

## Southwark Cyclists - Response to Bellenden Road, Holly Grove, Lyndhurst Way Consultation

Overall, Southwark Cyclists strongly supports the proposed changes. In particular, the removal of the one-way system takes away a significant barrier to safe, legible and comfortable cycling through the area. We consider re-introduction of two-way operation and reallocation of road space from car parking to be absolutely crucial for the success of the scheme's objectives and indeed the Southwark Spine.

There are some matters, set out from north to south, that need to be improved as part of detailed design and we would be very happy to meet with officers to discuss further:

1. Highshore Road - scheme would expect cyclists to turn across a newly created blind corner, major rethink needed
2. Holly Grove - wider cycle track and better connection between green spaces
3. Blenheim Grove - integrate with proposals for redevelopment of Peckham Rye Station area by allowing contraflow cycling
4. Chadwick Road - support measures to reduce risk of conflict between drivers turning left and straight-on cyclists but design of Spine route immediately to south will be critical

### **1. Highshore Road**

At the junction of Bellenden and Highshore Roads, the Southwark Spine route would expect cyclists to turn right here across a blind corner with motor vehicle priority created by this scheme. There is currently a roundabout here. Southwark should consider improving the roundabout - by raising it on a table improving the public realm - or redesigning this part of the route to account for the increased cycle flows expected once the Southwark Spine has been implemented.

Given the large volumes of peak traffic on Lyndhurst Way, the right turn from Highshore Way onto Lyndhurst will be difficult for cyclists. We object to the build-out on Lyndhurst Road immediately north of its Highshore Road junction as this would prevent the very lightly used parking being reallocated to space for cycling for the next section of the Spine. This junction is best considered as part of the consultation for that section. There is scope to reduce parking on Highshore Road further as only three properties on this section do not have off-street parking.

We suggest moving the point closure on Highshore Road to the west side of the post office. This would move post office and other delivery traffic - including lorries - away from the local residential streets.

### **2. Holly Grove area**

The road closures at the north end of Bellenden Road and in Holly Grove have the potential to create attractive routes for cyclists travelling to and from Peckham High Street, Melon Road and Kelly Avenue. There is however space available to make the cycle tracks wider, particularly on Holly Grove, where cyclists turning off Lyndhurst Way may be under pressure from motor vehicles following close behind.

The carriageway section of Holly Grove looks over engineered, interrupting the link between the two green spaces. This should be resolved in detailed design. The road humps in the section of Bellenden Road north of here are unnecessary, as it would become a dead-end for drivers as well as be significantly narrowed. The cost saving could be used to help fund our other suggestions.

There is no lighting under the railway bridges on Bellenden Road and Lyndhurst Way. The darkness detracts from safety and whether as part of this or future funding, lighting is needed. There are many innovative lighting schemes under railways in the north of the borough and lessons from these could be applied here.

### **3. Blenheim Grove**

There is no obvious link up between these proposals for the Spine and the redevelopment of the area around Peckham Rye station, or indeed the cycle hub there. A legible, two-way route is needed on the south side of this key trip generator. The bus stop at the west end of Blenheim Grove would need to be moved to Bellenden Road but this would be more convenient for bus users.

A restored mode filter (with a camera if necessary rather than rising bollard) at the Rye Lane end, with westbound cycle access permitted (currently bus only) and further simplification of the P13 bus route would manage traffic better in this fast-changing area.

### **4. Chadwick Road**

We are concerned that the new layout may lead to conflict at the junction of Chadwick and Bellenden Roads as most motor traffic will turn left here while cyclists will continue straight ahead. While the proposals do take some steps to address left hook risks through the raised table and changes to geometry, which are vital elements of the scheme, nonetheless there are large traffic flows through this junctions at peak times.

The design of the section of the Spine immediately to the south, where Bellenden Road narrows, will be critical. We strongly believe measures to reduce the flows and dominance of motor traffic will be needed, so that even less confident and able cyclists will feel comfortable adopting the primary position on the carriageway.

We object to the pavement buildout in Chadwick Road (east of Bellenden Road), as this would make it harder to enable contraflow cycling in future, for example as part of proposals to improve cycle permeability through the car park beyond to Bournemouth Road.