% | | EVELINA ROAD | 20 | 11.8% |
| MONTPELIER ROAD | 34 | 70.8% | | GIBBON ROAD | 20 | 11.6% |
| MACHELL ROAD | 16 | 61.5% | | NUNHEAD GREEN | 15 | 11.0% |
| WROXTON ROAD | 17 | 58.6% | | TAPPESFIELD ROAD | 13 | 10.8% |
| LANVANOR ROAD | 20 | 42.6% | | CLIFTON WAY | 12 | 10.4% |
| BUCHAN ROAD | 20 | 41.7% | | CARLTON GROVE | 33 | 10.2% |
| OAKDALE ROAD | 10 | 38.5% | | CULMORE ROAD | 4 | 9.8% |
| HOLLYDALE ROAD | 79 | 35.1% | | BURCHELL ROAD | 8 | 9.5% |
| DAYTON GROVE | 13 | 34.2% | | COLLS ROAD | 4 | 7.4% |
| ANSDELL ROAD | 32 | 30.2% | | BARSET ROAD | 9 | 7.0% |
| LINDEN GROVE | 32 | 29.4% | | DUNDAS ROAD | 5 | 6.8% |
| KIMBERLEY AVENUE | 48 | 29.1% | | BANSTEAD STREET | 1 | 5.9% |
| KIRKWOOD ROAD | 54 | 28.1% | | LODER STREET | 1 | 5.9% |
| CREWYS ROAD | 16 | 27.6% | | BELFORT ROAD | 2 | 4.9% |
| ASTBURY ROAD | 49 | 27.2% | | KING ARTHUR CLOSE | 2 | 4.9% |
| DANIELS ROAD | 22 | 25.3% | | FROBISHER PLACE | 2 | 4.2% |
| HOWBURY ROAD | 16 | 23.9% | | EATON WALK | 2 | 2.4% |
| ST ASAPH ROAD | 14 | 23.7% | | MORTLOCK CLOSE | 1 | 2.4% |
| STANBURY ROAD | 11 | 21.6% | | BARTON CLOSE | 1 | 2.3% |
| CONSORT ROAD | 15 | 21.4% | | LAUSANNE ROAD | 2 | 2.0% |
| LUGARD ROAD | 28 | 19.6% | | LABURNUM CLOSE | 1 | 2.0% |
| CAULFIELD ROAD | 11 | 19.3% | | HOOKS CLOSE | 1 | 1.7% |
| MEETING HOUSE LANE | 29 | 17.0% | | EVAN COOK CLOSE | 2 | 1.3% |
| GORDON ROAD | 35 | 16.3% | | BATH CLOSE | 1 | 0.7% |
| ASYLUM ROAD | 22 | 16.1% | | COSSALL WALK | 1 | 0.7% |
| WOODS ROAD | 35 | 16.1% | | POMEROY STREET | 2 | 0.4% |
| FIRBANK ROAD | 6 | 15.8% | | | | |
| YORK GROVE | 18 | 14.8% | | | | |
| ST MARYS ROAD | 29 | 14.0% | | | | |

* there was no restriction on multiple people from a household responding, hence in cases there might be more responses than households – and all % are approximated.

# What did people tell us?

**How do people get around in the local area?**

| Mode | % of respondents selecting this mode |
|---|---|
| **walk** | 64.8% |
| **own cycle/scooter/skateboard** | 41.7% |
| **Hire cycle/scooter** | 23.1% |
| **Bus** | 64.2% |
| **Trains (inc tube etc)** | 64.5% |
| **Motorcycle/moped** | 1.6% |
| **own petrol/diesel car** | 32.1% |
| **Own electric car/van** | 2.8% |
| **Car share** | 16.2% |
| **Taxi** | 43.9% (mostly occasional users) |

- I cycle/scoot or walk as my main form of transport: **135** (61%)
- I would walk more if the streets were quieter or less polluted: **121** (55%)
- I would be interested in trying cycling (or cycling more): **128** (58%)
- I would take buses more if they were more reliable: **124** (56%)
- I am considering buying an electric car or van: **61** (28%)
- I am worried about the effects of climate change: **187** (85%)
- I am worried about the impact of poor air quality on children: **175** (80%)

**Top concerns and interests:**

| Top Priorities: | % of responses |
|---|---|
| New trees | 59% |
| Green space (planter or rain garden) | 47% |
| Less traffic | 46% |
| Pavement improvement (wider and smoother surface) | 39% |
| Traffic calming measures | 39% |
| Pavement decluttering | 36% |
| Pedestrian crossings | 33% |
| Cycle safety features | 31% |

| | |
|---|---|
| Cycle hangar | 30% |
| Improved lighting | 26% |
| Regular car-free day/play street | 26% |

| **Obstacles to walking in the area** | **% of respondents (97 responses to this question)** |
|---|---|
| Junctions hard to cross | 60% |
| Too much traffic/pollution | 55% |
| Bins on pavement | 45% |
| Hire bikes etc on pavement | 42% |
| Poor pavement quality | 41% |
| Pavement too narrow | 33% |
| Parked cars on pavement | 26% |
| Signage etc on pavement | 9% |

| **Obstacles to cycling in the area** | **% of respondents (63 responses to this question)** |
|---|---|
| Too much traffic | 81% |
| Lack of separation from traffic | 79% |
| Dangerous driving | 78% |
| Difficult junctions | 73% |
| Poor road surface | 56% |
| Poor signage | 22% |
| Behaviour of other cyclists | 11% |

Much of the this area was the subject of a major controlled parking consultation in Spring 2023. In some parts of the ward, this is reflected in many comments objecting to the previous consultation or to the state of parking in the area – on the other hand there are also many comments about streets in the area being used for through-traffic. Many respondents observed there was a lack of safe crossing places near Nunhead Station. Another common complaint is about dog mess on the pavements.

**Ansdell Road** – some residents suggested this road was used as a cut-through by motorists avoiding junctions and traffic on Hollydale Road. Some restriction, or at least traffic calming, would be useful. Others noted the bins causing an obstruction on the pavements.

**Astbury Road –** several respondents noted this road was used by lots of large vehicles, as a cut-through between Queens Road and Old Kent Road, when there isn't really space, blocking the road and causing local air pollution. One suggestion was to place a closure at Loder Street to prevent through traffic, another was for width restrictions, a third was to make the street one-way.

Residents felt that the situation was worse since the railway arches were let to businesses. Several respondents also noted that this road, by the estate agents, is a major flytipping spot.

**Asylum Road** – several commenters noted the difficulty of parking here since the imposition of nearby parking zones.

**Brabourn Grove –** comments noted that their local cycle hangar was utilised by residents on nearby streets – meaning Brabourn residents can't use it – so there should be more hangars on neighbouring streets. Residents also wanted to see greening on the street, to make it more pleasant and deter flytipping.

**Buchan Road** – residents complained about 'insane' speeding, and about commuters parking to access Nunhead Station.

**Carlton Grove** – several respondents complained about drivers using this as a cut-through between Queens Road and Old Kent Road, idling and poor air quality. One commenter noted the lack of cycle parking at the local Sainsburys – people lock their cars to a tree instead.

**Consort Road** – respondents noted that the Consort Road/Copeland Road 'dogleg' was a hazard. Another noted vehicles parking on yellow lines at the junction with Linacre Road, obscuring sightlines.

**Evelina Road** – several residents noted that through-traffic and visitor parking spoiled what was otherwise a pleasant shopping and dining area. Traffic often does not stop at the crossing point. Speeding was especially noted between the Kimberley Avenue and Lausanne Road junctions. Some suggested widening the pavements or pedestrianizing the road altogether, with seating near the shops. It was difficult to cross here to Nunhead Green. Several cyclists highlighted Evelina Road as a particularly scary road to cycle on, with cyclists squeezed by busy traffic. Many also highlighted the shops here as a place for more cycle parking, which is currently in short supply.

**Forester Road** – some respondents suggested restricting through traffic here.

**Gautrey Road** – several respondents noted this road is heavily used by through-traffic, often speeding. Solutions suggested included closing the road at one end, traffic calming measures, or narrowing the southern end of the road, which was described as hard to cross.

**Gibbon Road** – it was suggested that improved crossings near Nunhead station – by the Oakdale Road junction, would be useful, as this was a route used by schoolchildren and often subject to speeding. The junction at Hollydale Road was also observed to be hard to cross on foot, with sightlines obscured. Similarly, the junction at Evelina/St.Mary's was still a popular informal crossing, and pedestrians would benefit from greater protection.

**Gordon Road** – residents observed there was a lot of rubbish and flytipping, especially closer to Nunhead Green. It was also noted that there was a lot of speeding through-traffic. Lack of cycle parking at the library.

**Hollydale Road** – this road was noted to be a busy cut-through at rush hour, and also that cars often park close to the school, ignoring road markings. Residents would like to see more greening here, such as at the junction with Lugard Road, and a safer crossing at Dundas Road.

**Ivydale Road** – lots of traffic here, and it is a narrow road – there can be dangerous speeding – many residents called for improved signage, speed cameras or other traffic calming. Also it's a long road, and lacks places to rest. There was a suggestion of new cycle parking by the Waverley Arms. Some suggested removing the P12 bus or making it one-way to ease congestion.

**Kimberley Avenue** – issues here with bins on the pavement, as well as old trees that make the pavement impassable in places. Lack of crossing makes it hard to cross from the station to the Co-op – traffic can be fast and dangerous.

**Kings Grove** – the issue of bins, including commercial bins left on the pavement and overflowing, was a key concern here.

**Kirkwood Road** – several residents observed there was quite a lot of speeding here, and existing traffic calming was ineffective. The road surface was also mentioned as being poor.

**Lausanne Road** – crossing the road, particularly at either end, was felt to be hazardous for pedestrians – one suggestion was for a zebra crossing half way up – this would be on a popular route to Edmund Waller School. This and Evelina Road need significant traffic calming.

**Linden Grove** – this was suggested as a place for seating and new trees, as a long road where older people might like to rest. It was also noted as a good road to prioritise as a cycle route – as it is wide with relatively little traffic. The Cemetery also makes this a destination, so cycle parking here would be useful. Another suggestion was that there should be camera enforcement of the lights at the junction with Nunhead Lane/Consort Road, as vehicles frequently run the lights.

**Nunhead Grove** – residents suggested a pedestrian crossing over Nunhead Lane at the end of Nunhead Grove would be beneficial, as cars speed here on a bend. Westminster House Youth Club requested minibus parking bays.

**Oakdale Road** – residents noted this road was used by through-traffic, and also there was an issue with the P12 bus idling with engines running. One suggestion was that the area around the station could be made more like Brockley station, with pedestrianised areas and outdoor seating.

**Pomeroy Street** – residents complained that this was heavily used by through-traffic. It was also observed that it was often poorly drained, so perhaps a rain garden would be useful. Cyclists noted the lack of cycle infrastructure.

**Queen's Road** – residents from the wider area noted that there was a lot of speeding traffic and this made the road hard to cross. Suggested location for improved crossing included: junction with Carlton Grove, junction with St Mary's Road – this in particular was a popular walking route to Nunhead Station. Several cyclists wanted to see continuous segregated cycling. Other people noted the lack of greening along Queen's Road. Several people suggested there should be more cycle parking along Queen's Road, especially outside the Sainsbury's.

**Queen's Road Station** – this was identified as a place for improved seating or greening.

**St Mary's Road** – residents noted high volumes of commuter parking and cut-through traffic, also affecting neighbouring streets such as Frobisher Place. The junction with Queen's Road is hard to cross – cars 'come flying around the corner', and people observed that there have been 'numerous accidents'.

# Ward Report: Old Kent Road

## Profile

**Responses: 281**

**Age profile of respondents:**

| Age | Survey % | Census '21 % |
|---|---|---|
| **Under 16** | 0.4% | 20.5% |
| **16 - 17** | - | 15.4% |
| **18 - 24** | 9.4% | |
| **25 - 34** | 24.1% | 19.2% |
| **35 - 44** | 21.4% | 13.4% |
| **45 - 54** | 9.4% | 14.1% |
| **55 - 64** | 15.6% | 11.1% |
| **65 - 74** | 14.3% | 4.4% |
| **75 - 84** | 4.0% | 2.6% |
| **85 - 94** | 0.9% | 0.8% |
| **95+** | 0.4% | |

**Ethnic background of respondents:**

| Ethnic background | Survey % | Census '21 |
|---|---|---|
| **Asian (all)** | 9.6% | 9.6% |
| **Black (all)** | 17.9% | 48.8% |
| **Mixed (all)** | 3.2% | 7.2% |
| **Other (all)** | 2.3% | 8.3% |
| **White (all)** | 66.5% | 26% |

**Disability profile of respondents:**

| Are you disabled | % |
|---|---|
| **Yes** | 19.4% |
| **No** | 78.4% |
| **Prefer not to say** | 2.2% |

**Income and housing tenure profile of respondents*:**

| **Household income** | % |
|---|---|
| **Under £15,000 per year** | 15.3% |
| **£15-29,999 per year** | 11.1% |
| **£30-44,999 per year** | 19.4% |
| **£45-59,999 per year** | 13.9% |
| **£60-74,999 per year** | 12.5% |
| **£75-89,999 per year** | 8.3% |
| **£90,000 or above** | 19.4% |

| **Housing tenure** | Survey % | Census '21 |
|---|---|---|
| **I rent from a private landlord** | 18.5% | 17.2% |
| **I rent from the council/housing association** | 32.1% | 63.8% |
| **I live with family/friends/rent free** | 2.5% | 1.1% |
| **I own my home outright** | 14.8% | 5.4% |
| **I am buying my home with the help of a mortgage** | 24.7% | 11.2% |
| **Shared ownership** | 7.4% | 1.4% |

* these two questions were not included in the door-to-door surveying, so only reflect online respondents. So e.g. much of our door-to-door interviewing was on council estates but this is not reflected

** our questions were about the status of the individual, whereas the census data refers to the whole household (so a young person living with their parents would appear differently here)

**Response rates by street:**

We received responses from 60% of streets in Old Kent Road ward. Below are listed the streets for which we received responses, ordered by % of properties on a given street responding.

| Street | Responses | % | | Street | Responses | % |
|---|---|---|---|---|---|---|

| | | | | | | |
|---|---|---|---|---|---|---|
| CULMORE ROAD* | 2 | 200.0% | | BIRD IN BUSH ROAD | 7 | 4.1% |
| STOCKHOLM ROAD | 1 | 100.0% | | MARLBOROUGH GROVE | 4 | 4.1% |
| FRENSHAM STREET | 3 | 60.0% | | GERVASE STREET | 4 | 3.8% |
| SHERWOOD GARDENS | 16 | 18.8% | | OAKLEY PLACE | 1 | 3.8% |
| ALBERT WAY | 3 | 16.7% | | OSSORY ROAD | 2 | 3.8% |
| AINSDALE DRIVE | 3 | 15.0% | | TRAFALGAR AVENUE | 5 | 3.8% |
| ABLETT STREET | 5 | 13.9% | | COLEGROVE ROAD | 3 | 3.2% |
| ARGYLE WAY | 5 | 13.2% | | RADNOR ROAD | 2 | 3.1% |
| EDENBRIDGE CLOSE | 2 | 11.8% | | SYLVAN GROVE | 3 | 3.1% |
| CRANSWICK ROAD | 6 | 11.3% | | PECKHAM HILL STREET | 3 | 2.8% |
| GLENGALL TERRACE | 1 | 11.1% | | ILDERTON ROAD | 8 | 2.8% |
| SISTER MABELS WAY | 1 | 11.1% | | MANOR GROVE | 3 | 2.8% |
| BELFRY CLOSE | 2 | 9.5% | | HEREFORD RETREAT | 1 | 2.5% |
| RYDER DRIVE | 4 | 9.3% | | VERNEY ROAD | 4 | 2.0% |
| CLIFTON CRESCENT | 5 | 8.8% | | COOPERS ROAD | 4 | 1.7% |
| CARDINE MEWS | 1 | 8.3% | | FRIARY ROAD | 3 | 1.7% |
| FERN WALK | 2 | 8.3% | | ROWCROSS STREET | 2 | 1.7% |
| HOLYWELL CLOSE | 2 | 8.0% | | COMMERCIAL WAY | 3 | 1.4% |
| CULLODEN CLOSE | 3 | 7.7% | | PECKHAM PARK ROAD | 6 | 1.4% |
| LEDBURY STREET | 3 | 7.3% | | PATTERDALE ROAD | 1 | 1.4% |
| SPRINGALL STREET | 1 | 7.1% | | OLD KENT ROAD | 13 | 1.3% |
| UNWIN CLOSE | 2 | 7.1% | | GLENGALL ROAD | 3 | 1.2% |
| ASYLUM ROAD | 17 | 7.0% | | LATONA ROAD | 2 | 1.2% |
| DELAFORD ROAD | 3 | 6.7% | | LYMPSTONE GARDENS | 1 | 1.2% |
| FREDA CORBETT CLOSE | 1 | 6.7% | | NAYLOR ROAD | 1 | 1.2% |
| MEETING HOUSE LANE | 2 | 6.7% | | PENCRAIG WAY | 1 | 1.2% |
| WINDSPOINT DRIVE | 2 | 6.7% | | HAYMERLE ROAD | 2 | 1.1% |

| | | | | | | |
|---|---|---|---|---|---|---|
| DROVERS PLACE | 3 | 6.5% | | GREEN HUNDRED ROAD | 2 | 1.0% |
| ST DAVIDS CLOSE | 1 | 5.9% | | BARKWORTH ROAD | 1 | 0.9% |
| SUNNINGDALE CLOSE | 1 | 5.3% | | ST JAMESS ROAD | 1 | 0.8% |
| ETHNARD ROAD | 4 | 5.1% | | AVONDALE SQUARE | 4 | 0.8% |
| STUDHOLME STREET | 4 | 5.1% | | VARCOE ROAD | 1 | 0.3% |
| BRAMCOTE GROVE | 3 | 4.7% | | | | |
| CREDON ROAD | 3 | 4.7% | | | | |
| ROLLS ROAD | 18 | 4.7% | | | | |
| COBOURG ROAD | 4 | 4.6% | | | | |
| ROTHERHITHE NEW ROAD | 7 | 4.5% | | | | |

* there was no restriction on multiple people from a household responding, hence in cases there might be more responses than households – and all % are approximated.

# What did people tell us?

**How do people get around in the local area?**

| Mode | % of respondents selecting this mode |
|---|---|
| **walk** | 81.1% |
| **own cycle/scooter/skateboard** | 30.2% |
| **Hire cycle/scooter** | 12.8% |
| **Bus** | 81.1% |
| **Trains (inc tube etc)** | 58% |
| **Motorcycle/moped** | 1.8% |
| **own petrol/diesel car** | 29.2% |
| **Own electric car/van** | 1.8% |
| **Car share** | 10.3% |
| **Taxi** | 30.2% (mostly occasional users) |

- I cycle/scoot or walk as my main form of transport: **130** (46.3%)
- I would walk more if the streets were quieter or less polluted: **107** (38.1%)
- I would be interested in trying cycling (or cycling more): **94** (33.5%)
- I would take buses more if they were more reliable: **110** (39.1%)
- I am considering buying an electric car or van: **34** (12.1%)
- I am worried about the effects of climate change: **164** (58.4%)
- I am worried about the impact of poor air quality on children: **169** (60.1%)

**Top concerns and interests:**

| Top Priorities: | % of responses |
|---|---|
| Green space (planter or rain garden) | 49.8% |
| Pavement improvement (wider and smoother surface) | 47.3% |
| New trees | 47% |
| Improved lighting | 42.3% |
| Pavement decluttering | 33.8% |
| Pedestrian crossings | 33.5% |
| Seating | 32.4% |
| Less traffic | 30.6% |
| Traffic calming measures (e.g. speed humps) | 29.2% |
| Water fountain | 27% |

| Obstacles to walking in the area | % of respondents (54 responses to this question) |
|---|---|
| Poor pavement quality | 50% |
| Hire bikes etc on pavement | 48.1% |
| Pavement too narrow | 40.7% |
| Too much traffic/pollution | 63% |
| Bins on pavement | 33.3% |
| Junctions hard to cross | 53.7% |
| Parked cars on pavement | 22.2% |
| Signage etc on pavement | 11.1% |

| Obstacles to cycling in the area | % of respondents (35 responses to this question) |
|---|---|
| Lack of separation from traffic | 74.3% |
| Too much traffic | 60% |
| Difficult junctions | 65.7% |
| Dangerous driving | 71.4% |
| Poor road surface | 40% |
| Behaviour of other cyclists | 20% |
| Poor signage | 28.6% |

Many residents in this area made comments about street cleaning, maintenance and dog waste. In places there were complaints from drivers about the impact of streetspace measures in neighbouring areas. Many people noted that Old Kent Road was a particularly difficult and dangerous road, with problems at many of the junctions. Community safety and policing was another common concern.

**Ainsdale Drive** – residents observed poor lighting on the street, perhaps related to overgrown bushes.

**Argyle Way** – lack of cycle storage here was noted.

**Asylum Road** – need for a crossing from Caroline Gardens to Lidl. Also a crossing between the sheltered accommodation at Harry Lamborn House and the nearby bus stop – this is at a bend with poor visibility. Several comments were about street cleaning, particularly regarding leaves in autumn, which make the pavements slippery. The pavements were also noted to be uneven because of tree roots. Also several comments that the lighting here is not very good. There is a lack of places to sit and rest (noting the local elderly population).

**Belfry Close** – one disabled resident noted issue of other drivers blocking him into his drive.

**Bird in Bush Road** – lots of disabled residents here, might be good to have more blue badge bays. It was noted that there was a lot of speeding here. Residents also observed that there was a lot of litter in the area. Green areas and playgrounds on Ledbury Estate could be greatly improved and made better for families. A cyclist suggested this street could do with bike lane markings and stopping boxes at traffic lights.

**Burgess Park** – several requests for improved lighting in the park to make it safer for people coming home in winter.

**Caroline Gardens** – residents were concerned about local parking controls (whether residents from elsewhere in the local parking zone would take up the parking spaces in Caroline Gardens). Several residents wanted to see a safer crossing provided between Caroline Gardens and the other side of Asylum Road, for access to shops – should be a controlled crossing or have an island. Caroline Gardens itself somewhat under developed – lots of green space but few trees or benches. Also the paving is slippery and dangerous (especially for a place with older residents).

**Catlin Street** – potholes on corner with St James's Road become flooded. If these were fixed this could be a good space for seating/bike parking or planting.

**Clifton Crescent** – issue with noise and anti-social behaviour from people using Brimmington Park at all hours. There are unlicensed events with loud music.

**Cobourg Road** – residents noted issues with litter, and with hire bikes on the pavements. Particularly in the summer and on Fridays, road fills with cars to access the park or the mosque.

**Colegrove Road** – several residents complained about flytipping here. One suggestion was for seating at the junction with Glengall Road.

**Commercial Way** – need for a crossing at the Naylor Road junction to help pedestrians traveling towards Queens Road station – traffic doesn't always stop here. Some traffic calming would be beneficial – one residents suggested a one-way system. Traffic is heavy and road rage common. Junction with Peckham Hill Street suggested as a place for SUDS or seating. One person noted that the exit from Surrey Canal Path on to Commercial Way is very dark and scary at night.

**Coopers Road** – speeding and dangerous overtaking at times. Drivers don't give way to cyclists.

**Credon Road** – tight corner with Master's Drive causes issues at rush hour.

**Drovers Place –** noted that the corner here was used for flytipping. Shop traffic etc fills up these streets in rush hour, making it hard for residents to park or to leave their street.

**Dunton Road** – junction with OKR unsafe as cyclists in same place as pedestrians. There is speeding and aggressive behaviour here. Junction with Mandela Way – drivers turn on the green and block the crossing.

**Ethnard Road** – several people noted issues with wheely bins being left out and making the pavement narrow. There was also a complaint that local street trees had been removed. Would benefit from greening or benches.

**Friary Road** – noted lack of electric charging facilities for residents in terraced houses.

**Gervase Street** – sheltered accommodation here (see comments re Asylum Road). Observations that pavements on the street and on Harry Lamborn House property not in good condition, with trip hazards. Residents noted some careless driving and people parking on the street despite the local controlled parking scheme – hazardous as it is otherwise a quiet close with kids playing.

**Glengall Road** – residents would welcome new planting and measures to make the road safer for cycling. Local people noted that bins and trees on the pavement can force people into the road. This might be a good place for people to sit and rest on the way to Old Kent Road. Suggestion of a green corridor. But currently there is still a lot of speeding and dangerous driving.

**Green Hundred Road** – lack of give way markings at junction with Bird in Bush Road, traffic often goes at speed around the corner.

**Ilderton Road** – residents complained that this felt run-down in parts, needing cleaning, pothole repairs and action on antisocial behaviour. Lack of seating or shade in Pat Hickson Gardens.

**Kimpton Road** – motorists often do not realise this is a cycle route (signage is poor) and drive fast as if it is a one-way.

**Ledbury Street** – residents here complained about the permit parking scheme. Lack of give way markings or pedestrian crossing at the north end is hazardous. Suggestion of the need for a crossing at the junction with Commercial Way, as numerous accidents observed here. Parking also restricts sightlines at southern junction with Commercial Way.

**Leo Street** – pavements are breaking up here – one wheelchair user observed that this was a challenge.

**Manor Grove** – issue of motorcycles speeding on Tustin Estate despite pedestrianised areas.

**Marlborough Grove** – request for school street timed closure here. One residents observed lots of HGVs and other large vehicles passing through to the Selco site – pollution, noise and danger on a street that children walk up. Green areas need improving

**Naylor Road** – appreciation for the street closure here, but also an observation that the space behind the flats here is very grey and underdeveloped – could be a better community space.

**Old Kent Road** – very poor for cycling – e.g. to turn right at B&Q towards Bermondsey very scary. Section between Trafalgar Avenue and Albany Road especially bad – several cyclists noted giving up cycling since moving to this area due to lack of infrastructure. Lack of secure cycle parking at the supermarkets on OKR. Not enough crossing points for pedestrians. Where there are crossings they are poorly designed, cars often block them. Several people complained about graffiti on OKR – some of it present for a long time. Lack of greening – which would improve the environment for pedestrians – including suggestion of SUDS since there are parts of the road that do not drain well. Drivers speed in right hand lane on approach to Peckham Park Road.

**Peckham Park Road** – residents noted that this was poorly maintained, with lots of dangerous parking and lack of enforcement, particularly at the end with the shops. Cars and delivery vans double park here, and buses or ambulances then get held up. Also anti-social behaviour. Pavements poorly maintained and repeatedly dug up. Lack of pedestrian crossing points near to the bus stops. Lack of cycle parking.

**Rolls Road** – observations that the road is in poor condition, resulting in noise and vibration from passing lorries. Lots of traffic here and few crossings, difficult for parents taking children to school/nursery.

**Rotherhithe New Road** – residents noted issues with speeding here – needs enforcement or other traffic calming, and more crossing points – current crossings need cameras, as cars don't always stop (especially near City of London Academy), and the light phasing does not favour pedestrians. Less traffic and better places for people to stop and rest. Maybe raised beds/planting as pavements are wide. More cycle parking near the Bonamy Pharmacy here.

**Ryder Drive** – parking issues here, some residents would like to have more residents-only bays.

**Sherwood Gardens** – residents would like to see more residents-only parking here.

**St James's Road** – issues with hire bikes on the pavement here blocking routes to Old Kent Road. Complaints also about lack of street cleaning. Also lack of parking enforcement leads to hazards.

**Sylvan Grove** – people park on the red route line and block entrance to the road.

**Trafalgar Avenue** – lots of traffic here, noise and pollution, and issues with speeding. Not safe for cycling. Also bins blocking pavements.

**Verney Road** – space for some greening along here, and it's a natural walking route.

**Waite Street** – noted that this feels quite desolate. Would benefit from sustainable drainage and better management of the green space to make it more welcoming.

# Ward Report: Peckham

## Profile

**Responses: 269 (main survey) + 104 (Streetspace survey inc. SfP questions)**

**Age profile of respondents:**

| Age | Survey % | Streetspace Survey % | Census '21 % |
|---|---|---|---|
| **Under 16** | - | - | 19.5% |
| **16 - 17** | 0.4% | - | 15.6% |
| **18 - 24** | 5.9% | 1.6% | |
| **25 - 34** | 28.4% | 20.3% | 19.6% |
| **35 - 44** | 25.0% | 21.9% | 13.3% |
| **45 - 54** | 14.0% | 23.4% | 14% |
| **55 - 64** | 17.8% | 21.9% | 11.6% |
| **65 - 74** | 6.4% | 9.4% | 5% |
| **75 - 84** | 2.1% | 1.6% | 1.8% |
| **85 - 94** | - | - | 0.7% |
| **95+** | - | - | |

**Ethnic background of respondents:**

| Ethnic background | Survey % | Streetspace survey % | Census '21 |
|---|---|---|---|
| **Asian (all)** | 8.8% | 1.8% | 9.3% |
| **Black (all)** | 24.6% | 18.2% | 49.2% |
| **Mixed (all)** | 3.1% | 5.5% | 7.7% |
| **Other (all)** | 3.9% | 7.3% | 7.8% |
| **White (all)** | 59.6% | 67.3% | 26% |

**Disability profile of respondents:**

| Are you disabled | % | Streetspace survey % |
|---|---|---|
| **Yes** | 15.8% | 12.3% |
| **No** | 79.8% | 80% |
| **Prefer not to say** | 4.4% | 7.7% |

**Income and housing tenure profile of respondents*:**

| **Household income** | % | Streetspace survey % |
|---|---|---|
| **Under £15,000 per year** | 12.6% | 2.7% |
| **£15-29,999 per year** | 13.7% | 13.5% |
| **£30-44,999 per year** | 14.7% | 10.8% |
| **£45-59,999 per year** | 11.6% | 8.1% |
| **£60-74,999 per year** | 11.6% | 13.5% |
| **£75-89,999 per year** | 11.6% | 18.9% |
| **£90,000 or above** | 24.2% | 32.4% |

| **Housing tenure** | Survey % | Streetspace % | Census '21 |
|---|---|---|---|
| **I rent from a private landlord** | 26.1% | 4.3% | 17% |
| **I rent from the council/housing association** | 22.6% | 17% | 64.2% |
| **I live with family/friends/rent free** | 2.6% | 2.1% | 0.4% |
| **I own my home outright** | 13% | 23.4% | 3.5% |
| **I am buying my home with the help of a mortgage** | 29.6% | 53.2% | 12.7% |
| **Shared ownership** | 6.1% | - | 2.1% |

* these two questions were not included in the door-to-door surveying, so only reflect online respondents. So e.g. much of our door-to-door interviewing was on council estates but this is not reflected

** our questions were about the status of the individual, whereas the census data refers to the whole household (so a young person living with their parents would appear differently here)

**Response rates by street:**

We received responses from 66% of streets in North Walworth. Below are listed the streets for which we received responses, ordered by % of properties on a given street responding.

| Street | Responses | % | | Street | Responses | % |
|---|---|---|---|---|---|---|
| COMPTON CLOSE | 4 | 36.4% | | TOWER MILL ROAD | 3 | 4.8% |
| STOPES STREET | 3 | 21.4% | | NEVILLE CLOSE | 5 | 4.8% |
| BEWICK MEWS | 2 | 18.2% | | SUMNER ROAD | 22 | 4.8% |
| PECKHAM ROAD | 13 | 18.1% | | STAFFORDSHIRE STREET | 4 | 4.3% |
| ASHMORE CLOSE | 9 | 17.3% | | BOATHOUSE WALK | 1 | 4.2% |
| COMFORT STREET | 1 | 16.7% | | CRANE STREET | 1 | 3.7% |
| JOWETT STREET | 1 | 16.7% | | PIONEER STREET | 1 | 3.4% |
| ELCOT AVENUE | 8 | 16.3% | | CRONIN STREET | 4 | 3.2% |
| HASTINGS CLOSE | 9 | 15.5% | | SAMUEL STREET | 2 | 2.9% |
| MEETING HOUSE LANE | 11 | 15.1% | | FENHAM ROAD | 2 | 2.7% |
| BAMBER ROAD | 2 | 14.3% | | PECKHAM HILL STREET | 13 | 2.5% |
| PECKHAM GROVE | 15 | 14.0% | | SOUTHAMPTON WAY | 2 | 2.2% |
| NAYLOR ROAD | 8 | 13.8% | | BURCHER GALE GROVE | 1 | 2.2% |
| HOLBECK ROW | 4 | 13.3% | | GELDART ROAD | 1 | 2.0% |
| MARMONT ROAD | 18 | 12.2% | | PENTRIDGE STREET | 2 | 1.9% |
| WODEHOUSE AVENUE | 4 | 11.1% | | KINCAID ROAD | 1 | 1.8% |
| PENNETHORNE ROAD | 9 | 10.1% | | GARNIES CLOSE | 3 | 1.6% |
| BULLER CLOSE | 2 | 10.0% | | WENTWORTH CRESCENT | 2 | 1.6% |
| GRENARD CLOSE | 2 | 10.0% | | GRANVILLE SQUARE | 1 | 1.4% |
| GOLDSMITH ROAD | 24 | 9.6% | | WILMOT CLOSE | 1 | 1.4% |
| LYNBROOK GROVE | 5 | 8.9% | | CATOR STREET | 3 | 1.4% |
| FRIARY ROAD | 9 | 8.8% | | CALYPSO CRESCENT | 1 | 1.3% |
| FURLEY ROAD | 6 | 8.6% | | BIBURY CLOSE | 2 | 1.3% |
| ST GEORGES WAY | 6 | 8.5% | | KELLY AVENUE | 2 | 1.3% |
| NEWENT CLOSE | 1 | 8.3% | | DANIEL GARDENS | 1 | 1.1% |
| COMMERCIAL WAY | 20 | 7.9% | | EAST SURREY GROVE | 1 | 0.9% |
| JOCELYN STREET | 4 | 7.3% | | PECKHAM HIGH STREET | 2 | 0.9% |
| CHARLES COVENEY ROAD | 2 | 6.3% | | LEONTINE CLOSE | 1 | 0.8% |
| DORTON CLOSE | 1 | 6.3% | | BLAKES ROAD | 1 | 0.8% |
| CHANDLER WAY | 11 | 6.1% | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| HASLAM STREET | 2 | 5.7% | | | | |
| ALDER CLOSE | 1 | 5.6% | | | | |
| NUTCROFT ROAD | 3 | 4.8% | | | | |

# What did people tell us?

**How do people get around  in the local area?**

| Mode | % of respondents selecting this mode |
|---|---|
| **walk** | 83.6% |
| **own cycle/scooter/skateboard** | 41.3% |
| **Hire cycle/scooter** | 22.3% |
| **Bus** | 87.0% |
| **Trains (inc tube etc)** | 71.0% |
| **Motorcycle/moped** | 1.5% |
| **own petrol/diesel car** | 28.6% |
| **Own electric car/van** | 4.1% |
| **Car share** | 14.5% |
| **Taxi** | 44.6% (mostly occasional use) |

- I cycle/scoot or walk as my main form of transport: **144** (53.5%)
- I would walk more if the streets were quieter or less polluted: **130** (48.3%)
- I would be interested in trying cycling (or cycling more): **108** (40.1%)
- I would take buses more if they were more reliable: **120** (44.6%)
- I am considering buying an electric car or van: **44** (16.4%)
- I am worried about the effects of climate change: **174** (64.7%)
- I am worried about the impact of poor air quality on children: **179** (66.5%)

**Top concerns and interests:**

| Top Priorities: | % of responses |
|---|---|
| Green space (planter or rain garden) | 51.7% |
| New trees | 48.3% |
| Pavement improvement (wider and smoother surface) | 48.3% |
| Pavement decluttering (moving signs and bin storage etc) | 45.7% |
| Less traffic | 40.5% |
| Improved lighting | 36.1% |

| | |
|---|---|
| Cycle safety feature (e.g. segregated cycle lane or junction feature) | 33.8% |
| Pedestrian crossing(s) | 33.5% |
| Cycle hangar (to store a bike near home) | 30.9% |
| Water fountain | 30.5% |

| **Obstacles to walking in the area** | **% of respondents (56 responses to this question)** |
|---|---|
| Poor pavement quality | 48.2% |
| Hire bikes etc on pavement | 41.1% |
| Pavement too narrow | 46.4% |
| Too much traffic/pollution | 46.4% |
| Bins on pavement | 35.7% |
| Junctions hard to cross | 51.8 |
| Parked cars on pavement | 28.6% |
| Signage etc on pavement | 12.5% |

| **Obstacles to cycling in the area** | **% of respondents (36 responses to this question)** |
|---|---|
| Lack of separation from traffic | 72.2% |
| Too much traffic | 75% |
| Difficult junctions | 50% |
| Dangerous driving | 66.7% |
| Poor road surface | 55.6% |
| Behaviour of other cyclists | 8.3% |
| Poor signage | 11.1% |

Residents observed quite a lot of fast and dangerous driving in this area – notably on Peckham Road itself, but also on streets such as Commercial Way and Meeting House Lane. Numerous people noted the lack of safe crossing points between Goldsmith Road and the Library. Strongly polarised views on low traffic measures.

**Burcher Gale Grove** – blind corner here on a route to Tuke School, cars sometimes take it at speed.

**Burgess Park** – several requests for improved lighting on pedestrian routes. Also for segregated cycling.

**Calypso Gardens –** this needs to be better cleaned and maintained to make it a proper community space.

**Chandler Way** – praise for the way the trees here create shade – more of this would be welcomed – one suggestion was the space at the corner with Commercial Way, which is currently used for flytipping – this could be a rain garden or parklet. Residents from wider area observed this received a lot of through-traffic, especially since closure of St George's Way.

**Commercial Way** – suggestions from both motorists and cyclists that the road needs resurfacing. Others noted a lack of effective crossing points on this busy road, so it sometimes takes ages to cross – one suggested location was a crossing to Jowett Park. The zebra/cycle crossing at Sumner Road was noted to be dangerous as motorists often ignore it. Motorists noted to speed and drive aggressively. A variety of views – some suggestions for closing/filtering the road, others complaining about a shortage of resident parking, some requests for more trees, but others observe that trees are narrowing the pavements.

**Elcot Avenue** – complaints from residents about rubbish associated with a local takeaway, as well as frequent delivery scooters and bikes. Some observed that the street was used as a cut-through – requests either for traffic calming or a closure.

**Ferdinand Drive** – cars use this as a cut-through and speed through here.

**Friary Road** – residents objected to the local road closures and controlled parking schemes.

**Garnies Close –** complaints about scooters and motorcycles on the pavements here, seen as a growing problem.

**Goldsmith Road** – several residents noted issues with litter in this area – request for more regular street bin collections. There were also requests for improved maintenance of the local playground, and for a dog-walking area. Issues with parking as people park up to visit shops. Also issues with fly tipping and anti social behaviour on the estate, residents not feeling safe. Pavement narrow in places, challenging for resident in mobility scooter.

**Marmont Road** – a range of views on the local road closures – drivers complain at having to travel further, but others appreciate having a quieter street. There were several requests for more seating in the area for older people.

**Meeting House Lane** – observations that this can be used by through traffic cutting through to Old Kent Road, and speeding. Some suggestions that this road could be closed – but other residents note being inconvenienced by existing schemes.

**Naylor Road** – requests for action to tackle speed and volume of traffic, observed to have increased since local Streetspace measures. Also request for pedestrian crossing at Commercial Way.

**Peckham Grove** – requests to improve the road surface, especially for cyclists. Request for a better crossing at Southampton Way (see also St Giles summary).

**Peckham Hill Street** – many residents suggested need for pedestrian (and cycle) crossings on this road, either near the Bonar Road bus stop, near the junction with Goldsmith Road or near the library. There were also requests for cycle protection on approach to the junction with Peckham High Road. Some comments argued that local Streetspace schemes were forcing too much traffic onto this road. Complaints that the road is not swept often enough – rubbish and leaf litter can make the pavement unsafe. Observation that the pavement is very narrow near the Bonar Road bus stop.

**Peckham Road** – multiple requests for traffic calming to stop fast and dangerous driving. Noted that the crossings are often ignored – could they be upgrade to traffic lights?

**Pennethorne Road** – complaints that this road feels neglected and attracts rubbish and flytipping. One request for an additional cycle hangar.

**Pentridge Street** – note that the nearest bike lockers are around the back of the estate and don't feel like a safe location at night – would appreciate some on the road.

**Southampton Way** – crossing at end of Commercial Way is very dangerous, cars do not stop. General issues with speeding, also cars close passing cyclists. Cars double parking outside the Tesco, or not observing the crossing there. Narrow pavements. More trees for shade would be appreciated.

**Sumner Road** – request to repair and maintain the play area here. Some complaints about the local controlled parking zone and Streetspace schemes – but also some requests for additional green space in the area. More tree cover for shade. Safety issues at the 63/363 bus stop – hard to cross here, and cars overtake buses too.

**Staffordshire Street** – observed that the pavement on the eastern side is very narrow. Suggestion that the former traveller site here could be used as a small park.

**Surrey Canal Path** – complaints that this has been narrowed by vegetation, and there is constant conflict between pedestrians and cyclists.

# Ward Report: Peckham Rye

## Profile

**Responses:** 247 (+ 807 responses to the controlled parking zone survey in spring 2023, that also included Streets for People questions)

**Age profile of respondents:**

| Age | Survey % | CPZ survey % | Census '21 % |
|---|---|---|---|
| **Under 16** | - | 0.1% | 22.7% |
| **16 - 17** | - | 0.3% | 9% |
| **18 - 24** | 0.5% | 1.6% | |
| **25 - 34** | 11.6% | 20.2% | 17.8% |
| **35 - 44** | 26.5% | 31.9% | 18.1% |
| **45 - 54** | 21.4% | 21.1% | 14.2% |
| **55 - 64** | 22.3% | 14.4% | 10.7% |
| **65 - 74** | 15.8% | 9.0% | 5.1% |
| **75 - 84** | 1.9% | 1.2% | 2.6% |
| **85 - 94** | - | 0.1% | 1% |
| **95+** | - | | |

**Ethnic background of respondents:**

| Ethnic background | Survey % | CPZ survey % | Census '21 |
|---|---|---|---|
| **Asian (all)** | 0.5% | 2.3% | 4.1% |
| **Black (all)** | 6.3% | 7.4% | 20.9% |
| **Mixed (all)** | 2.4% | 6.2% | 8.1% |
| **Other (all)** | 6.3% | 3.3% | 3.6% |
| **White (all)** | 84.5% | 80.8% | 63.4% |

**Disability profile of respondents:**

| Are you disabled | % | CPZ Survey % |
|---|---|---|
| **Yes** | 13.7% | 12.1% |
| **No** | 82.4% | 82.5% |
| **Prefer not to say** | 3.9% | 5.3% |

**Income and housing tenure profile of respondents*:**

| **Household income** | % | CPZ Survey % |
|---|---|---|
| **Under £15,000 per year** | 9% | 8% |
| **£15-29,999 per year** | 11.1% | 12.9% |
| **£30-44,999 per year** | 12.5% | 10.7% |
| **£45-59,999 per year** | 15.3% | 11.8% |
| **£60-74,999 per year** | 10.4% | 12.0% |
| **£75-89,999 per year** | 4.2% | 8.2% |
| **£90,000 or above** | 37.5% | 36.3% |

| **Housing tenure** | Survey % | CPZ % | Census '21 |
|---|---|---|---|
| **I rent from a private landlord** | 10.3% | 9.7% | 20.3% |
| **I rent from the council/housing association** | 11% | 9.9% | 27.1% |
| **I live with family/friends/rent free**** | 0.6% | 2.9% | 0.2% |
| **I own my home outright** | 33.5% | 33.3% | 17.8% |
| **I am buying my home with the help of a mortgage** | 43.9% | 43.2% | 34% |
| **Shared ownership** | 0.6% | 1.1% | 0.6% |

* these two questions were not included in the door-to-door surveying, so only reflect online respondents. So e.g. much of our door-to-door interviewing was on council estates but this is not reflected

** our questions were about the status of the individual, whereas the census data refers to the whole household (so a young person living with their parents would appear differently here)

**Response rates by street:**

We received responses from 86% of streets in Peckham Rye ward. Below are listed the streets for which we received responses, ordered by % of properties on a given street responding.

| Street | Responses | % | | Street | Responses | % |
|---|---|---|---|---|---|---|
| ST ASAPH ROAD | 1 | 100.0% | | STUART ROAD | 23 | 24.2% |
| HOMELEIGH ROAD | 19 | 82.6% | | RYE ROAD | 6 | 23.1% |
| WAVENEY AVENUE | 64 | 67.4% | | FORESTER ROAD | 2 | 20.0% |
| ELLAND ROAD | 8 | 66.7% | | ONE TREE CLOSE | 3 | 17.6% |
| LIMESFORD ROAD | 36 | 66.7% | | CHELTENHAM ROAD | 32 | 17.0% |
| SARTOR ROAD | 10 | 62.5% | | HOMESTALL ROAD | 6 | 16.2% |
| CARDEN ROAD | 46 | 62.2% | | PECKHAM RYE | 65 | 13.9% |
| ROSENTHORPE ROAD | 28 | 56.0% | | RYE HILL PARK | 38 | 12.2% |
| SOMERTON ROAD | 14 | 56.0% | | THERAPIA ROAD | 12 | 10.1% |
| HAWKSLADE ROAD | 21 | 55.3% | | DOVEDALE ROAD | 4 | 10.0% |
| LANBURY ROAD | 20 | 50.0% | | SHELBURY ROAD | 3 | 9.7% |
| HARLESCOTT ROAD | 50 | 49.0% | | TORRIDGE GARDENS | 3 | 8.3% |
| BELLWOOD ROAD | 19 | 43.2% | | BUCKSTONE CLOSE | 1 | 6.7% |
| REYNOLDS ROAD | 6 | 42.9% | | COLYTON ROAD | 4 | 5.7% |
| HICHISSON ROAD | 28 | 42.4% | | HONOR OAK PARK | 2 | 5.4% |
| SURREY ROAD | 48 | 42.1% | | MARMORA ROAD | 9 | 5.4% |
| MERTTINS ROAD | 5 | 41.7% | | HONOR OAK RISE | 3 | 3.8% |
| BORLAND ROAD | 48 | 41.0% | | SOLOMONS PASSAGE | 4 | 3.2% |
| BARFORTH ROAD | 23 | 39.0% | | NUNHEAD LANE | 3 | 2.9% |
| ATHENLAY ROAD | 53 | 37.1% | | BRENCHLEY GARDENS | 3 | 2.8% |
| IVYDALE ROAD | 187 | 36.7% | | MUNDANIA ROAD | 3 | 2.4% |
| TRESCO ROAD | 25 | 34.2% | | LIMES WALK | 1 | 2.4% |
| FERNHOLME ROAD | 14 | 33.3% | | LINDEN GROVE | 2 | 2.1% |
| KELVINGTON ROAD | 15 | 32.6% | | FOREST HILL ROAD | 2 | 2.1% |
| INVERTON ROAD | 11 | 27.5% | | BANFIELD ROAD | 1 | 1.5% |

# What did people tell us?

**How do people get around in the local area?**

| **Mode** | **% of respondents selecting this mode** |
|---|---|
| **walk** | 93.5% |
| **own cycle/scooter/skateboard** | 53.4% |
| **Hire cycle/scooter** | 23.5% |
| **Bus** | 91.9% |
| **Trains (inc tube etc)** | 88.7% |

| | |
|---|---|
| **Motorcycle/moped** | 3.6% |
| **own petrol/diesel car** | 58.7% |
| **Own electric car/van** | 10.9% |
| **Car share** | 13.8% |
| **Taxi** | 58.7% |

- I cycle/scoot or walk as my main form of transport: **109** (44.1%)
- I would walk more if the streets were quieter or less polluted: **88** (35.6%)
- I would be interested in trying cycling (or cycling more): **100** (40.5%)
- I would take buses more if they were more reliable: **121** (49%)
- I am considering buying an electric car or van: **54** (21.9%)
- I am worried about the effects of climate change: **184** (74.5%)
- I am worried about the impact of poor air quality on children: **170** (68.8%)

**Top concerns and interests:**

| | **Top Priorities:** | **% of responses** |
|---|---|---|
| | New trees | 40.3% |
| | Pavement decluttering (moving signs and bin storage etc) | 28.6% |
| | Pavement improvement (wider and smoother surface) | 28.2% |
| | Green space | 27% |
| | Less traffic | 26.2% |
| | Electric Vehicle charger | 25.8% |
| | Traffic calming measures (e.g. speed humps) | 25% |
| | Cycle hangar (to store a bike near home) | 22.6% |
| | Cycle safety feature (e.g. segregated cycle lane or junction feature) | 21.4% |
| | Regular car-free day/play street | 21% |

| **Obstacles to walking in the area** | **% of respondents (76 responses to this question)** |
|---|---|
| Poor pavement quality | 42.1% |
| Hire bikes etc on pavement | 44.7% |
| Pavement too narrow | 19.7% |
| Too much traffic/pollution | 26.3% |
| Bins on pavement | 25% |

| | |
|---|---|
| Junctions hard to cross | 32.9% |
| Parked cars on pavement | 9.2% |
| Signage etc on pavement | 10.5% |

| **Obstacles to cycling in the area** | **% of respondents (70 responses to this question)** |
|---|---|
| Lack of separation from traffic | 68.6% |
| Too much traffic | 55.7% |
| Difficult junctions | 50% |
| Dangerous driving | 54.3% |
| Poor road surface | 51.4% |
| Behaviour of other cyclists | 14.3% |
| Poor signage | 7.1% |

This is an area where recent controlled parking proposals attracted a lot of attention – much of it opposing the proposals as not needed, but some roads being in favour. There were also a lot of calls for road resurfacing and traffic calming in places – numerous roads have speeding issues. Many comments about the junction of Brenchley Gardens with Brockley Way being hard to cross. The junction of Linden Grove and Ivydale was also identified by numerous people as difficult for pedestrians (and a route to several schools).

**Athenlay Road** – it was observed that pavements could be narrow and cluttered – with bins or trees. Suggestion of moving new tree planting into the road.

**Barforth Road** – some observations that this is used as a cut-through to avoid lights at Nunhead Lane/Linden Grove, and there is speeding. Suggestions of either improved traffic calming or a filter. Other issues include large trees not well maintained and narrowing pavements, issues with parking on double yellows not being enforced, and rubbish and flytipping at the northern end. Dangerous junction with Nunhead Lane as poor visibility to the right when exiting Barforth.

**Bellwood Road** – this is used as a cut through so traffic calming would help. Pavement repair and cycle storage also would be appreciated.

**Borland Road** – residents felt their street was already clean and safe. Several noted opposition to proposed controlled parking.

**Brenchley Gardens** – suggestion for a crossing at the junction with Brockley Way/St Norbert's Road to support pedestrian journeys to and from Crofton Park Station – can take 10 minutes to cross here with a buggy. Several people observed speeding on this road and felt it was difficult for pedestrians. An additional bench at the east end of Brenchley Gardens Park, for views to the City, or other seating on the road.

**Carden Road** – several residents requested controlled parking here, as it is hard for residents to park.

**Cheltenham Road** – observations included an issue with speeding, and a lack of safe cycle storage. Cars often park on the pavement opposite the shops and at the junctions with Surrey, Ivydale and Stuart Roads. Frequent flooding at junction with Ivydale Road – could we have a rain garden here? Dangers for cyclists going uphill here as cars overtake at the pinch points.

**Colyton Road** – several comments objecting to controlled parking. One suggestion was for more dropped kerbs to allow wheelchair access to the park, another was for a zebra crossing by the entrance to the park, which was identified as a dangerous junction.

**Dovedale Road** – attracts a lot of cut-throughs when there are works on nearby streets – and as there is no traffic calming this means frustrated drivers speed here.

**Forester Road** – suggestion to filter this road (access only), which would stop through traffic on Tresco, Carden and Barforth. Opportunities for seating and planting here.

**Forest Hill Road** – some suggestions for wider pavements and traffic calming. The area in front of the shops could be improved with better pavements and seating etc (could be like Bellenden Road). Maybe wider pavement and benches at top of hill by Sacred Heart Convent. Heavy traffic, and speeding at night.

**Hawkslade Road** – some calls for a play street here. Also one resident noted a mature cherry tree had been cut down and not replaced.

**Hichisson Road** – residents welcomed the idea of regular play streets. They also wanted to see more greening – perhaps bike lockers with planters attached. Perhaps the area south of Cheltenham Road could be remodelled with greening as no traffic.

**Homestall Road** – unadopted road. Road surface in poor condition. Concern that controlled parking will push parking onto their road. Complaints about flytipping, and also about van drivers using the road as a toilet. One suggestion for a traffic filter at the junction with Peckham Rye – and comments that this is particularly ‘hairy’ for cyclists – perhaps a cycle-priority signal. Lighting could be improved here. What about a through route for cyclists and pedestrians to Brenchley Gardens/Honor Oak?

**Honor Oak Park** – cracks in road, including on speed humps, on a hill, really hazardous for cyclists.

**Honor Oak Rise** – requests for better maintenance – clean the road, repair the street lights, manage overhanging trees, repair cracks and clear leaves from the drains. Dangerous junction with Forest Hill Road – crossing place or traffic calming needed.

**Inverton Road** – suggestion there could be more trees here. Should be a lollipop person at the junction with Ivydale.

**Ivydale Road** – one resident noted lack of disabled parking (or parking generally). The road is narrow for a bus route, so gets blocked if other large vehicles try to use it – maybe restrict large vehicles other than buses? There is a lack of traffic calming so cars often speed – worrying as there is a school here, and it's offputting for cyclists too. Request for pedestrian crossing with dropped kerbs at the top by the mini roundabouts – this is the only way for pedestrians to cross from Linden Grove to St Asaph Road, but visibility around parked cars is poor and there is often queuing traffic. Suggestion of greening – perhaps a green wall – by Ivydale School to protect from fumes. Several respondents complained about existing measures and didn't want to see any changes.

**Kelvington Road** – more trees welcome, but make sure the tree pit is large enough so roots don't impede wheelchairs. Lighting should be improved on this street.

**Kimberley Avenue** – request to ensure dropped kerbs are in sensible places for wheelchairs and pushchairs. Suggested need for pedestrian crossing at Evelina junction.

**Kitto Road** – request for pedestrian crossing by Skehans Pub as it is dangerous here.

**Lanbury Road** – suggestion of Sheffield stands at the corner with Ivydale.

**Limesford Road** – more thoughtful choice of street trees, and better pruning and maintenance. More EV chargers as this is a street of terraced houses.

**Linden Grove** – speeding issues between Forester Road and Chabot Drive – traffic calming needed. One resident expressed wish for more planters and trees. Lighting on approach to Nunhead Cemetery is poor (one report of cyclist hitting the kerb in the dark) – black bollards also hard to see at night. One suggestion for cycle lane here so that children can cycle to school independently. Current traffic islands create pinch points and put cyclists at risk.

**Marmora Road** – observations that vehicles speed here as there is no traffic calming – parents scared to let their children play outside, cyclists nervous as there are parked cars on both sides. Complaints about bins being left on the pavements. Some residents complained about bike hangars – underused and narrowing the pavement. Complaints about hire bikes here too. Suggestion for a cycle link between here and Brenchley Gardens (via the Thames Water site).

**Mundania Road** – this road is heavily parked, so any greening would be beneficial.

**Nunhead Lane/Evelina Road** – need for more crossings, e.g. at ends of Carden or Barforth Roads. Level of traffic and speeding makes this route challenging for cycling. Need more cycle parking, as often full (is this because they are being taken up by hire bikes?).

**One Tree Hill** – a bench on the bottom path would be beneficial for older people.

**Peckham Rye** – too much fast moving traffic. Some suggestions of a bus gate, but other residents opposed to the idea of removing cars. Road is narrow and well-trafficked, so cyclists can feel intimidated e.g. by buses overtaking. Differing opinions over whether traffic calming would help (concern that buses would cause vibration). Improved lighting and benches on the park side would help pedestrians. Some play facilities (e.g. a football cage) on the estate would be welcome – parents may not feel safe to send their kids to the park. Poor road surface, particularly near the junction with East Dulwich Road, discourages cycling. Seating at the top of the hill (at the corner of the park) would be beneficial.

**Peckham Rye Park** – lack of benches or lighting on the main path. The area by the totem pole (by East Dulwich Road) would benefit from tidying and seating. Complaints about festivals in the park cutting off cycling routes for parts of the year. Dedicates spaces for hire bikes at edge of the park might reduce the number dumped on pavements.

**Rosenthorpe Road** – requests for more cycle storage, and seating places for elderly.

**Rye Hill Park** – hard to cross Peckham Rye – raised crossing would help. Desire to see replacement of trees lost to storm damage or disease here.

**Scylla Road** – pavement cycle lane here creates danger as bikes do not stop for cars turning from Peckham Rye to Scylla Road.

**Somerton Road** – one request for cargo bike storage. Note that street trees are not well maintained. Suggestion for cycle crossing at Peckham Rye. Suggestion that zebra crossing should be a raised crossing (one respondent had fractured their ankle here) – another noted that cars often don’t slow down here (child on bike nearly hit).

**St Asaph Road** – complaint that bins and cars on pavement make pedestrian access poor. Heavy traffic in rush hour makes it hazardous for cycling too.

**Stuart Road** – comments about speeding through traffic, on a street with several schools nearby. Requests for traffic calming or filtering, as it is not an arterial road. Junction with Borland Road hard to cross. Complaints about bins and hire bikes blocking the pavements.

**Surrey Road** – cars often parked on the double yellow lines at the junction with Cheltenham Road. Several residents expressed objections to the controlled parking proposals (though others supported them).

**Therapia Road** – most respondents felt their road was already in a good state and did not wish for any changes.

**Torridge Gardens** – green space here mostly used for dog walking. Could part of it be turned to community gardening? Suggestion also for a pedestrian through-route to Nunhead Cemetery (currently a 15 minute walk).

**Tresco Road** – this road is used as a cut through to avoid lights on Linden – often going fast. Dangerous for children and cyclists heading to Peckham Rye. Could it be filtered or made one-way (see also suggestion to filter Forester).

**Waveney Avenue** – issue of motorbikes and scooters ignoring the no-access at junction with Carden Road. This would be a good spot for a rain garden or play feature. Some complaints about e-bikes on the pavements here.

# Ward Report: Rotherhithe

## Profile

**Responses: 216**

**Age profile of respondents:**

| Age | Survey % | Census '21 % |
|---|---|---|
| **Under 16** | 2.2% | 16.6% |
| **16 - 17** | - | 13.8% |
| **18 - 24** | 2.2% | |
| **25 - 34** | 23.2% | 27.8% |
| **35 - 44** | 26.5% | 15.7% |
| **45 - 54** | 11.9% | 11.5% |
| **55 - 64** | 16.2% | 8.4% |
| **65 - 74** | 11.4% | 4.3% |
| **75 - 84** | 5.4% | 1.9% |
| **85 - 94** | 1.1% | 0.8% |
| **95+** | - | |

**Ethnic background of respondents:**

| Ethnic background | Survey % | Census '21 |
|---|---|---|
| **Asian (all)** | 9.4% | 11.4% |
| **Black (all)** | 6.7% | 21.3% |
| **Mixed (all)** | 4.4% | 6.7% |
| **Other (all)** | 2.8% | 5.9% |
| **White (all)** | 76.7% | 54.7% |

**Disability profile of respondents:**

| Are you disabled | % |
|---|---|
| **Yes** | 20.4% |
| **No** | 75.3% |
| **Prefer not to say** | 4.3% |

**Income and housing tenure profile of respondents*:**

| **Household income** | % |
|---|---|
| **Under £15,000 per year** | 13.9% |
| **£15-29,999 per year** | 10.2% |
| **£30-44,999 per year** | 12.0% |
| **£45-59,999 per year** | 13.9% |
| **£60-74,999 per year** | 11.1% |
| **£75-89,999 per year** | 8.3% |
| **£90,000 or above** | 30.6% |

| **Housing tenure** | Survey % | Census '21 |
|---|---|---|
| **I rent from a private landlord** | 25.2% | 32.8% |
| **I rent from the council/housing association** | 13% | 47% |
| **I live with family/friends/rent free** | 3.8% | 0.2% |
| **I own my home outright** | 27.5% | 7.4% |
| **I am buying my home with the help of a mortgage** | 25.2% | 10.9% |
| **Shared ownership** | 5.3% | 1.7% |

* these two questions were not included in the door-to-door surveying, so only reflect online respondents. So e.g. much of our door-to-door interviewing was on council estates but this is not reflected

** our questions were about the status of the individual, whereas the census data refers to the whole household (so a young person living with their parents would appear differently here)

**Response rates by street:**

We received responses from 55% of streets in Rotherhithe. Below are listed the streets for which we received responses, ordered by % of properties on a given street responding.

| Street | Responses | % | | Street | Responses | % |
|---|---|---|---|---|---|---|

| | | | | | | |
|---|---|---|---|---|---|---|
| DEAL PORTERS WAY | 2 | 200.0% | | SILWOOD STREET | 5 | 3.7% |
| QUEBEC WAY | 2 | 200.0% | | ISAMBARD PLACE | 1 | 3.3% |
| SOUTHWARK PARK ROAD | 2 | 100.0% | | ROTHERHITHE OLD ROAD | 6 | 3.3% |
| CANADA STREET | 2 | 28.6% | | TIMBER POND ROAD | 2 | 3.2% |
| SCHOONER CLOSE | 1 | 25.0% | | CROFT STREET | 2 | 3.1% |
| LAGADO MEWS | 2 | 22.2% | | GOMM ROAD | 2 | 2.9% |
| MIDDLETON DRIVE | 3 | 21.4% | | DEBNAMS ROAD | 1 | 2.8% |
| COPE STREET | 2 | 15.4% | | SMITH CLOSE | 1 | 2.6% |
| HURLEY CRESCENT | 2 | 15.4% | | BUSH ROAD | 4 | 2.6% |
| FISHERMANS DRIVE | 5 | 14.7% | | ST MARYCHURCH STREET | 3 | 2.6% |
| STANHOPE CLOSE | 1 | 14.3% | | MAYFLOWER STREET | 1 | 2.6% |
| KINBURN STREET | 9 | 13.2% | | MILLENDER WALK | 4 | 2.4% |
| ARCHANGEL STREET | 2 | 12.5% | | TAWNY WAY | 3 | 2.3% |
| CHARGROVE CLOSE | 2 | 11.1% | | DOCK HILL AVENUE | 1 | 2.2% |
| ROTHERHITHE STREET | 27 | 9.5% | | RUPACK STREET | 1 | 2.0% |
| DECK CLOSE | 2 | 9.1% | | LOWER ROAD | 12 | 2.0% |
| GREENACRE SQUARE | 1 | 9.1% | | ALBION STREET | 2 | 1.9% |
| CLIFTON PLACE | 2 | 8.7% | | REDRIFF ROAD | 1 | 1.8% |
| ST ELMOS ROAD | 1 | 8.3% | | SURREY QUAYS ROAD | 10 | 1.7% |
| CANUTE GARDENS | 4 | 7.8% | | RENFORTH STREET | 4 | 1.5% |
| KING STAIRS CLOSE | 1 | 7.7% | | ELEPHANT LANE | 1 | 1.5% |
| DRAKE CLOSE | 1 | 7.1% | | ANN MOSS WAY | 2 | 1.4% |
| CANON BECK ROAD | 3 | 6.7% | | PLOUGH WAY | 2 | 1.2% |
| HARDY CLOSE | 1 | 6.7% | | ST HELENA ROAD | 1 | 1.0% |
| THAME ROAD | 1 | 6.7% | | WOODLAND CRESCENT | 1 | 1.0% |
| GARTER WAY | 11 | 5.9% | | CHILTON GROVE | 2 | 0.9% |
| NEEDLEMAN STREET | 8 | 5.8% | | SWAN ROAD | 3 | 0.8% |
| RADLEY COURT | 1 | 5.6% | | WATER GARDENS SQUARE | 2 | 0.8% |

| | | | | | | |
|---|---|---|---|---|---|---|
| SURREY WATER ROAD | 1 | 5.3% | | ELEANOR CLOSE | 1 | 0.8% |
| MIDSHIP CLOSE | 1 | 4.5% | | ROTHERHITHE NEW ROAD | 5 | 0.7% |
| BRUNEL ROAD | 4 | 4.4% | | NEPTUNE STREET | 1 | 0.6% |
| BESTWOOD STREET | 1 | 4.2% | | MARITIME STREET | 1 | 0.6% |
| WOLFE CRESCENT | 3 | 4.2% | | | | |

* there was no restriction on multiple people from a household responding, hence in cases there might be more responses than households – and all % are approximated.

# What did people tell us?

**How do people get around in the local area?**

| Mode | % of respondents selecting this mode |
|---|---|
| **walk** | 90.7% |
| **own cycle/scooter/skateboard** | 48.1% |
| **Hire cycle/scooter** | 19.9% |
| **Bus** | 87.0% |
| **Trains (inc tube etc)** | 88.9% |
| **Motorcycle/moped** | 3.7% |
| **own petrol/diesel car** | 33.8% |
| **Own electric car/van** | 5.6% |
| **Car share** | 7.9% |
| **Taxi** | 52.8% |

- I cycle/scoot or walk as my main form of transport: **133** (61.6%)
- I would walk more if the streets were quieter or less polluted: **115** (53.2%)
- I would be interested in trying cycling (or cycling more): **111** (51.4%)
- I would take buses more if they were more reliable: **105** (48.6%)
- I am considering buying an electric car or van: **24** (11.1%)
- I am worried about the effects of climate change: **191** (88.4%)
- I am worried about the impact of poor air quality on children: **163** (75.5%)

**Top concerns and interests:**

| Top Priorities: | % of responses |
|---|---|
| New trees | 47.7% |
| Green space (planter or rain garden) | 47.2% |

| | |
|---|---|
| Pavement improvement (wider and smoother surface) | 42.6% |
| Pedestrian crossing(s) | 37% |
| Pavement decluttering (moving signs and bin storage etc) | 36.1% |
| Improved lighting | 32.4% |
| Less traffic | 31.9% |
| Cycle hangar (to store a bike near home) | 27.3% |
| Traffic calming measures (e.g. speed humps) | 27.3% |
| Cycle safety feature (e.g. segregated cycle lane or junction feature) | 25% |

| **Obstacles to walking in the area** | **% of respondents (66 responses to this question)** |
|---|---|
| Poor pavement quality | 60.6% |
| Hire bikes etc on pavement | 53% |
| Pavement too narrow | 31.8% |
| Too much traffic/pollution | 31.8% |
| Bins on pavement | 30.3% |
| Junctions hard to cross | 42.4% |
| Parked cars on pavement | 18.2% |
| Signage etc on pavement | 15.2% |

| **Obstacles to cycling in the area** | **% of respondents (46 responses to this question)** |
|---|---|
| Lack of separation from traffic | 54.3% |
| Too much traffic | 52.2% |
| Difficult junctions | 45.7% |
| Dangerous driving | 47.8% |
| Poor road surface | 37% |
| Behaviour of other cyclists | 17.4% |
| Poor signage | 6.5% |

Quite a few residents expressed concerns about phone and bike thefts in the area. The changes to Lower Road are controversial for many people, with people complaining about queueing on route to Rotherhithe Tunnel and difficulties for pedestrians crossing cycle lanes – people would like to see a simpler road network. But the road is also a location for speeding. The roads off the

Rotherhithe Tunnel roundabout need better controls of speeding and places for pedestrians and cyclists to cross.

**Albatross Way** – quiet and poorly lit – can feel unsafe for women. Needs mirrors at junctions with Needleman Street and the canal path for pedestrian/cyclist safety. More planting would be nice.

**Albion Street** – one suggestion pedestrianise this road, to provide opportunities for greening or al fresco dining.

**Ann Moss Way** – request for cycle hangars here.

**Brunel Road** – complaint about the speed humps causing vibrations to local properties. On the other hand, noted that road is wide so there is speeding speed humps might need to be closer to the roundabout. Footways are narrow due to mature trees, so some buildouts would help and slow traffic. Pavement in front of Nisa has been damaged by shoppers' vehicles – this stretch also floods regularly. Complaint about commercial bins on pavement near Rotherhithe Station. Complaint about access to Brunel Road from Rotherhithe Tunnel roundabout – cycle lane merges into traffic on a bend – lots of near misses here.

**Bush Road** – suggestion that the pedestrian crossing here is unclear and leads to conflict with cyclists. One call for electric charger points here.

**Canon Beck Road** – suggestion of bollards at the corner with Clifton Place to stop cars parking on the pavement. Tendency to flood – sustainable drainage needed.

**Canute Gardens** – a cycle lane would be beneficial here. Suggestion to extend the times of the controlled parking.

**Chilton Grove** – significant speeding by cars and motorcycles.

**Clifton Place** – parking pressure caused by lots of HMOs and lack of parking spaces in new builds.

**Cope Street** – lots of cut through traffic and road rage, as well as illegal parking. Can be difficult to cross. Suggestions to close this road to traffic. Or at least a pedestrian crossing at junction with Rotherhithe Old Road.

**Deal Porter Square** – suggestions to add more greening here, there is too much concrete. More seating outside Decathlon and outside library. More shade. Insufficient secure cycle parking near the station.

**Deal Porters Walk** – floods frequently and becomes impassable for pedestrians. Muddy in the winter. Badly lit, especially around the steps to Kinburn Street (wooded path section) which is the quickest route to Canada Water – scary at night. This is an important walking and cycling route.

**Deal Porters Way** – request to redesign the area in front of Tesco – very car-centric space – on the other hand, more electric chargers here would be good. More could be done with the space around the lake – much more seating and greening.

**Debnams Road** – motorcycles and sometimes even cars use the pedestrianised section. Better signage might help prevent this. Corner near the car park attracts lots of flytipping.

**Eleanor Close** – road is poor and very bumpy.

**Garter Way** – Lots of concerns about crime and anti-social behaviour here, especially phone and bike thefts. Also, potential to close this at Poolmans Street entrance – lots of cars using it as a short-cut, and some near misses.

**Hawke Place** – suggestion to replace cobbles by canal with more trees and ground level planting. Complaint that the canal is full of algae and weeds – stagnant water.

**Hawkstone Road** – suggestion to depave area north of the roundabout to make it an extension of Southwark Park. Lack of cycling provision here or on A2208 prevents easy access to Surrey Quays from the west.

**Kinburn Street** – street could use some depaving/greening – trees for shade and/or play areas. Tendency to flood. The path down to Deal Porters Walk is poorly lit for a major route – and no ramp for wheelchair or cycle access. More cycle hangars would be useful.

**Lagado Mews** – request for dropped kerb access to Mayflower Park – currently hard to access for pushchairs or wheelchairs.

**Lower Road** – issues with speeding at night, especially south of Plough Way. Complaints about the length of time building the cycle lane, and that we haven’t fixed the gyratory – some complaints about the cycle lane itself an the impact on traffic. Requests to reduce the pavement clutter, such as shop signs and phone boxes. Section near Surrey Quays station needs wider pavements. The zebra crossings at Evelyn Street need repainting. Crossings at Plough Way need improving – four zebras to cross on the south side, means most people take their chances. Cars park on pavement in places. Lack of cycle parking near the station.

**Needleman Street** – frequent parking on double yellows at junction with Surrey Quays Road – difficult junction for cycling. Street needs traffic calming or pedestrian crossing as traffic can be heavy – lots of parents park up here for school run for schools on Timber Pond Road. Issues with

phone and bike thefts in the area. Suggestion for pedestrian crossing at Albatross Way junction. Pavement in poor condition close to Garter Way.

**Pedworth Gardens** – lack of dropped kerb at the A2208 junction for what is otherwise a natural cycle route between Cobbett's Lane and Southwark Park. The chicane gates are also too tight for wheelchairs or cargo bikes.

**Plough Way** – lack of places for children to play here.

**Renforth Street** – poor connectivity to Canada Water station because of gated private roads.

**Rotherhithe New Road** – green space beside Brydale House mostly gets used as a dog toilet – also issue with addicts etc loitering here. Could be space for play area or more trees. Vehicles missing their turning at the roundabout doing u-turns near the pedestrian crossings. Vehicles speeding over the railway bridge and failing to stop at zebra crossings.

**Rotherhithe Old Road** – complaint that drivers and cyclists jump red lights here. Often standstill traffic – at other times speeding and weaving traffic. Signage at intersection of Cope Street is facing the wrong way and causes lorries to get stuck. Lorries park up on this road, causing traffic disturbance. Pavements very narrow on one side.

**Rotherhithe Street** – complaints about hire cycles in the street. Also complaints about the local controlled parking scheme – but also people wishing to see fewer people parking here to avoid the congestion zone. Request for more trees and planters as this street is very built up. Complaint about large tour buses parked up at the bridge end, spoiling the view and causing pollution – and forcing some cyclists onto the pavement. Request for wider pavements and cycle parking by the Mayflower – several people requesting this.

**Seth Street** – complaint that new planters here (CGS funded) have not been maintained.

**Silwood Street** – lots of litter here.

**Stanhope Close** – footpaths along the canal are bumpy because of different levels for walking and cycling paths.

**St Elmo's Road** – request for tree pruning and light maintenance to make the street walkable. Lots of issues at school pick up time with pavement parking and blocking of cycle route.

**St Marychurch Street** – suggestion of making this one-way as the street is very narrow. Pavements need to be flatter in places where they can't be wider. Request to make St Mary's Park dog-free. Suggestion that the bollards here should be removed – but another respondent suggests

more bollards by the church to prevent pavement parking. Suggestion to close the cobbled section next to Sands Studios and introduce greening.

**Surrey Quays Road** – noted that new bike bays have taken up loading/drop off spaces, and made this section of the road hard to cross. Concerns about phone thefts here. This road is wide with fast traffic and a blind bend – could be space for more cycle infrastructure. Road surface around Canada Water station in poor condition. Frequent u-turns with cars dropping off at the station.

**Swan Road** – request for more bike hangars. This is a popular walking and cycling route, but pavements are too narrow and the road frequently floods – sustainable drainable needed. Pavements at junction with Brunel Road have been damaged by turning vehicles. Poor sight lines and lots of traffic here.

**Timber Pond Road** – suggestion that zebra crossing is needed here. Heavy traffic at school times, and speeding. Road used as a cut-through, despite being a school road.

**Trundleys Road** – need for a pedestrian crossing at Bush Road junction to help people walk between Lidl and the nearest bus stop.

**Tunnel Road** – complaint that cherry trees by Brunel Museum are scheduled to be cut down.

**Water Gardens Square** – replace trees that have been lost – and choose the right species.

**Wolfe Crescent** – request to remove cars parking in front of garages.

# Ward Report: Rye Lane

## Profile

**Responses: 252**

**Age profile of respondents:**

| Age | Survey % | Census ’21 % |
|---|---|---|
| **Under 16** | - | 16.7% |
| **16 - 17** | - | 10% |
| **18 - 24** | 1.4% | |
| **25 - 34** | 13.9% | 27% |
| **35 - 44** | 31.3% | 16.5% |
| **45 - 54** | 16.8% | 12.3% |
| **55 - 64** | 18.3% | 9.5% |
| **65 - 74** | 8.7% | 5% |
| **75 - 84** | 8.7% | 2.8% |
| **85 - 94** | 1.0% | 1.1% |
| **95+** | - | |

**Ethnic background of respondents:**

| Ethnic background | Survey % | Census ‘21 |
|---|---|---|
| **Asian (all)** | 2.9% | 5.5% |
| **Black (all)** | 12.5% | 23.1% |
| **Mixed (all)** | 2.9% | 7,8% |
| **Other (all)** | 2.4% | 4.2% |
| **White (all)** | 76.9% | 59.4% |

**Disability profile of respondents:**

| Are you disabled | % |
|---|---|
| **Yes** | 13.9% |
| **No** | 83.7% |
| **Prefer not to say** | 2.4% |

**Income and housing tenure profile of respondents*:**

| **Household income** | % |
|---|---|
| **Under £15,000 per year** | 9% |
| **£15-29,999 per year** | 10.7% |
| **£30-44,999 per year** | 11.5% |
| **£45-59,999 per year** | 11.5% |
| **£60-74,999 per year** | 11.5% |
| **£75-89,999 per year** | 6.6% |
| **£90,000 or above** | 39.3% |

| **Housing tenure** | Survey % | Census '21 |
|---|---|---|
| **I rent from a private landlord** | 15.7% | 28.2% |
| **I rent from the council/housing association** | 9% | 30.2% |
| **I live with family/friends/rent free** | 3% | 0.1% |
| **I own my home outright** | 34.3% | 14.6% |
| **I am buying my home with the help of a mortgage** | 29.1% | 24.2% |
| **Shared ownership** | 9% | 2.8% |

* these two questions were not included in the door-to-door surveying, so only reflect online respondents. So e.g. much of our door-to-door interviewing was on council estates but this is not reflected

** our questions were about the status of the individual, whereas the census data refers to the whole household (so a young person living with their parents would appear differently here)

**Response rates by street:**

We received responses from 67% of streets in Rye Lane ward. Below are listed the streets for which we received responses, ordered by % of properties on a given street responding.

| Street | Responses | % | | Street | Responses | % |
|---|---|---|---|---|---|---|

| | | | | | | |
|---|---|---|---|---|---|---|
| TALFOURD PLACE | 2 | 200.0%* | | ADYS ROAD | 5 | 4.6% |
| FENWICK GROVE | 2 | 25.0% | | AVONDALE RISE | 4 | 4.2% |
| ONDINE ROAD | 2 | 25.0% | | REEDHAM STREET | 3 | 4.1% |
| LYNDHURST SQUARE | 2 | 20.0% | | PECKHAM ROAD | 4 | 4.0% |
| SANDISON STREET | 1 | 20.0% | | KINSALE ROAD | 3 | 3.9% |
| MARSDEN ROAD | 10 | 16.9% | | ELM GROVE | 4 | 3.8% |
| WINGFIELD STREET | 7 | 15.2% | | EAST DULWICH ROAD | 2 | 3.7% |
| GOWLETT ROAD | 1 | 14.3% | | MAXTED ROAD | 4 | 3.7% |
| HEATON ROAD | 14 | 12.0% | | COPELAND ROAD | 6 | 3.4% |
| STURDY ROAD | 2 | 11.8% | | VIVIAN SQUARE | 1 | 3.4% |
| CERISE ROAD | 2 | 11.1% | | SANDLINGS CLOSE | 1 | 3.2% |
| OLIVER MEWS | 1 | 11.1% | | SOAMES STREET | 1 | 3.1% |
| ALPHA STREET | 3 | 10.3% | | PECKHAM HIGH STREET | 4 | 2.9% |
| OXENFORD STREET | 6 | 10.3% | | ANSTEY ROAD | 2 | 2.8% |
| ELLERY STREET | 1 | 10.0% | | SCYLLA ROAD | 3 | 2.8% |
| CHOUMERT GROVE | 3 | 9.4% | | CHOUMERT ROAD | 8 | 2.5% |
| NIGEL ROAD | 5 | 8.9% | | NUNHEAD LANE | 2 | 2.2% |
| ALMOND CLOSE | 2 | 8.7% | | CHOUMERT SQUARE | 1 | 2.2% |
| OLD JAMES STREET | 1 | 8.3% | | BLENHEIM GROVE | 3 | 2.2% |
| STERNHALL LANE | 4 | 8.2% | | BOURNEMOUTH ROAD | 2 | 2.1% |
| HOLLY GROVE | 3 | 7.1% | | MAGDALENE CLOSE | 1 | 2.1% |
| HOWDEN STREET | 3 | 7.0% | | RAUL ROAD | 1 | 2.0% |
| NUTBROOK STREET | 6 | 6.6% | | CHADWICK ROAD | 4 | 2.0% |
| DEWAR STREET | 3 | 6.4% | | BELLENDEN ROAD | 7 | 1.9% |
| AMOTT ROAD | 4 | 6.3% | | MANATON CLOSE | 2 | 1.8% |
| RELF ROAD | 3 | 5.9% | | FENWICK ROAD | 3 | 1.8% |
| DANBY STREET | 6 | 5.7% | | PECKHAM RYE | 5 | 1.7% |
| MONTEAGLE WAY | 2 | 5.7% | | COPLESTON ROAD | 4 | 1.7% |
| MONCRIEFF STREET | 1 | 5.6% | | GORDON ROAD | 1 | 1.5% |
| MUSCHAMP ROAD | 4 | 5.2% | | CLAYTON ROAD | 1 | 1.2% |
| HIGHSHORE ROAD | 4 | 5.1% | | WIVENHOE CLOSE | 2 | 1.2% |
| OGLANDER ROAD | 8 | 5.0% | | RYE LANE | 12 | 1.1% |
| LYNDHURST WAY | 8 | 4.9% | | CONSORT ROAD | 3 | 1.0% |
| WAGHORN STREET | 4 | 4.8% | | GRUMMANT ROAD | 2 | 1.0% |

| | | | | | | |
|---|---|---|---|---|---|---|
| MCDERMOTT ROAD | 1 | 4.8% | | YARNFIELD SQUARE | 1 | 0.8% |

* there was no restriction on multiple people from a household responding, hence in cases there might be more responses than households – and all % are approximated.

# What did people tell us?

**How do people get around in the local area?**

| Mode | % of respondents selecting this mode |
|---|---|
| **walk** | 95.6% |
| **own cycle/scooter/skateboard** | 49.6% |
| **Hire cycle/scooter** | 17.9% |
| **Bus** | 90.9% |
| **Trains (inc tube etc)** | 87.3% |
| **Motorcycle/moped** | 2.0% |
| **own petrol/diesel car** | 38.1% |
| **Own electric car/van** | 6.3% |
| **Car share** | 18.3% |
| **Taxi** | 55.6% |

- I cycle/scoot or walk as my main form of transport: **154** (61%)
- I would walk more if the streets were quieter or less polluted: **138** (54.8%)
- I would be interested in trying cycling (or cycling more): **111** (44%)
- I would take buses more if they were more reliable: **117** (46.4%)
- I am considering buying an electric car or van: **55** (21.8%)
- I am worried about the effects of climate change: **204** (81%)
- I am worried about the impact of poor air quality on children: **199** (79%)

**Top concerns and interests:**

| Top Priorities: | % of responses |
|---|---|
| New trees | 51,6% |
| Pavement improvement (wider and smoother surface) | 51.2% |
| Green space (planter or rain garden) | 45.2% |
| Pavement decluttering (moving signs and bin storage etc) | 44.8% |
| Less traffic | 37.7% |

| | |
|---|---|
| Traffic calming measures (e.g. speed humps) | 29.4% |
| Cycle hangar (to store a bike near home) | 26.2% |
| Regular car-free day/play street | 25.4% |
| Pedestrian crossing(s) | 25% |
| Improved lighting | 24.6% |

| **Obstacles to walking in the area** | **% of respondents (86 responses to this question)** |
|---|---|
| Poor pavement quality | 40.7% |
| Hire bikes etc on pavement | 40.7% |
| Pavement too narrow | 59.3% |
| Too much traffic/pollution | 50% |
| Bins on pavement | 50% |
| Junctions hard to cross | 32.6% |
| Parked cars on pavement | 11.6% |
| Signage etc on pavement | 18.6% |

| **Obstacles to cycling in the area** | **% of respondents (64 responses to this question)** |
|---|---|
| Lack of separation from traffic | 62.5% |
| Too much traffic | 54.7% |
| Difficult junctions | 53.1% |
| Dangerous driving | 53.1% |
| Poor road surface | 42.2% |
| Behaviour of other cyclists | 14.1% |
| Poor signage | 14.1% |

Many comments focused on Rye Lane itself, with complaints about rubbish and graffiti, pavement clutter and the poor cycle lane at the northern end. There are many requests for traffic calming or reduction measures, especially around Belham Primary School/Maxted Road – but also a few people who say that road closures have increased traffic.

**Adys Road** – some praise for the recently implemented school street, which has increased safety and reduced road rage. But the road still sees a lot of speeding through traffic in the evenings.

**Amott Road** – new speed humps not very effective at slowing traffic, still speeding issues.

**Anstey Road** – junction(s) with Nutbrook Street and Fenwick Road often sees road rage and dangerous incidents. Part of a cut through from East Dulwich Road to Rye Lane. One suggestion is to make Anstey one way. Speeding/accelerating noted between McDermott and Nigel Roads.

**Avondale Rise** – request for more trees and greening here – half the road received new trees recently, but not the other half. Observation that the street is underparked, so space for pocket parks or rain gardens. The road is a cut through to Bellenden Road, with speeding. Suggestion to filter the road, or introduce traffic calming.

**Bellenden Road** – some residents would like to see removal or timed restrictions on deliveries etc – lots of lorries at night. Observation of speeding on stretch south of Maxted Road, including by the school. Request for more EV chargers in the area. Lack of crossings on the roads off Bellenden when walking north/south. Pavement space cluttered with commercial bins, scooters and e-bikes, and adult cyclists. Suggestion to widen pavements on other side and introduce some planting or more cycle parking. Part of Southwark Spine but still lots of through traffic here so difficult for cyclists. Cycle lane being on left means cyclists have to cross 2 lanes of traffic to turn right at Chadwick. Cars jump the lights at the Peckham High Street end – drivers get frustrated in queues.

**Birch Close** – request to remove barriers that prevent cycling.

**Blenheim Grove** – complaints about noisy HGVs making deliveries at all hours. Narrow pavement means pedestrians often in the road on route to station. Poor road surface for cycling.

**Bournemouth Road** – chaos at the junction with Rye Lane, cars 3-point turning etc.

**Chadwick Road** – crossing by Lyndhurst Way often ignored by drivers – suggestion to redesign to make safer for pedestrians and cyclists. Cycle lane crosses over straight ahead traffic – dangerous. Narrow pavements because of trees. Road sees a lot of traffic as the only westbound one in the local one-way network, and multiple roads converge. Suggestion to redevelop the car park – could be new homes and a small park leading to Rye Lane. Front yard at DMC surgery is unused and unplanted – there should be trees here.

**Choumert Grove** – chaotic parking associated with local mosque – visitors' cars should be required to use the car park instead of the road. Concrete seating area at corner of Bellenden would benefit from new planting and regular cleaning. Streets is very dark at night. Request for more street trees down here. Narrow pavements on route to the station. Corner at McDermott Road – cars turn into Choumert and cut across the cycle lane. Cars park on double yellows near Blenheim Grove junction. Traffic calming here ineffective so there is speeding. Cross roads with Choumert Road especially dangerous.

**Consort Road** – as main link from Queens Road to Nunhead, still lot of speeding. Can be busy and congested – suggested to remove parking on one side. Request for pedestrian crossing at Scylla Road junction, as main walking route from Nunhead to Peckham Rye.

**Copeland Road** – request for more litter bins for the visitors to Copeland Park. Issues with speeding cars. Narrow pavements in places, would be good to have a buffer from the traffic, especially at junction with Consort Road. Challenging for cyclists to pass from Copeland (northbound) to Heaton Road across fast southbound traffic – could be a yellow box?

**Copleston Road** – request for more street trees. Pavements could be smoother with fewer wheely bins. Exit onto Grove Vale unclear for cyclists (cycle lane markings disappear and takes cyclists onto a pavement then into a bus lane).

**Danby Street** – need more cycle racks near the Bellenden Road junction, especially for weekend use. Also need for a pedestrian crossing here. Requests to clean street and clear rubbish.

**Denman Road** – issues with bike thefts. Also bins and bikes blocking pavements.

**Dewar Street** - lighting, bins and hire bikes all limit pedestrian space.

**East Dulwich Road** – suggestion for trees and planting to replace the pink pavement at the parade of shops. Zebra crossing in front of Tesco (3 lanes) confusing for pedestrians and drivers.

**Ellery Street** – request for controlled parking to eliminate cars left for weeks.

**Elm Grove** – request to remove bench here as it attracts street drinkers.

**Fenwick Road** – traffic regularly backs up to East Dulwich Road – street unsafe for kids. Lots of speeding despite bumps. Several requests for traffic reduction here.

**Gowlett Road** – request for cycling parking by the pub here.

**Highshore Road** – complaint about stallholders creating mess, taking up more of the space than allocated and not sticking to licence conditions. Street cleaning insufficient.

**Holly Grove** – suggestion to have more interesting planting in the shrubbery area and make the area more family-friendly. Lots of hire bikes dumped here. Speeding here. Challenging turn from cycle lane into Bellenden Road as cars overtake.

**Howden Street** – suggestion that this could closed at one end.

**Kinsale Road** – request for more cycle hangars as local ones are full. Road currently attracts volumes of through traffic, suggestion to make it no entry at Peckham Rye.

**Landsdowne Road** – long straight road encourages speeding.

**Lyndhurst Way** – very fast through traffic (especially between Warwick Gardens and Peckham Road), limited traffic calming and lack of crossings on intersections – for example at Chadwick Road.

**Magdalene Close** – request for better lighting, and better signage as taxi drivers often get lost.

**Malfort Road** – good place for seating at the bottom of the road by the new planting.

**Manaton Close** – maintenance of planting areas and action on flytipping which is making the estate a mess.

**Marsden Road** – some fast cut-through traffic here. May be some unneeded disabled bays. Hire bikes sometimes block access to the bike hangar. Suggestion to move parking to one side of the road.

**Maxted Road** – request for a school street around Belham School. This road has constant through traffic, including HGVs, and narrow pavements. Several requests for stronger action to reduce traffic. Box of cables outside no.62 permanently open and narrows pavement. Suggestion for more trees.

**McDermott Grove** – Park needs better litter bins and general development to make it a proper community space.

**McDermott Road** – request for better enforcement/signage of the one-way system. This is used as a cut-through from Bellenden Road, with speeding an issue.

**Moncrieff Street** – appreciation for recently planted trees here.

**Muschamp Road** – complaints about excess bins on one side of the road. Suggestion to replace tarmac with paving stones. Request to plant additional street trees.

**Nigel Road** – trees lifting the pavement here. Lots of traffic here, suggestion for timed closures. Request for designated electric charging bays.

**Nutbrook Street** – tree roots lifting pavement in places. Parking on both sides makes the road hazardous for cycling. Junction with Fenwick Road sees traffic pile up – suggestion to remove some parking on one side.

**Oglander Road** – suggestion for crossing at junction with Maxted, as this is busy and a route to school. Parking pressures on this road, but also requests for a cycle hangar (perhaps in place of

the cycle racks which are under-used?). Lack of parking, and lack of EV chargers very difficult for EV users.

**Oxenford Street** – request for more cycle hangars. Tree roots lifting pavements here.

**Peckham High Street** – pavements opposite bus garage are too narrow, and traffic is very heavy. Crossing at top of Rye lane very unclear for cyclists, leads to conflict with pedestrians.

**Peckham Road** – high levels of traffic, people using their horn night and day. Street drinking and littering issues. More bins outside shops would help. Also control on loud music at night, such as party buses. Challenging turn into Lyndhurst Way from the west as you have to cross into overtaking lane.

**Peckham Rye** – suggestion for speeding controls/speed cameras on Peckham Rye North. Cycling from Scylla Road onto Peckham Rye (northbound) very challenging as have to cross traffic and turn right into traffic. Right turn from Peckham Rye to A2214 dangerous as no right filter light. Bus stop near Nigel Road can make it hard to turn left.

**Peckham Rye Park** – request for tennis courts.

**Philip Walk** – could use the green space at the junction with Rye Lane for seating.

**Raul Road** – issue of cars idling. Also lots of litter from Peckham Levels and Iceland.

**Reedham Street** – current speed humps ineffective to prevent speeding. Several requests to reduce traffic here and in the wider area. Pavement is in poor condition and difficult for elderly residents of Jack Jones House. Lighting is poor.

**Relf Road** – this is used by speeding through traffic. Also issues with flytipping.

**Rye Lane** – more seating needed between the Library and the park. Cycle lane at northern end is extremely poor, and always has pedestrians walking on it – northbound cyclists have to go around buses or end up on pavement. Need to regulate business use of bins as pavements are too narrow – particular issue at Bus stop U by the railway bridge. More regular street cleaning needed. Conflicting views on vehicle access – businesses wanting access to shop fronts, others want the street fully pedestrianised or made one-way for buses. Fast and frequent buses can make it hard to cross and hard for cycling. Lack of cycle parking spaces, such as near the station or Peckhamplex, or by Blenheim Grove junction. Request to include green space, and cycle parking in the new station area and the Aylesham redevelopment.

**Scylla Road** – request for road closure outside Rye Oak school to stop fast through traffic. Pedestrian section should have a marked cycle route as this is a popular shared path.

**Soames Street** – request for low traffic measures in this area. Often underparked during hours of controlled parking – means space could be used for wider pavement etc.

**Sternhall Lane** – parking pressures here – request to extend controlled parking to Sundays. But also lack of cycle storage.

**Sturdy Road** – request for controlled parking to improve parking for residents.

**Troy Town** – respondent questions what happened with plans for this road – request to replace the concrete blocks with planters and seating. Observed that cycle route makes this dangerous for schoolchildren.

**Waghorn Street** – request for longer parking restrictions here. CPZ has improved traffic situation, but 2 hours not sufficient.

**Whorlton Road** – suggestion for tree planting at the closure by the school here. Also seating for parents when waiting.

**Wingfield Street** – wide road, with little traffic and underparked – opportunity either to widen pavement, introduce greening, or even close at one end.

**Wivenhoe Close** – poor lighting on estate, with lots of blind corners.

# Ward Report: South Bermondsey

## Profile

**Responses: 405**

South Bermondsey was the first ward visited, in August 2023, for two weeks of door-to-door interviews. Around two thirds of responses relate to this intensive period, the remainder being responses submitted online.

**Age profile of respondents:**

| Age | Survey | Census '21 |
|---|---|---|
| **Under 16** | 0.3% | 18.2% |
| **16 - 17** | 0.3% | 16% |
| **18 - 24** | 8.9% | |
| **25 - 34** | 24.7% | 20.5% |
| **35 - 44** | 21.9% | 14.5% |
| **45 - 54** | 13.5% | 13.3% |
| **55 - 64** | 15.4% | 10.8% |
| **65 - 74** | 9.1% | 4.2% |
| **75 - 84** | 4.2% | 2.6% |
| **85 - 94** | 1.6% | 1% |
| **95+** | 0.0% | |

**Ethnic background of respondents:**

| Ethnic background | Survey % | Census '21 |
|---|---|---|
| **Asian (all)** | 10% | 9% |
| **Black (all)** | 15% | 31.7% |
| **Mixed (all)** | 4% | 7.2% |
| **Other (all)** | 6% | 10.4% |
| **White (all)** | 64% | 41.7% |

**Disability profile of respondents:**

| Are you disabled | % |
|---|---|
| **Yes** | 17% |

| | |
|---|---|
| **No** | 81% |
| **Prefer not to say** | 2% |

**Income and housing tenure profile of respondents*:**

| **Household income** | % |
|---|---|
| **Under £15,000 per year** | 9% |
| **£15-29,999 per year** | 7% |
| **£30-44,999 per year** | 16% |
| **£45-59,999 per year** | 17% |
| **£60-74,999 per year** | 15% |
| **£75-89,999 per year** | 5% |
| **£90,000 or above** | 30% |

| **Housing tenure** | Survey % | Census ‘21 |
|---|---|---|
| **I rent from a private landlord** | 32% | 25.1% |
| **I rent from the council/housing association** | 9% | 57.8% |
| **I live with family/friends/rent free** | 3%** | 0.3% |
| **I own my home outright** | 18% | 5.8% |
| **I am buying my home with the help of a mortgage** | 30% | 9.2% |
| **Shared ownership** | 7% | 1.8% |

* these two questions were not included in the door-to-door surveying, so only reflect online respondents. So e.g. much of our door-to-door interviewing was on council estates but this is not reflected – see e.g. response numbers below for Galleywall Road (Rennie Estate).

** our questions were about the status of the individual, whereas the census data refers to the whole household (so a young person living with their parents would appear differently here)

**Response rates by street:**

We received responses from 69% of streets in South Bermondsey. Below are listed the streets for which we received responses, ordered by % of properties on a given street responding.

| Street | Responses | % | | Street | Responses | % |
|---|---|---|---|---|---|---|
| **CATLIN STREET** | 3 | 150%* | | **LINSEY STREET** | 3 | 4% |
| **FRANK MEWS** | 3 | 60% | | **CAMILLA ROAD** | 6 | 3% |
| **HANNAH MARY WAY** | 5 | 50% | | **STUBBS DRIVE** | 7 | 3% |
| **BURNHAM CLOSE** | 8 | 42% | | **GOODWIN CLOSE** | 3 | 3% |
| **BUSHWOOD DRIVE** | 15 | 41% | | **ANCHOR STREET** | 5 | 3% |
| **CURTIS WAY** | 19 | 33% | | **CADET DRIVE** | 2 | 3% |
| **MACKS ROAD** | 2 | 33% | | **AMINA WAY** | 4 | 3% |
| **ALMA GROVE** | 19 | 30% | | **HENDRE ROAD** | 1 | 3% |
| **SETCHELL ROAD** | 3 | 21% | | **DRAPPERS WAY** | 1 | 3% |
| **LONGFELLOW WAY** | 7 | 19% | | **ACANTHUS DRIVE** | 2 | 3% |
| **AMBROSE STREET** | 2 | 18% | | **DUNLOP PLACE** | 1 | 3% |
| **MARCIA ROAD** | 17 | 16% | | **BLUE ANCHOR LANE** | 2 | 2% |
| **ABINGDON CLOSE** | 3 | 15% | | **LONGLEY STREET** | 1 | 2% |
| **TROTHY ROAD** | 7 | 14% | | **SHEPPARD DRIVE** | 2 | 2% |
| **LYNTON ROAD** | 50** | 14% | | **ROCK GROVE WAY** | 1 | 2% |
| **YALDING ROAD** | 4 | 13% | | **DUNTON ROAD** | 2 | 2% |
| **QUEEN ANNES SQUARE** | 1 | 13% | | **WILLOW WALK** | 1 | 1% |
| **REVERDY ROAD** | 8 | 11% | | **HENLEY DRIVE** | 1 | 1% |
| **ALSCOT WAY** | 6 | 10% | | **BALACLAVA ROAD** | 1 | 1% |
| **BURNELL WALK** | 1 | 10% | | **ENID STREET** | 1 | 1% |
| **ST JAMESS ROAD** | 7 | 10% | | **SPA ROAD** | 4 | 1% |
| **OREILLY STREET** | 2 | 10% | | **SOUTHWARK PARK ROAD** | 4 | 1% |
| **MONNOW ROAD** | 3 | 9% | | **THORBURN SQUARE** | 1 | 1% |
| **STEVENSON CRESCENT** | 16 | 9% | | **ROUEL ROAD** | 1 | 1% |
| **ROSEBERRY STREET** | 6 | 8% | | **OLD KENT ROAD** | 4 | 1% |
| **ABERCORN WAY** | 9 | 8% | | **WOOLSTAPLERS WAY** | 1 | 1% |
| **GALLEYWALL ROAD** | 29** | 8% | | **NECKINGER** | 2 | 1% |
| **SIMMS ROAD** | 5 | 8% | | **ALSCOT ROAD** | 1 | 0% |
| **MASON CLOSE** | 3 | 7% | | | | |
| **STRATHNAIRN STREET** | 6 | 6% | | | | |
| **SETCHELL WAY** | 5 | 6% | | | | |
| **CHAUCER DRIVE** | 7 | 6% | | | | |
| **LUCEY WAY** | 13 | 6% | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| **WORDSWORTH ROAD** | 1 | 6% | | | | |
| **ROSSETTI ROAD** | 7 | 5% | | | | |
| **BUTTERMERE CLOSE** | 2 | 5% | | | | |
| **FORT ROAD** | 12 | 4% | | | | |
| **OXLEY CLOSE** | 6 | 4% | | | | |
| **ACHILLES CLOSE** | 2 | 4% | | | | |
| **ROTHERHITHE NEW ROAD** | 3 | 4% | | | | |

* there was no restriction on multiple people from a household responding, hence in cases there might be more responses than households – and all % are approximated.

** high responses rates here indicate responses from a housing estate adjacent to this road.

# What did people tell us?

**How do people get around in the local area?**

| Mode | % of respondents selecting this mode |
|---|---|
| **walk** | 77.0% |
| **own cycle/scooter/skateboard** | 28.4% |
| **Hire cycle/scooter** | 12.8% |
| **Bus** | 70.4% |
| **Trains (inc tube etc)** | 54.1% |
| **Motorcycle/moped** | 0.5% |
| **own petrol/diesel car** | 28.4% |
| **Own electric car/van** | 2.5% |
| **Car share** | 7.7% |
| **Taxi** | 27.2% (most 'occasional' users) |

- I cycle/scoot or walk as my main form of transport: **203** (50%)
- I would walk more if the streets were quieter or less polluted: **151** (37%)
- I would be interested in trying cycling (or cycling more): **125** (31%)
- I would take buses more if they were more reliable: **155** (38%)
- I am considering buying an electric car or van: **50** (12%)
- I am worried about the effects of climate change: **240** (59%)
- I am worried about the impact of poor air quality on children: **239** (59%)

**Top concerns and interests:**

| Top Priorities: | % of responses |
|---|---|
| Pavement improvement (wider and smoother surface) | 52% |
| Green space (planter or rain garden) | 45% |
| Improved lighting | 39% |
| New trees | 39% |
| Pavement decluttering (moving signs and bin storage etc) | 31% |
| Cycle hangar (to store a bike near home) | 24% |
| Seating | 24% |
| Water fountain | 22% |
| Play feature (e.g. hopscotch or stepping stones) | 22% |
| Traffic calming measures (e.g. speed humps) | 21% |

| Obstacles to walking in the area | % of respondents (51 responses to this question) |
|---|---|
| Poor pavement quality | 57% |
| Pavement too narrow | 39% |
| Too much traffic/pollution | 37% |
| Junctions hard to cross | 35% |
| Hire bikes etc on pavement | 35% |
| Parked cars on pavement | 18% |
| Bins on pavement | 12% |
| Signage etc on pavement | 4% |

| Obstacles to cycling in the area | % of respondents (29 responses to this question) |
|---|---|
| Lack of separation from traffic | 55% |
| Too much traffic | 48% |
| Dangerous driving | 48% |
| Poor road surface | 45% |
| Difficult junctions | 41% |

| | |
|---|---|
| Behaviour of other cyclists | 17% |
| Poor signage | 14% |

From the text comments, there were concerns around antisocial behaviour and crime in some areas, as well as lots of comments about street cleaning, rubbish and flytipping. Below are some of the major points raised in specific areas:

**Abercorn Way** – this is a cul-de-sac, but some residents observed issues with mopeds racing on the street. It is also on a popular cycle route, and there are places where sightlines are obscured so that there can be danger for people walking.

**Ablett Street** – high levels of traffic and speeds with cars exiting onto Ilderton Road – some residents requesting opening up other streets to reduce the pressure.

**Alma Grove** – many residents requested flatter pavements here and observed that tree roots were causing issues. The road surface was also mentioned as being poor after recent Thames Water works.

**Bushwood Drive** – residents complained that street lights had not been repaired for months (as of August ’23). Several also observed large numbers of Lime bikes left on the street here and on **Burnham Close,** causing obstruction to pedestrians. The cycle hangar is well used here, but some felt it was poorly placed and caused an obstruction/blocked visibility.

**Camilla Road** residents were especially concerned about crime and anti-social behaviour – suggestions included increased police presence or estate intercoms.

**Chaucer Drive -** this is a popular cycle route, and there can be high speeds and accidents. Some residents suggested speed bumps or other measures to slow cyclists and mopeds, particularly at a blind bend.

**Curtis Way** – there were a number of complaints about disrepair of the estate, such as weeds in the pavements, as well as flytipping and dog mess.

**Dunton Road** – issue observed of cars speeding to avoid getting caught at the lights here. It was also felt that the crossing at Southwark Park Road could be dangerous – drivers getting confused and putting others at risk.

**Fort Road** – residents were keen to see improved traffic calming, as speeding was seen as an issue.

**Galleywall Road** – Rennie Estate residents here were concerned about cleaning and maintenance, as well as anti-social behaviour – intercoms or other security improvements would be welcomed. Some blocks were without lifts. Some residents also commented on the lack of safe crossing places on Rotherhithe New Road here. There were also issues with school traffic around Galleywall School, including on Hyson Road.

**Grange Road** – cars speeding in both direction in front of Boutcher School, health centre and Spa Gardens. One resident suggested improving the crossing as they felt the lights took too long to turn red at the school.

**Lucey Road** – traffic calming/humps would be useful here.

**Lynton Road** – many residents complained about poor quality pavements, with tree roots the primary culprit, causing obstacles especially for disabled residents. It was noted that the bench at the junction with Dunton Road had become overgrown and unusable (August ’23). Several people noted that bus routes here and on Dunton Road were not well served (unlike on Old Kent Road) and often full. Dog poo and lack of regular street cleaning were also seen as issues here. Residents would like to see new and well-maintained green spaces and tree planting in the area – perhaps making better use of existing green space on the council properties. There were several complaints about rental bikes being left on the pavement. It was also noted that drivers frequently ignored the no-left-turn from Beatrice Road.

**Marcia Road -** residents noted an issue with fly-tipping, as well as bins blocking the pavement making it hard to walk. They also observed the road was often used as a cut-through whenever there were issues on Old Kent Road, and sometimes this results in traffic going the wrong way.

**Old Kent Road** - people here and on surrounding streets noted a lack of good crossing points – one suggestion was for a signalised crossing at the junction with East Street. The lack of safe cycling space here was also noted (as in other wards along OKR).

**Oxley Close** – residents felt this road was often used as a getaway route by thieves on bikes and mopeds, and would like to see security cameras. They also noted there was a blind bend on Oxley, which often caused accidents for cyclists and pedestrians.

**Rotherhithe New Road** – people on neighbouring estates felt the crossing here was badly placed and often dangerous with speeding traffic. People crossing from Stevenson Crescent/Stubbs Drive often risking speeding cars. Residents of Rennie Estate (Galleywall Road) also felt the crossing was poorly placed for access to shops and station at South Bermondsey.

**Setchell Road** – residents here were concerned about safety and security – suggestions included CCTV, but also trimming the bushes near the footpath.

**Simms Road** - residents noted that traffic had increased recently after removal of bollards at the junction of Monnow Road and Southwark Park Road.

**Southwark Park Road** – some cyclists observed that this was wide enough for cycle infrastructure, which would be welcome as traffic can be fast and often dangerous. Others noted that double parking often led to obstructions for cyclists and drivers. Cars often ignore crossings and lights here, and go too fast.

**St. James's Road** – residents here and elsewhere noted issues with rubbish and flytipping on this road. Cyclists noted large potholes between Jamaica Road and Southwark Park Road. Residents on Lucey Way estate noted crossing towards the Blue is on a blind bend and doesn't slow traffic down.

**Stevenson Crescent** – residents noted narrow pavements and speeding motorbikes here, as well as generally poor pedestrian journeys via Rotherhithe New Road. Children play in the road here but it is not always safe. Where Catlin Street meets Stevenson Crescent parked cars and vans obscure visibility.

**Trothy Road** – residents noted that there were excessive car parking spaces here, so some additional green space would be valued.

**Willow Walk** – it was noted that the Co-op supermarket here always has lots of bikes around it – so some fixed parking would be useful here. Also, this street is used as a cut-through, so sees lots of traffic for a 'quiet' street. There was a suggestion of a crossing by the junction with Crimscott Street. It was noted that cars often start speeding at O'Reilly Street to get through the lights at the Dunton Road junction.

**Yalding Road** – highlighted as a straight road with low traffic levels but high speeds, especially at night – residents would welcome traffic calming.

# Ward Report: St George's

## Profile

**Responses: 135**

**Age profile of respondents:**

| Age | Survey % | Census '21 % |
|---|---|---|
| **Under 16** | - | 13.1% |
| **16 - 17** | - | 12.6% |
| **18 - 24** | 7.3% | |
| **25 - 34** | 22.7% | 24.7% |
| **35 - 44** | 22.7% | 14.2% |
| **45 - 54** | 19.1% | 11.3% |
| **55 - 64** | 14.5% | 9.1% |
| **65 - 74** | 9.1% | 3.8% |
| **75 - 84** | 2.7% | 2% |
| **85 - 94** | 1.8% | 2% |
| **95+** | - | |

**Ethnic background of respondents:**

| Ethnic background | Survey % | Census '21 |
|---|---|---|
| **Asian (all)** | 4.7% | 15.7% |
| **Black (all)** | 9.3% | 20.1% |
| **Mixed (all)** | 5.6% | 7.2% |
| **Other (all)** | 2.8% | 7.1% |
| **White (all)** | 77.6% | 49.8% |

**Disability profile of respondents:**

| Are you disabled | % |
|---|---|
| **Yes** | 14.6% |
| **No** | 84.5% |
| **Prefer not to say** | 1% |

**Income and housing tenure profile of respondents*:**

| **Household income** | % |
|---|---|
| **Under £15,000 per year** | - |
| **£15-29,999 per year** | 13.5% |
| **£30-44,999 per year** | 13.5% |
| **£45-59,999 per year** | 13.5% |
| **£60-74,999 per year** | 18.9% |
| **£75-89,999 per year** | 13.5% |
| **£90,000 or above** | 27.0% |

| **Housing tenure** | Survey % | Census '21 |
|---|---|---|
| **I rent from a private landlord** | 21.4% | 30.3% |
| **I rent from the council/housing association** | 14.3% | 42.6% |
| **I live with family/friends/rent free** | - | 0.2% |
| **I own my home outright** | 26.2% | 8.9% |
| **I am buying my home with the help of a mortgage** | 16.7% | 13.4% |
| **Shared ownership** | 21.4% | 4.6% |

* these two questions were not included in the door-to-door surveying, so only reflect online respondents. So e.g. much of our door-to-door interviewing was on council estates but this is not reflected

** our questions were about the status of the individual, whereas the census data refers to the whole household (so a young person living with their parents would appear differently here)

**Response rates by street:**

We received responses from 56% of streets in St George's. Below are listed the streets for which we received responses, ordered by % of properties on a given street responding.

| Street | Responses | % | | Street | Responses | % |
|---|---|---|---|---|---|---|

| | | | | | | |
|---|---|---|---|---|---|---|
| BELVEDERE PLACE | 1 | 100.0% | | WEBBER ROW | 4 | 2.8% |
| DAVIDGE STREET | 2 | 50.0% | | BOYFIELD STREET | 1 | 2.8% |
| ORIENT STREET | 2 | 18.2% | | OSWIN STREET | 2 | 2.7% |
| WEST SQUARE | 12 | 18.2% | | LANCASTER STREET | 3 | 2.4% |
| BARKHAM TERRACE | 2 | 16.7% | | GLADSTONE STREET | 1 | 2.1% |
| ELEPHANT AND CASTLE | 1 | 16.7% | | CHURCHYARD ROW | 8 | 1.7% |
| AUSTRAL STREET | 5 | 15.2% | | PRINCESS STREET | 2 | 1.7% |
| GAYWOOD STREET | 15 | 13.5% | | COOPER CLOSE | 1 | 1.6% |
| KING EDWARD WALK | 1 | 9.1% | | BOROUGH ROAD | 4 | 1.5% |
| MORLEY STREET | 6 | 9.0% | | GERRIDGE STREET | 1 | 1.5% |
| DODSON STREET | 4 | 7.1% | | LONDON ROAD | 2 | 1.2% |
| HAYLES STREET | 5 | 6.9% | | BLACKFRIARS ROAD | 5 | 1.0% |
| KING JAMES STREET | 4 | 6.6% | | WATERLOO ROAD | 1 | 0.7% |
| WEBBER STREET | 10 | 4.7% | | ST GABRIEL WALK | 2 | 0.7% |
| BROOK DRIVE | 9 | 4.1% | | SOUTHWARK BRIDGE ROAD | 1 | 0.3% |
| GARDEN ROW | 2 | 4.0% | | | | |
| ST GEORGES ROAD | 8 | 3.8% | | | | |
| ELLIOTTS ROW | 4 | 2.9% | | | | |
| MILCOTE STREET | 1 | 2.9% | | | | |

# What did people tell us?

**How do people get around in the local area?**

| Mode | % of respondents selecting this mode |
|---|---|
| **walk** | 90.4% |
| **own cycle/scooter/skateboard** | 28.9% |
| **Hire cycle/scooter** | 26.7% |
| **Bus** | 86.7% |
| **Trains (inc tube etc)** | 76.3% |
| **Motorcycle/moped** | 1.5% |
| **own petrol/diesel car** | 20.0% |
| **Own electric car/van** | 2.2% |
| **Car share** | 12.6% |
| **Taxi** | 37.0% |

- I cycle/scoot or walk as my main form of transport: **87** (64.4%)
- I would walk more if the streets were quieter or less polluted: **85** (63%)
- I would be interested in trying cycling (or cycling more): **50** (37%)
- I would take buses more if they were more reliable: **52** (38.5%)
- I am considering buying an electric car or van: **14** (10.4%)
- I am worried about the effects of climate change: **94** (69.6%)
- I am worried about the impact of poor air quality on children: **84** (62.2%)

**Top concerns and interests:**

| | **Top Priorities:** | **% of responses** |
|---|---|---|
| | New trees | 51.1% |
| | Green space (planter or rain garden) | 50.4% |
| | Pavement improvement (wider and smoother surface) | 45.9% |
| | Pavement decluttering (moving signs and bin storage etc) | 40% |
| | Less traffic | 37.8% |
| | Improved lighting | 34.1% |
| | Seating | 31.9% |
| | Pedestrian crossing(s) | 29.6% |
| | Cycle hangar (to store a bike near home) | 28.9% |
| | Cycle safety feature (e.g. segregated cycle lane or junction feature) | 28.9% |
| | Electric Vehicle charger | 28.9% |

| **Obstacles to walking in the area** | **% of respondents (19 responses to this question)** |
|---|---|
| Poor pavement quality | 36.8% |
| Hire bikes etc on pavement | 47.4% |
| Pavement too narrow | 36.8% |
| Too much traffic/pollution | 52.6% |
| Bins on pavement | 31.6% |
| Junctions hard to cross | 36.8% |
| Parked cars on pavement | 15.8% |
| Signage etc on pavement | 5.3% |

| Obstacles to cycling in the area | % of respondents (13 responses to this question) |
|---|---|
| Lack of separation from traffic | 53.8% |
| Too much traffic | 46.2% |
| Difficult junctions | 38.5% |
| Dangerous driving | 53.8% |
| Poor road surface | 30.8% |
| Behaviour of other cyclists | 38.5% |
| Poor signage | 15.4% |

Relatively few responses from this area. Quite a few people commented on hire bikes blocking pavements – perhaps reflecting that pavements in the area are generally narrow, and it is perhaps a popular destination for short cycle trips. Brook Drive identified as a particular challenging spot for cycling – as a narrow road with quite a lot of traffic.

**Austral Street** – issue with flytipping on the All Saints side of the road. Bins left on pavement.

**Blackfriars Road** – noted the safe cycle lane on Blackfriars Road, but there is no easy way to cross the road while cycling. Long waiting list for local cycle hangar. Speeding motorbikes and cars, especially near St George's Circus, and cars jumping the lights.

**Boyfield Street** – some speeding noted. Also, lack of cycle storage, bikes tied to railings.

**Brook Drive –** traffic volumes have been reduced by the modal filter on Dante Road, but there is still an issue with fast or inconsiderate drivers – cyclists often squeezed off the road or forced to stop. This is a popular route with parents and children cycling to school, part of it on the CS7 route.. Traffic calming would be welcome, or parking reduction – one response suggested a filter. Narrow pavements often blocked by bins and hire bikes. Several requests for more regular street cleaning and rubbish removal. Also request for new trees.

**Churchyard Row** – suggestions for improved lighting in the park. Lots of family facilities locally, but the road is also used as a cut through, so there are safety concerns. Built environment feels made for cars, not pedestrians. Requests for signage to deter people shortcutting across the planted patch. Vehicles of all kinds cut across the courtyard area here as a shortcut from Newington Butts to Dante Place – makes a very hostile environment for pedestrians. Needs clearer demarcation of cycling and walking spaces.

**Elliotts Row** – one resident noted that trees had been cut down and not replaced. Traffic lights here see lots of conflict between pedestrians and cyclists.

**Gaywood Street** – several complaints about waste management on the estate – requests for more recycling bins and more waste bins, as foxes currently rip open bags on the street.

**Geraldine Harmsworth Park** – request to upgrade existing playground.

**Gladstone Street** – note that the pavements here are especially slippery when wet.

**Hayles Street** – pavement damaged by tree roots, as well as by lorries riding up pavement opposite parked cars. Bins and hire bikes also make pavement impassable.

**Lancaster Street** – requests for planting, to reduce pollution and reduce street noise – residents do some, but would like council support. Complaints that pavement is poor and lacks dropped kerbs.

**London Road** – Narrow pavement, and dark at night. Cycle lane shared with buses leads to cycles on pavement. Speeding issues.

**Milcote Street** – increased traffic here since introduction of one-way system.

**Morley Street -** request for more cycle storage here.

**Newington Causeway** – issue with the turn into Gaunt Street – cars etc have to turn in front of buses and often accelerate to do so. Dangerous for pedestrians crossing. Speeding generally.

**Princess Street** – suggestion to remove cars as preventing refuse collection.

**Southwark Bridge Road** – lots of hire bikes dumped here at junction with Newington Causeway. Request for a Santander dock here or other bike parking solution.

**St Gabriel Walk** – need more bins in the area around Sainsburys and Pret. This passage is dangerous for pedestrians as cyclists and delivery drivers use it – not really wide enough for cycling, and children use it to access leisure facilities.

**St George's Road** – requests for greening here – wide enough for planting and seating in places. Also suggestion that the cycle lanes/markings are unclear and confusing.

**Webber Row** – suggestion that this road could be filtered, as it attracts through traffic. Request for cycle hangar space for larger cycles.

**Webber Street** – suggestions that the one-way system may not be working well – longer journeys for residents and taxis, and signage poor so some drivers go the wrong way.

**West Square** – suggestion that the trees are in need of pollarding. Issue of lorries entering the square and not being able to manoeuvre – damaging pavements etc.

# Ward Report: St Giles

## Profile

**Responses:** 368 (with additional 160 responses to the Brunswick Park Streetspace survey, which also featured streets for people questions)

**Age profile of respondents:**

| Age | Survey % | Census ’21 % |
|---|---|---|
| **Under 16** | - | 16.5% |
| **16 - 17** | - | 12.7% |
| **18 - 24** | 2.4% | |
| **25 - 34** | 30.4% | 24% |
| **35 - 44** | 25.3% | 15.4% |
| **45 - 54** | 17.6% | 13.2% |
| **55 - 64** | 13.4% | 9.8% |
| **65 - 74** | 6.8% | 4.6% |
| **75 - 84** | 3.6% | 2.5% |
| **85 - 94** | 0.6% | 1.3% |
| **95+** | - | |

**Ethnic background of respondents:**

| Ethnic background | Survey % | Census ‘21 |
|---|---|---|
| **Asian (all)** | 6% | 7.6% |
| **Black (all)** | 11.1% | 34% |
| **Mixed (all)** | 4.8% | 6.9% |
| **Other (all)** | 4.2% | 8.2% |
| **White (all)** | 73.9% | 43.3% |

**Disability profile of respondents:**

| Are you disabled | % |
|---|---|
| **Yes** | 11.4% |
| **No** | 86.4% |
| **Prefer not to say** | 2.1% |

**Income and housing tenure profile of respondents*:**

| **Household income** | % |
|---|---|
| **Under £15,000 per year** | 6.2% |
| **£15-29,999 per year** | 11.0% |
| **£30-44,999 per year** | 10.3% |
| **£45-59,999 per year** | 15.1% |
| **£60-74,999 per year** | 11.0% |
| **£75-89,999 per year** | 9.6% |
| **£90,000 or above** | 37.0% |

| **Housing tenure** | Survey % | Census '21 |
|---|---|---|
| **I rent from a private landlord** | 11.4% | 22% |
| **I rent from the council/housing association** | 5.1% | 46.6% |
| **I live with family/friends/rent free**** | 1.9% | 0.7% |
| **I own my home outright** | 30.4% | 6.6% |
| **I am buying my home with the help of a mortgage** | 47.5% | 20% |
| **Shared ownership** | 3.8% | 4.1% |

* these two questions were not included in the door-to-door surveying, so only reflect online respondents. So e.g. much of our door-to-door interviewing was on council estates but this is not reflected

** our questions were about the status of the individual, whereas the census data refers to the whole household (so a young person living with their parents would appear differently here)

**Response rates by street:**

We received responses from 76% of streets in St Giles. Below are listed the streets for which we received responses, ordered by % of properties on a given street responding.

| Street | Responses | % | | Street | Responses | % |
|---|---|---|---|---|---|---|
| BRISBANE STREET | 1 | 100.0% | | ADA ROAD | 2 | 7.1% |

| | | | | | | |
|---|---|---|---|---|---|---|
| KERFIELD CRESCENT | 2 | 100.0% | | CAMBERWELL GROVE | 21 | 7.1% |
| DONATO DRIVE | 2 | 50.0% | | KIMPTON ROAD | 4 | 6.8% |
| DATCHELOR PLACE | 2 | 40.0% | | DAGMAR ROAD | 6 | 6.6% |
| ASHWORTH CLOSE | 6 | 35.3% | | VESTRY ROAD | 15 | 6.1% |
| BENHILL ROAD | 31 | 28.2% | | MAUDE ROAD | 3 | 5.4% |
| GABLES CLOSE | 22 | 25.9% | | BELHAM WALK | 2 | 5.1% |
| ELMINGTON ROAD | 25 | 25.8% | | LYNDHURST GROVE | 5 | 5.1% |
| STACY PATH | 3 | 25.0% | | VESTRY MEWS | 2 | 4.9% |
| ST GEORGES WAY | 12 | 21.8% | | MARIANNE CLOSE | 1 | 4.8% |
| COMFORT STREET | 1 | 20.0% | | RAINBOW STREET | 3 | 4.8% |
| COLEMAN ROAD | 20 | 19.0% | | BUSHEY HILL ROAD | 9 | 4.7% |
| PECKHAM GROVE | 32 | 18.4% | | MARY DATCHELOR CLOSE | 6 | 4.4% |
| SANSOM STREET | 8 | 17.4% | | LINNELL ROAD | 2 | 4.1% |
| DANEVILLE ROAD | 1 | 16.7% | | STANSWOOD GARDENS | 3 | 3.1% |
| NEWENT CLOSE | 5 | 15.6% | | DENMARK HILL | 3 | 2.8% |
| TILSON CLOSE | 2 | 15.4% | | DENMAN ROAD | 3 | 2.7% |
| WELLS WAY | 12 | 14.6% | | CAMBERWELL CHURCH STREET | 6 | 2.5% |
| KERFIELD PLACE | 3 | 14.3% | | LYNDHURST WAY | 1 | 2.4% |
| GRACES MEWS | 4 | 13.3% | | OSWYTH ROAD | 1 | 2.4% |
| VICARAGE GROVE | 15 | 13.3% | | DALWOOD STREET | 2 | 2.2% |
| HAVIL STREET | 28 | 12.3% | | SOUTHAMPTON WAY | 6 | 1.9% |
| GAIRLOCH ROAD | 4 | 12.1% | | CAMBERWELL GREEN | 4 | 1.9% |
| TOWER MILL ROAD | 4 | 11.8% | | DON PHELAN CLOSE | 3 | 1.8% |
| ST GILES ROAD | 15 | 11.5% | | MCNEIL ROAD | 3 | 1.5% |
| BRUNSWICK PARK | 8 | 11.3% | | LETTSOM STREET | 1 | 1.4% |
| LOVE WALK | 5 | 11.1% | | SHENLEY ROAD | 2 | 1.0% |
| DE CRESPIGNY PARK | 10 | 10.6% | | TALFOURD ROAD | 2 | 1.0% |
| BONSOR STREET | 2 | 10.5% | | PECKHAM ROAD | 8 | 0.8% |
| BRUNSWICK VILLAS | 2 | 10.0% | | SEDGMOOR PLACE | 1 | 0.7% |
| GROVE LANE | 17 | 9.0% | | SCEAUX GARDENS | 2 | 0.5% |
| WILSON ROAD | 11 | 8.3% | | CROFTON ROAD | 1 | 0.4% |
| HARRIS STREET | 2 | 8.0% | | | | |
| ALLENDALE CLOSE | 6 | 7.6% | | | | |
| HARBORD CLOSE | 2 | 7.4% | | | | |

* there was no restriction on multiple people from a household responding, hence in cases there might be more responses than households – and all % are approximated.

# What did people tell us?

**How do people get around  in the local area?**

| Mode | % of respondents selecting this mode |
|---|---|
| **walk** | 87% |
| **own cycle/scooter/skateboard** | 53.8% |
| **Hire cycle/scooter** | 23.1% |
| **Bus** | 87.5% |
| **Trains (inc tube etc)** | 73.9% |
| **Motorcycle/moped** | 1.1% |
| **own petrol/diesel car** | 32.6% |
| **Own electric car/van** | 5.2% |
| **Car share** | 19.3% |
| **Taxi** | 39.7% (mostly occasional users) |

- I cycle/scoot or walk as my main form of transport: **244** (66.3%)
- I would walk more if the streets were quieter or less polluted: **160** (43.5%)
- I would be interested in trying cycling (or cycling more): **154** (41.8%)
- I would take buses more if they were more reliable: **151** (41%)
- I am considering buying an electric car or van: **74** (20.1%)
- I am worried about the effects of climate change: **281** (76.4%)
- I am worried about the impact of poor air quality on children: **278** (75.5%)

**Top concerns and interests:**

| Top Priorities: | % of responses |
|---|---|
| New trees | 45.9% |
| Green space (planter or rain garden) | 45.4% |
| Pavement decluttering (moving signs and bin storage etc) | 45.1% |
| Pavement improvement (wider and smoother surface) | 40.5% |
| Cycle hangar (to store a bike near home) | 34% |
| Less traffic | 31.8% |
| Improved lighting | 28.3% |

| | |
|---|---|
| Cycle safety feature (e.g. segregated cycle lane or junction feature) | 25.5% |
| Electric Vehicle charger | 24.5% |
| Regular car-free day/play street | 24.2% |

| **Obstacles to walking in the area** | **% of respondents (86 responses to this question)** |
|---|---|
| Poor pavement quality | 46.5% |
| Hire bikes etc on pavement | 34.9% |
| Pavement too narrow | 44.2% |
| Too much traffic/pollution | 43% |
| Bins on pavement | **52.3%** |
| Junctions hard to cross | 33.7% |
| Parked cars on pavement | 9.3% |
| Signage etc on pavement | 7% |

| **Obstacles to cycling in the area** | **% of respondents (67 responses to this question)** |
|---|---|
| Lack of separation from traffic | **73.1%** |
| Too much traffic | 58.2% |
| Difficult junctions | 49.3% |
| Dangerous driving | 50.7% |
| Poor road surface | 43.3% |
| Behaviour of other cyclists | 9% |
| Poor signage | 16.4% |

Many residents in this area talked about Burgess Park – noting the lack of lighting and the lack of segregated cycling paths. Crossing the park (north-south or east-west) is a popular commuter route for both walking and cycling, but there are clashes, and the lack of lighting makes it feel dangerous at night, particularly on the main paths. Cycle segregation through the tunnel would also help. The park would also benefit from an additional water fountain near the play area.

Cyclists felt streets in this ward were often too busy and dangerous, particularly on approaches to Camberwell Green and Church Street. Several wished to see an extension of the Santander bike scheme.

People wanted to see graffiti and litter cleaned up, wheelie bins reduced on pavements and public toilets brought back.

Quite a few respondents in this area were keen to see measures to reduce car dominance (including traffic calming or closures) – though other voices wanted to see existing measures removed.

**Ashworth Close** – people here complained about antisocial behaviour, drug use, flytipping and litter from the local takeaway – need for enforcement on Love Walk or gates on this estate.

**Belham Walk** – playground here is in poor condition and needs refurbishing/maintenance. Some local people suggested lighting in the park to deter antisocial behaviour.

**Benhill Road** – residents expressed a variety of views about the local Streetspace measures, some complaining, some wanting them adjusted, some very happy with the change – and some complained that they were being ignored by some drivers. This is a quiet road, and improved lighting might help people feel safe at night. The pavements here in places are uneven with tree roots. Space for an additional cycle hangar by the entrance to Brunswick Park – perhaps replacing the clothing bank which creates mess. Vehicles turning from Vicarage Grove can be dangerous for pedestrians.

**Brunswick Park** – residents complained about the bins always being out on the pavement, unsightly, smelly and a hazard for pushchairs. The pavement is more generally in poor condition. It was noted that there had been several crashes recently – cars speeding around wide corners into parked cars.

**Bushey Hill Road** – this was felt to be difficult for pedestrians, either because of bins and flytipping, or because tree roots had lifted the pavements.

**Camberwell Church Street** – residents complained about traffic and air quality here, some even requesting for Church Street to be closed to vehicles. There were also complaints about e-bikes on the pavements here. Rain gardens here and on Peckham Road to improve conditions. Not enough cycle parking near the shops here, on Camberwell Green and Addington Square. All the turnings were felt to be challenging for people walking (because of high traffic, vehicles coming off side streets are hurrying to get across). There were issues with litter and graffiti around here.

**Camberwell Grove** – local people identified need for a crossing at Camberwell Church Street, as Camberwell Grove can be very difficult to cross here, for pedestrians or cyclists. Speeding was noted as an issue – humps were lowered some while ago, and are ineffective. There is a lack of crossings in general – about 500m between crossings – one suggestion was for a crossing on the route to Lyndhurst School. Residents also noted that the pavements needed better maintenance, as well as bushes cutting back from the pavement. The road was also noted to be hazardous for cyclists cycling uphill in traffic. There’s a need for more rapid EV chargers.

**Camberwell New Road** – lack of crossing at the end of Camberwell Passage, which is a popular pedestrian route to Camberwell Green.

**Coleman Road** – this is a pleasant quiet road with a closure at one end and an active residents' association. People felt the area by the road closure/school could be better utilised, perhaps with greening or seating. There was an issue with motorcycles passing through the closure at speed, which is right by a school. Also, more street bins as there is often littering.

**Dagmar Road** – residents commented that there is excess parking capacity here, and suggested some could be removed to allow trees/greening or seating.

**Dalwood Street** – described as 'very bleak' – would benefit from rain gardens or trees.

**Denmark Hill** – crossings could be improved at junction with Champion Hill and between Kings and the Maudsley. This road is polluted and very difficult for cyclists, could benefit from segregation. Right turn from Camberwell New Road is very dangerous for cyclists.

**Dowlas Street** – cars go the wrong way here from Wells Way.

**Elmington Road** – the site of the disused magistrates court could be used for green space that would benefit a deprived area. Currently over-paved.

**Gables Close** – several residents here complained about the impact of the nearby Streetspace measures, which they felt were making it much harder for people to access their homes. There were also calls for additional EV charging points, as the current ones are often in use. There may be an issue with cars being dumped on the private road.

**Graces Mews** – residents noted that the road surface was in poor condition.

**Grove Lane** – some residents felt pavements were narrow here – disagreeing if the cause was e-bikes, bins, or overgrown hedges. Owners of the Grove Lane deli and their neighbours would like to see widened pavements and/or tree planting at that location to encourage visitors to dwell. Cyclists suggested the junction with Church Street could be safer – there can be conflict with pedestrians crossing. Perhaps there could be greening in front of Lyndhurst School. At junction with Champion Park, northbound cars often u-turn in order to carry on up Grove Lane, on a bend in front of buses – very dangerous.

**Harvey Road** – large paved area here could be converted to green space/rain gardens.

**Havil Street** – issue of parents parking/idling around Theatre Peckham – should be treated like a school area to deter this. Some noted that this and other streets east of Brunswick Park lacked trees and greening. Cyclists noted lack of safe turning from Peckham Road, making it harder to access this useful route. The road may also need resurfacing in the area around the theatre and at the junction with Peckham Road. Some motorbikes and cars mounting pavement to avoid streetspace cameras.

**Kerfield Crescent** – complaints about e-bikes on the pavement.

**Kimpton Road** – noted that there is sheltered accommodation on this road, and an issue with fast motorbikes and delivery drivers. Cyclists observed that the cycle contra flow is poorly signed and incomplete.

**Love Walk** – potholes, poor paving and lack of street cleaning in autumn had created trip hazards here. Needs additional cycle parking to supplement busy stands on Denmark Hill.

**Lucas Gardens** – a few local people called for upgrading of the playground here. Others suggested a dog walking area.

**Lyndhurst Grove** – several residents observed that this road was used by speeding through traffic, and felt hazardous for a residential road with lots of children – it also meant the turnings from Vestry Road or Shenley Road were hazardous. One suggested closing it to traffic. Existing traffic calming not effective. There is parking on both side, and lots of close passing makes it very dangerous for cycling.

**Lyndhurst Way** – cyclists observed this route was not safe enough for cyclists, despite being part of the Southwark Spine – needs protected cycle lanes.

**Mary Datchelor Close** – issues around rubbish, flytipping, and delivery drivers using sheltered sections as a toilet.

**Maude Road** – lack of cycle storage – local hangars are all full.

**New Church Road** – crossing at top of Edmund Street into Burgess Park is hazardous, as cars race around corner from Southampton Way. Bikes crossing from Burgess Park to Lomond Grove forced to go wrong way or use pavement – described as ‘hair-raising to watch’.

**Parkhouse Street** – pavements very narrow here.

**Peckham Grove** – residents observed very poor road surfaces here. There is a lack of electric vehicle charging access on the private estates here. Also a lack of cycle storage. The road would benefit from some greening. Needs a safer crossing of Southampton Way here.

**Peckham Road –** issues with traffic and turnings as per Church Street. Difficulty crossing to Lucas Gardens as cars (and bikes) don’t allow time to cross. Crossing near Lidl is difficult as vehicles block the crossing and there is then not enough time.

**Shenley Road** – some excess through traffic on this street, which is not really wide enough. Also an issue with overgrown hedges, but the street could otherwise benefit from greening, including street trees for shade.

**Southampton Way** – sections of this were felt to be under-used and unsafe, such as near the junction with Coleman Road – several people commented that this could be made more attractive, with greening or benches, and CCTV to make it feel safer. There were requests for new crossings, such as at the junction with Peckham Grove and/or Coleman Road. Also for traffic lights at the junction with Peckham Road – cars are stuck idling here, and also speed once they can get out. The pavement outside Tesco is narrow and gets flooded. There were requests for traffic calming, including from cyclists who found this road dangerous – cycle lanes would be useful. Need for cycle parking near the gym.

**St Giles Road** – few parked cars here, so opportunity to repurpose some road space – perhaps blossom trees? Respondents also noted that local cycle hangars were over-subscribed.

**Vestry Road** – this was used as a cut-through, with traffic often in a hurry and driving unsafely – e.g. not stopping at pedestrian crossing. Lack of crossings and lots of parked cars make it hard to cross. Residents complained about bins on the street making the pavement hard to navigate. The road surface and pavements at the McNeil Road end are in poor state and make for a hard crossing point. Some residents wanted to see efforts at greening or to improve public realm on this street – perhaps redesigning the space around the island by the shops – cycle parking also requested here. Community Garden on the corner is in need of revamping – could be allotments. At the moment it is mostly a dog toilet. Several residents wanted to see this area repurposed.

**Vicarage Grove** – several residents called for decluttering of street – issues with bins on the pavement and flytipping. The local cycle hangar was over-subscribed, and there was some desire to replace some parking with greening or other public space. There was also a lack of EV chargers. The turning onto Church Street was seen as dangerous for cyclists – virtually impossible to turn west here.

**Wells Way** – several residents noted that the entrance to Burgess Park on Wells Way could be cluttered and hard for pedestrians and cyclists to access – opportunity to widen the pavement here and separate the different users. More regular bus services needed here. Cyclists observed that having the cycle route northbound running into car traffic southbound, and sometimes with parked cars, was hazardous.

**Windsor Walk** – complaints that the bike parking at Denmark Hill station is by application (and often appears under-used) – needs parking for casual users.

**Wren Road** – the Morrison’s car park here could do with some cycle parking.

# Ward Report: Surrey Docks

## Profile

**Responses: 185**

**Age profile of respondents:**

| Age | Survey % | Census '21 % |
|---|---|---|
| **Under 16** | - | 13.8% |
| **16 - 17** | - | 10.5% |
| **18 - 24** | 2.5% | |
| **25 - 34** | 19.6% | 31.4% |
| **35 - 44** | 36.2% | 19.1% |
| **45 - 54** | 18.4% | 10.7% |
| **55 - 64** | 10.4% | 8.2% |
| **65 - 74** | 9.2% | 4.3% |
| **75 - 84** | 3.1% | 1.6% |
| **85 - 94** | 0.6% | 0.7% |
| **95+** | - | |

**Ethnic background of respondents:**

| Ethnic background | Survey % | Census '21 |
|---|---|---|
| **Asian (all)** | 7.6% | 12.8% |
| **Black (all)** | 1.9% | 12.2% |
| **Mixed (all)** | 3.2% | 6.3% |
| **Other (all)** | 3.8% | 5% |
| **White (all)** | 83.4% | 63.7% |

**Disability profile of respondents:**

| Are you disabled | % |
|---|---|
| **Yes** | 5.6% |
| **No** | 91.9% |
| **Prefer not to say** | 2.5% |

**Income and housing tenure profile of respondents*:**

| **Household income** | % |
|---|---|
| **Under £15,000 per year** | 1.8% |
| **£15-29,999 per year** | 10.5% |
| **£30-44,999 per year** | 6.1% |
| **£45-59,999 per year** | 7.9% |
| **£60-74,999 per year** | 8.8% |
| **£75-89,999 per year** | 14.9% |
| **£90,000 or above** | 50.0% |

| **Housing tenure** | Survey % | Census ‘21 |
|---|---|---|
| **I rent from a private landlord** | 24.4% | 40.7% |
| **I rent from the council/housing association** | 1.6% | 23.6% |
| **I live with family/friends/rent free** | 1.6% | 0.1% |
| **I own my home outright** | 37.4% | 12.3% |
| **I am buying my home with the help of a mortgage** | 31.7% | 20.2% |
| **Shared ownership** | 3.3% | 3.1% |

* these two questions were not included in the door-to-door surveying, so only reflect online respondents. So e.g. much of our door-to-door interviewing was on council estates but this is not reflected

** our questions were about the status of the individual, whereas the census data refers to the whole household (so a young person living with their parents would appear differently here)

**Response rates by street:**

We received responses from 51% of streets in Surrey Docks. Below are listed the streets for which we received responses, ordered by % of properties on a given street responding.

| Street | Responses | % | | Street | Responses | % |
|---|---|---|---|---|---|---|
| SOUTH SEA STREET | 4 | 40.0% | | SOVEREIGN CRESCENT | 1 | 4.2% |

| | | | | | | |
|---|---|---|---|---|---|---|
| TRAFALGAR CLOSE | 2 | 20.0% | | CUNARD WALK | 1 | 3.8% |
| LOVELL PLACE | 3 | 17.6% | | LAVENDER ROAD | 2 | 3.8% |
| GLOBE POND ROAD | 6 | 13.0% | | REDWOOD CLOSE | 1 | 3.8% |
| STEERS WAY | 3 | 13.0% | | SWEDEN GATE | 7 | 3.7% |
| MAYFLOWER CLOSE | 1 | 12.5% | | CAPSTAN WAY | 2 | 3.3% |
| MAPLE WAY | 2 | 10.5% | | ODESSA STREET | 11 | 3.3% |
| BREWHOUSE WALK | 3 | 9.1% | | HOLYOAKE COURT | 1 | 3.1% |
| QUEEN OF DENMARK COURT | 5 | 9.1% | | PLOVER WAY | 4 | 3.1% |
| HOWLAND WAY | 6 | 9.0% | | ELIZABETH SQUARE | 1 | 2.9% |
| FARROW PLACE | 2 | 8.3% | | WORGAN STREET | 2 | 2.9% |
| RUSSIA DOCK ROAD | 3 | 7.7% | | ONEGA GATE | 1 | 2.9% |
| STAPLES CLOSE | 2 | 7.4% | | TEAK CLOSE | 1 | 2.9% |
| BUCKTERS RENTS | 2 | 7.1% | | RAINBOW QUAY | 2 | 2.8% |
| ROPEMAKER ROAD | 2 | 7.1% | | REDRIFF ROAD | 1 | 2.7% |
| SALTER ROAD | 3 | 6.7% | | BLONDIN WAY | 5 | 2.4% |
| PLOUGH WAY | 9 | 6.4% | | RUSSELL PLACE | 1 | 2.4% |
| STAVE YARD ROAD | 2 | 6.1% | | FINLAND STREET | 4 | 2.3% |
| PAGEANT CRESCENT | 1 | 5.9% | | ROPE STREET | 12 | 2.3% |
| FIR TREES CLOSE | 2 | 5.6% | | PRINCES COURT | 1 | 1.8% |
| FILIGREE COURT | 1 | 5.0% | | SOMERFORD WAY | 1 | 1.8% |
| GREENLAND QUAY | 3 | 4.8% | | ROTHERHITHE STREET | 26 | 1.8% |
| SHIPWRIGHT ROAD | 3 | 4.8% | | ACORN WALK | 2 | 1.8% |
| WYATT CLOSE | 1 | 4.5% | | BRUNSWICK QUAY | 3 | 1.5% |
| BYWATER PLACE | 4 | 4.4% | | FISHER CLOSE | 1 | 1.2% |
| | | | | QUEBEC WAY | 5 | 1.1% |
| | | | | ELGAR STREET | 1 | 0.8% |

# What did people tell us?

**How do people get around in the local area?**

| Mode | % of respondents selecting this mode |
|---|---|
| **walk** | 95.1% |
| **own cycle/scooter/skateboard** | 56.2% |
| **Hire cycle/scooter** | 28.6% |
| **Bus** | 94.1% |

| | |
|---|---|
| **Trains (inc tube etc)** | 89.2% |
| **Motorcycle/moped** | 2.2% |
| **own petrol/diesel car** | 35.1% |
| **Own electric car/van** | 4.3% |
| **Car share** | 20.0% |
| **Taxi** | 57.3% |

- I cycle/scoot or walk as my main form of transport: **107** (57.8%)
- I would walk more if the streets were quieter or less polluted: **104** (56.2%)
- I would be interested in trying cycling (or cycling more): **99** (53.5%)
- I would take buses more if they were more reliable: **126** (68.1%)
- I am considering buying an electric car or van: **36** (19.5%)
- I am worried about the effects of climate change: **147** (79.5%)
- I am worried about the impact of poor air quality on children: **142** (76.8%)

**Top concerns and interests:**

| **Top Priorities:** | **% of responses** |
|---|---|
| New trees | 55.1% |
| Green space (planter or rain garden) | 54.1% |
| Pavement improvement (wider and smoother surface) | 47% |
| Cycle hangar (to store a bike near home) | 37.3% |
| Improved lighting | 36.2% |
| Pavement decluttering (moving signs and bin storage etc) | 35.1% |
| Cycle safety feature (e.g. segregated cycle lane or junction feature) | 33.5% |
| Traffic calming measures (e.g. speed humps) | 31.4% |
| Cycle parking (e.g. Sheffield stands) | 29.7% |
| Pedestrian crossing(s) | 29.2% |

| **Obstacles to walking in the area** | **% of respondents (54 responses to this question)** |
|---|---|
| Poor pavement quality | 27.8% |
| Hire bikes etc on pavement | 31.5% |
| Pavement too narrow | 16.7% |

| | |
|---|---|
| Too much traffic/pollution | 29.6% |
| Bins on pavement | 11.1% |
| Junctions hard to cross | 27.8% |
| Parked cars on pavement | 14.8% |
| Signage etc on pavement | 7.4% |

| **Obstacles to cycling in the area** | **% of respondents (44 responses to this question)** |
|---|---|
| Lack of separation from traffic | 56.8% |
| Too much traffic | 31.8% |
| Difficult junctions | 40.9% |
| Dangerous driving | 50% |
| Poor road surface | 38.6% |
| Behaviour of other cyclists | 13.6% |
| Poor signage | 25% |

Several respondents in this area noted issues with the cycle routes switching sides and/or not being sufficiently clearly marked. Issues with cyclists on pavements. Speeding is an issue in several places, notably Salter Road, Redriff Road, Rotherhithe Street and Quebec Way. People mention concerns about phone snatching. Others wanted better seating and greening areas to enjoy the river path and Greenland Dock. Requests for a Santander dock. Lastly, requests to reduce cost of the river crossing to Canary Wharf (or build a bridge!).

**Archangel Street** – cycle lane on Russia Walk goes straight into traffic here, challenging especially on school afternoons. Cars often block the exit, so cyclists end up on pavement and conflict with pedestrians. And of course parked cars opening doors cause issues for cyclists. Would be better to have a continuation of the segregated cycle lane (grass verge full of concrete blocks anyway).

**Beatson Walk** – green space next to the Co-op poorly laid out and a bit desolate. More could be done with this space.

**Bonding Yard Walk** – speed humps for cyclists (near Salter Road) – cycles sometimes hit these and fall over, dangerous. (same happens at entrances to Russia Dock Woods). Some seating near the mini playground would be nice to have.

**Brass Talley Alley** – hard to exit cycle route to Quebec Way here – route takes you onto shared pavement in front of Alfred Salter School.

**Downtown Road** – obstructive parking outside the health centre.

**Farrow Place** – already a quiet street, car-free/play days could be welcome here.

**Finland Street** – need for more bins along the river, as people on the Thames Path currently leave rubbish on the benches or pavement.

**Globe Pond Road** – requests for better parking for residents – too much pay-to-park here. Issue of rubbish dumped here (especially by the power plant (?) next to n.47).

**Greenland Dock** – criticism of the street furniture here being poorly placed and creating obstacles – poorly designed and uncomfortable, this could be a community asset but isn't. Seating in front of the Moby Dick pub would be a great location. Pavements uneven and dangerous. Dangerous scooter and cycling makes the waterside less pleasant, especially for older residents.

**Howland Way** – shortage of resident parking spaces identified here. The parking areas need lighting.

**Lady Dock Path** – small path that intersects with Shipwright Road – downhill plus poor visibility with bushes intruding on cycle path, leads to cycling/pedestrian conflict.

**Lavender Road** – request for better connectivity to north of the river. Resident would like to see return of wildflower planting on this street. Better seating options around Lavender Pond.

**Lovell Place** – complaint that people park in the street rather than their own parking bays.

**Mayflower Park** – needs dropped kerb access from Lagado Mews. Ideally an additional path for access by wheelchair users etc – entrance at Fisher Close is over grass and mud. Some play facilities would be useful.

**Odessa Street** – wider, more level and consistent pavements – this sees lots of pedestrian and cycle traffic at weekends. Existing pavements are narrow and broken. Suggestion to remove some parking, as bikes find themselves squeezed by cars. Note also difficulty of crossing Rotherhithe Street here. Loss of concrete football pitch here noted – lack of places for kids to play.

**Onega Gate** – street lighting poor here. Rubbish accumulates by shops/Moby Dick Pub. Very difficult crossing Redriff Road to Russia Dock Woodland (no crossing point, and a bus stop). Lots of children crossing here in the mornings.

**Plough Way** – quiet street so quite a lot of speeding. Also parked cars means there can be cycle/bus conflict. Some empty tree pits here. Traffic calming has been removed here but this is a place with lots of children crossing.

**Quebec Way** – local building work has damaged pavements – reports of trip hazards. Complaints that the controlled parking is not being enforced. Note that there are frequent accidents at the turn from Redriff Road. Speeding as the route is used as a cut-through. Request for better cycle parking

that isn't a crash barrier on the corner. Request for speed humps – cars go fast here because no controls until the school. Also noted lack of litter bins here.

**Rainbow Quay** – lack of lighting around the marina. Also poor air quality caused by boats' heaters.

**Redriff Road** – speeding noted, especially between Shipwright Road and Quebec Way. One query about what happened to the proposed segregated cycle lane. Opportunities to narrow this road, introduce planting and make it feel less like a major artery.

**Rope Street** – lack of cycle storage around South Dock.

**Rotherhithe Street** – dropped kerbs at junction with Odessa Street frequently flood, and freeze in winter. Needs a better pedestrian crossing here – perhaps a raised table and wider footway. This is a popular route for schoolchildren. Also a crossing near the Hilton would be useful – cars go very fast here. Parts of Rotherhithe Street have large potholes, and speed humps have broken. Speeding is an issue, mentioned by several respondents – but people recognise that more speed humps may not be the solution as they are unpleasant for bus users. Also antisocial behaviour and crime – mentions of phone thefts by people on bikes. Complaints about lack of enforcement of controlled parking. Request for resurfacing at the playground by the Hilton – current surface is rough and causes injuries. Complaint that the pavement outside The Blacksmiths is very narrow, and often has pub furniture on it, reducing space for pedestrians to under one metre.

**Russia Dock Woodland** – issue of cycle lane switching sides in the wood. Need some play facilities and better maintenance. Request from cyclist to remove the gates – they don't stop mopeds, just force cyclists and pedestrians together. Fear of crime making some people reluctant to exercise/go out. Lack of lighting in the park.

**Salter Road** – fast cars make cycling unsafe here – especially with close passes near traffic islands. The road is also in poor condition in places (such as by Docklands settlement community centre and Shipwright Road – parking on the road here also), concerning as it is a bus route. Need for more formal pedestrian crossings, for example at Russia Dock Road, Downtown Road and Cow Lane – several of these are desire lines for Redriff Primary. Pavement under the bascule bridge gets flooded because of blocked drains. Obstructive parking outside St Paul's Sports Ground. Junction with Rotherhithe Street by Docklands Settlement is particularly dangerous as lots of children crossing, cars in the wrong lane etc.

**Shipwright Road** – this is a cul-de-sac, so could have wider pavements and greening. Request for cycle hangar that can accommodate cargo bikes.

**Stave Hill Park** – request for public toilet provision here. Also for policing of ASB at weekend nights.

**Steers Way** – quiet street, so could be greener and have places for children to play.

**Thames Path** – cycle parking by cafes and park areas so cyclists can stop.

**Timber Pond Road** – lots of through traffic here, on a route that is also popular with children cycling to Bacon's College.

**Vaughan Street** – lighting could be better here, for pedestrian safety.

**Worgan Street** – exiting by car onto Salter/Redriff Road very difficult in rush hour as cars block the yellow box. One resident noted this had prevented access for an ambulance.