

Friends of Burgess Park (FOBP)

Cycling in the park and future plans:

Quietway 7

Southwark Spine

Considerate Cycling?



www.friendsofburgesspark.org.uk

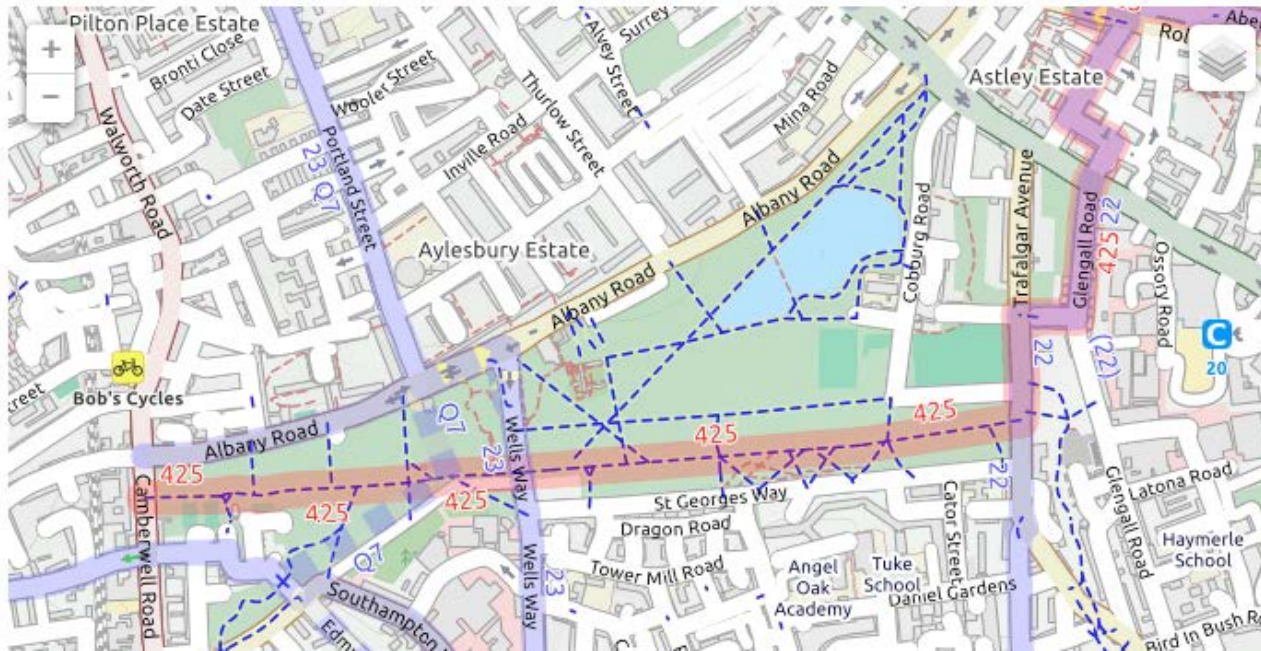
1. 16 July 2016

Southwark Friends of Parks conference

FOBP presentation looking at the state of cycling in Burgess Park and future developments —

Burgess Park is a cycling hub with an excellent BMX track and it's a magnet for commuter cyclists.

As we are all aware, cycling and walking are being promoted as healthy travel options for the environment and individuals.



London Cycling Campaign

cycle routes and paths through Burgess Park:
national route 425, local routes: 22 and 23 on Trafalgar Ave
and Wells Way

most paths shown as cycle paths (purple dotted line) not
shared route paths



2. This London Cycling Network map shows Burgess Park as a space criss-crossed with cycle paths, a few walking paths as well as national and local cycle routes. Some of these routes use roads which divide Burgess Park, some of them use park paths. The paths in the park are in fact shared-use paths by pedestrians and cyclists; there is no difference in designation (except the bridge over the lake).

Mayor's Cycling Vision for London now includes cycling super highways and quiet ways.

To improve the safety of cyclists, quiet ways are being identified, improved and way marked so that cyclists can avoid heavy traffic.

There are proposals to add extra commuter bike infrastructure to Burgess Park: Quietways 7 and 8, and the Southwark Spine.



Burgess Park West proposed QW7



3. Burgess Park West is undergoing improvements which include adding QW7 and QW8. Here QW7 is marked largely in purple and QW8 in blue. QW8 is being consulted on

The traffic dept of Southwark said that the layout and design of this section was the responsibility of Southwark Parks. When FOBP asked about this, the landscape designers (LDA) said they had been told where the route should go. So the project will apparently go ahead without focusing specifically on the quietway and being thoroughly consulted on unlike other sections of the QW7 route in Southwark.

There is room for a cycling path next to Albany Road which would provide lighting and better cyclist security as well as using Wells Way as a through route. Southwark Cyclists, the cycling lobby group state “parks even with lit paths are not considered safe” at night-time.



Burgess Park West

New Church Road



4. The main image shows the remains of an old road through Burgess Park (currently used by cyclists) which will be dug up and moved a number of meters over to become a quietway with the path for pedestrians incorporated into it. The new path will be narrower than the current space but will be taking more cyclists.

FOBP were told that there isn't enough money to provide separate surfaces or different levels for pedestrians and cyclists.

However, one inset image taken from the Burgess Park West proposals shows an artist's impression with separate surfaces for pedestrians and cyclists.



Burgess Park West
current paths



5. QW7 will also use this path where people are expected to sit and relax and which will cut across other paths as well.

TfL's London Cycling Design Standards states that:

“Cycles must be treated as vehicles, not as pedestrians. Cycling is now mass transport and must be treated as such.

“Cyclists and pedestrians should not share the same space at crossings and junctions.

“We have a strong preference against schemes requiring cyclists and pedestrians to share the same highway space,”



Burgess Park West current paths



6. Paths in Burgess Park vary in width — The TfL design standards state that “tracks should ideally be 2 metres wide in each direction (4 metres for bidirectional tracks) to allow room to overtake.” (That’s not including space for pedestrians.) The new Burgess Park West path has been shown as 4m wide at its widest point which will not allow for cyclists going in opposite directions and pedestrians.

FOBP have started gathering figures on the numbers of cyclists and pedestrians. This week the numbers of cyclists on the central path in BPW and New Church Road from 7:30 to 9 am were about 450/hr and pedestrians were 395/hr. On QW1 Southwark Cyclists found that numbers doubled after the QW was completed. So numbers in Burgess Park are bound to increase with more conflict over space.



Burgess Park – Surrey Canal Walk (SCW)
quiet route / greenlink



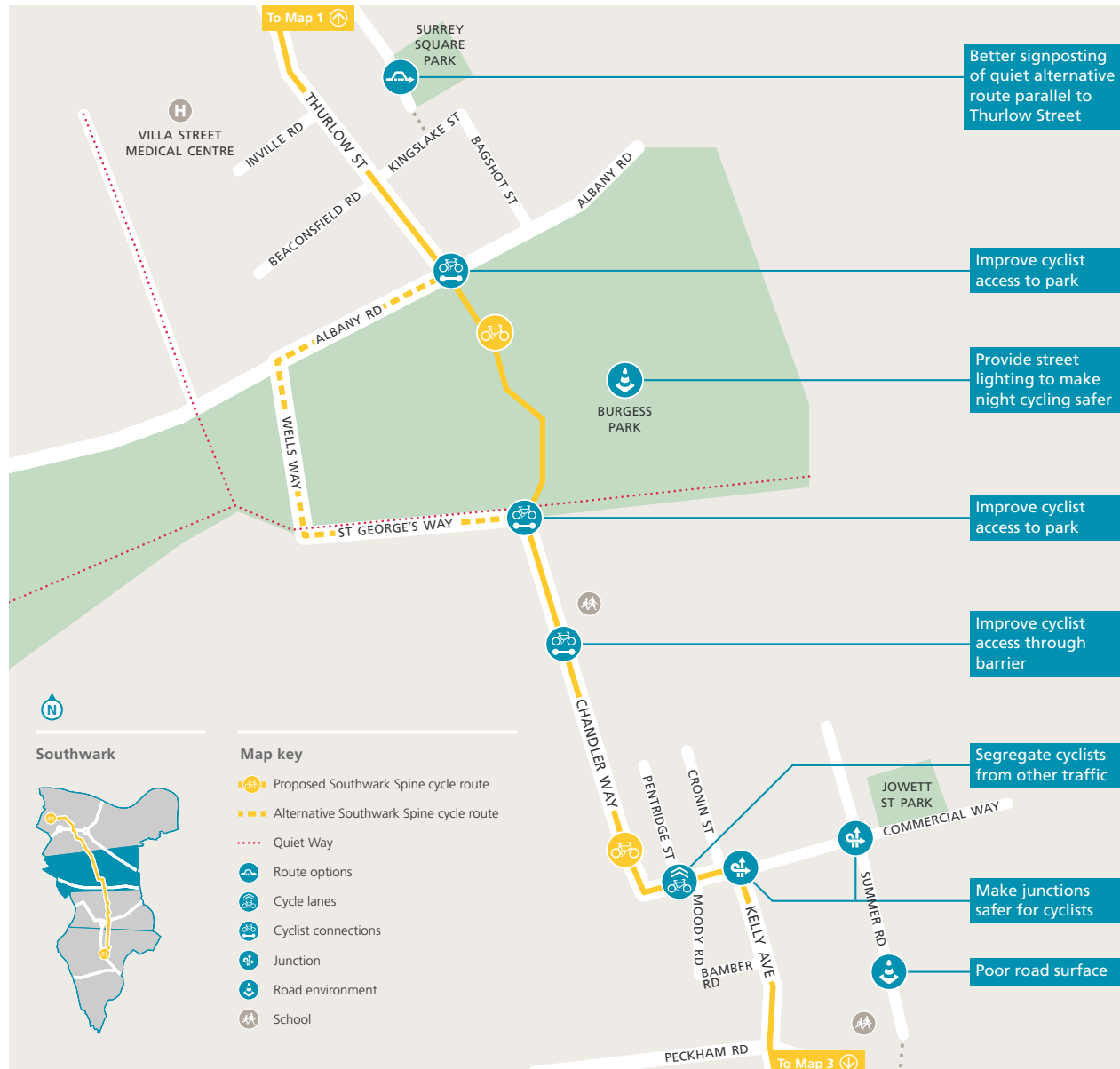
7. What can quiet routes look like? Surrey Canal Walk (SCW) on the west side of the park leading to Peckham is a quiet route also known as a green link.

Please note where the pedestrians are walking – on the edge of the path or off it entirely. Southwark Cyclists, the cycling lobby group are also concerned about this.

They stated: “It is well established and recognised by Southwark Council and Southwark Cyclists that the SCW has too many cyclist commuters at peak times. The SCW was meant to be a quiet route with a parallel road route along Sumner Road. However, the road route is poor quality and not adequately sign-posted and the linkages to the next phase of the journey don’t work. Southwark Cyclists undertook further consultation during 2015.

“To bring about the necessary change the alternative SCW route must be part of the Councils’ cycling network programme. But in addition it will need positive measures to encourage cyclists to use the alternative route.”

Map 2 Thurlow Street to Peckham Road



8. Another proposed route across the park is the Southwark Spine.

A Southwark cycle demand study identified Burgess Park as a useful space (“parkland”) to take a cycleway which would provide a North-South route through Southwark leading to central London. A petition of 500+ signatures against this proposal was given to Southwark Council.

A FOBP member looked at this map and said this isn’t what Burgess Park looks like. BP has many long straight routes that intersect at busy junctions.

Burgess Park East proposed Southwark Spine



Burgess Park East
proposed Southwark Spine looking north



9. The spine preferred route would cut across Burgess Park East straight towards the lake. The route is shown here in pink.



10. This route would direct commuter cyclists across a number of other routes and along the lake.

Burgess Park East proposed Southwark Spine looking south

Burgess Park East lake

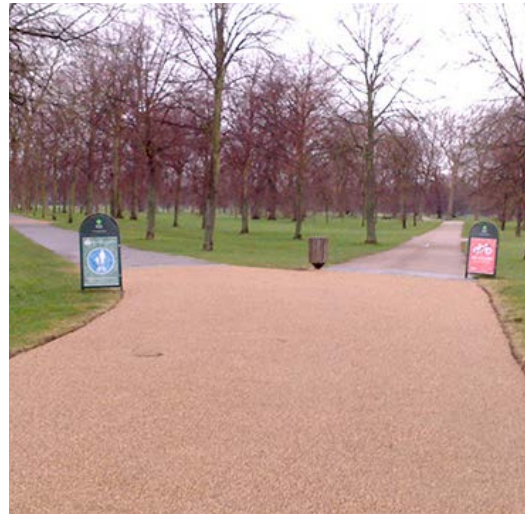


11. Where people like to gather and look at the bird life.



Kensington Gardens intersection treatments:

rumble strips,
change of surface,
restrict cycling access to some park paths



12. In Kensington Gardens they are trialling rumble strips and different surfaces at intersections as well as restricting cyclists to certain paths. The designers of the quietway in Burgess Park are thinking of rumble strips too but these aren't to slow cyclists but so bikes make a noise and pedestrians can hear them coming.

Royal Parks have a cycling policy: cyclists are allowed on all roads and some paths, children under 10 can cycle on any path. It includes segregated cycle superhighways on roads and there are special treatments at entrances and crossings.

They also undertake feasibility studies about placement and width of cycle tracks and position them away from, for example, children's playgrounds. After objections were made, the new children's playground in Burgess Park West will be fenced to protect children from cyclists speeding along a new, proposed straight route in the park.



London Fields

shared path with room for bikes to pass and pedestrian groups



13. London Fields divides the path between cyclists and pedestrians which in this picture seems to work. This cycling route is on the perimeter of the park rather than cutting across the central park space.



14. This sign from Southwark Park encourages considerate cycling. FOBP have not been able to get any signage put up in Burgess Park although we have repeatedly asked for it and also failed in our CGS bid for it.

We were told there was no money available.

Considerate Cycling



15. FOBP are encouraging considerate and slower cycling.

We had a stall at the Elephant and Nun festival last year where we talked to people about cycling in the park. Parents were concerned about their children's safety and that included cycling parents who felt that commuter cyclists were a threat. Cyclists do not always recognize the effect that they are having on pedestrians.

Considerate Cycling at Elephant and Nun festival



16. FOBP have also started a sign stencilling scheme to encourage awareness amongst cyclists.

Southwark Council has put up cycling signage promoting cycling with photos of a variety of types of people enjoying riding bikes, not apparently commuter cyclists.

“But what is a ‘sensible speed’ for cycling ? ...
If Sustrans were genuinely building routes for
‘SUStainable TRANSport’ then these routes
would be usable at normal cycling speeds.

“There’s something very wrong indeed with
pretending to have created cycling infrastructure
or indeed an entire cycling network if actually
cyclists are only welcome to use this network at
a pace which makes cycling inconvenient.

“Infrastructure on which cyclists and
pedestrians are expected to share equally does
not properly take the requirements of either
group of users into account and creates conflict
situations.”

aviewfromthecyclepath.com



17. Is it a reasonable request to make of cyclists that they slow down when they have been specifically directed to use a path through the park? The quietways and the spine would be there to help commuter cyclists get around quickly and efficiently as well as to encourage more cycling of the type promoted in the previously mentioned posters.

The accompanying text is taken from the blog “a view from the cycle path” by David Hembrow who lives in the Netherlands. He points out that the preferred model for infrastructure there is to keep pedestrians and cyclists separate and that cyclists there are not better behaved just better served.



SHARING THE SPACE:

A study of four shared-use paths in London

We are Living Streets, the UK charity for everyday walking. We want to create a walking nation where people of all generations enjoy the benefits that this simple act brings, on streets fit for walking.



18. Living Streets the charity for everyday walking included Burgess Park in a study which they did about the experience of pedestrians and cyclists on shared paths. More pedestrians disliked it than cyclists but cyclists also recognised that this is not the most efficient way to get around. Other park users want to enjoy spatial freedom in the park. For many of them that is the point of being in the park. They don't want to keep looking over their shoulders or to worry that their children are under threat.

Living Streets Sharing the Space 2016 study link

The future for Burgess Park cycling:

Conclusions from Living Streets' shared use study

Focus on designing an on-road facility for the Southwark Spine cycle route, e.g. along Wells Way rather than through the park

Introduce a small amount of signage to alert park users to the presence of cyclists.

Encourage slower cycling speeds in the park.

Continue to prioritise the destination function of Burgess Park and the leisure facilities.

In the longer term, there should be improved facilities for commuting cyclists on the Old Kent Road, Walworth Road and surrounding roads.



19. Living Streets were looking at Burgess Park East and not West but regarding the Southwark Spine they said it should run along Wells Way and we have had an undertaking from Southwark Council that they will look into this route again. However, funds from TFL will possibly be the deciding factor.

QW7 should also be thoroughly investigated as cycling infrastructure before there is a final decision on the route.

If cycling continues to grow and it is rightly being encouraged, it should not be at the expense of parks. Developments should be carefully thought out and not be quick fixes which in a few years will be causing problems.

Southwark cycling policy states that it should meet the needs of pedestrians and cyclists, with particular emphasis on disabled people and the mobility impaired.