Green Links – A Walking & Cycling Network for Southwark

31st March 2010
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Introduction.

- Southwark Living Streets and Southwark Cyclists have developed a proposal for a network of safe walking and cycling routes in Southwark.
- This has been discussed in broad outline with Southwark officers and elements of it have been presented to some Community Councils.
- This paper sets out the proposal, proposes next steps and invites comments.
What is a Green Link?

- Planting & Greenery
- Biodiverse
- Safe & Attractive
- Connects Local Amenities
- Cycle Friendly
- Pedestrian Friendly

Surrey Canal Path – Peckham Town Centre to Burgess Park
Objectives.

- The purpose of the network is to create an alternative to streets that are dominated by vehicles for residents to get about the borough in a healthy, safe and pleasant environment in their day-to-day journeys for work, school shopping and leisure.
- The routes are intended to provide direct benefits…
  - To people’s physical and mental health.
  - In improving the environment in terms of both air and noise.
  - By contributing to the Council meeting its climate change obligations, by offering credible and attractive alternatives to short car journeys.
  - Encouraging people make a far greater number and range of journeys by walking and cycling.
- More specifically the network is designed to:
  - Take advantage of Southwark’s many large and small parks and open spaces, linking them by routes which are safe, and perceived to be safe, for walking and cycling.
  - Encourage school pupils, their parents and carers to use the network to get to and from school.
  - Reduce the numbers of casualties amongst pedestrians and cyclists (52 pedestrians and 29 cyclists were killed or seriously injured on Southwark’s roads in 2008).
  - Help people wanting to walk or cycle to local shops, healthcare, recreation and other destinations.
  - Help people improve their health and fitness by more active modes of travel.
  - Promote biodiversity by providing green links between parks and open spaces
  - Reduce the borough’s carbon emissions by enabling people to travel in greener ways.
  - Make use of existing and potential funding streams such as the Cleaner Green Safer programme, Projectbank and the Transport for London LIP funding.
  - Make links to other projects that encourage sustainable transport such as the Connect2 bridge in Bermondsey or the proposed Thames crossing to Canary Wharf for pedestrians and cyclists from Rotherhithe.
The Nature of the Network. The characteristics of the network are outlined below.

- Wherever possible the routes would be in green spaces and off-road. In other places the routes would be on quiet roads and, to command the support of school pupils and parents, with well-enforced 20 mph speed limits.
- All the routes would be walkable but potentially there would be restrictions on cycling in some locations (with alternative cycling routes being created).
- The network would be clearly signed with a memorable logo, indicated as, for instance “Southwark Green Links - Rotherhithe” Using the name of the Community Council area will further help give local identity to the borough wide network. Other information on each route could include local context such as history, famous people, events from the past etc. Involving schools in the design of signage of the routes at a local level would enable local children to identify more with the project and add local distinctiveness.
- The standard of lighting would be raised to current accepted levels but some parts of the network currently without lighting would remain so, where it would not be appropriate to encourage extra use after dark.
- New paths in parks and open spaces would have a water-permeable surface of an attractive colour, such as “Clearmac” (used around many street trees).
- The network would be complementary to other pro-walking and cycling initiatives, including:
  - The Green Chain Walks. Southwark has recently joined this long-established organisation developing leisure-focussed walking routes in Outer London with links into Inner and Central London;
  - Sustrans' Greenways programme.
  - Schemes promoting cycling such as Cycle Hire and the Cycle Superhighways (Four of the 12 proposed Superhighways will have large sections running through Southwark – Routes 4, 5, 6 and 7)).
  - The Better Streets manifesto launched by the Mayor of London.
The Routes - 1. Bermondsey.

- Bermondsey Spa sits at the centre of the Bermondsey Community Council area and could act as a hub for Green Links in the local area. Improving links to the Spa park would encourage walking through the area and also provide a destination that more people would find is just a pleasurably walk away.

- Key Routes:
  1.1 Bermondsey St linking southwards to East Walworth.
  1.2 Southwark Park to Tower Bridge east-west along quiet streets between the river and Jamaica Rd into Tooley St.
  1.3 Southwark Park to Burgess Park via Paterson Park. Route to be created to link Southwark Park to Paterson Park and Paterson Park to Burgess Park (line of route only shown on map)
  1.4 Southwark Park to Bermondsey Spa (north of Southwark Park Rd).
  1.5 Old Kent Rd to Bermondsey Spa via Hendre Rd, across Mandela Way, up the stub road that turns into a footpath and on through Curtis Way to Bacon Grove.

1.3 Paterson Park. Newly improved with pleasant walking and cycling routes. The park sits halfway along the route between Southwark Park and Burgess Park.

1.5 Hendre Rd. The remarkable hole in the wall in the north-east corner of Hendre Rd at the start of the link to Bermondsey Spa.

- The network here will tie in closely with aims of the Bankside Urban Forest and will create links into East Walworth to the south and Bermondsey to the east.
- Key Routes:
  2.1 Blackfriars Rd – improvement scheme proposed by TfL with Projectbank funding.
  2.2 Union St to Bermondsey St. This route connects Southwark Tube and the TfL Palestra building to Borough High St via a part-pedestrianised Flat Iron Square and a segregated cycle lane. East of Borough High St it connects Newcomen St (where a contra-flow cycle lane would be needed), the recently calmed Snowsfields, Weston St, Tanner St Park and Leathermarket Gardens; in the west it links with the recently improved stretch of The Cut. It is part of the Zone 1 Bikegrid proposed by the London Cycling Campaign.
  2.3 Elephant & Castle to Bermondsey St. Linking Newington Gardens, Dickens Square, Tabard Gardens and Leathermarket Gardens
  2.4 Bricklayers Arms to London Bridge. This route will make use of the planned improvements on Rothesay St and Weston St which heads north into the heart of London Bridge.
  2.5 Great Dover St & Tabard Gardens to the London Bridge area via Becket Street, Tabard Gardens, Southall Place. At Crosby Row the route could divide with one arm going to Borough High St and London Bridge itself via Guys Campus Garden and Kings Head Yard and the other arm taking Joiner St directly into London Bridge Station.
The Routes- 3. Camberwell.

- Green links in Camberwell centre on links to Camberwell Green: a) links to Burgess Park east of Camberwell Rd; b) in and around Myatts Fields; c) linking the hospitals with their large number of staff and daily visitors and patients, and on southwards to Dulwich and south-east to Peckham Rye & Nunhead.

- Key Routes:
  3.1 Burgess Park to Camberwell Green. A “Green Finger” treatment (similar to those planned across Albany Rd to the Aylesbury Estate) via Lomond Grove, the soon to be improved area around the Orchard and the closed off eastern section of Camberwell Green.
  3.2 Burgess Park to Brunswick Park (and on to Lucas Gardens) via Edmund St and Benhill Rd. Key is linking the regenerated Elmington Estate to Burgess Park.
  3.3 Myatts Fields to Camberwell Town Centre via Knatchbull Rd and Camberwell Station Rd.
  3.4 Myatts Fields to Burgess Park via Flodden Rd, Councillor Rd and Wyndham Rd. Key here is a safe crossing at Camberwell New Rd.
  3.5 Links to the hospitals. These will form a key part of the area-based scheme for Camberwell but the plans for Denmark Hill should extend as far south as the entrance to King’s and the Maudeley. Links to Denmark Hill Station will be improved by the area-scheme currently being designed.
  3.6 Routes south. LIP funded improvements to Denmark Hill at Champion Park will facilitate links southwards to Champion Hill and on to Greendale.
  3.7 East of Denmark Hill a route will link Camberwell to Goose Green in East Dulwich via Grove Hill Rd, Malfort Rd, Avondale Rd, Copleston Rd, Oxenford St, Marsden Rd and Ondine Rd.
The Routes- 3. Camberwell (cont’d).

Links to Burgess Park – from Camberwell & Elmington Estate

3.1 North from Camberwell Orchard along the Green Finger to Burgess Park.

3.2 South into the Elmington Estate – Edmund St. The green link can be designed as part of the regeneration of the estate.

3.2 South along Benhill Rd towards Brunswick Park.

3.4 Major Problem – No safe crossing over Camberwell New Rd at the junctions with Rodden Rd and Councillor St.

3.6 Champion Hill. Safe and pleasant crossing needed to improve connections to Ruskin Park across Denmark Hill.

- Dulwich is characterised by many schools so much so that education could be regarded as the industry of Dulwich. Between them the 17 schools have 7,500 pupils. The task is to create a series of safe walking and cycling routes between schools and homes. As far as is possible these routes will be off-road using Dulwich’s open spaces.

- The individual routes are shown on the map on the right. The routes would:
  - Provide links between the schools and their thousands of pupils.
  - Use/create about 14 kms of routes off-carriageway and 7 kms on-carriageway.
  - Use off-road paths with a water-permeable surface of an attractive colour, such as “ClearMac”, as used on the path across the green at the southern end of Hunts Slip Road.

- The challenges in Peckham Rye & Nunhead are considerable owing to the long distance between the northern and southern extremities. Key here is to provide links between the large green spaces in the south and to provide safe and pleasant links between them and the two town centres of Nunhead and Peckham itself.

- Key Routes:
  5.1 Peckham Rye Station to Nunhead town centre at Evelina Rd via Consort Park. The route runs via Bournemouth Rd (or preferably through the proposed Copeland Cultural Quarter), Copeland Rd, Godman Rd passing Consort Park and on to Gordon Rd.
  5.2 Nunhead town centre to Eddystone Bridge at the Lewisham border. The route runs along Nunhead Grove, along the whole length of the Brockley Footpath south along Inverton Rd and Brockley Way.
  5.3 One Tree Hill (south Nunhead) to Dulwich Park. This route uses the paths through the linear park on Brenchley Gardens as far as Forest Hill Road. It then goes through Camberwell Old Cemetery, mostly on existing paths but with a short new length of path and new gate to cross Underhill Road onto Overhill Road before crossing Lordship Lane and entering Dulwich Park at the Fireman’s Alley entrance.
The Routes - 5. Peckham Rye & Nunhead (cont’d).

Green Links in Peckham Rye & Nunhead

5.1 Improving the link for pedestrians from Copeland Rd to Godman Rd.

5.2 The heart of the route – making Brockley Footpath a more attractive and safer option for those on foot and on bicycles.

5.3 Creating a path for those on foot and on bikes through the linear park of Brenchley Gdns.

5.4 Linking Holly Grove Gardens and Warwick Gardens at the short one-way stretch of Holly Grove.
The Routes- 6. Peckham.

- Walking and cycling benefits enormously from the north-south route along Surrey Canal linking the town centre to Burgess Park.
- Key Routes:
  6.1 Peckham to Southwark Park and the amenities of the Rotherhithe Peninsula. A route would run north along the canal path to Burgess Park. The route would then be signposted to Southwark Park and Rotherhithe and run via Paterson Park (see route 1.3).
  6.2 Peckham to Brimmington Park. This route would run along Goldsmith Rd and Meeting House Lane. The main work along this route would be making a safe crossing at Peckham Hill St (LIP funding is in place for this) and at the mini-roundabout at the junction of Meeting House Lane and Asylum Rd.

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The Routes- 7. Rotherhithe.

• The network here takes advantage of the semi-rural character of the previous docklands area. The routes proposed reflect the emphasis on walking and cycling of the recently approved Canada Water Area Action Plan. An important aim is to provide a green link infrastructure that will link in the longer term to the planned walking and cycling bridge to Canary Wharf.

• Key Routes:
  7.1 South Bermondsey Station to the river at King Stairs Gardens. This route travels through Southwark Park and incorporates the long awaited crossing of Jamaica Rd. Key is improving the links between the southern end of the park and South Bermondsey station.
  7.2 Russia Dock Woodlands to Southwark Park. Route to be agreed from Russia Dock to Canada Water. New link across derelict land opposite Gomm Rd and from there across Lower Rd into the park.

7.2 Image taken from Southwark Council’s Canada Water AAP document showing indicative route of Green Link from Russia Dock Woodlands to Southwark Park (and points south-west in Southwark). The quality of this link and where it crosses Lower Rd is key to pedestrian and cyclist access to the peninsula.

- The routes in the Walworth area comprise separate networks in East and West Walworth and serve to link up the green spaces in those areas and to provide connections with the Walworth Rd.

- Key Routes - East Walworth network:
  8.1.1 Green finger links from Burgess Park into the redeveloped Aylesbury Estate.
  8.1.2 Within East Walworth, the eastern arm of the Green Links connects Salisbury Row Park and its Streets for People scheme and Surrey Square to Burgess Park; the western arm connects Nursery Row Park and Faraday Gardens to Burgess Park. Both arms would then be connected to Victory Gardens.
  8.1.3 Connections northwards from Victory Park and Salisbury Row Park to Borough & Bankside Harper Rd and eastwards into Bermondsey via the Bricklayers Arms are all dependent on improvements to the New Kent Road (as part of the E&C Regeneration) and the proposed redevelopment of the Bricklayers Arms Flyover.

8.1.2 Redundant road and estate path combined to make a green link through to East Street.

8.1.2 Road to nowhere – opportunity for a link into Surrey Square Park.

8.1.2 Redundant roads and poor paths could be replaced with green links that walkers and cyclists could share.

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

- Key Routes - West Walworth.
  8.2.1 From the hub of Pasley Park/Surrey Gardens, green links will go:
    a) north-west along Braganza St to Kennington Tube.
    b) east along Sturgeon Rd to the Walworth Rd.
    c) south-west via Lorrimore Square and Forsyth Gardens to the Brandon Estate.
  8.2.2 North along Penton Place to links with St Mary's Churchyard.
  8.2.3 Brandon Estate to link to the Walworth Rd via Lorrimore Rd.

- Green Link Routes – West Walworth

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Funding

- Although the project is at an early stage and much remains to be done, funding is already being gained for some elements of the scheme and to examine the feasibility of some Green Links. In addition, LIP funding is already being ear-marked for projects that have a close relationship to Green Links.
- The status of the funding is as follows:

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<td>1. Bermondsey</td>
<td>• £234K from LIP funding in 2012/13 for walking links from Bermondsey Spa to South Bermondsey Station.</td>
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<td>2. Borough &amp; Bankside</td>
<td>• Bankside Urban Forest sets out a long term vision for improving the streets and public spaces across Bankside. It is currently developing a five year business plan to develop a range of both large and small scale improvements to the public realm across the area. It is co-ordinated by Better Bankside and brings together a range of both strategic and local partners. <a href="http://www.betterbankside.co.uk/bankside-urban-forest">http://www.betterbankside.co.uk/bankside-urban-forest</a></td>
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<td>3. Camberwell</td>
<td>• Total of £325K from LIP funding in 2011/12 and 2012/13 for improvements between Champion Park and Champion Hill.</td>
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| 4. Dulwich                      | • Southwark Council is planning a first step in the network by works on Gallery Rd.  
• Dulwich Community Council is considering a CGS bid for a feasibility study. |
| 5. Peckham Rye & Nunhead        | • £250K from LIP funding in 2012/13 for pedestrian improvements in Nunhead town centre (Evelina Rd).  
• Longer term planning/funding from the Peckham & Nunhead Area Action Plan. |
| 6. Peckham                      | • Improvements planned to Burgess Park link across Trafalgar Avenue as part of Burgess Park redevelopment. |
| 7. Rotherhithe                  | • Longer term planning/funding from the Canada Water Area Action Plan. |
| 8. Walworth                     | • East Walworth. £22K from CGS funding for feasibility scheme on Green Links by Mouchel (currently being undertaken – Feb10). Other funding bids currently under way.  
• Total of £385K from LIP funding in 2011/12 and 2012/13 for pedestrian improvements in West Walworth. |
Appendix – Complete Map of the Green Links Network.