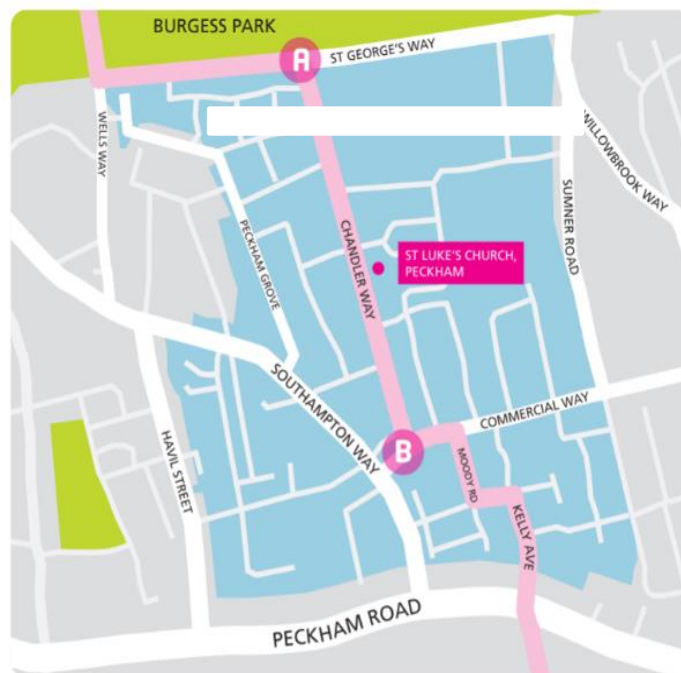




# North Peckham Healthy Streets

## Consultation Summary Report

October 2021



-  Proposal to change road layout  
(see detailed drawings on our consultation hub)
-  Future route of Southwark Spine
-  Controlled Parking Zone Boundary

# Introduction

This report has been produced by the London Borough of Southwark Highways team to provide a summary on the public consultation exercise for the proposed improvements to cycling and pedestrian facilities along St Georges Way, Chandler Way and Commercial Way as part of the North Peckham Healthy streets project.

The cycleway along St Georges Way, Chandler Way, Commercial Way, Moody Road and Kelly Avenue form part of the Southwark Spine cycleway. The objective of the Southwark Spine cycleway is to enhance the cycling infrastructure in a north-south direction and improve conditions for walking and cycling. In March 2020, a controlled parking zone was implemented in the area.

The proposed improvements were presented in 3 sections as follows

Section 1 - Changes at junction of St Georges Way and Chandler Way including the implementation of a modal filter on St Georges Way under an experimental traffic order, footway buildouts and raised crossing on Chandler Way

Section 2 - Introduction of a two-way cycle lane on Commercial Way between its junction with Chandler Way and Moody Road and footway buildout

Section 3 - Introduction of a cycle crossing beside the existing zebra crossing by Moody Road

## Consultation Process

Letters were sent out to 3,305 addresses in the North Peckham area on 17 August 2021 notifying recipients that the online survey was now open until 24 September 2021 for their responses and comments.

An email was sent to the various tenants and residents associations on 13 September to remind residents of the ongoing consultation and upcoming drop in event.

A drop in session was held at St Lukes Church, Chandler Way, Peckham on 15 September to allow residents to ask questions or raise any concerns they had – 17 residents attended the session and there was one email enquiry from a resident regarding the event.

Mailing lists were created using the Council's Smart2 mapping system and database. Copies of the flyer and distribution areas are contained in Appendix 1.

Consultees were advised to respond to the consultation via the online consultation portal. They were also given an email address by which to respond, and a freepost address to send their comments regarding the survey.

All letter and flyers were delivered by Royal Mail.

The consultation was also available online via the consultation portal at the following link:

[www.southwark.gov.uk/northpeckhamhealthystreets](http://www.southwark.gov.uk/northpeckhamhealthystreets)

Public access to the online form was removed at the end of the consultation period.

# Summary of Consultation Results

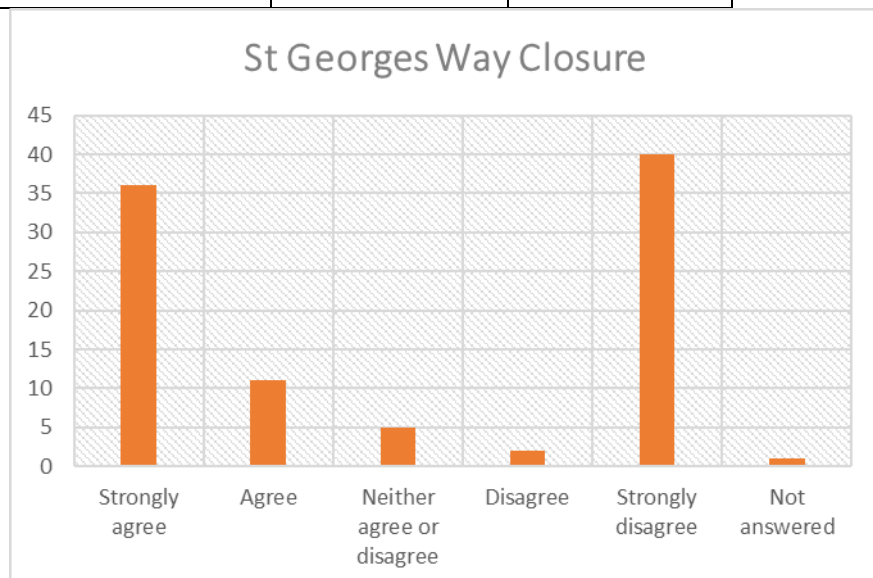
## Consultation Returns and Response Rate

The consultation closed on 24 September 2021. Public access to the online portal was removed at midnight on this date.

A total of 94 online responses and one email response were received during the consultation period out of 3305 flyers sent. This represents a 3% response rate.

### Question 1 – Improvements at St Georges Way junction with Chandler Way: To what extent do you agree that the proposal makes this section safer and easier to use?

Response	No. of Responses	Percentage
Strongly Agree	36	50%
Agree	11	
Neither agree or disagree	5	5%
Disagree	3	45%
Strongly disagree	40	
Total	95	100%



Due to the level of responses that disagree or strongly disagreed to the closure, further analysis will be carried out on this proposal.

## Response Analysis

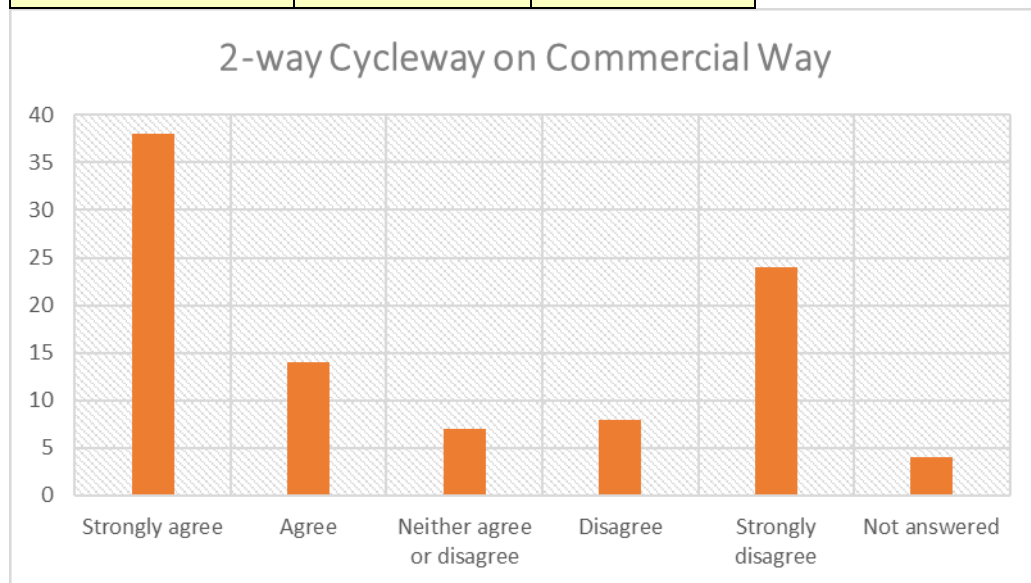
Further analysis was carried on the responses to the implementation of a modal filter on St Georges Way regarding where the respondents lived. Responses from St Georges Way, Chandler Way and roads accessed from either of these 2 roads have been considered and a summary of the analysis is shown below

Response	St Georges Way	Chandler Way	Streets off St Georges/ Chandler	Total/Percentage
Strongly Agree	1	6	5	15/ 38%
Agree	0	1	2	
Neither agree or disagree	0	0	2	2/ 5%
Disagree	1	1	0	23/ 57%
Strongly disagree	4	6	11	
Not answered	0	0	0	
Total	6	14	20	

When compared with the overall responses received for the St Georges Way modal filter, the above table shows that 15 out of 47 (32%) respondents who strongly agreed/ agreed live on one of the directly affected roads whilst 23 out of 43 (53%) respondents who strongly agreed/ disagreed live on one of the directly affected roads. This shows that 68% of respondents who strongly agree/ agree with the scheme live on roads not directly affected whilst 47% of respondents who disagree/ strongly disagree with the proposals do not live on roads directly affected by the proposals.

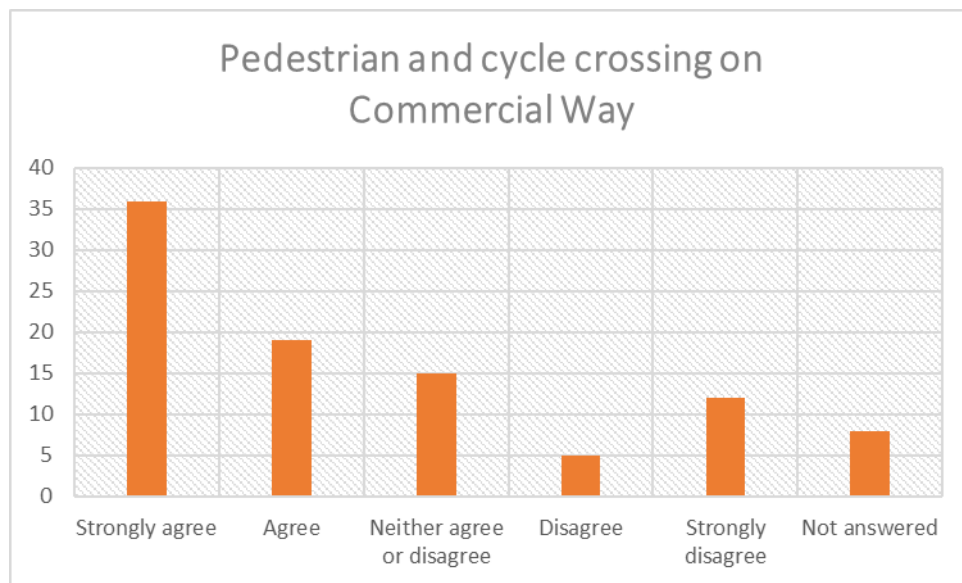
**Question 2 – Two-way Cycleway on Commercial Way: To what extent do you agree that the proposal makes this section safer and easier to use?**

Response	No. of Responses	Percentage
Strongly Agree	38	55%
Agree	14	
Neither agree or disagree	7	7%
Disagree	8	34%
Strongly disagree	24	
Not answered	4	4%
<b>Total</b>	<b>95</b>	<b>100%</b>



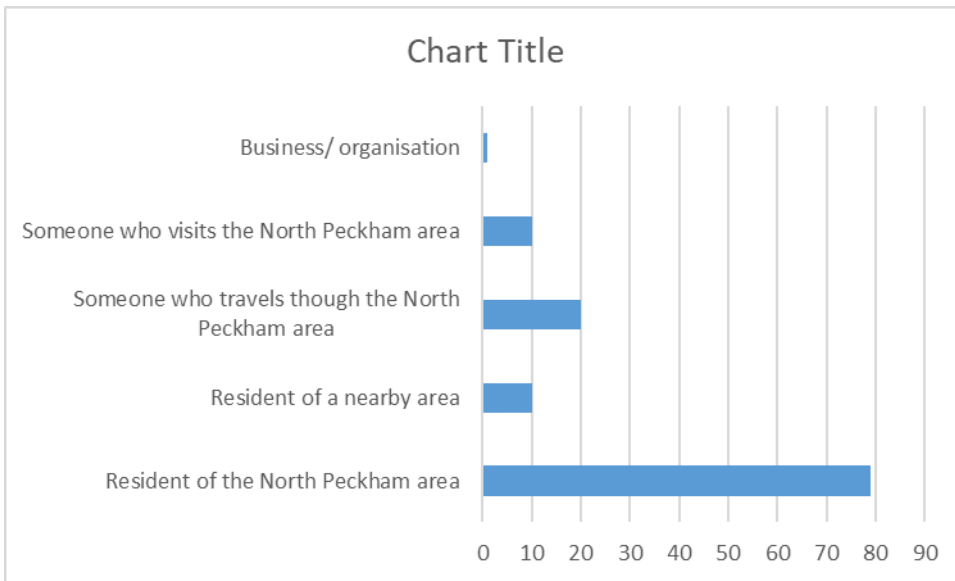
**Question 3 – Introduction of cycle crossing at existing zebra crossing on Commercial Way:  
To what extent do you agree that the proposals at this crossing make it safer and easier to use?**

Response	No. of Responses	Percentage
Strongly Agree	36	58%
Agree	19	
Neither agree or disagree	15	16%
Disagree	5	18%
Strongly disagree	12	
Not answered	8	8%
Total	95	100%

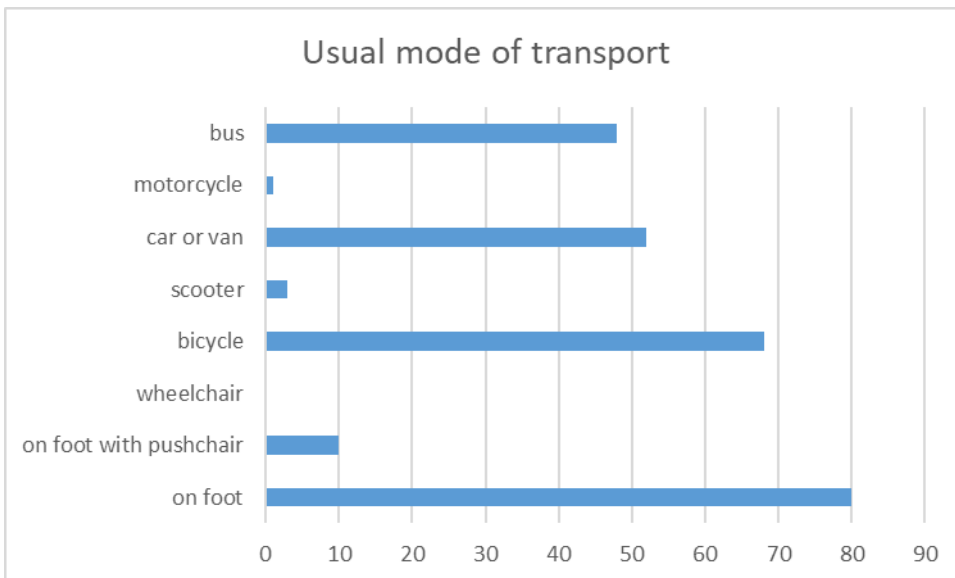


Analyses of responses regarding response capacity and mode of travel and are shown below. It should be noted that respondents were able to select more than one response.

### Question 7: In what capacity are you responding

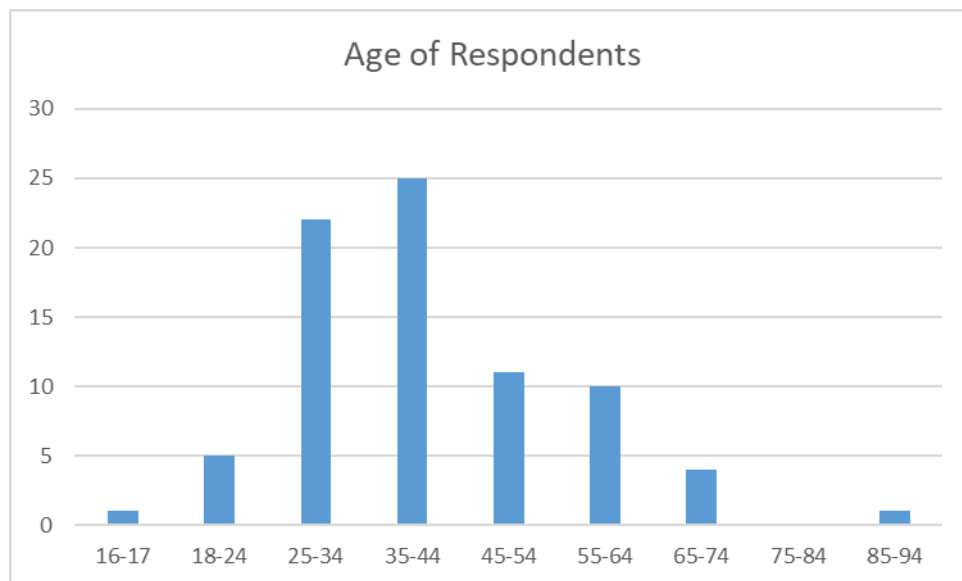


### Question 9: How do you usually travel in this area



## Equalities questions

### Question 11



Ethnicity	
White British	33
Black British	15
Other European	8
Other White	5
White English	3
White Irish	2
Ghanaian	1
Other Mixed background	1
Black Caribbean	1
Mixed White/ Asian	1



Chinese	1
Indian	1
Vietnamese	1
Other Black	1
Mixed White/ Black Caribbean	1

Are you disabled	
No	68
Yes	7
Prefer not to say/ Not answered	20

## Summary of responses

### Changes at junction of St Georges Way and Chandler way including implementation of a modal filter on St Georges Way under an experimental traffic order, footway buildouts and raised crossing on Chandler Way

50% of respondents strongly agreed/ agreed with the proposed improvements.

Responses in favour of the proposals welcomed the reduction in traffic and safer access to the park and to the school for pedestrians and cyclists.

Safer routes to school was also highlighted as a welcome benefit of the proposals as well as reduced traffic on St Georges Way, which some consider carries traffic using it as a cut through.

It is noted that some of the respondents against the proposals live on St Georges Way and are concerned about increased journey time when travelling west of St Georges.

There were also concerns raised about increase in traffic on surrounding roads on Chandler Way and St Georges Way as well as Commercial Way itself.

The scheme is aimed at promoting active travel and encouraging more sustainable travel modes. Traffic movements will be monitored as part of the experimental traffic order process and will help to make a decision on whether the closure should remain or not. A decision on whether to keep this modal filter must be made a maximum of 18 months after the implementation. Further consultation and monitoring will take place during this time and inform the final decision.

### Introduction of a two-way cycle lane on Commercial Way between its junction with Chandler Way and Moody Road

55% of respondents strongly agreed/ agreed with the proposed improvements.

Responses that disagreed with the proposals highlighted problems such as increased traffic, increased pollution and not enough demand to warrant a cycleway in this location.

Those that agreed with the introduction of the two-way cycleway noted that some cyclists currently ride on the footway due to the speed and volume of traffic on Commercial Way.

It is also considered that this will make cycling safer and encourage more people to use cycling as a mode of transport. Suggestions to increase the width of the cycle lane to 3m and improve the crossing at Southampton Way were also made.

The cycleway route within this scheme forms part of the Southwark Spine cycleway route and this section provides a link through the North Peckham area. It is noted that the completed section (south of the Peckham Road) is currently well used by cyclists of all abilities.

### Introduction of cycle crossing at existing zebra crossing on Commercial Way

58% of respondents strongly agreed/ agreed with the proposed improvements.

Respondents that disagreed with the proposals did not see a need to provide a crossing at this location and reiterated their comments about congestion and lack of demand.

Respondents that agreed with the proposals welcomed the improved crossing and there was a suggestion to put up sign advising motorists about priority for cyclists at such crossings.

## **Recommendations**

The response to the consultation indicates there is broad support for implementing the proposed changes at St Georges Way, Chandler Way and Commercial Way.

We recommend proceeding to detailed design and carrying out surveys on various roads to be able to determine the impact of the proposed changes, in particular the closure of St Georges Way. This will be carried out under an experimental traffic order and will form part of the monitoring and review documentation.

Appendix 1 – Consultation material