

Cycle Route 35 Phase One

Consultation Summary Report

October 2023



Introduction

This report has been produced by the London Borough of Southwark Highways team to provide a summary on the consultation exercise for phase one of a proposed cycle route between Nunhead Lane and Stuart Road.

The section recently consulted on, and summarised in this report, is part of a larger route from Bermondsey to Catford. Parts of this route have been constructed and other sections are in various delivery stages. The sections immediately to the north and the south of phase one are currently in design stages and will be progressed at the same time to ensure that the segments are integrated.

The objectives of this scheme are to:

- (i) Promote sustainable travel and make it easier to choose sustainable ways to travel,
- (ii) Improve safety for cyclists, attract existing and new cyclists to the area.

Therefore, Southwark Council looked into ways to improve healthiness of the streets so that more people can comfortably walk, cycle and spend time in the area.

A public consultation exercise was held between 21 August and 1 October 2023. An online consultation form was publicised via postcard flyers that were circulated to 1833 addresses in the consultation zone shown over the page. Paper forms were also made available to people who requested them.

A total of 503 responses were received during the consultation period, of which 499 were from unique individuals. 63% of these responses were addresses from the local area.

A stall was set up at Peckham Rye Fete in Peckham Rye Park for a drop-in session on 2 September 2023.

The consultation data has been analysed and commonalities of responses identified. These have then been grouped to show the overall views of the respondents towards the scheme in general, as well as individual aspects of the scheme. These have been further sorted to distinguish the strength of feeling within the consultation zone and outside, and in those streets most directly affected by specific measures. The data has also been analysed to identify any differences in approach based on protected characteristics. This forms the core of the quantitative analysis.

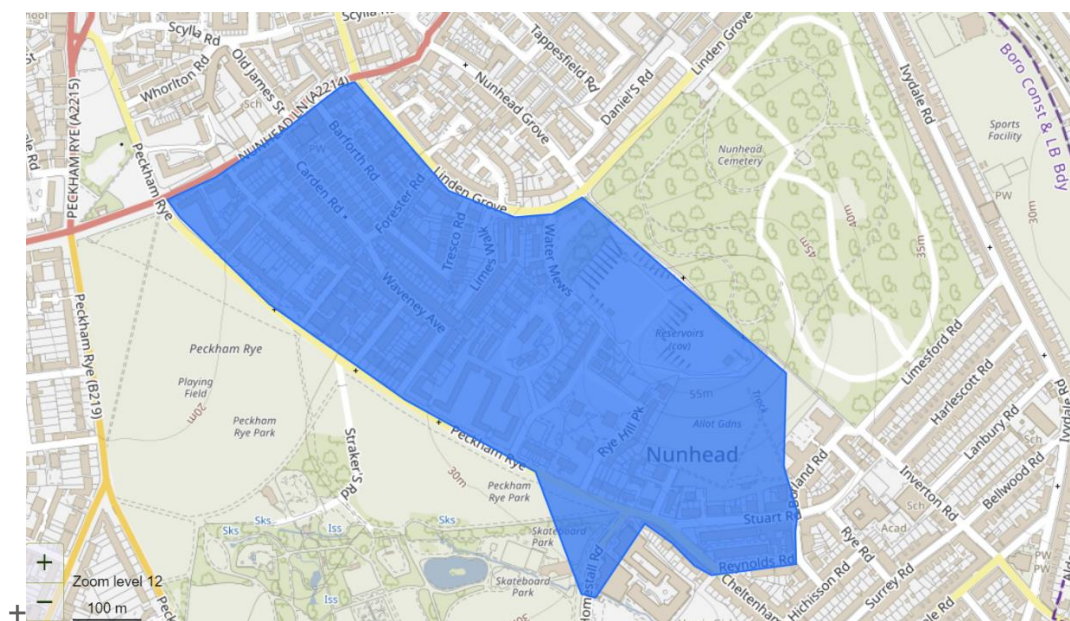
Consultation Process

First of all, mailing lists were extracted from Southwark's Smart2 GIS mapping system and database.

A5 postcard sized flyers were sent out to all addresses on 21 August 2023 alerting residents to the proposal to introduce a new cycle route between Nunhead Lane and Stuart Road. A QR code on the flyer directed people to the online survey consultation webpage, or alternatively the url was displayed (www.southwark.gov.uk/c35phase1) so they could visit the website to have their say.

There was also a freepost address to request paper copies of the survey if required.

All letters and flyers were delivered by Royal Mail. The catchment area for the flyer mailout to recipient addresses is shown in the map below:



A5 postcard distribution

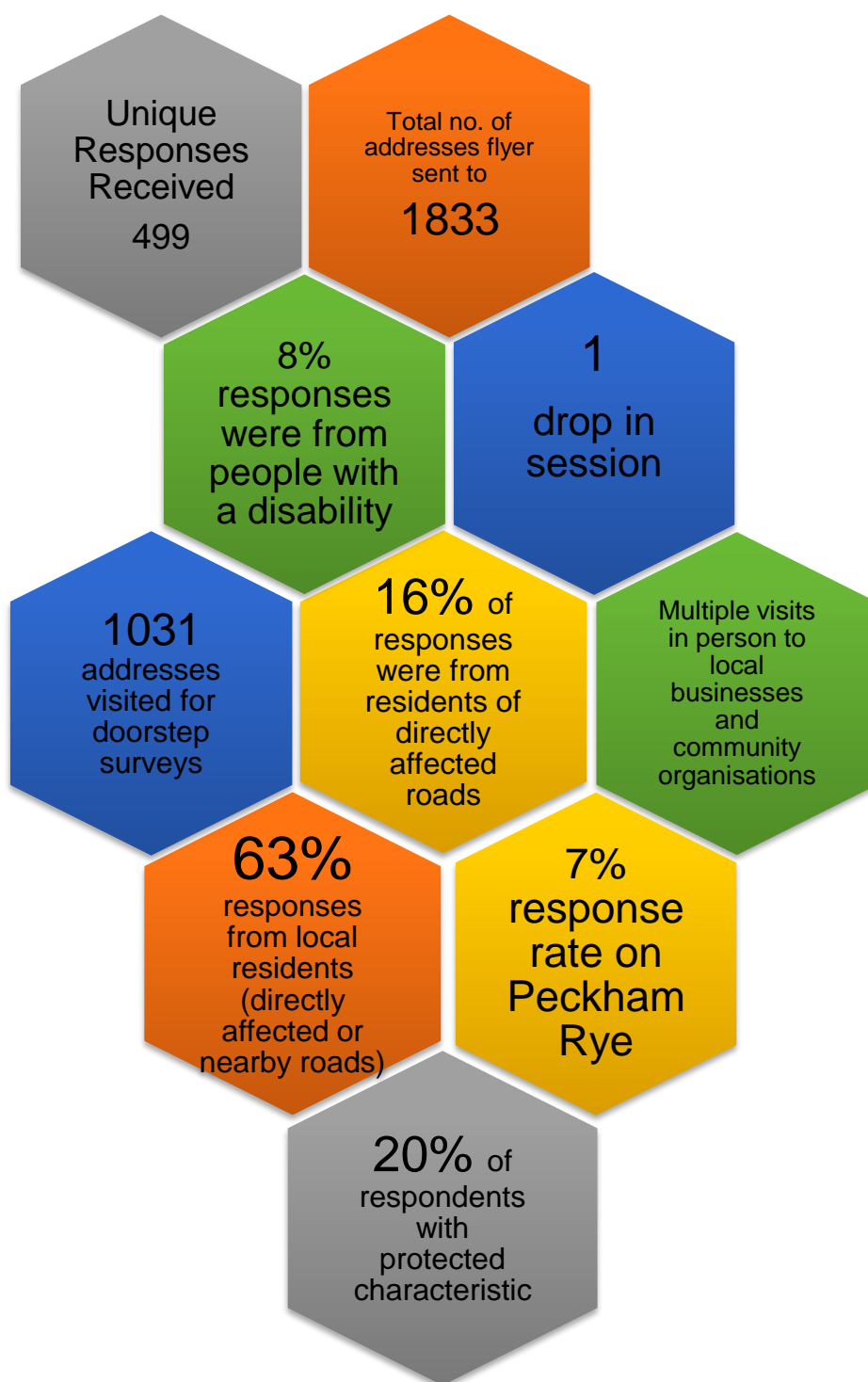
This was followed up with a door to door survey carried out during the week commencing 25 September 2023 to interview all addresses on Peckham Rye and the side streets leading from it. This was to bring the consultation to the attention of those residents who were to be directly affected by the proposal, to raise awareness of the proposed changes and capture their opinions by speaking to them in person.

Furthermore 50 posters were printed and erected on lamp columns along the route and on nearby streets and within the park itself. The poster alerted passers-by to the consultation and directed them to fill out the online survey by way of QR code and website link. It also provided details for the drop-in consultation event and how to request a paper copy of the questionnaire as an alternative to responding online. The aim of the posters was to capture feedback from those who walk, cycle or travel through the area by bus or car, or who visit the park, but did not necessarily live in the streets which received the postcards through the mail.

As well as posters and flyers additional efforts were made to engage local businesses and organisations. These places were visited in person during the consultation period to ensure that the proposed scheme was brought to their attention and they had their chance to submit feedback. The local school on the route and nurseries nearby were also visited and the proposed scheme was discussed face to face.

Community groups were emailed to give them a chance to have their say. The consultation was on the agenda for the Empowering Communities meeting on 31 August and information circulated by email to the 52 recipients of the Empowering Communities East Central Area mailing list. Local faith groups in the nearby Peckham and Nunhead areas were emailed and then followed up with phone calls where possible to reach out and gather their feedback. Meetings with stakeholders took place with those that expressed an interest, such as Friends of Peckham Rye Park and Southwark Cyclists, to explain the scheme and invite comments.

Headline Consultation Numbers

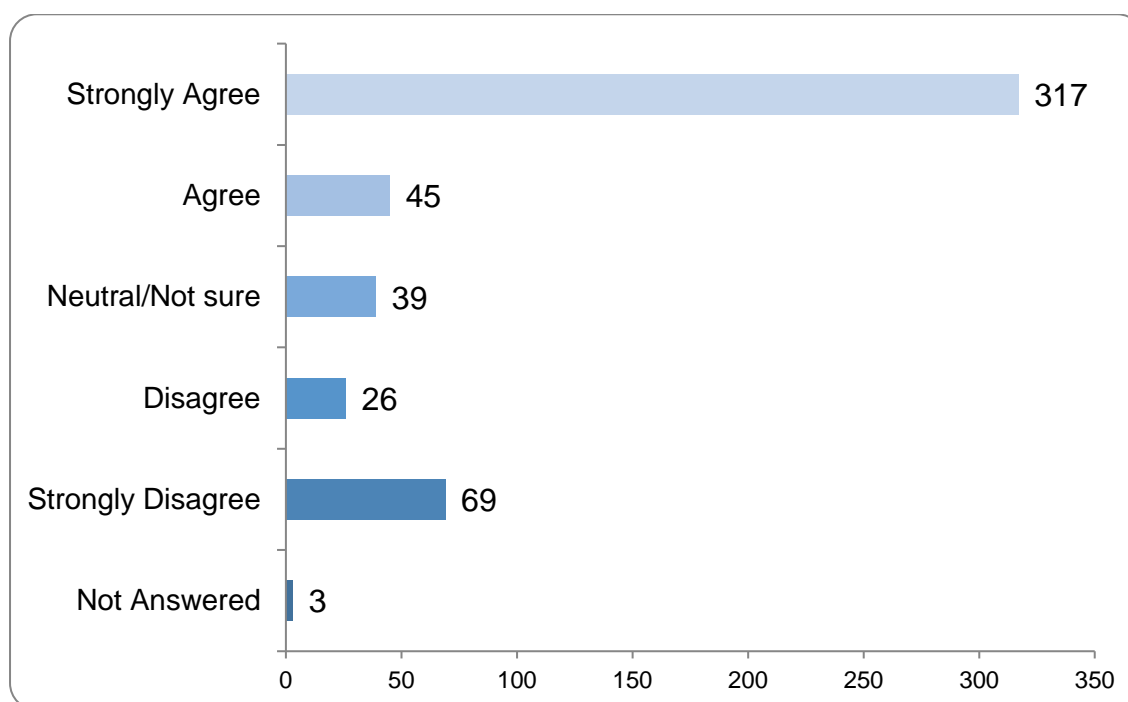


Detailed Consultation Responses

The consultation data was first cleaned to disqualify multiple submissions from the same IP address. Before this was done each submission with a duplicated IP address was analysed to check for unique responses; for example submissions from the same IP address were permitted if there were sufficient unique identifiers to establish that these were indeed separate members of the same household. No more than two responses were received from any household.

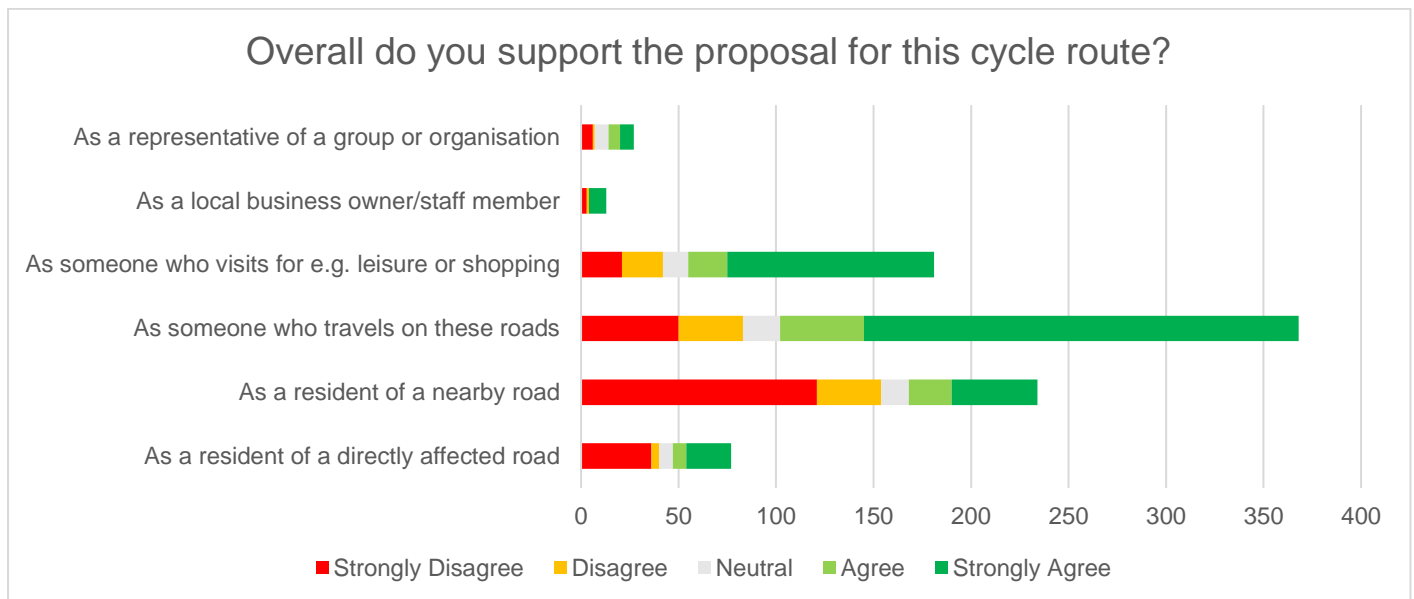
Overall do you support the proposal for this cycle route?

There were 496 responses to this question. As you can see overall there is strong support.



Overall do you support the proposal for this cycle route?	Total	Percent
Strongly Agree	317	63.53%
Agree	45	9.02%
Neutral/Not sure	39	7.82%
Disagree	26	5.21%
Strongly Disagree	69	13.83%
Not Answered	3	0.60%

The results are then further cross examined to determine which respondents agreed with the proposal, according to different characteristics. Firstly overall support for the scheme is shown below according to what capacity the person is responding:

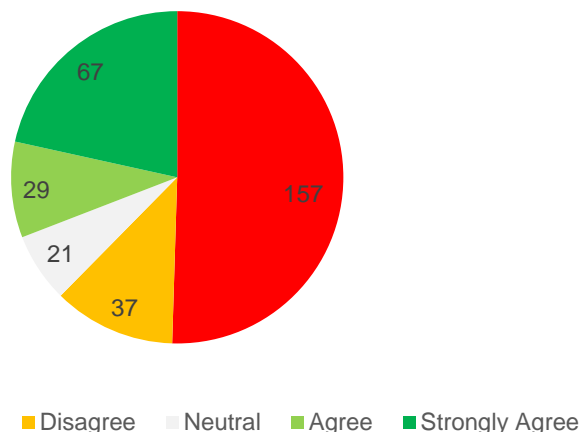


Overall do you support the proposal for this cycle route?	Total	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	Not Answered
As a resident of a directly affected road	80	36	4	7	7	23	3
As a resident of a nearby road	235	121	33	14	22	44	1
As someone who travels on these roads	370	50	33	19	43	223	2
As someone who visits for e.g. leisure or shopping	182	21	21	13	20	106	1
As a local business owner/staff member	13	3	1	0	0	9	0
As a representative of a group or organisation	28	6	1	7	6	7	1

As you can see the vast majority of respondents were from those who travel on the roads, as opposed to those who live on directly affected roads. However these categories were not mutually exclusive, so a resident could also answer as both one who travels on the roads and lives there/nearby.

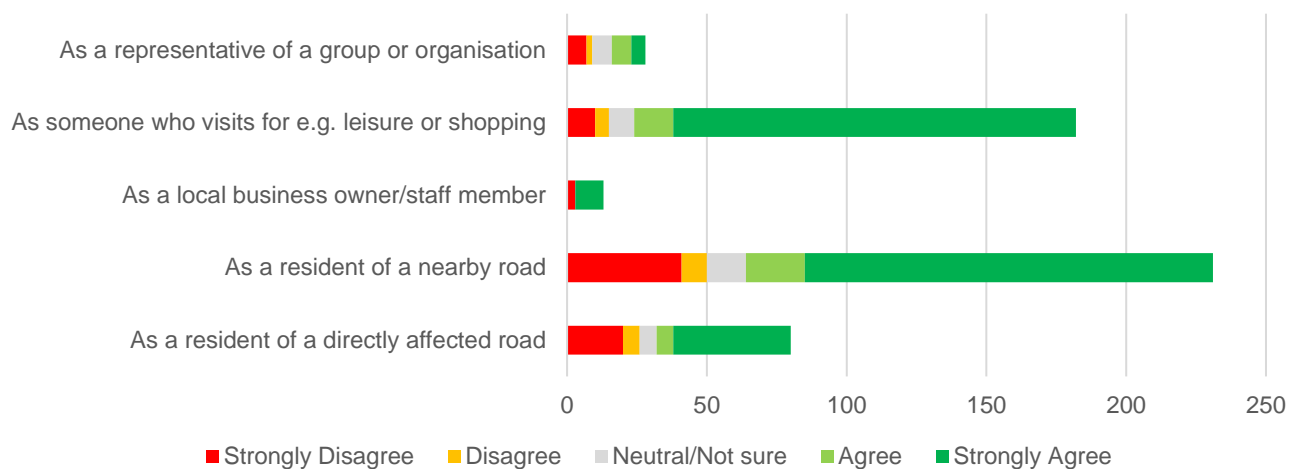
This does show that levels of opposition were higher locally, rather than from those who travel through the area. We can examine this in further detail, see below:

Overall do you support the proposal for this cycle route?
 Responses from local residents (only those either living on a directly affected road or a nearby road)



The overall level of support from local residents is lower than from those using the streets for travelling. This is perhaps to be expected given the disruption the construction may cause, and loss of amenity, i.e. reaction to the loss of parking was polarised amongst affected groups:

Agree or disagree with introduction of Double Yellow Lines

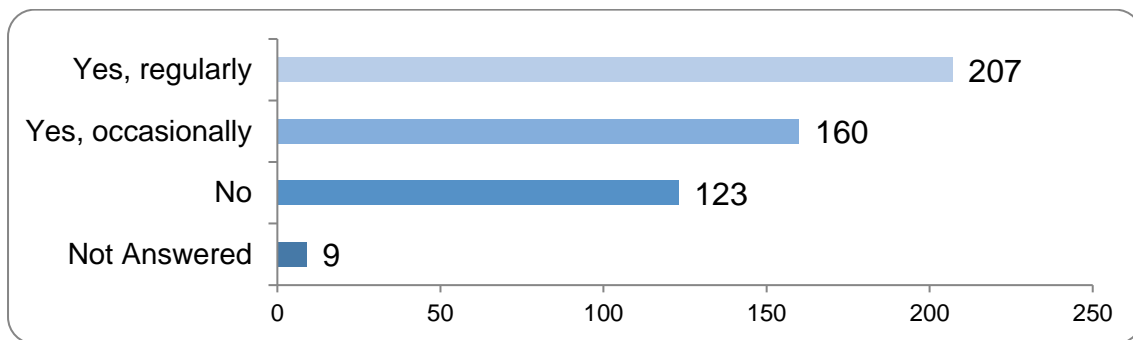


Unsurprisingly those travelling through the area voted strongly in favour of removing the parking, so they have been left off the above graphic so we can look in closer detail at the local responses.

In general, those travelling through the area were proportionately more supportive of the proposal (72% in agreement) and specifically the level of support from those that travel in the area by bicycle was as to be expected very high (75%).

Justification for intervention on Peckham Rye is provided by a large majority (74%) having observed incidents or dangerous situations on this stretch of road, e.g. accidents, near-misses or examples of dangerous driving, witnessing these either regularly or occasionally:

Have you observed any incidents or dangerous situations on Peckham Rye (near Peckham Rye Common)? (e.g. accidents, near misses or examples of dangerous driving):



In the free form text box that followed this question, respondents were encouraged to give details or explain further their main areas of concern. These have been tagged into themes and the following issues were the most frequently mentioned:

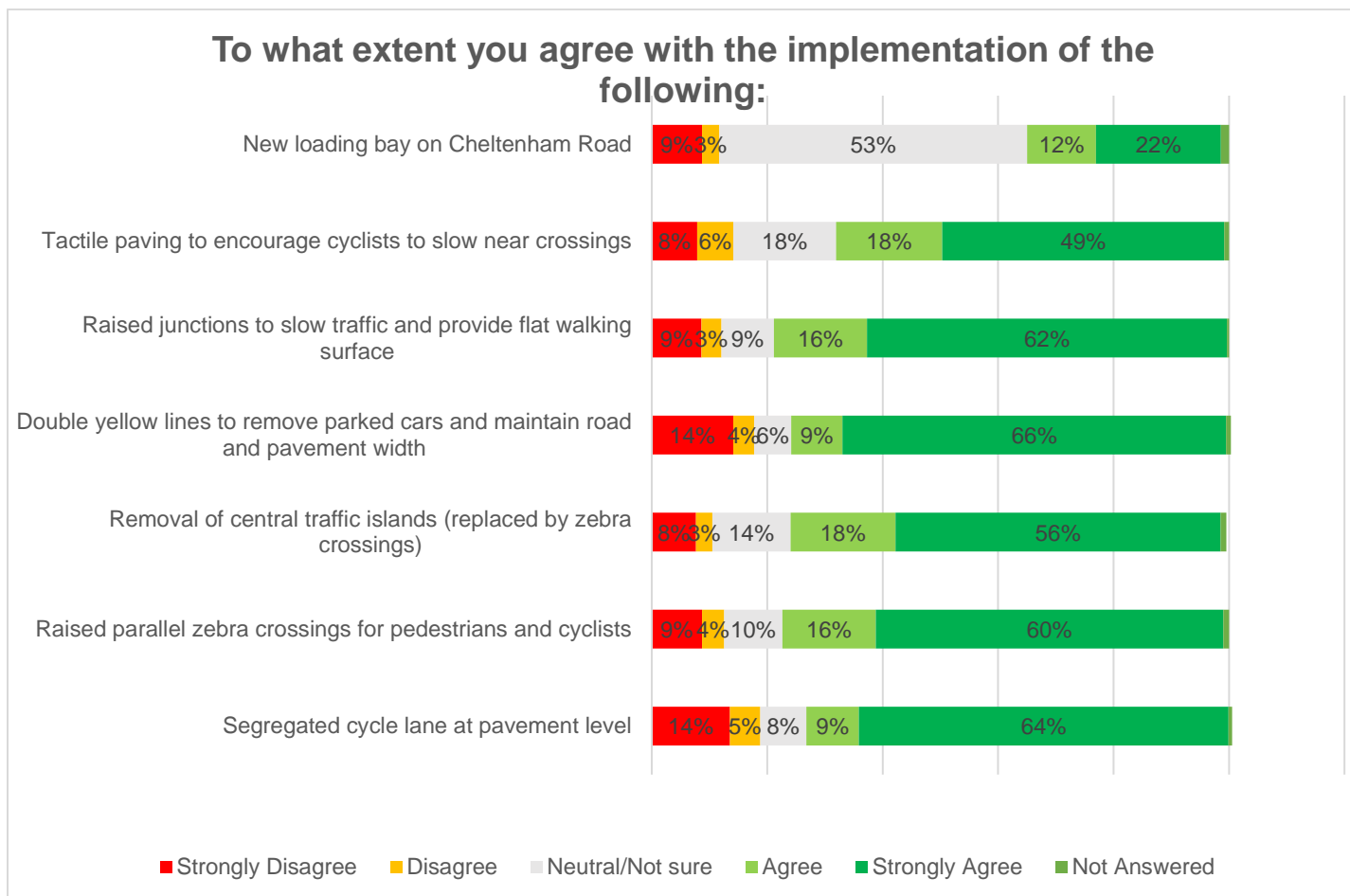
Example of incident or dangerous driving:	Count (no. of responses)
Dangerous overtaking	158
Motor traffic going too fast	110
Intimidating / aggressive driving	51
Traffic islands' causing pinch points	51
Conflict at junctions	43
Noncompliance of cyclists at signals and crossings	41
Cyclists going too fast	21
Anti-social / dangerous behaviour from E-bikes or E-scooters	18
Lack of safe crossing points	16
Poor road surface / pothole causing incident	15
Witnessed a road traffic accident	14
Kerbside activity causing issue for cyclists (especially car doors)	13
Inconsiderate parking	11

A particularly common complaint was traffic speeding to overtake then abruptly cutting in before the traffic islands, or going the wrong side of the road past the islands.

The many examples of perceived dangerous driving and recurrent themes in the responses in the table above provide good rationale for the proposed outline design. The solution for many of these issues would appear to be a segregated cycle track; to separate active travel modes from vehicular traffic, remove the traffic islands, provide safer crossing points and prevent inconsiderate

parking. However a few issues have been raised in the existing road layout which have not been resolved in the design. An example being noncompliance of cyclists at signals and crossings; whilst the former is out of scope from this project the latter is an issue that may be further exacerbated with the introduction of new controlled crossing points. Similarly whilst segregating cycle traffic from pedestrians might seem a solution for the speeding cyclists, if the proposed design has cycle track on the inside of the footway at the same level then the issue has not been satisfactorily resolved. This was picked up in 46 responses (9%) which had negative feedback regarding pedestrian and cyclist conflict in the proposed design.

Feedback for design elements is shown below.



As you can almost all of the specific features of the design which respondents were asked to rate received positive support. The exception being the loading bay on Cheltenham Road which respondents felt comparably less strongly about albeit still more positive (34%) than negative (12%).

Car / bicycle ownership:

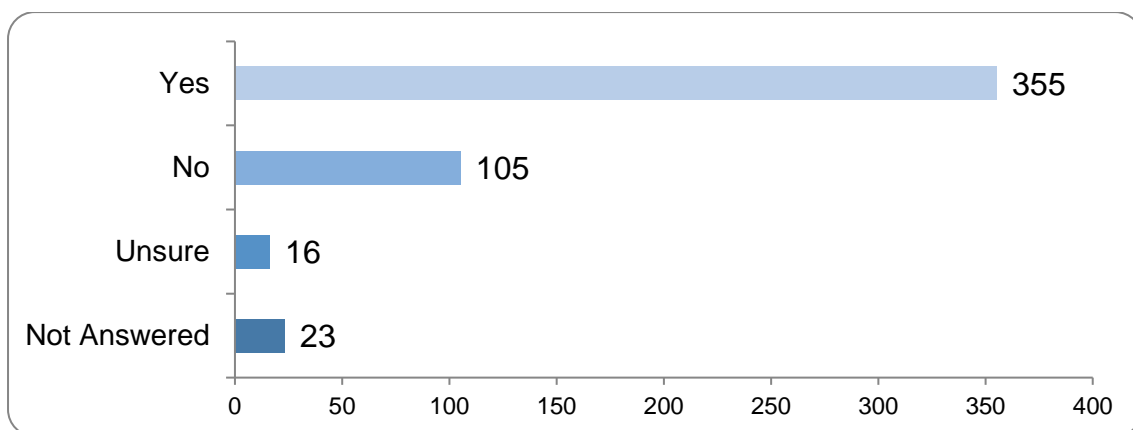
- 55% of respondents owned a car or van (at least one car/van or more than one)
- 90% of respondents owned a bicycle (at least one or more than one)
- Only 1% owned a motorbike (at least one or more than one)

Of those that answered they didn't own a bicycle the most common reason was that they were not interested (6%) or were unable to cycle because of disability or impairment (3%). The rest didn't give a reason as to why not (90%).

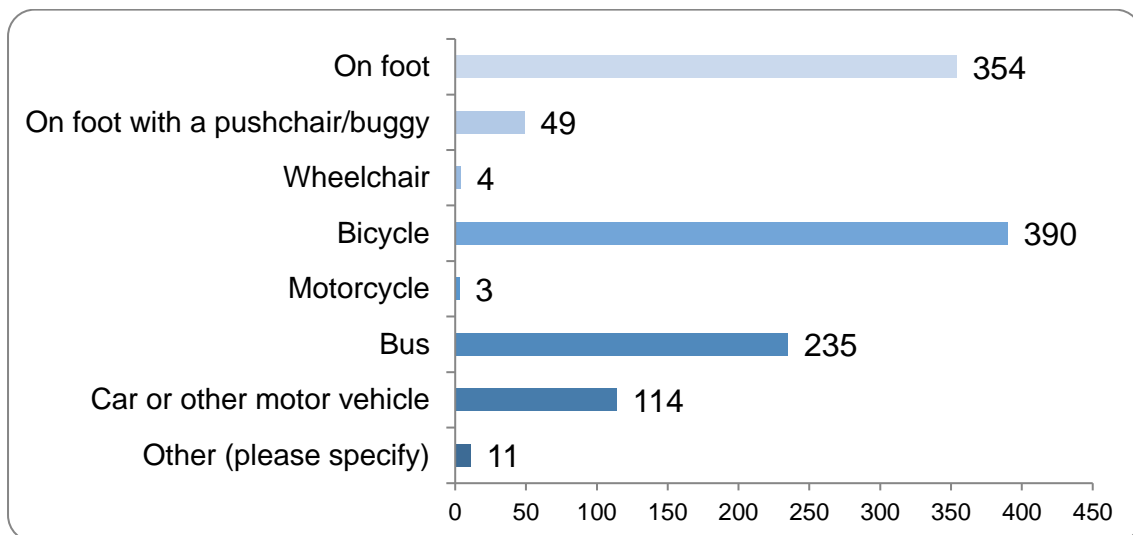
As can be expected a direct correlation exists between those supporting the scheme and owning a bicycle (72% in agreement) but there was also majority in agreement amongst those who owned a car or van (63% in favour).

To follow up on the question of bicycle ownership and how the respondent travels to Peckham we asked whether residents' active travel behaviour could be changed by better infrastructure and if so what kind of changes could improve their cycling and walking experience:

If cycle infrastructure was improved would you cycle as a mode of transport more than you currently do?

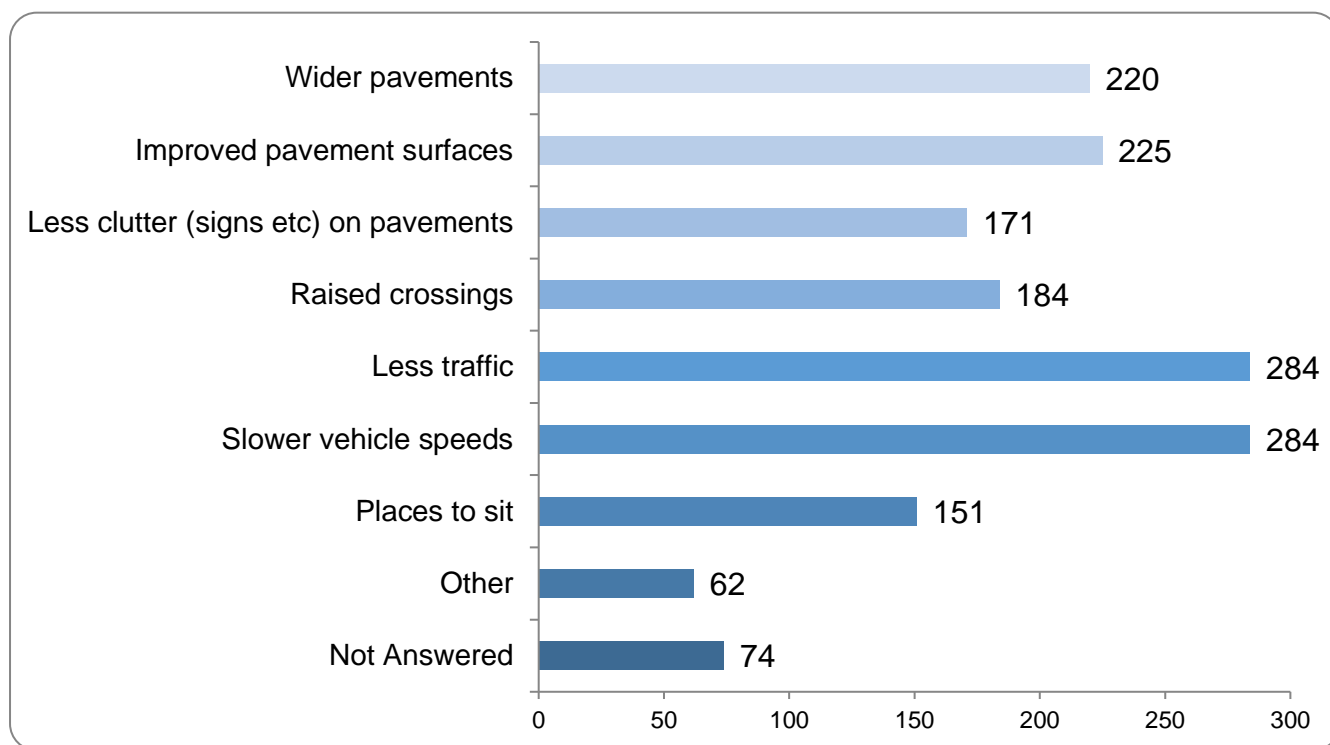


How do you usually travel to Peckham Rye / in this area? (You may select more than one)



Amongst all respondents that travelled to Peckham by foot, overall support for the scheme was less than those who cycled but still received a majority share from pedestrians (65%), less again for those that travelled by bus (62%) and even less for those who travelled by car (50% for, 44% against). However it should be noted there is overlap between these groups as respondents often travel by multiple modes and so were given the opportunity to select more than one travel option.

What can we do to improve your experience of walking in this area?

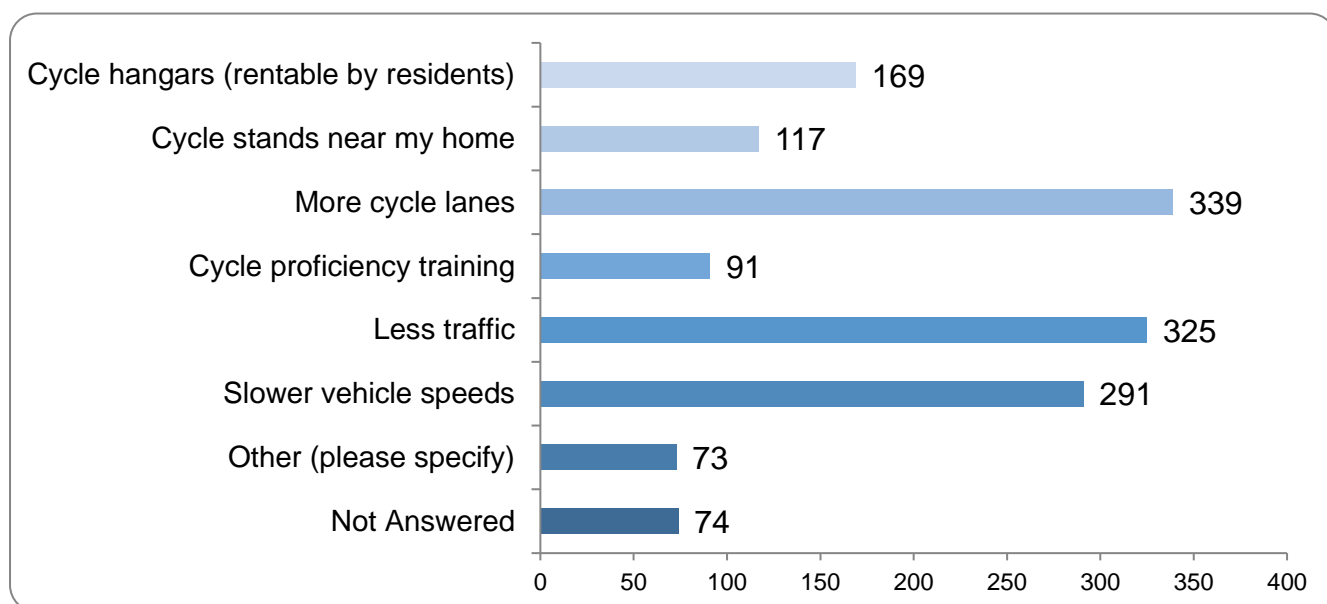


In addition to the suggestions shown in the graphic above there was a free-text box provided for respondents to give other ideas to improve their walking experience. The responses have been analysed to pick out common themes, the most popular of which have been summarised below:

Suggestion for improving walking experience	Count (no. of responses)
Low Traffic Neighbourhood (LTN)	33
Prevent parked E-bikes / E-scooters blocking footways	21
Greening / tree planting	9
Better streetlighting	6
Tackle antisocial cycling	4
Remove parking	4
More traffic calming	4
Hedge maintenance	3

The biggest issues were parked hire e-bikes and/or hire e-scooters causing obstructions to the footway. A total of 33 respondents called for traffic reduction either specifically requesting LTN or some other form of modal traffic filter.

What can we do to improve the experience of cycling in the area?



See above pre-selected interventions (provided in a dropdown menu) which respondents were asked to select to improve their cycling experience. The top three by some margin were requests for more cycle lanes, less traffic and slower vehicle speeds. All respondents were then given the opportunity to fill out the free-form text box in the questionnaire to specify other improvements to make cycling better in the area. These have been analysed and recurring themes counted below:

Suggestion for improving cycling experience	Count (no. of mentions)
Low Traffic Neighbourhood (LTN)	37
Segregated cycle lanes	21
Better route connectivity	14
More cycle parking at destinations	12
Road maintenance	7
Remove on-street parking and reallocate roadspace	4
More traffic calming	4
Advanced Stop Lines (ASLs) at junctions	3

The most popular theme was the suggestion for an LTN or some other form of modal filter to reduce traffic volume and improve cycling (requests were grouped together for any call for bus gate, traffic filter or LTN).

“Please explain any changes you would like us to consider...”

Respondents were asked if they supported the scheme and given a free-text box asking them to detail any changes. 267 respondents took the opportunity to elaborate (54%). We also included submissions via email, where respondents complained that the cap of 600 characters was insufficient to provide all they wanted to say. Care was taken to ensure these were not duplicated.

The free text was analysed to draw out recurring themes relating to the design. These have been tagged to count the number of mentions and presented in the table below:

Themes	Count (no. of mentions)
Low Traffic Neighbourhood (LTN)	69
Pedestrian vs cyclist conflict in current design	46
Disjointed / indirect design	37
Against removal of parking	27
Cycle track is not wide enough	19
Request to instead explore alternative route in the park	17
Request for resurfacing	16
Nunhead Lane junction negative design comments	14
Provision of disabled parking / loading	10
Straker's Road junction negative design comments	10
Prefer for segregated cycle lane to be adjacent to road	10
Better connections at side roads	8
Cyclist speed variation uphill/ downhill	7
Vehicles not stopping for cyclists/peds at parallel crossings	6
Only uphill segregation required	6
Against tactile paving	5
Quality of pedestrian experience reduced	4
Increases congestion	3
Keep traffic islands	3

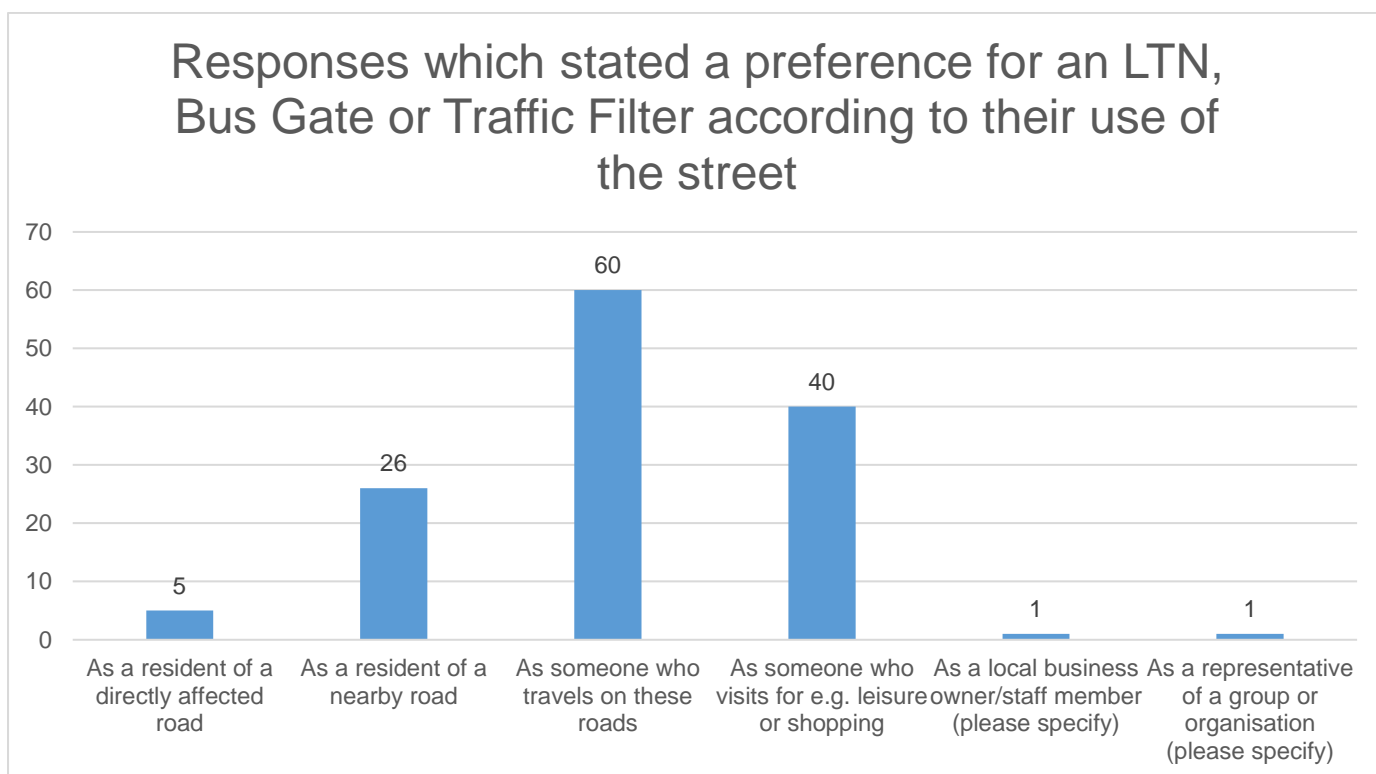
In addition to these more popular themes there was also some valuable feedback which didn't get repeated often, but nonetheless that is not to say it hasn't been considered. An example being one respondent raised concern over losing their access to the EV chargers that were in the parking bays beside Peckham Rye Common.

These suggestions have been passed on to the design team to consider in the next design stage, or if they related to other highways functions outside of the scope of the project they were passed over to, for example, maintenance, transport policy or parking teams for consideration.

LTN, Traffic Filter or Bus Gate

Whilst this was not an option mentioned in the pre-set survey questionnaire it is worth noting that it received considerable attention in the free-text boxes. Responses which mentioned positively the need to reduce traffic, either by way of a bus gate, modal filter or LTN were tagged. There were 69 individual respondents (14%) who requested one or more of these types of traffic reduction measures either in response to suggestions for walking or cycling improvements or general comments about the scheme.

Below these responses were further broken down by the capacity from which the respondent was answering the survey i.e. directly affected resident, nearby resident or someone who travels on the road, local business etc (note that they can select more than one use of the street):



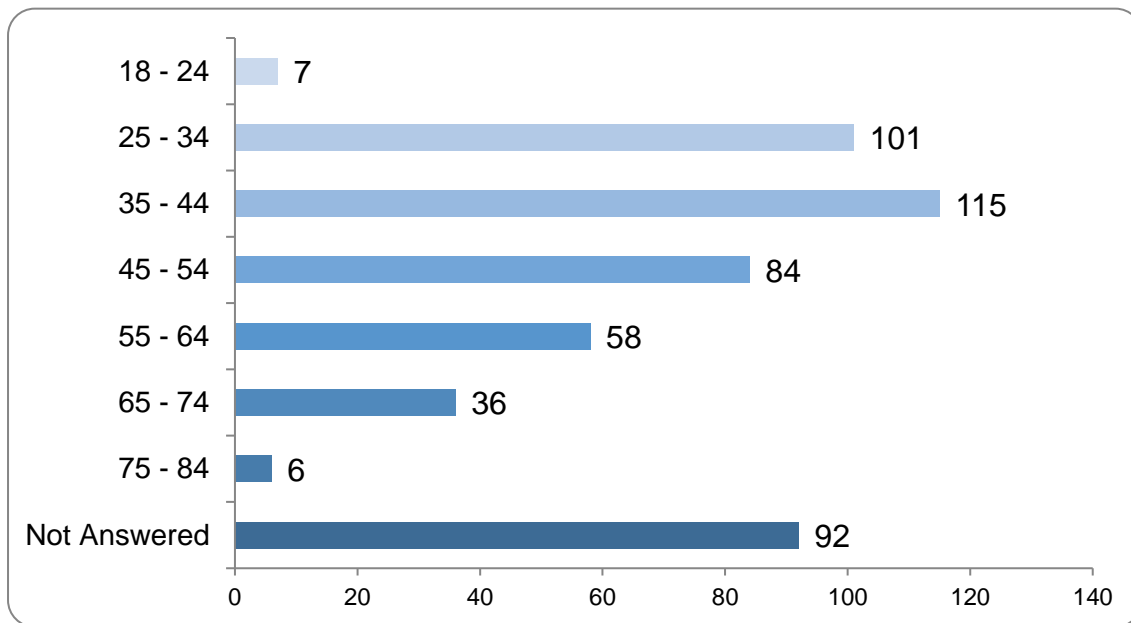
In more general terms – without specifically mentioning LTN, modal filter, bus gate or similar – there was a lot of support for “less traffic” to improve walking experience and cycling experience (57% and 65% respectively). So whilst there may not be enough sway for a design change to introduce an LTN or bus gate (14%) it should be noted that the general sentiment of approximately two thirds of respondents is that traffic reduction would improve their active travel experience.

Equalities

The following section looks at the demographical information provided by respondents. It should be noted that this section was optional and so the response rate has been included for each.

Age

There were 407 responses to this part of the question (82%).

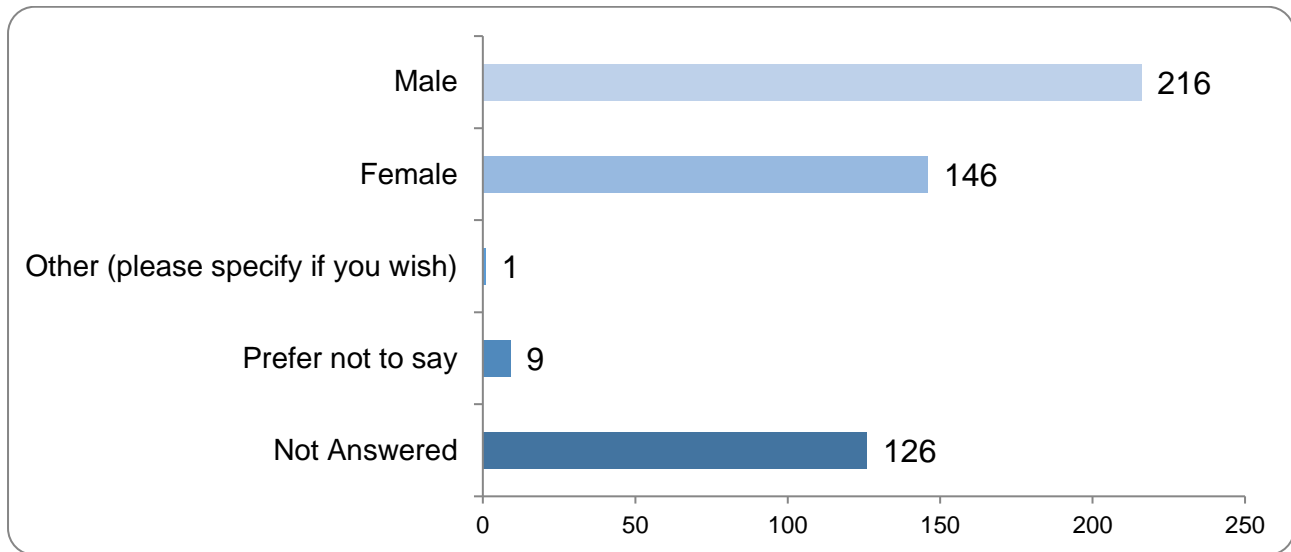


When age distribution of Peckham Rye ward is compared to wider Southwark and to England, it was found that there is higher number of children and young people than the average for the borough or England as a whole. The percentage of older people in Peckham Rye area is lower than the country as a whole. According to TfL's report, [Travel in London: Understanding our diverse communities](#), Southwark has one of the lowest proportions of older residents across all the London boroughs (8%).

We received more responses from residents aged under 45 (44.78%) compared to older residents (36.75%). TfL's travel in London report found that the 17-24 and 45-64 age groups were well represented in cycling across London, with the over 65s being one of the most underrepresented groups.

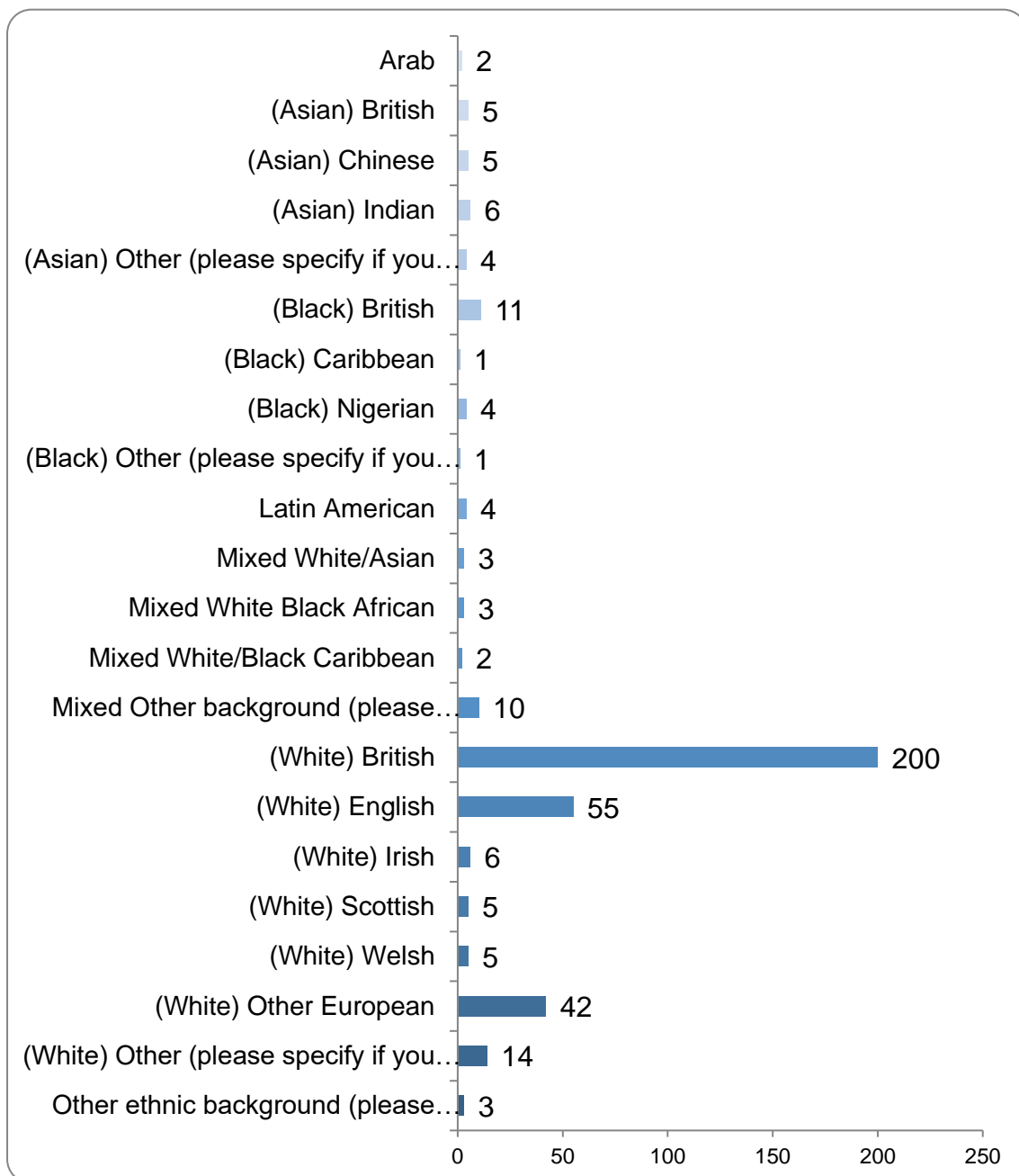
What is your sex as recorded at birth? (a question about Gender Identity followed)

There were 373 responses to this part of the question (75%).



What is your ethnic background?

There were 391 responses to this part of the question (78%).



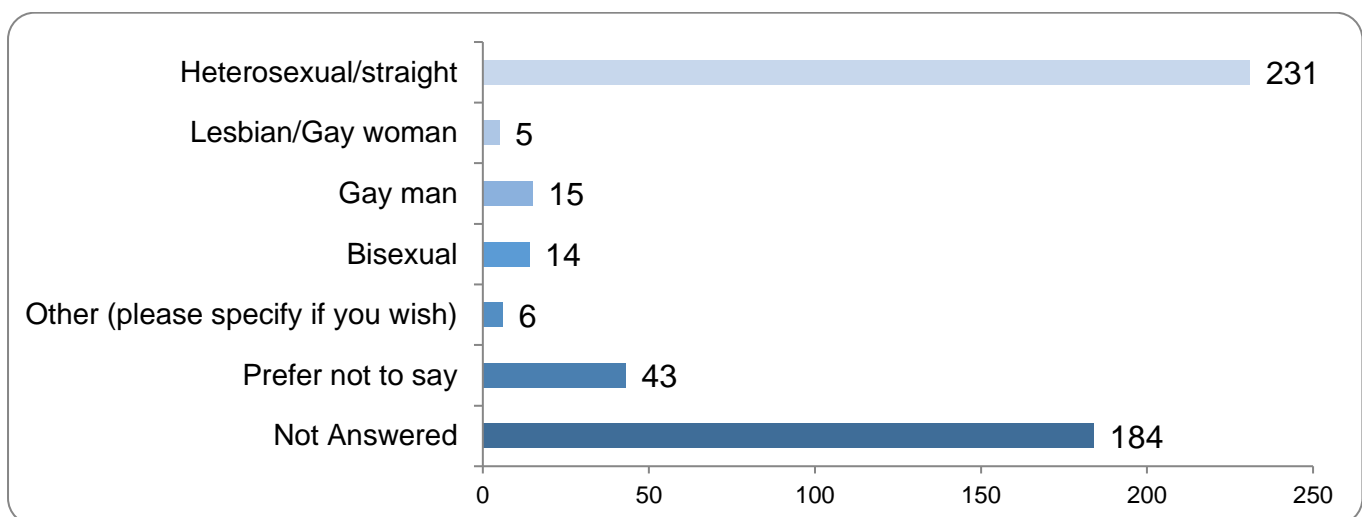
For cycling consultations it is generally the case that the respondents reflect the group characteristics of those that cycle. As we have seen the majority of respondents are cyclists, in that they own a bicycle (90%) and majority travel to Peckham by bicycle (75%). Whilst diversity of cyclists has improved over the years, it still holds true that the dominant shared characteristic of London cyclists tends to be white, middle-aged and male* and this trend is represented in our consultation responses.

The aim of the doorknocking exercise was to reach out to residents of affected streets. Analysis of the 233 local responses, i.e. those from directly affected streets or nearby streets, shows a much more diverse representation which is more reflective of Peckham Rye ward population. See below:

Ethnicity	Percentage of responses
(Asian) British	2%
(Asian) Chinese	2%
(Asian) Indian	3%
(Black) British	6%
(Black) Nigerian	2%
(Black) Other (please specify if you wish)	1%
(White) British	54%
(White) English	10%
(White) Irish	1%
(White) Other (please specify if you wish)	2%
(White) Other European	7%
(White) Scottish	2%
(White) Welsh	2%
Arab	2%
Latin American	1%
Mixed Other background (please specify if you wish)	2%
Mixed White/Asian	2%
Mixed White/Black Caribbean	1%
Other ethnic background (please specify if you wish)	1%

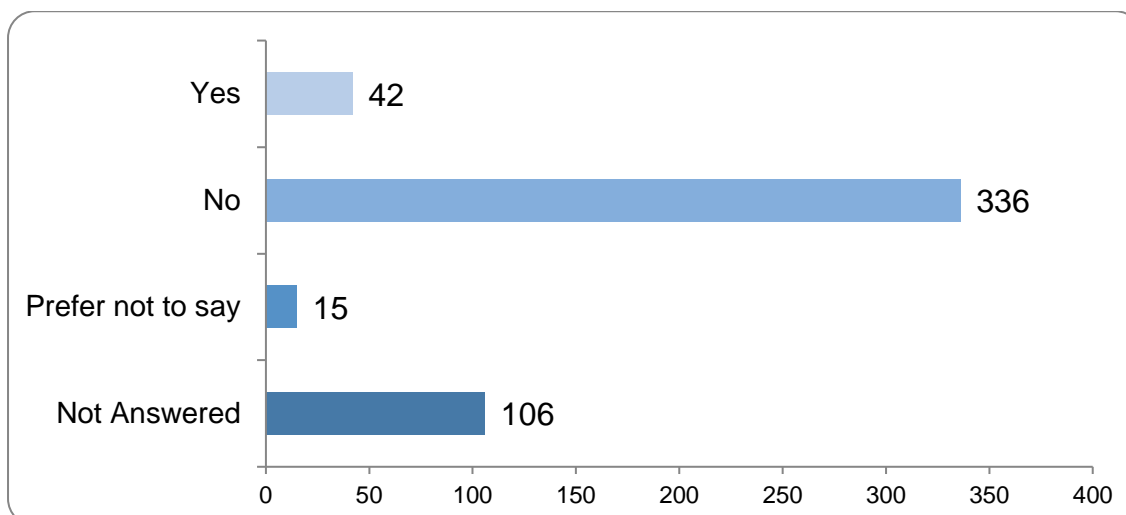
Which of the following best describes your sexual orientation?

There were 314 responses to this part of the question (63%).



Are you disabled?

There were 393 responses to this part of the question (79%).

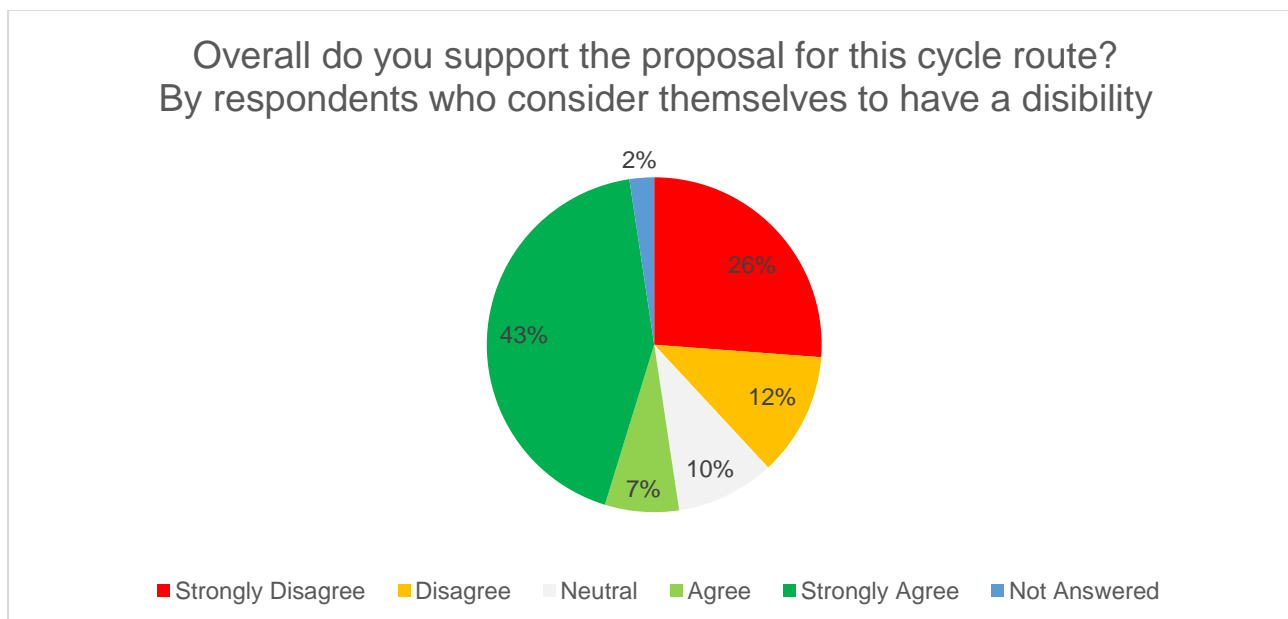


Respondents were then asked to provide more information about their disability:

Disability Category	Total	Percent
Hearing / Vision (e.g. deaf, partially deaf or hard of hearing; blind or partial sight)	10	2.00%
Physical / Mobility (e.g. wheelchair user, arthritis, multiple sclerosis etc.)	15	3.01%
Mental health (lasting more than a year. e.g. severe depression, schizophrenia etc.)	12	2.40%
Learning disability (e.g. dyslexia, dyspraxia etc.)	11	2.20%
Long-term illness or health condition (e.g. Cancer, HIV, Diabetes, Chronic Heart disease, Rheumatoid Arthritis, Chronic Asthma)	20	4.01%
Other	2	0.40%
Prefer not to say	10	2.00%
Not Answered	436	87.37%

According to the 2021 Census 8.2% of people in Southwark are disabled under the equality act: as defined that their day-to-day activities are limited a lot due to their disability. A further 9.4% of people in Southwark are disabled under the equality act: defined as day-to-day activities limited a little. Across London, 13.2% of people are disabled (using the definition under the Equality Act 2010). Amongst those that responded to our consultation 14% considered themselves disabled.

We can analyse the level of support for the scheme from those that consider themselves to have a disability:

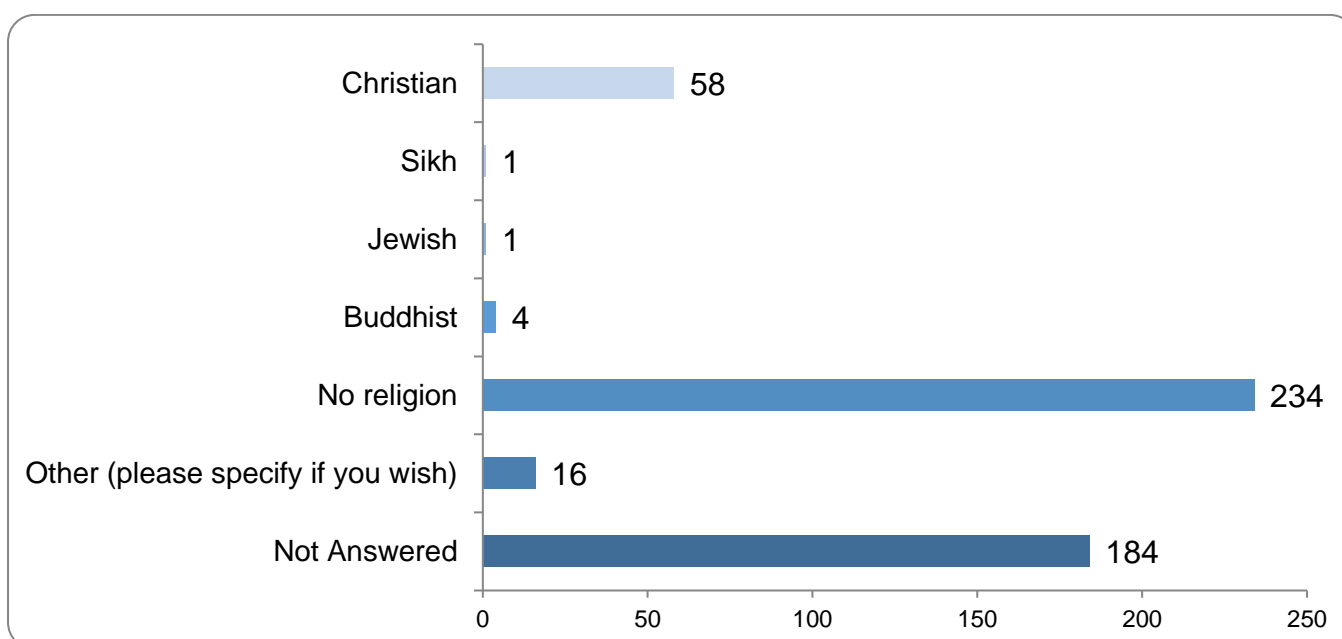


As you can see from respondents who answered yes to having a disability the slender majority is in support of the scheme (50% for, versus 38% against). These responses have been further analysed to determine the nature of their objections, and we will use this feedback in our Equalities Impact Assessment.

The frequent themes from disabled respondents were against the removal of parking, or calling for provision of disabled parking bays and/or loading next to the park, and comments relating to perceived pedestrian / cycle conflict in the proposed design.

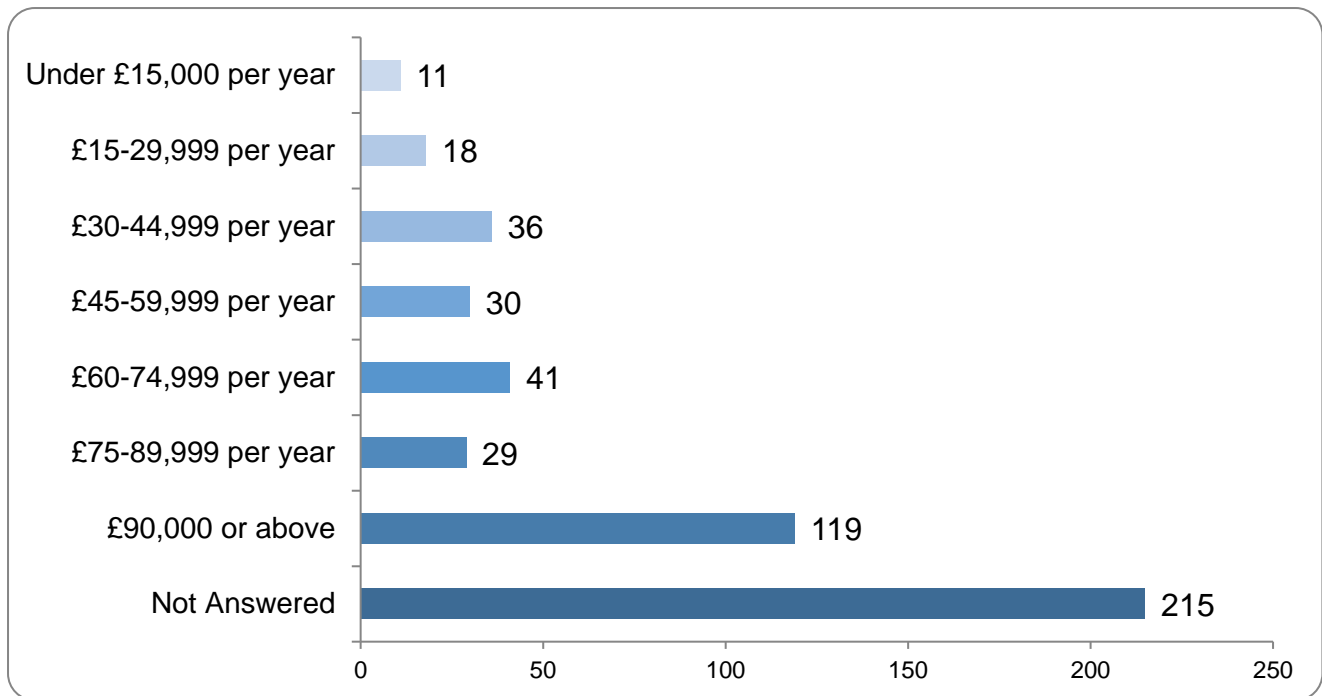
What is your religion or belief?

There were 314 responses to this part of the question (63%).



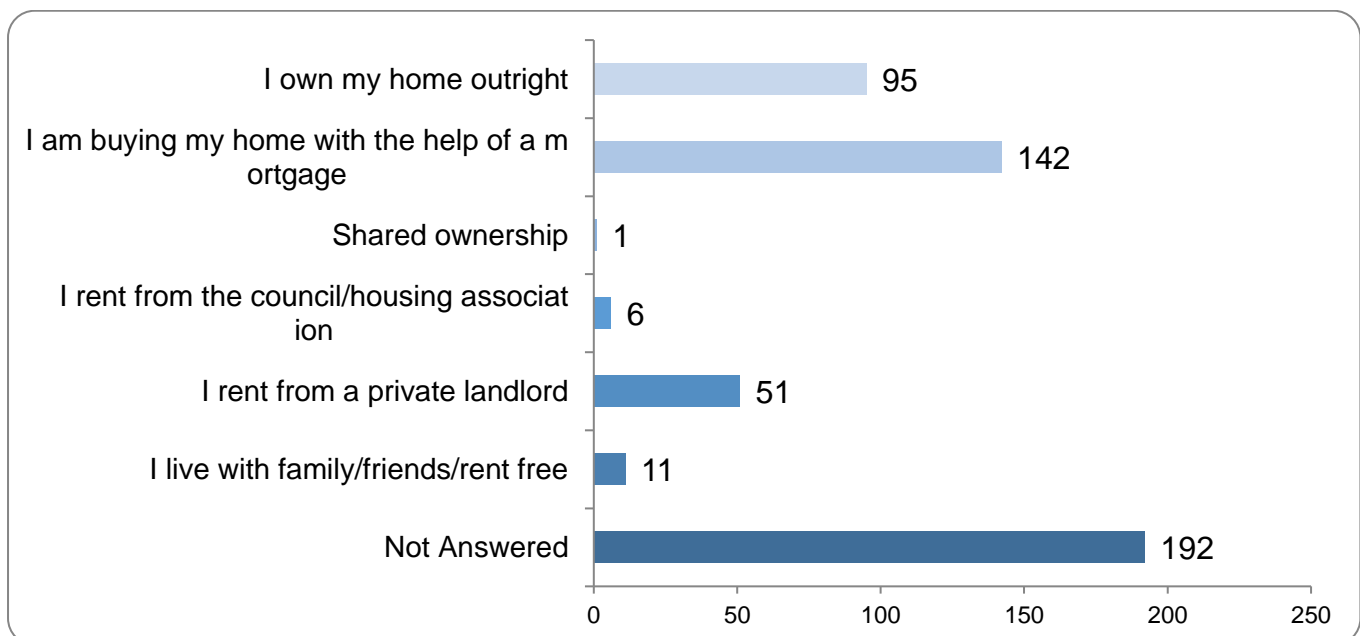
Approximately, what is your household income (the combined income of all the people in your home)?

There were 284 responses to this part of the question (57%).



What is your current housing situation?

There were 306 responses to this part of the question (61%).



Both the above demographics point to a skew towards homeowners and higher income brackets in response rates.

Locality of responses:

What street do you live on (or is your business based)?

There were 423 responses to this part of the question (85%). A list of local streets were provided in a dropdown menu and if the respondent's street was not listed they were encouraged to select "Other" and specify their street in the subsequent question.

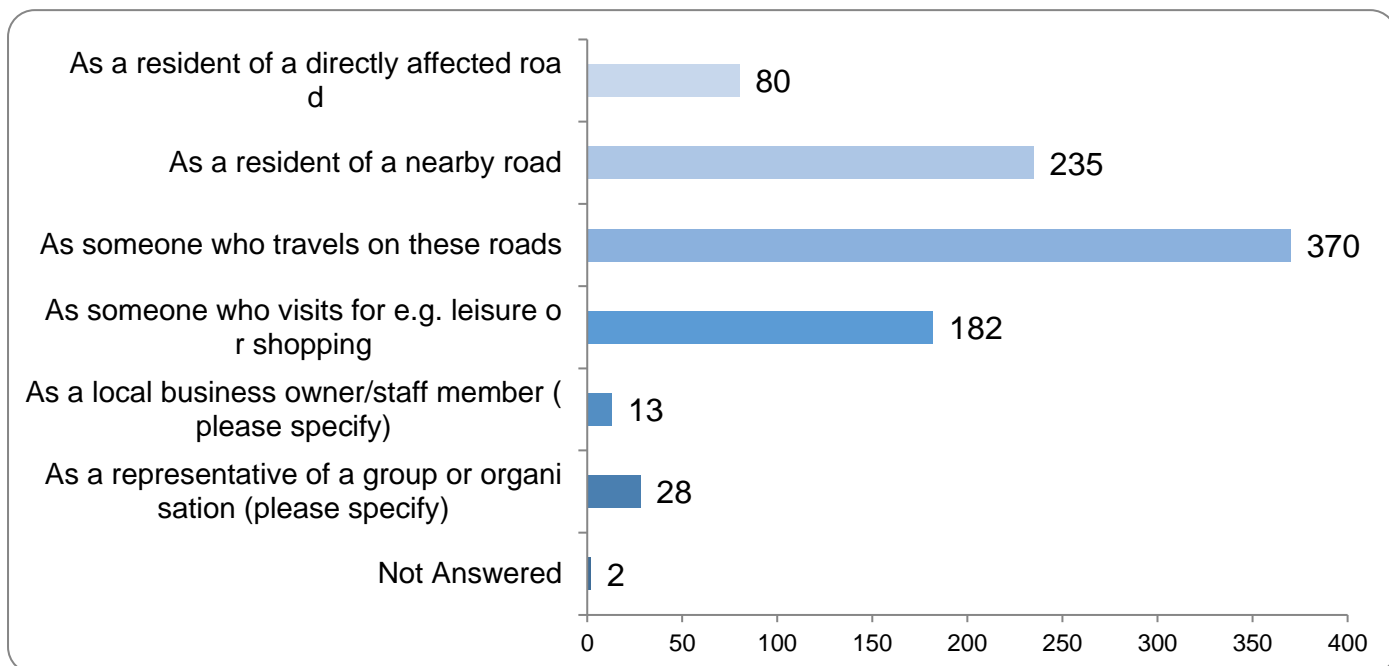
Below are a list of the responses from local streets within the catchment area for flyer mailout and streets which had posters put up:

Street	Total	% of total responses
Banfield Road	6	1.20%
Barforth Road	4	0.80%
Borland Road	7	1.40%
Carden Road	14	2.81%
Cheltenham Road	12	2.40%
Elland Road	3	0.60%
Forester Road	0	0.00%
Hichisson Road	7	1.40%
Limes Walk	2	0.40%
Linden Grove	2	0.40%
Nunhead Lane	4	0.80%
Peckham Rye	32	6.41%
Reynolds Road	1	0.20%
Rye Hill Park	15	3.01%
Rye Road	0	0.00%
Sartor Road	2	0.40%
Solomons Passage	11	2.20%
Somerton Road	1	0.20%
Stuart Road	12	2.40%
Torrige Gardens	2	0.40%
Tresco Road	9	1.80%
Water Mews	1	0.20%
Waveney Avenue	15	3.01%
Other	261	52.30%
Not Answered	76	15.23%

The street with the highest response rate was Peckham Rye, which received visits in person from council officers to undertake doorstep surveys along its entire length. Other side streets joining Peckham Rye also received visits in person to carry out doorstep surveys and this explains their higher response rates.

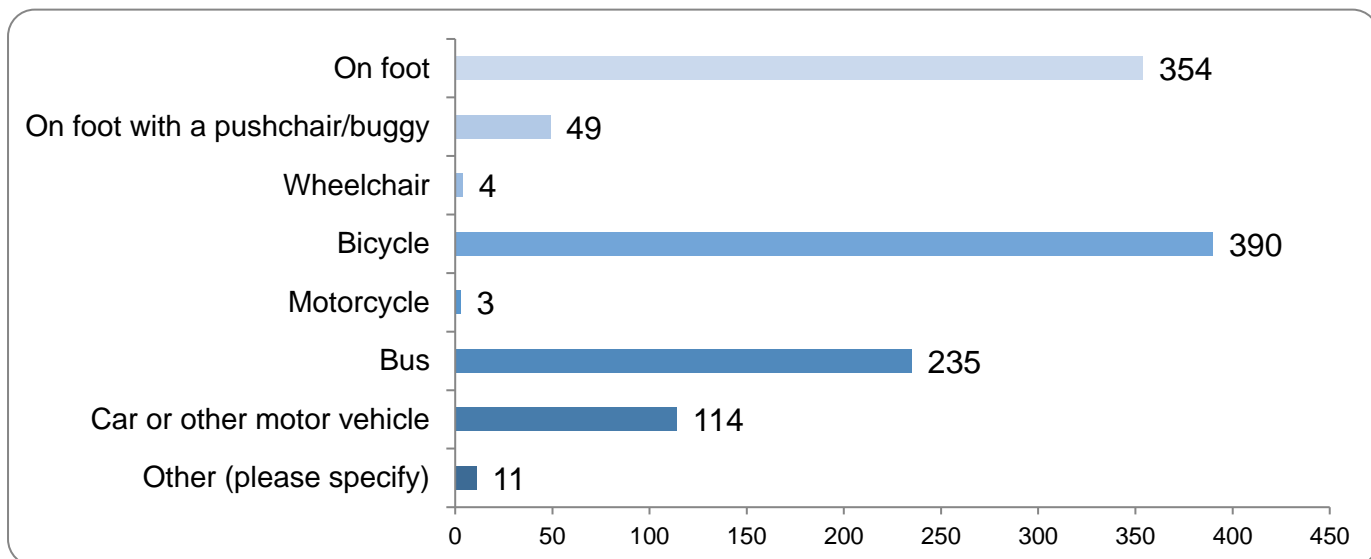
In what capacity are you responding to this consultation?

There were 497 responses to this part of the question (99%).



How do you usually travel to Peckham Rye /in this area (you may select more than one)?

There were 499 responses to this part of the question (this question was mandatory).



As the above graphs show the vast majority of respondents tended to cycle in the area, which is to be expected given the consultation is for improvements to the cycle route.

Conclusion

The responses to the online consultation shows overall support (64%) for the scheme from total 499 respondents.

When the responses were analysed by the 315 respondents who live in the affected streets or nearby streets this level of support dropped to 30%, with instead a majority of 62% against (either disagree or strongly disagree).

However we should not discount the opinions of those that don't reside in the immediate streets, who instead took the survey because they use Peckham Rye for travel, given that they would see the benefits of improved road safety provided by the scheme.

- 71% of respondents said that they would cycle more than they currently do if infrastructure were improved.
- Almost three quarters (74%) of all respondents considered Peckham Rye a dangerous road and have observed incidents or near-misses on it.

Therefore measures to improve the cycling experience were justified and validation provided for the scheme.

The design was well received with the following positive endorsements from all respondents, the headline figures being:

- 73% agreed or strongly agreed with the segregated cycle lane at footway level
- 76% agreed or strongly agreed with the raised parallel zebra crossings
- 74% agreed or strongly agreed with the removal of traffic islands (and replacement with zebra crossings)
- 75% agreed or strongly agreed with the removal of parking
- 79% agreed or strongly agreed with the raised junctions
- 67% agreed or strongly agreed with the tactile paving to slow down cyclists
- 53% were neutral or not sure about the new loading bay on Cheltenham Road with more in favour (34%) than against (12%).

Despite the overall positivity there were a significant number of responses which had negative feedback specific to the proposed design. These have been grouped by commonality and will be used to inform the next stage of design.

Impact on Businesses and the Community

Given the area is almost exclusively residential, there were not many businesses to consult with. Local shops, nurseries, schools and garages that were in nearby streets were visited to raise awareness of the proposal and gather feedback. In the online survey a total of 13 responses were from local business owners or staff members (3%) and of these nine strongly agreed, one disagreed and three strongly disagreed. A common theme of the disagreements was loss of parking.

More engagement is necessary to reach out to other local businesses to ensure they are supported and involved in the design process. Likewise engagement with the schools and other community organisations needs to continue during the next design development stage.

Recommendation

It is recommended that the cycle route is implemented and the feedback received from the consultation is considered in the development of the subsequent design stages.