

Walking Routes in the Regeneration Areas of Elephant & Castle, Aylesbury Estates and the Elmington Estate.

Findings of a Walkabout held on
15th March 2011

Taking part...

- Councillor Fiona Colley – Southwark Council Cabinet Member for Regeneration & Corporate Strategy
- Jon Abbott, Dave Ware & Julia Edwards – Southwark Council
- Susie Wilson – Lend Lease
- Jeremy Leach & Alastair Hanton – Southwark Living Streets.



St. George's Rd

1) Issues & Background:

- Part of a gyratory that encourages high speeds as drivers pick up speed (eg after the coming up the Walworth Rd) *"It is not that busy with traffic; it just comes fast and comes in pulses"*.
- Confusing even for drivers as to which lane you should be in.
- Road is residential in feel but owing to lack of crossings is hard to cross. Road is very wide (up to 5 lanes in places) and this adds to it being hard to cross.

2) Possible Solutions.

- Using the space better for cyclists; there is so much dead space and there is room for a protected contra-flow cycle lane.
- Need to create crossings at a number of points owing to the presence of so many buses
- Could have refuges like on The Strand or take cues from the pedestrian refuge space in the middle of the road by MacLeod St on the Walworth Rd or Kensington High St.
- Even before the idea of the tram was dropped, the base proposal from TfL was that this road could revert back to 2 way working.
- There is little signage at present; the Imperial War museum should be included on the proposed Legible London signage when/if that is installed at the E&C.
- Improving the road by lowering vehicle speeds, reducing carriageway width and making crossings easier could encourage people to walk from the Elephant & Castle to Waterloo, Lambeth North and the Imperial War Museum. Few do this at present as can be seen from the low levels of walking along the road.



Many people cross St. George's Rd by the London College of Communications (LCC) to avoid using the subways.

Crowded bus stops (perhaps temporarily) outside the LCC on St. George's Rd.



Junction of Walworth Rd & Newington Butts.

1) Issues & Background:

- Very large bare space at present with only the prospect of a Cycle Hire Scheme stand and some trees being planted.

2) Possible Solutions.

- Ideas for uses for the spaces included:
 - Objects such as balls of various sizes as in More London/in Peckham Square.
 - Symbols such as the Elephant & Castle.
 - A statue (? Charlie Chaplin).
 - Allowing some stalls/kiosks/cafes.
 - More tree/other planting.



Large space outside
the Strata.

Walworth Rd – Manor Place north to Newington Butts.

1) Issues & Background:

- North of Hampton St:
 - Very dirty and poorly maintained especially under the railway bridge.
 - Dangerous to cross especially by the entrance to Elephant Rd (where many wish to cross).
 - Poor quality pavements.
 - Cluttered pavements.
- Hampton St. Grim pedestrian links from the Newington Estate – narrow cluttered, broken filthy pavements. Excess of carriageway; poor condition of the railway bridge. Many blank, threatening and unattractive frontages.

2) Possible Solutions.

- Improved maintenance of northern section (especially under railway bridge). Declutter structures on pavements.
- Longer term. Reduce vehicle speeds to 20mph and address carriageway capacity and dangerous crossing.
- Investment needed in the quality of the walking and cycling links into the Newington Estate from the Walworth Rd along Hampton St and Steedman St.

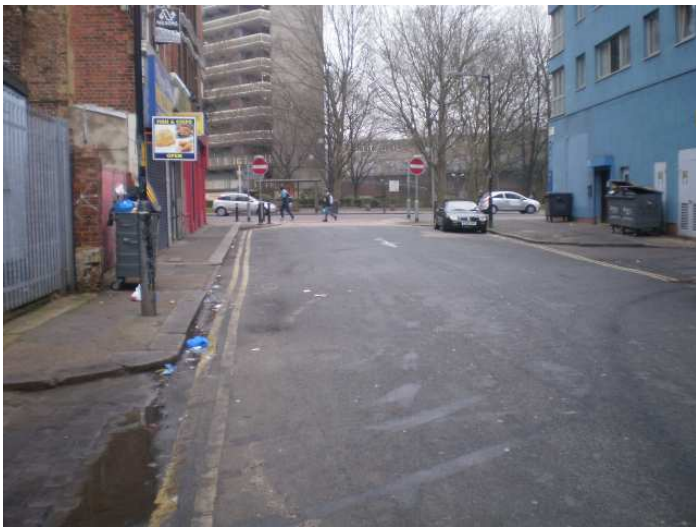


**Under Railway Bridge -
Western side of
Walworth Rd**

Cluttered pavements



Walworth Rd – Manor Place north to Newington Butts – Hampton St.



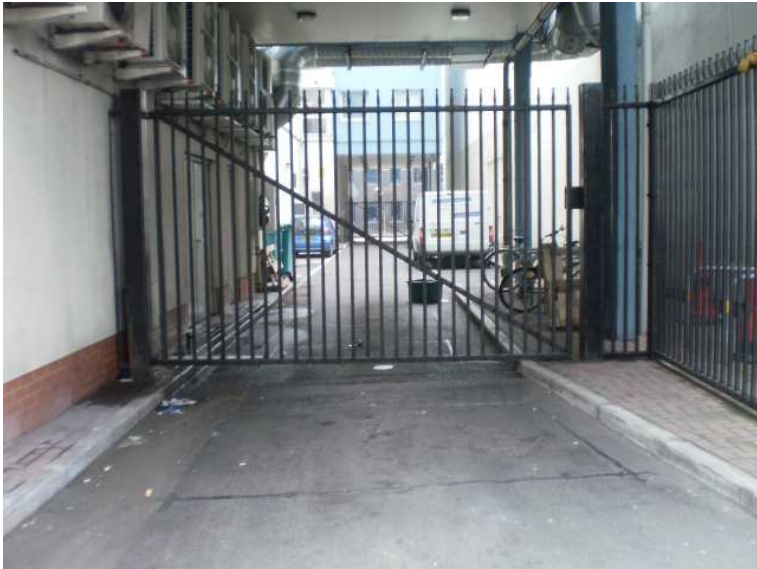
Overall context is a barren and desolate street with wide carriageway (for very few vehicles) and narrow pavements which are in an appalling state on important link to the Newington Estate.

Dead frontage to Julian Markham House and poorly managed bins.

Lighting needs to be assessed (white light instead of orange?).



Pavement on the north side of the street east of the railway bridge.



Threatening and dark entrance to the service areas of Julian Markham House.

(Back on the Walworth Rd) Dead frontages to Julian Markham House.



Walworth Rd – Manor Place north to Newington Butts – Steedman St.



Far less bad than Hampton St and should benefit from the active frontage planned for the development of student accommodation (on the right hand side of the road).



Street still needs some action in relation to:

- Lighting quality.
- Clutter removal (eg this guardrail).
- Appearance (trees planting and greening to soften the space).
- Creating a high quality and safe route through to the Newington Estate.

Some support for improvements should be available from s106 funding related to developments in the area.

Walworth Rd – Manor Place north to Newington Butts.



- The main issue is the character of the road north of Manor Place. At present there is relatively little pedestrian movement between Manor Place and the E&C. This is partly because the road again reverts to being 4 wide lanes and largely unpleasant for pedestrians.
- If adequate space is created for bus-stops could the road not be narrowed to 2 lanes to help support the creation of the high street in this area and encourage walking to the E&C (given that the road narrows to 2 lanes south of Manor Place)?

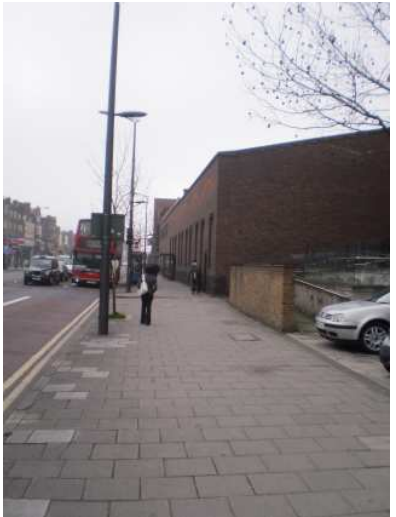
Northern Walworth Rd- Other Issues



Amelia Street – remains an uncalmed rat-run.



Car parking now prevalent outside John Smith House.



Long dead frontage of Met Police Ballistics Building.

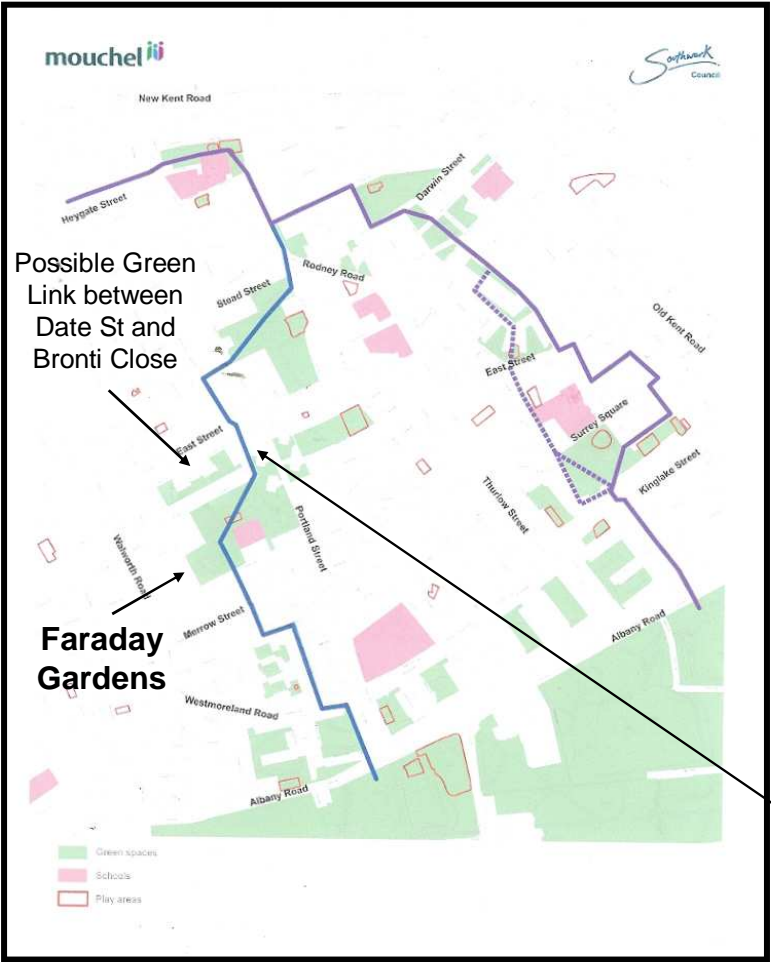


Any redevelopment needs to include agreed walking/cycling route through to Pullens area.

East Walworth – Green Links Routes.

- A number of green links have been proposed in East Walworth as can be seen on the map below:

- The walkabout looked at the quality of the links in from the Walworth Rd to Faraday Gardens east along Cadiz St.
- In addition to the route along Date St, a route has also been located between Date St and Bronti Close.



Initial map of Green Links in East Walworth from the Mouchel feasibility study

Growing in gardens along Date St.



Need for green routes emphasised by the harsh and urban feel of Bronti Close.



Blackwood Rd – Opportunities for improvement along the wooden fencing on the west side of the street.

Walworth Rd – Southern Section: Merrow St to John Ruskin St.



- Important to consider southern section of the Walworth Rd in the light of the loss of Thurlow St as a major public transport route owing to loss of tram.
- The focus of public transport for residents of the Aylesbury will once again become the Walworth Rd and they will need to cross to the west side for buses north.
- South of Merrow St, the Walworth Rd widens from 2 lanes to become 4 wide lanes before narrowing again to 2 lanes as it becomes Camberwell Rd south of the junction with John Ruskin St.
- This section is marked by wide crossings and faster and noisy traffic (even though it is a residential and well used shopping street).
- The proposal would be to continue the principles of the Walworth Rd south and to narrow the road to 2 carriageways and with plentiful space for bus stops.
- Vehicles flows could be aided in some ways as crossing distances would be shorter at formal crossings allowing shorter green man phases.

Elmington Estate.

Routes into Burgess Park



- Safety significantly increased with the recent Southampton Way improvements but...
- ...good quality links will be needed from the redeveloped Estate into Burgess Park. Consider:
 - Narrowing carriageway to create shorter crossings.
 - Decluttering the area in front of the entrance to Burgess Park as part of making it safer.

Edmund Rd



- Little use currently by motor vehicles; significant use by bicycles as part of the LCN+ route.
- Consider closure to motor vehicles and creation of a through route for cycles and pedestrians. Is a road needed at all here, could this not simply be made part of the estate with through access for cycles?