

Southwark Cyclists think that the route for Quietway 7 crossing the park is a good one. We also like the proposed East-West Quietway. We are very happy with lighting to ensure the routes are accessible 24/7.

Shared space has been shown to be a good solution where numbers of pedestrians and cyclists are low. However, this will not be the case with the Quietway route.

There are already large numbers of cyclists commuting on this route. Cycling is increasing throughout London, and new routes see increases well beyond the average. We predict that cycle traffic on this route will grow faster than the borough or London average in the medium term, due to the planned opening of a through-route to the east of the Borough by the redevelopment of the Old Kent Road Asda site and the general redevelopment of South Bermondsey (Southwark and Lewisham). The reduction of severance will release latent demand, and the redevelopment will create additional demand.

Just as cyclists find sharing space with large numbers of motor vehicles stressful, pedestrians find large flows of cyclists stressful. This can be observed on the north-south Surrey Canal Path to Peckham, which sees large flows in a space which is too narrow.

Southwark Cyclists therefore makes the following suggestions:

- That the Quietway 7 route through the park should be made at least as wide as the east-west Surrey Canal Walk in east Burgess Park; 5 metres at a minimum, and preferably more.
- That the path is divided in two with semi-segregation: a small height difference, with the cycle track lower, or low profile kerbs down the middle.

These small physical changes have been shown to influence people to stick to different sides, which reduces conflict. A painted divide tends not to work; a height difference works more subconsciously. Currently, we observe no conflict in the park on New Church Road, where pedestrians tends to use the pavement, and cyclists, skateboarders and others on wheels use the lower road. We would like to keep this amicable arrangement.

(Your illustration for the consultation shows pedestrians on one half and cyclists on the other, without anything in the language of the path suggesting this arrangement to users. In our experience, this does not happen; instead, all users use the full width of the path, and pedestrians find cyclists weaving between them very stressful. In particular, when small children or dogs are on the opposite side of the path from their parents/owners, this is stressful for all involved.)

Given our concerns about high and rising numbers of cyclists using park paths as through-routes, we would like to note that the roads around the park should be improved. Fewer cyclists would feel that park paths were their only option to reach their destination safely and without stress if the surrounding roads had space for cycling.