

Borough, Bankside and Walworth Community Council

Saturday 21 November 2015

1.30 pm

Amigo Hall, St George's Cathedral, Lambeth Road, London SE1 7HY
(intersection with St George's Road)

Supplemental Agenda No.1

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	Councillors to comment on the recommendations contained in the report.	

Contact: Gerald Gohler on 020 7525 7420 or email: gerald.gohler@southwark.gov.uk
Webpage: www.southwark.gov.uk

Date: 17 November 2015

Item No. 4.4	Classification: Open	Date: 21 November 2015	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Central London Cycling Grid: Quietway 14 – Results of public consultation	
Ward(s) or groups affected:		Cathedrals and Chaucer	
From:		Head of Highways	

RECOMMENDATION

1. That the community council supports the proposed recommendations to the cabinet member for environment and the public realm to implement the cycle route proposals subject to statutory procedures, as detailed in paragraph 19.

BACKGROUND INFORMATION

2. In accordance with Part 3H, paragraph 20 of the Southwark constitution, the community councils are to be consulted on traffic management decisions of a strategic nature.
3. The objectives of the scheme are to:
 - Provide a network of continuous and safe cycle routes across inner London;
 - Improve road safety;
 - Better conditions for cyclists;
 - Improve accessibility for all road users; and,
 - Enhance quality of the streetscape.
4. Jubilee Cycle Grid forms part of Quietway 14 that runs between Blackfriars Road and Canada Water. A public consultation has been undertaken covering the section between Blackfriars Road and Tower Bridge Road, part of which falls within Cathedrals and Chaucer wards. A report is also being taken to Bermondsey and Rotherhithe Community Council on 2 December 2015, with the results of the consultation as part falls within that area.
5. As part of the proposal, a number of traffic movement restrictions would be put in place. This involves:
 - Nicholson Street, to be one-way eastbound for traffic except pedal cycles;
 - Union Street between Great Guildford Street and Southwark Bridge Road to be pedal cycle only except for access.
 - No motor vehicle access to Southwark Bridge Road from Union Street;
 - Newcomen Street closed to motor vehicle traffic at Borough High Street. The section between Borough High Street and Crosby Row to become

- two-way
 - Leathermarket Street one-way eastbound only for traffic except cycles
 - Tanner Street one-way westbound only for traffic except cycles
6. In addition to ensure that the route is suitable throughout the day existing stretches of single yellow line are proposed for upgrading to 24 hour waiting and loading restrictions. A small number of parking bays are proposed for removal at key locations to address road safety concerns.
 7. Due to the potential impact of the proposals, pre-consultation engagement was carried out specifically for the Newcomen Street area.
 8. If approved, the implementation of the proposal will start in the first quarter of 2015-16.

KEY ISSUES FOR CONSIDERATION

9. Pre-consultation engagement was carried out for the closure of Newcomen Street to gauge the views of local residents / businesses. During this exercise, 99 properties were consulted with seven responses. Officers also spoke to the businesses on the western end of Newcomen Street as part of the exercise. The general consensus was in support and the closure would transform the environment of the area, providing access / loading is maintained.
10. A public consultation was held October to November 2015 for the area concerned. The consultation started on 12 October 2015, initially for a 3 week period. However after reports that a small number of residents and businesses had not received leaflets, additional leaflets were distributed and the consultation period extended to 8 November 2015.
11. Due to the size of the area the scheme covers, it was decided to divide the consultation area into four sections. Each area was based around the likely impact of the proposed measures, thus the size of the sections varies and the number of leaflets for each area is different. However, each leaflet referenced the other three sections and informed the consultees that information could be found on the Southwark Council website.
12. Two public exhibitions were held on 23 and 26 October 2015 between 2pm and 6pm & 4pm and 8pm respectively. Officers were available at these events to discuss / explain the scheme as well as answering any questions/queries attendees had.
13. Officers or council appointed consultants attended additional meetings with Better Bankside, Edward Edwards' House and Bermondsey Street Area Partnership to discuss the scheme.
14. A total of 4,993 leaflets were delivered as part of the consultation with a 7.5% overall response rate.

Section	Scheme area	Leaflets Delivered	No. of Response	Response Rate
A	Nicholson Street, Chancel Street and Dolben Street	319	41	12.9%
B	Union Street	585	100	17.1%

Section	Scheme area	Leaflets Delivered	No. of Response	Response Rate
C	Newcomen Street, Kipling Street and Guy Street	1,413	74	5.2%
D	Weston Street, Leathermarket Street and Tanner Street	2,676	159	5.9%

15. Sections A, B and C (part) fall within the Borough, Bankside and Walworth Community Council boundary. Hence Section D is not considered in this report, although the results are included in Appendix 2 for completeness.
16. The consultation leaflet asked respondents to give their views on each of the individual proposals, as well as their overall support for the measures.
17. The consultation responses are summarised as follows:

Section	Scheme area	Leaflet Delivered	No. of Response	Response Rate	Support	Opposed	No answer
A	Nicholson Street, Chancel Street and Dolben Street	319	41	12.9%	24	10	7
					59%	24%	17%
B	Union Street	585	100	17.1%	47	37	16
					47%	37%	16%
C	Newcomen Street, Kipling Street and Guy Street	1,413	74	5.2%	37	29	8
					50%	39%	11%

18. Full details of responses received, objections and concerns raised and officer response to those is contained in Appendix 2. Whilst there was overall support for the route, the key themes of objection and concern were around:
- Increased restriction on waiting and loading in certain areas
 - Diversion of local traffic onto other unsuitable roads where closures are proposed

Recommendations to the Cabinet Member for Environment and the Public Realm

19. On the basis of the results of the public consultation the cabinet member is recommended to approve the implementation of the Jubilee Cycle Grid Route Section A to C proposals (subject to formal statutory consultation).

Policy implications

20. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly

Policy 2.3 – Promote and encourage sustainable travel choices in the borough

Policy 5.1 – Improve safety on our roads and to help make all modes of transport safer

Policy 6.1 – Make our streets more accessible for pedestrians

Community Impact statement

21. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.
22. The recommendations are area based and therefore will have greatest affect upon those people living, working or traveling in the vicinity of the areas where the proposals are made.
23. The proposed cycle route will not only create a better cycle route for existing cyclists but also encourage people who are not currently cycling to do so.
24. As part of the scheme public realm improvements will be made to which will be enjoyed by all road users.
25. The proposed one-way traffic flow with contra-flow cycling on Nicholson Street will reduce the traffic levels and allow for a safer environment for two-way cycling.
26. The proposed closure of Union Street (by Southwark Bridge Road) and Newcomen Street (by Borough High Street) except for cyclists will vastly reduce the traffic volume of these streets and along the route. There will be no obvious benefit for through traffic to use these local streets. However, there will be some negative impact on local access where vehicles will have to travel a longer distance to enter or exit the local network.
27. The introduction of double yellow lines at junctions and narrow sections gives benefit to all road users through the improvement of inter-visibility and therefore road safety. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighboring properties at that location.
28. The scheme will result in a loss of 4 parking spaces in total.

Resource implications

29. All costs arising from implementing the recommendations will be fully contained within the existing budgets, which are funded by Transport for London.

Consultation

30. Consultation to date has been carried out as described in paragraph 8.
31. Ward members were consulted prior to the commencement of the public consultation.
32. Pre-engagement was carried out in February/March 2015.
33. This report is to consult the community council prior to a decision being taken by the cabinet member for environment and the public realm. Should the cabinet member approve, statutory consultation, as defined by national regulations, is required before the implementation of traffic management orders for certain aspects of the scheme. The council will place a proposal notice in proximity to

the site location and also publish the notice in the Southwark News and the London Gazette. The notice and any associated documents and plans will also be made available for inspection on the council's website or by appointment at its Tooley Street office.

34. Any person wishing to comment upon or object to the proposed order will have 21 days in which to do so. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the cabinet member for determination, in accordance with the Southwark constitution.

REASON FOR URGENCY

35. Not reporting until the next community council meeting would put the overall programme at risk. This would put Transport for London (TfL) funding for the proposals at risk. For the proposals to be completed in 2016 as per TfL's funding conditions, a decision by the cabinet member is required in early January 2016.

REASON FOR LATENESS

36. The consultation period was extended for an extra week due to reports of missed delivery. As this proposal affects two community councils, consultation in the same cycle is essential to ensure the cabinet member can make a decision in January 2016 and not put at risk funding from TfL.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011 Cycle Strategy	Southwark Council Environment and Leisure Parks Design Team 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/2/00107/transport_policy/1947/transport_plan	Matt Hill 020 7525 3541









APPENDICES

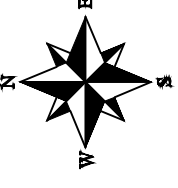
No.	Title
Appendix 1	Overview plans for Section A, B and C
Appendix 2	Consultation Report
Appendix 3	Pre-consultation letter

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Ian Ransom, Project Manager	
Version	Final	
Dated	16 November 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law & Democracy	No	No
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	16 November 2015	

Jubilee Cycle Grid Route

- Key**
-  Proposed cycle friendly sinusoidal hump
 -  Proposed removal of existing speed cushion(s)
 -  Existing one way for motorised traffic with contra-flow cycling
 -  Proposed one way for motorised traffic with contra-flow cycling
 -  Proposed road resurfacing
 -  Proposed footway resurfacing and decluttering to improve the streetscape
 -  Proposed raised table to calm traffic along and on approach to cycle route
 -  Proposed reconstruction of existing vehicle access



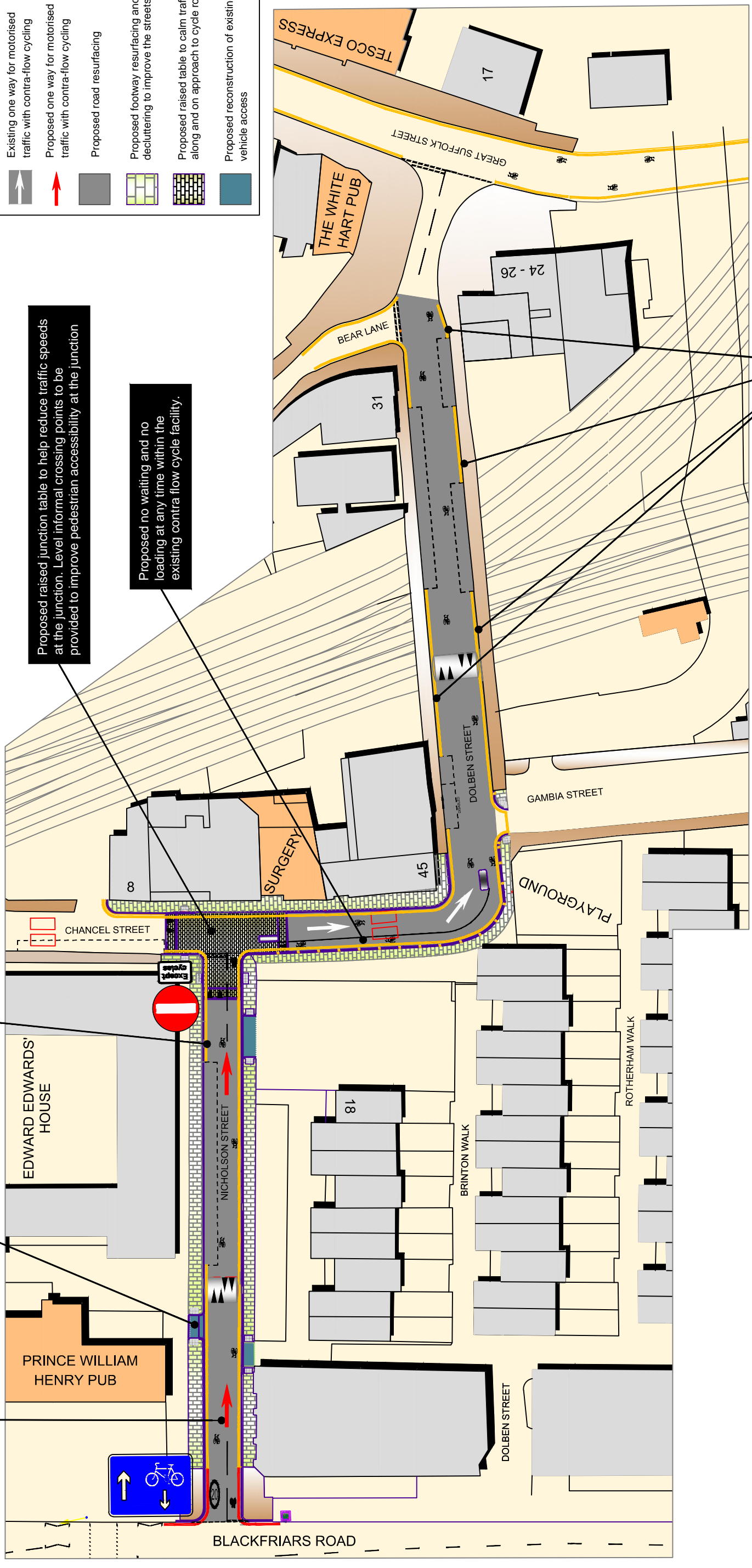
Proposed removal of one parking space on Nicholson Street to improve visibility at junction

Proposed reconstruction of existing vehicle access to provide level access for pedestrians

Proposed one-way eastbound for traffic with contra-flow cycle facility in the westbound direction on Nicholson Street

Proposed raised junction table to help reduce traffic speeds at the junction. Level informal crossing points to be provided to improve pedestrian accessibility at the junction

Proposed no waiting and no loading at any time within the existing contra flow cycle facility.



Existing single yellow line to be changed to double yellow lines to ensure good visibility at all times is maintained along Dolben Street and any potential pinch points removed

**JUBILEE CYCLE GRID ROUTE
SECTION A - NICHOLSON STREET, CHANCEL STREET & DOLBEN STREET**

PLAN A



Proposed junction improvement

1. Raised junction table to slow traffic on approach to junction and improve pedestrian accessibility
2. Depth of advanced cycle stop lines on each arm of the junction to be increased
3. Signal timing to incorporate early start cycle pre-signal to allow cyclists to enter junction and undertake turning movement before general traffic
4. Formal pedestrian crossing points with countdown timers to be provided on all arms including southern arm

Proposed dropped access for wheelie bins and low level soft landscaping to improve pedestrian accessibility

Proposed contra-flow cycle facility on Ewer Street to improve access to cycle route on existing one way

UNION PARADE - Proposed Public Realm Improvement on Great Suffolk Street (between Union Street & Surrey Row).
This will be consulted on separately.

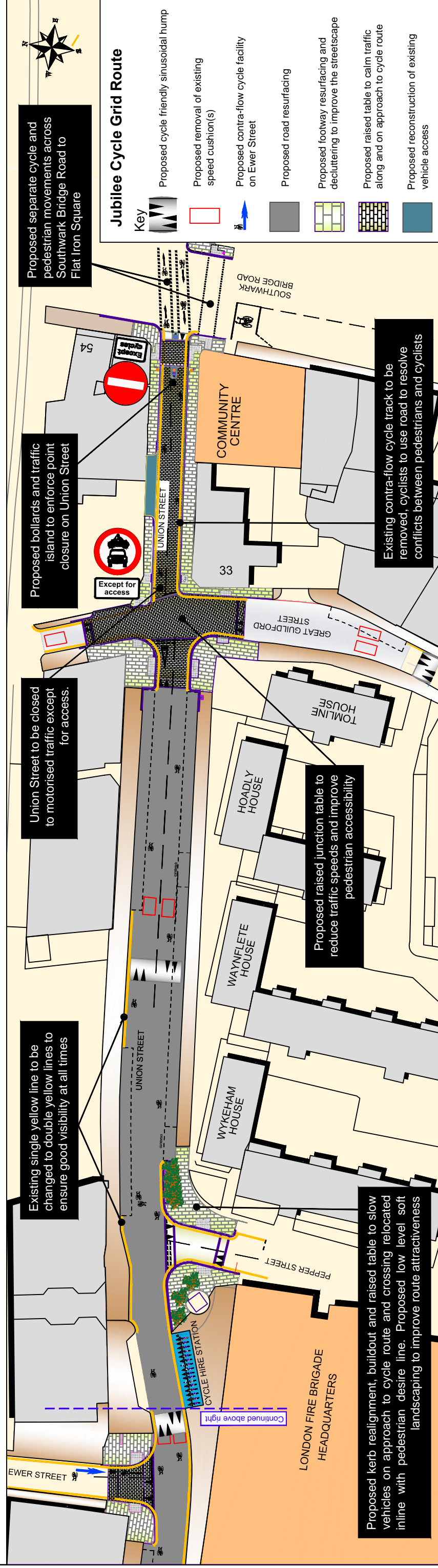
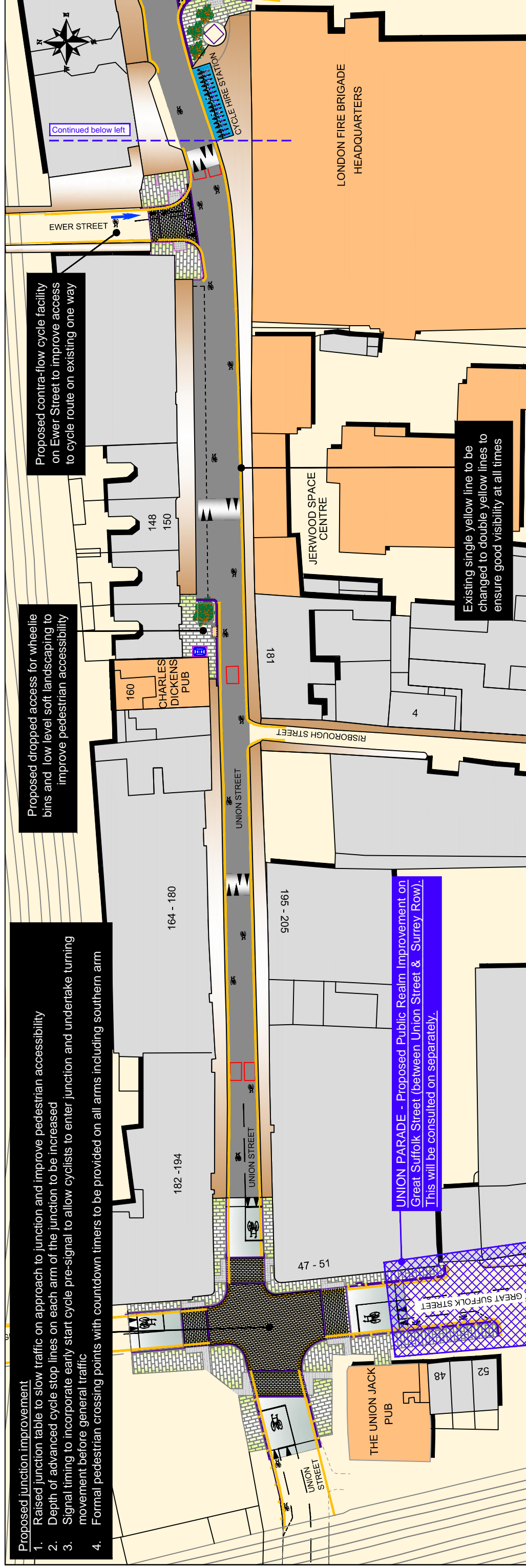
Existing single yellow line to be changed to double yellow lines to ensure good visibility at all times

Existing single yellow line to be changed to double yellow lines to ensure good visibility at all times

Union Street to be closed to motorised traffic except for access.

Proposed bollards and traffic island to enforce point closure on Union Street

Proposed separate cycle and pedestrian movements across Southwark Bridge Road to Flat Iron Square



Jubilee Cycle Grid Route

Key

- Proposed cycle friendly sinusoidal hump
- Proposed removal of existing speed cushion(s)
- Proposed contra-flow cycle facility on Ewer Street
- Proposed road resurfacing
- Proposed footway resurfacing and decluttering to improve the streetscape
- Proposed raised table to calm traffic along and on approach to cycle route
- Proposed reconstruction of existing vehicle access

Proposed kerb realignment, buildout and raised table to slow vehicles on approach to cycle route and crossing relocated inline with pedestrian desire line. Proposed low level soft landscaping to improve route attractiveness

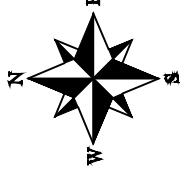
Existing contra-flow cycle track to be removed, cyclists to use road to resolve conflicts between pedestrians and cyclists

**JUBILEE CYCLE GRID ROUTE
SECTION B - UNION STREET (BETWEEN GREAT SUFFOLK STREET AND
GREAT GUILDFORD STREET)**



Jubilee Cycle Grid Route

- Key**
-  Proposed cycle friendly sinusoidal hump
 -  Proposed removal of existing speed cushion(s)
 -  Proposed segregated cycle lane
 -  Proposed footway resurfacing and decluttering to improve the streetscape
 -  Proposed raised table to calm traffic along and on approach to cycle route
 -  Proposed road resurfacing
 -  Existing one way for motorised traffic with contra-flow cycling
 -  Existing vehicle access



Proposed prohibition on kerbside loading along northern footway within extents indicated

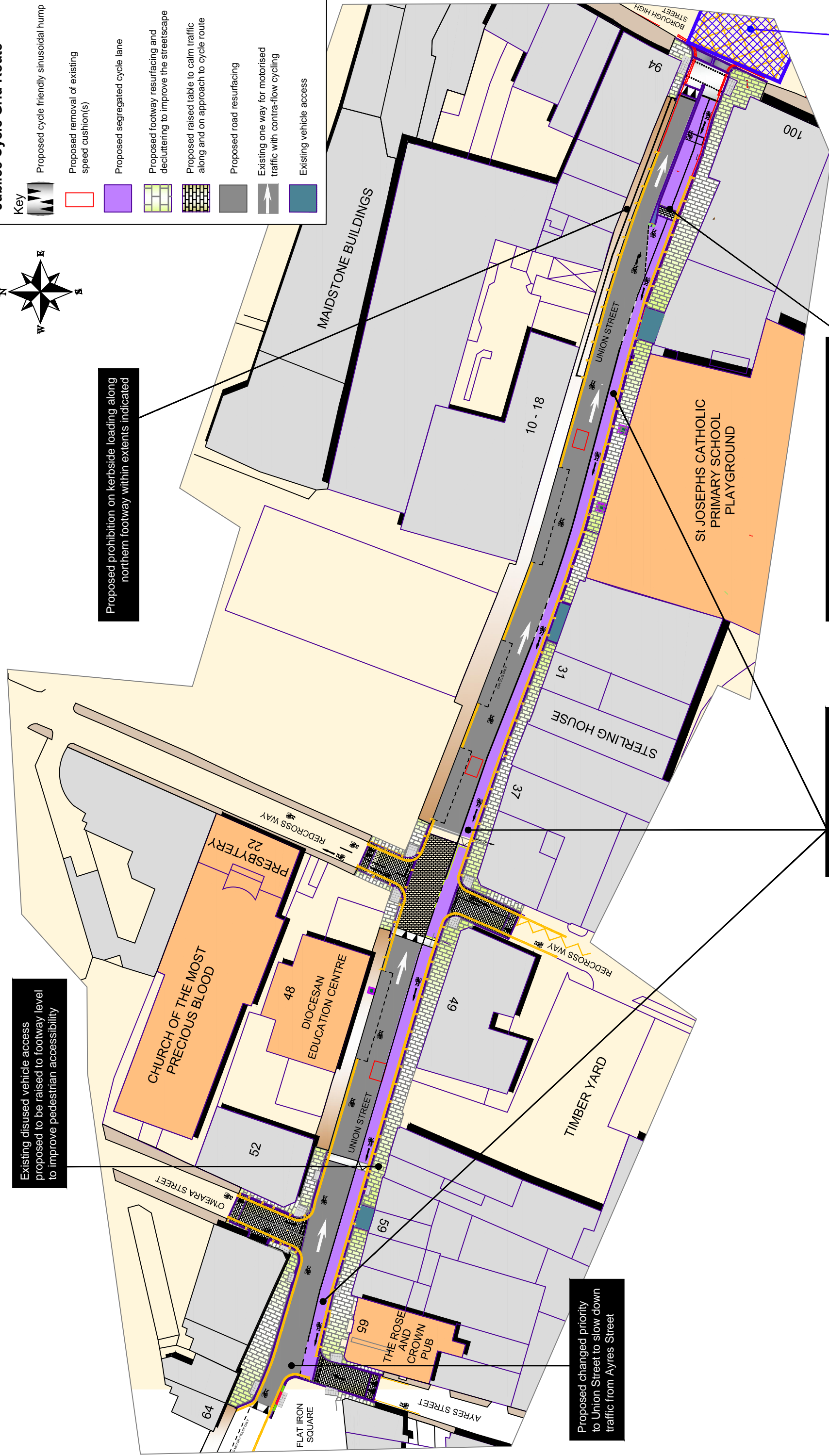
Existing disused vehicle access proposed to be raised to footway level to improve pedestrian accessibility

Proposed changed priority to Union Street to slow down traffic from Ayres Street

Cycle track to be widened and lowered to road level

Proposed 2-way cycle track to connect with proposed 2-way cycle track on Newcomen Street

Proposals to connect East-West cyclists across Borough High Street to be consulted by TfL



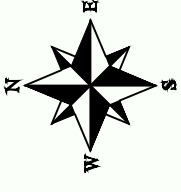
**JUBILEE CYCLE GRID ROUTE
SECTION B - UNION STREET (BETWEEN FLAT IRON SQUARE AND
BOROUGH HIGH STREET)**



Jubilee Cycle Grid Route

Key

- Proposed cycle friendly sinusoidal hump
- Proposed road resurfacing
- Proposed footway resurfacing and decluttering to improve the streetscape
- Proposed raised table to calm traffic along and on approach to cycle route
- Proposed two way for all traffic



SNOWFIELDS -
Road improvements will be delivered as part of the Guy's Hospital development

Kerbside parking to be prohibited along northern footway to allow for two way traffic (Change of existing single yellow line to double yellow lines)

Kerbside parking and loading to be prohibited along southern footway (Change of existing single yellow line to double yellow lines with no waiting and no loading at any time)

Proposal to remove existing tree to create adequate footway width for pedestrians

Proposed loading bay (max stay 40 min no return within 2 hours) and widen the carriageway to allow vehicles to undertake a 3 point turn

Proposed bollard to restrict size and type of vehicles allowed east of Tennis Street (max vehicle width of 2m)

Proposed removal of two parking spaces

Section of Newcomen Street proposed to be closed and bollards introduced to enforce road closure to motorised traffic except for emergency access

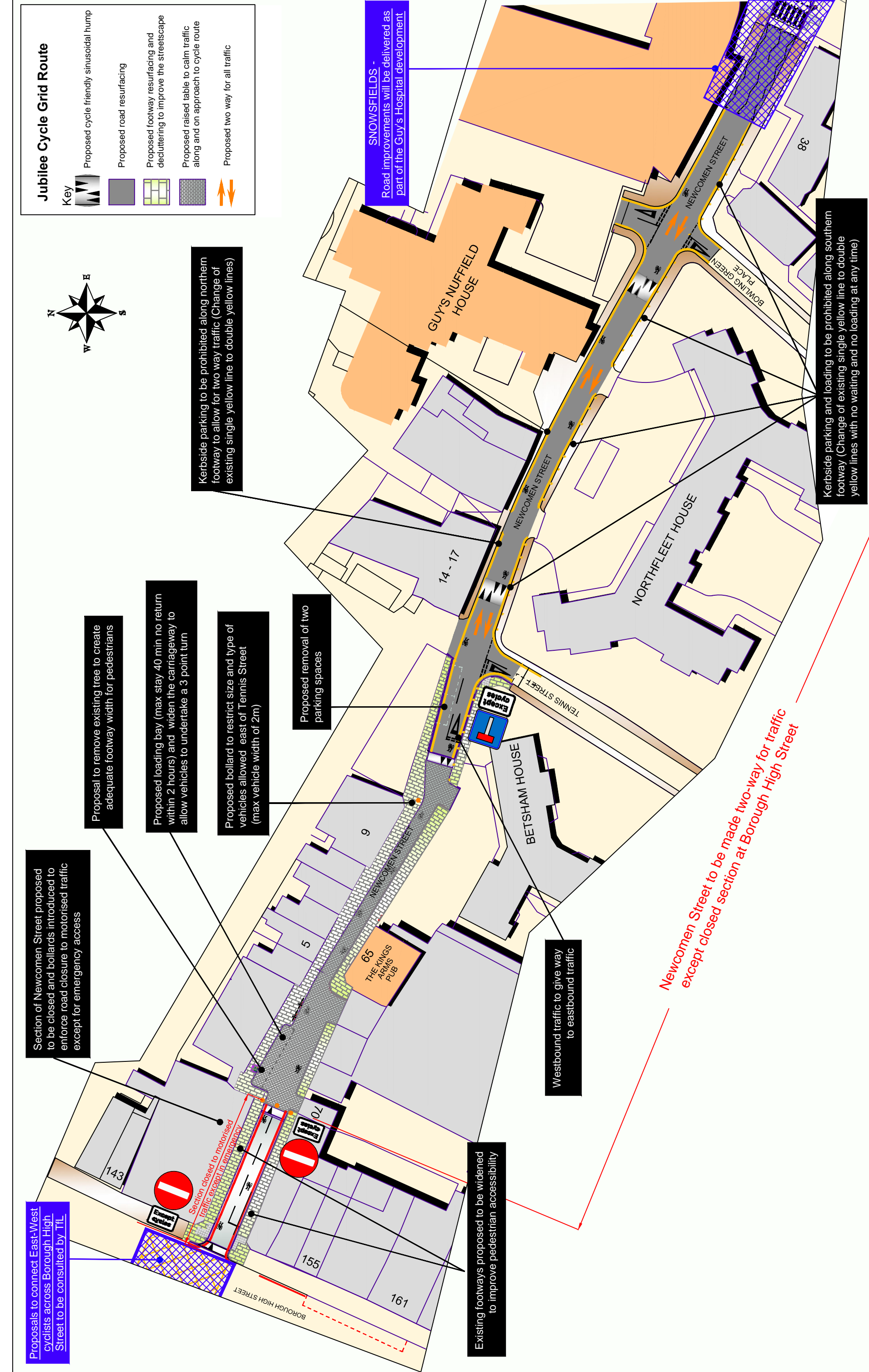
Existing footways proposed to be widened to improve pedestrian accessibility

Westbound traffic to give way to eastbound traffic

Newcomen Street to be made two-way for traffic except closed section at Borough High Street

Proposals to connect East-West cyclists across Borough High Street to be consulted by TfL

Section closed to motorised traffic except in emergency



**JUBILEE CYCLE GRID ROUTE
SECTION C - NEWCOMEN STREET**

PLAN C1

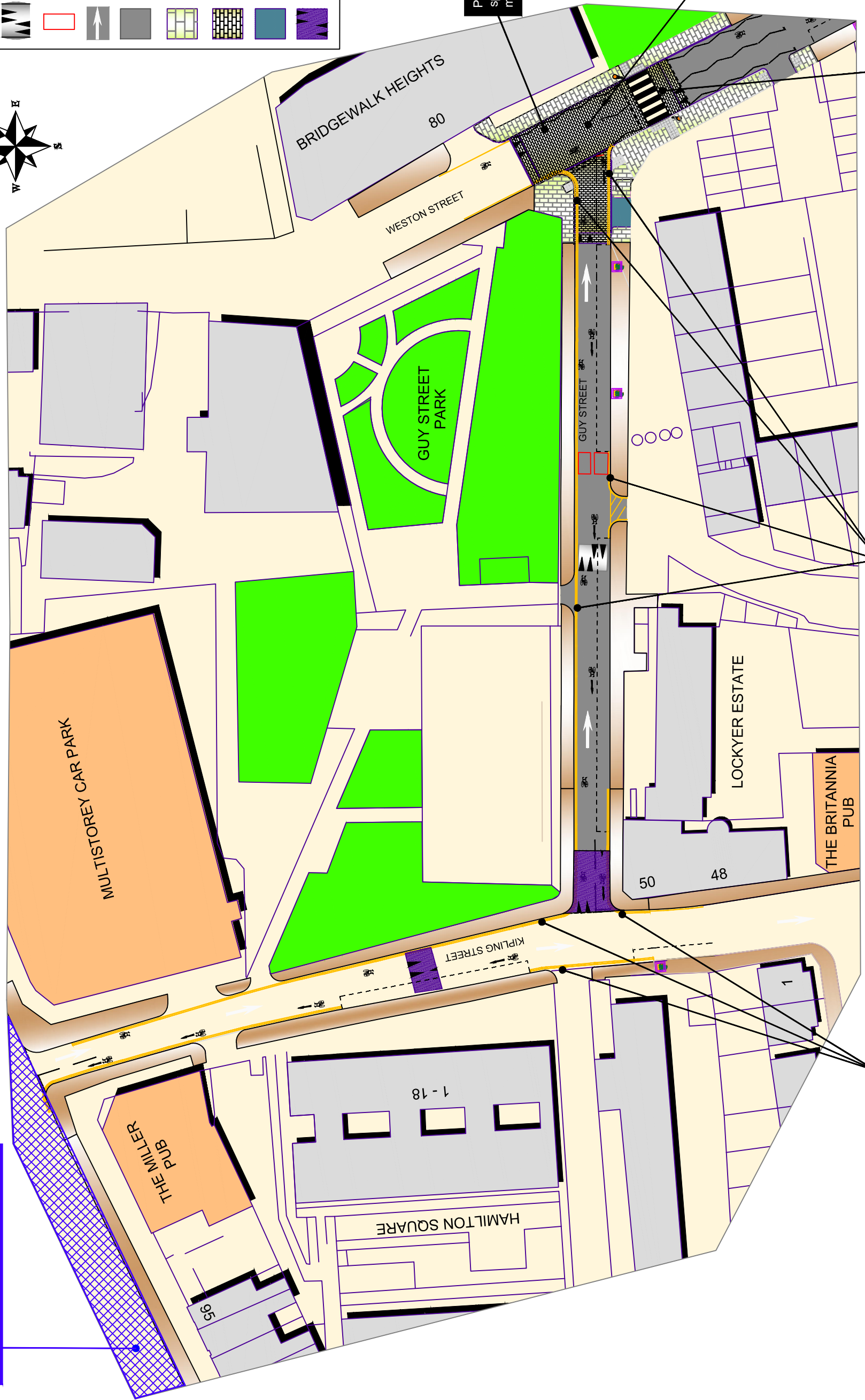
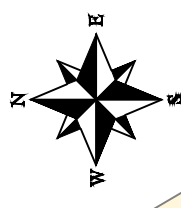


SNOWSFIELDS -
Road improvements will be delivered as part of the Guy's Hospital development

Jubilee Cycle Grid Route

Key

- Proposed cycle friendly sinusoidal hump
- Proposed removal of existing speed cushion(s)
- Existing one way for motorised traffic with contra-flow cycling
- Proposed road resurfacing
- Proposed footway resurfacing and decluttering to improve the streetscape
- Proposed raised table to calm traffic along and on approach to cycle route
- Proposed reconstruction of existing vehicle access
- Existing road humps



Proposed removal of one parking space to improve visibility and turning movement of vehicles

Proposed raised junction table to help reduce traffic speed and improve pedestrian accessibility

Proposed relocation of existing zebra crossing close to the pedestrian desire line

Existing single yellow line to be changed to double yellow lines to ensure good visibility at all times

Existing single yellow line to be changed to double yellow lines to ensure good visibility at all times

JUBILEE CYCLE GRID ROUTE SECTION C - KIPLING STREET AND GUY STREET

PLAN C2



Technical Note

Project:	Jubilee Cycle Grid Route	Job No:	60343287-C0239
Subject:	Consultation Response		
Prepared by:	Yasir Arafat	Date:	13/11/2015
Checked by:	Karl Chan	Date:	13/11/2015
Approved by:	Andy Blanchard	Date:	13/11/2015

1 Introduction

1.1 Project and Objectives

The Cycle Grid is a network of continuous and safe cycle routes across Inner London. The routes are not just for current cyclists but for people who have been put off cycling by the thought of sharing the road with high volumes of motorised traffic. The Cycle Grid and Quietways form an integral part of the Mayor of London's vision for cycling launched in 2013 and the council's objective to significantly increase the number of residents who opt for cycling as their preferred mode of transport, particularly when making local trips. The proposed area is located within the postcode SE1 district of Southwark borough. See Figure 1 below.

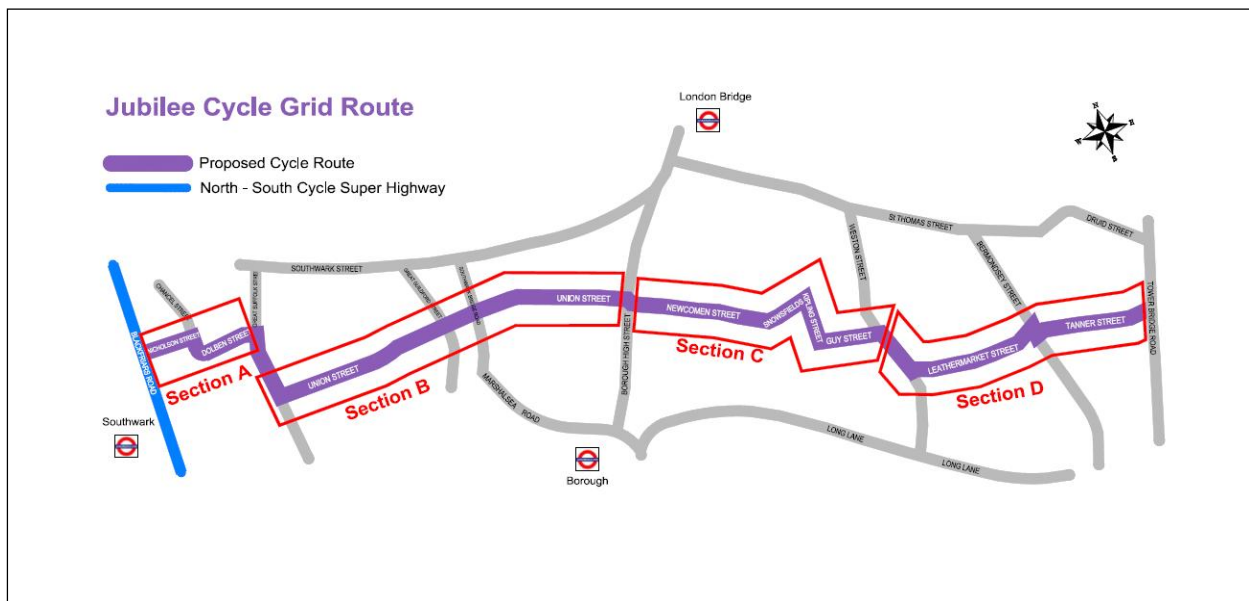


Figure 1 Location Plan

1.2 Consultation

The route was divided into four different sections (A, B, C and D) due to the length of the route. A total of 4,993 consultation leaflets and questionnaires were sent to the local residents, businesses and stakeholders through the Royal Mail postal service.

A specific consultation leaflet was prepared for each of the four sections. These leaflets described the proposals, included colour design drawings of the proposals, and incorporated a questionnaire and comment form that could be sent to the London Borough of Southwark through a pre-paid address reply. The leaflet also directed recipients to an online location on the Council's website where they could complete the questionnaire and comment on the proposals. The leaflet also included information on

Technical Note

where to go for assistance in translation and large print versions of the consultation document), see Appendix A for the leaflets.

The consultation leaflets were delivered to those directly on the alignment of the proposals, as well as local residents and businesses in the wider community that could be indirectly affected by the proposed measures. A mailing list was established for the area by way of the Council's GIS database. The consultation areas for each of the four sections were selected after discussion with the project sponsor (See Appendix B for each consultation area).

The public consultation period started on 12 October 2015, initially for a 3-week period. But after reports that some residents and businesses had not received the leaflets, additional leaflets were distributed and the consultation period extended to 8 November 2015 for a 4-week period in total.

The proposals were also available to view online through the consultation section of the Southwark Council's website, with an e-form questionnaire provided in order to capture responses.

Southwark Council held two public consultation exhibition drop-in events with representatives from the project team and consultation team present to explain the proposals and answer any questions from those attending. These events were held on:

- Friday 23rd October 2015, 14:00 to 18:00 at Southwark Council offices, Tooley Street
- Monday 26th October 2015, 16:00 to 19:00 at Southwark Council offices, Tooley Street

Nine people attended the Friday afternoon event and 13 people attended on Monday evening. Attendees were invited to provide their feedback formally through answering the leaflet questions and either post it to the address provided in the consultation leaflet or hand it to the staff present at the event.



Photograph 1 Consultation Exhibition

Technical Note

2 Consultation Responses

2.1 Distribution and Response Rate

Southwark Council received 3741 responses (a 7.5% response rate) overall from residents, businesses and stakeholders for the proposed plan.

Section	Leaflet delivered	Number of response	Response rate %
A	319	41	12.9
B	585	100	17.1
C	1,413	74	5.2
D	2,676	159	5.9
Total	4,993	374	7.5

Table 1 Consultation distribution and response rate

2.2 Questionnaire Analysis

The questionnaire element of all four consultation leaflets contained questions about the consultee's name, address, telephone (optional), email (optional) and whether they are local resident or employee or owner of a local business.

For analysis purpose, only the residents or employee / owner of a local business located within the postcode SE1 were considered to be 'Local'.

The questionnaire also contained site specific questions to gauge support on individual elements of the proposal. There were eight questions for Section A & C and eleven questions for Section B & D. All section leaflets included a general question on whether the consultee generally supported the proposals.

2.2.1 Section A – Nicholson Street, Chancel Street & Dolben Street

This section summarises the responses to all the site specific questions for Section A about the proposed changes. Comments made by the responses were grouped, and a summary of the most repeated comments can be found at the end of the section.

Figure 2 and Figure 3 show the overall and 'Local' responses to the questionnaire for Section A.

Technical Note

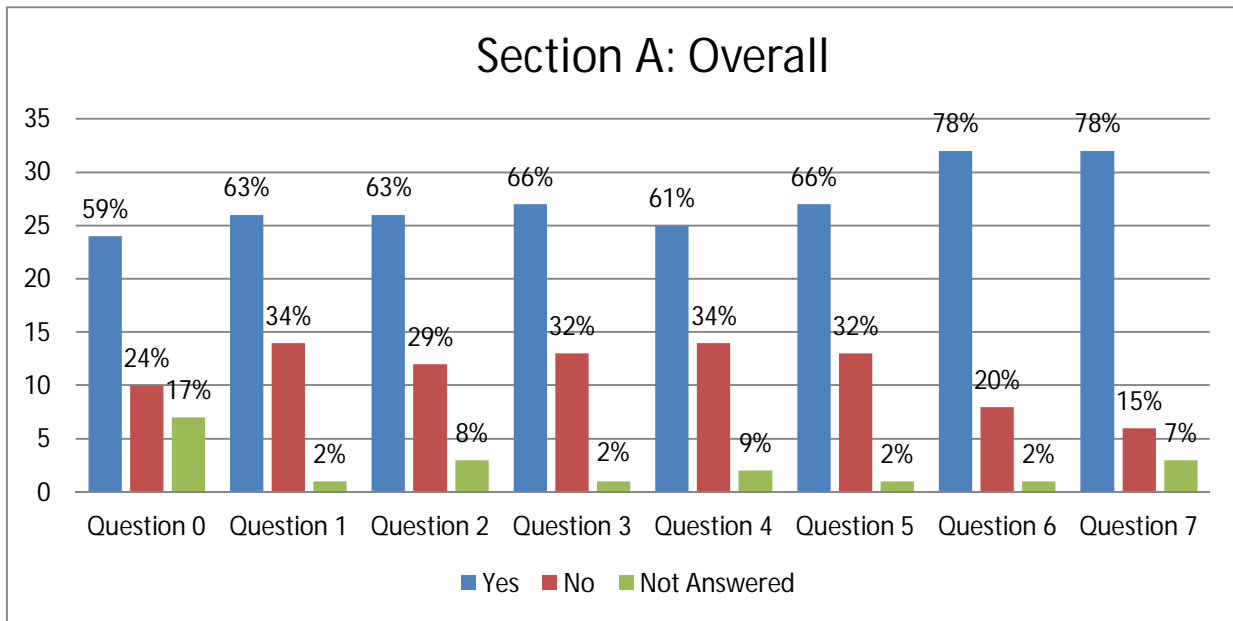


Figure 2 Overall response to questionnaire on Section A

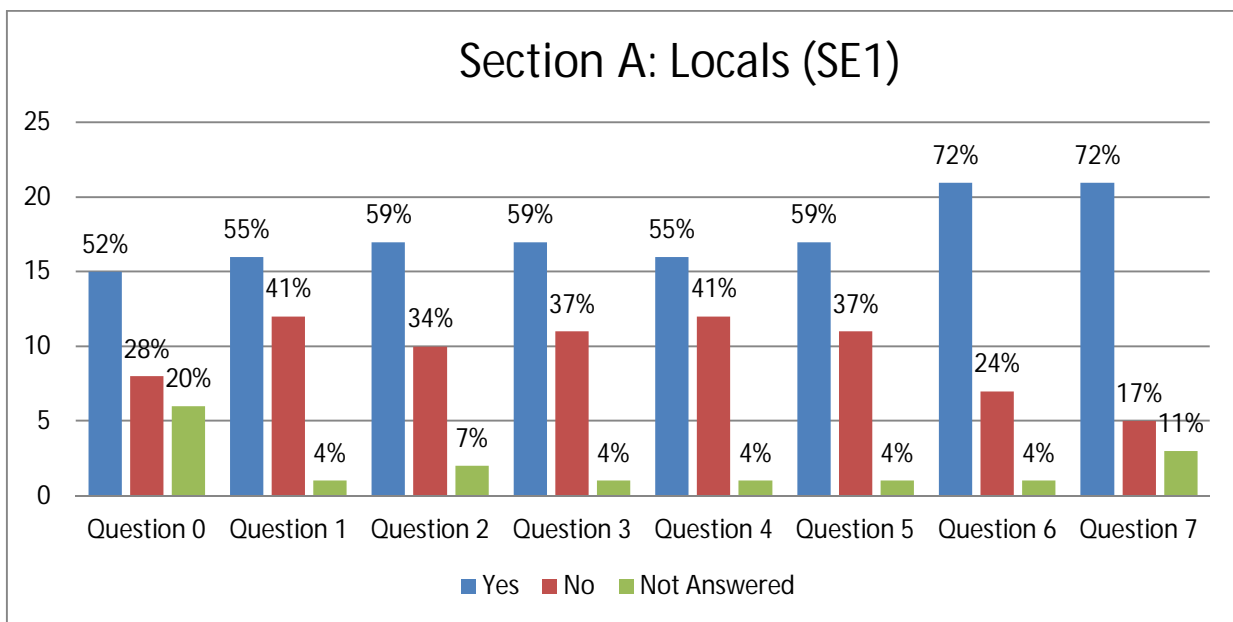


Figure 3 Local response to questionnaire on Section A

Q0. Do you support the proposal in general?

Support for the proposal in general on Section A is at 59%. Focusing on the locals residents and businesses within the postcode SE1, the support drops to 52% with 28% opposed to the proposal in general.

Technical Note

Q1. Do you support the proposed one way system of traffic flow on Nicholson Street?

Almost two thirds of overall responses supported the proposed one way eastbound traffic flow only on Nicholson Street. The majority of local responses supported the proposal although with a slightly lower majority.

Officers visited Edward Edwards' House as part of the consultation and the consensus is that they are opposed to the one-way system. This is as a result of the residents in Edward Edwards' House being concerned that the one-way system will encourage more cyclists travelling at a higher speed thus endangering the elderly residents.

Response: Officers do not believe that if properly designed, the one way with cycle contraflow will encourage greater cycle speeds.

Q2. Do you support the proposed loss of one parking space on Nicholson Street to improve the visibility at the Nicholson Street / Chancel Street junction?

In total 63% of response agreed to the loss of parking space with . Just under 60% of the local respondents supported this proposed change. 5 of the 12 locals opposed to this proposal live in Edward Edwards' House.

Response: Officers believe the loss of one parking space to be justified on road safety grounds.

Q3. Do you support the proposed no waiting and no loading at any time restrictions within the Chancel Street contra-flow cycle facility?

Over 65% of total responses supported these proposed changes to the parking restrictions. If only responses within the local area are taken into account, the support drops to a smaller majority of 59% for the proposed no waiting and no loading at any time restrictions on Chancel Street.

Q4. Do you support the proposed change from single yellow lines to double yellow lines along Dolben Street, to ensure good visibility along the route at all times and removal of pinch points?

25 out of 41 responses (61%) supported the proposed changes of single yellow lines to double yellow lines on Dolben Street. A majority (55%) of locals supported this proposal.

From the comments submitted with the questionnaires, there were comments on the lack of existing loading / parking for local residents and their visitors. The proposal will affect the availability during evenings and weekends. However, it should also be noted that there are also comments supporting the removal of parking/loading.

Response: Overall, it is important that the cycle route is safe for all road users at all times and therefore it is important that the single yellow line restrictions are upgraded.

Q5. Do you support the proposed traffic calming measures (replacement of speed cushions with road humps and raised tables)?

Over 65% responses supported the proposed traffic calming measures.

Q6. Do you support the proposed footway and carriageway improvements in general?

The improvements for footway and carriageway were supported by over 70% of responses for both local and overall respondents.

Q7. Do you support the proposed improvements for pedestrians?

The improvements for pedestrians were supported by 70% responses for both local and overall respondents.

Other comments

- Three respondents questioned the suitability of Nicholson Street as a cycle route. Two of the responses suggested using The Cut and Union Street as the preferred route.

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- *Response: Both TfL and Southwark Council believe Nicholson street to be the most appropriate route*
- Two respondents commented about an existing U-turning problem on Dolben Street as it is not clear from Great Suffolk Street that Dolben Street is a no through road (Chancel Street is one-way southbound only except for cyclists).
- *Response: Officers will consider this issue when detailed designs including signage are developed, should the scheme proceed to implementation.*

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2.2.2 Section B – Union Street (Between Great Suffolk Street and Great Guildford Street)

This section summarises the responses for Section B.

Figure 4 and Figure 5 show the overall and specifically 'Local' responses to the Section B questionnaire respectively.

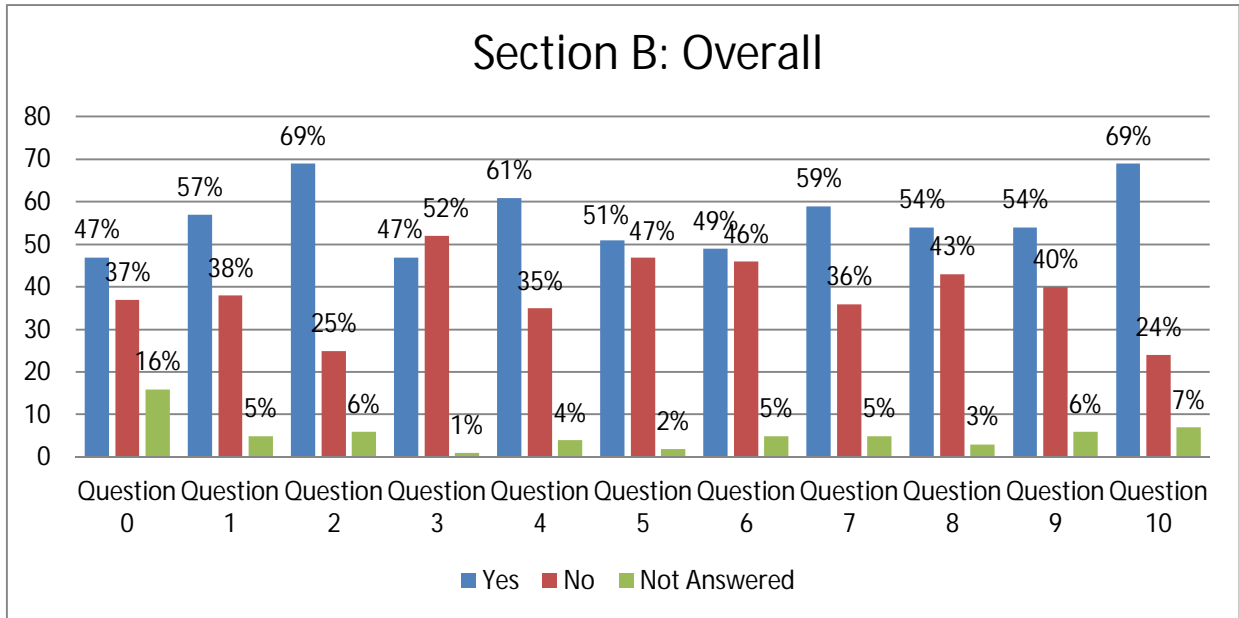


Figure 4 Overall response to questionnaire on Section B

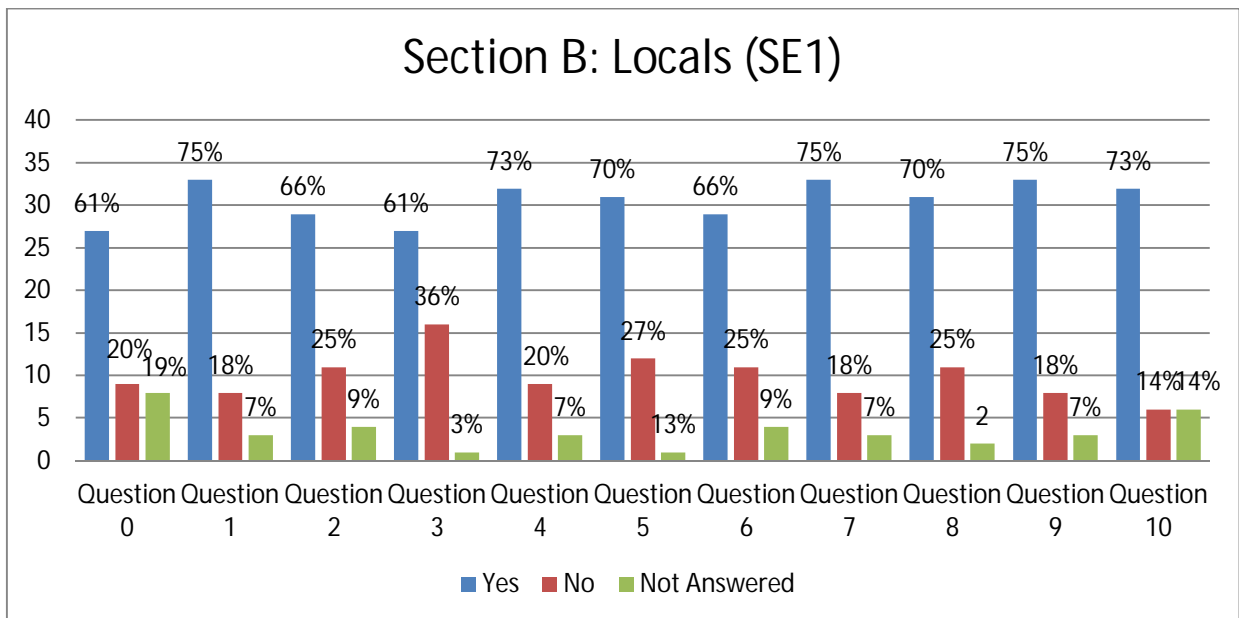


Figure 5 Local response to questionnaire on Section B

Q0. Do you support the proposal in general?

The overall support for the proposal in general on this section was 47%, 37% opposed and the remaining 16% did not answer this question. 21 of the 37 general public who opposed to the proposal classified themselves as 'Employee or owner of a local business'.

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However, 61% of the local respondents supported the proposals with only 20% of responses against the proposal in general.

Q1. Do you support the proposed contra-flow cycle facility on Ewer Street?

57% of overall respondents indicated support, while 38% opposed the proposal. However, 75% of the local respondents supported the proposals.

Q2. Do you support the proposed change from single yellow lines to double yellow lines along Union Street, to ensure good visibility along the route at all times and removal of pinch points?

The majority of respondents including local respondents backed the proposed changes from single yellow lines to double yellow lines.

Q3. Do you support the proposed closure of Union Street between Great Guildford Street and Southwark Bridge Road to traffic except cycles and access?

52% of the responses opposed the proposal while 47% of the total responses supported the scheme. Of the 52% that opposed to the proposal, just over half described themselves as 'Employee or owner of a local business'.

The level of support by local respondents for this proposal was significantly higher at 61%.

There were six respondents that explained their objection to the proposals; with half of them citing the closure would increase traffic level on adjoining streets such as Great Guildford Street, Copperfield Street and Pepper Street.

Response: Officers believe that whilst some traffic may be diverted onto these local roads, closing the through route will encourage most non-local traffic to divert onto the main roads and therefore any such diversion on local roads will be modest – mainly local resident/business traffic. Additional traffic calming measures are proposed as part of the scheme on Great Guildford Street.

Q4. Do you support the proposed prohibition of loading at any time along the northern kerbline of Union Street within 60m west of Borough High Street?

Majority of the respondents including local respondents agreed with the proposed changes. Again the vast amount of local responses showed support towards implementing this proposal.

Four respondents questioned the need to apply more restrictions to loading as this will affect the operation of existing businesses. All four comments were made by local residents, employers or employees.

Response: Officers will give this issue more detailed consideration during the detailed design stage, if the proposals are agreed in principle. All loading restrictions are subject to a statutory consultation.

Q5. Do you support the proposed two-way cycle track at the east end of Union Street?

51% of the responses supported the proposal, although the support from the local respondents was very positive at 70%.

Q6. Do you support the proposed measures at Union Street / Great Suffolk Street junction?

The numbers of respondents supporting and opposing this proposal were at a similar level with 49 in favour and 46 against. However, the local respondents were overwhelmingly (66%) in support of the scheme.

Q7. Do you support the proposed traffic calming measures (replacement of speed cushions with road humps and raised tables)?

A total of 59% of respondents supported the proposed traffic calming measure. From local respondents the support was stronger, with 75% in favour.

Q8. Do you support the proposal to switch priority from Ayres Street to Union Street traffic?

A total of 70% local respondents agreed, while over 54% of the overall respondents also supported the proposed changes.

Technical Note

Q9. Do you support the proposed lowering the existing cycle track between Flat Iron Square and Borough High Street to road level?

The overall support for the proposal was 54% with 40% against. 75% of local respondents supported the proposal.

Q10. Do you support the proposed footway and carriageway improvements in general?

The improvements for footway and carriageway were supported by around 70% of respondents from both local and overall categories.

Other Comments:

- Twelve respondents commented that they want less cycle measures, of which 10 lived outside the SE1 area.
- Seven respondents commented on the need for more segregation on Union Street where the cycle track is lowered to the road level. Also mentioned was the lack of segregation / clear paths between cyclists and pedestrians.
- *Response: The principle of the design is to improve segregation between cyclists and pedestrians. The need for more segregation between cyclists and motor vehicles will be given further consideration at the detailed design stage should the proposals be taken forward for implementation.*

Technical Note

2.2.3 Section C – Newcomen Street

This section summarises the responses to the proposed changes in Section C.

Figure 6 and Figure 7 show the overall and specifically 'Local' responses to the Section C questionnaire respectively.

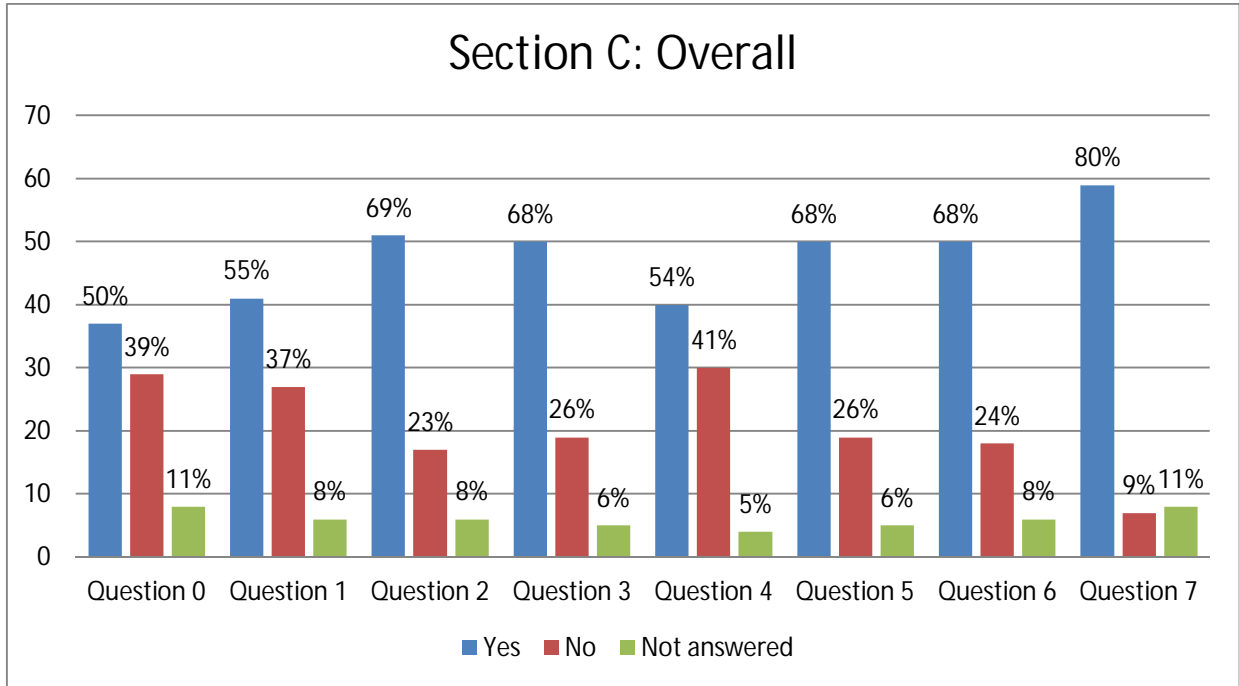


Figure 6 Overall response to questionnaire on Section C

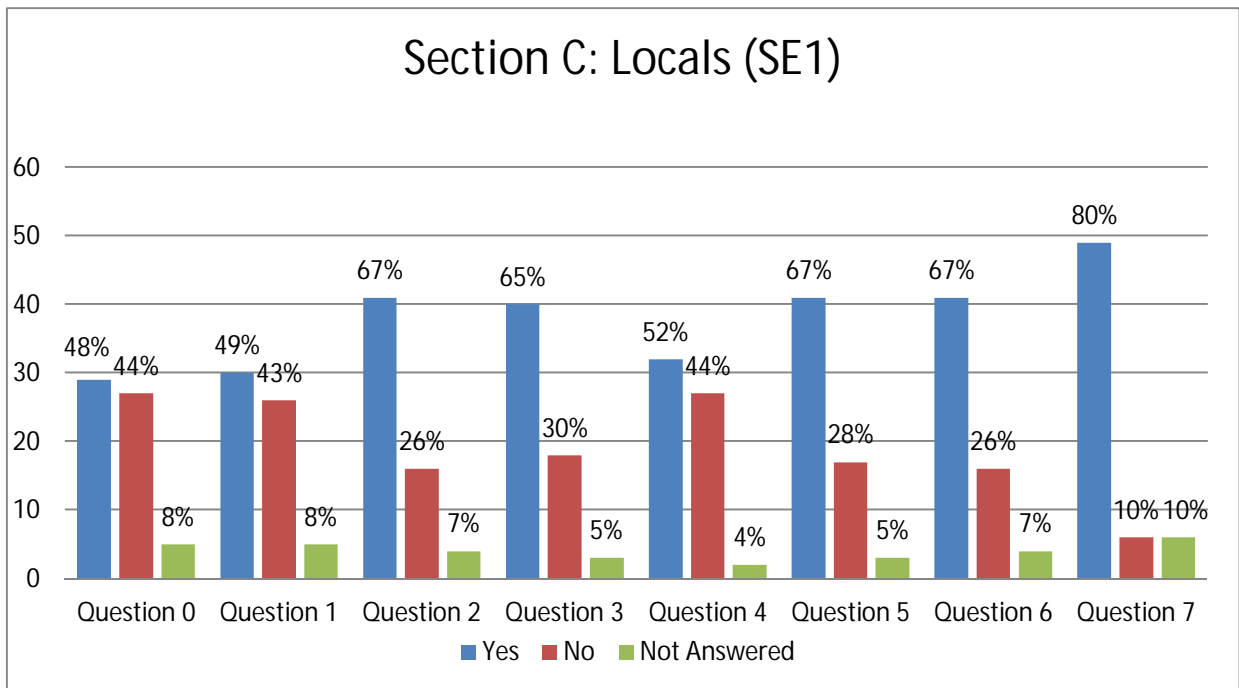


Figure 7 Local response to questionnaire on Section C

Technical Note

Q0. Do you support the proposal in general?

Support for the proposals in general on Section C was 50% with 39% opposed to the proposals. Focusing on the Local residents and businesses within the postcode SE1, 48% supported and 44% opposed the proposals in general.

Almosts all of the respondents opposed to the scheme live or work on the streets in the vicinity of the scheme such as Tennis Street, Bowling Green Place, Crosby Row, Mermaid Court and Long Lane.

Q1. Do you support the proposed closure on the section of Newcomen Street near Borough High Street and the rest will become two ways for traffic?

In total, 55% of respondents agreed to the proposals. However, support within Locals dropped to 49%, while 43% opposed this proposed change.

Seventeen respondents had concerns about the impact of the proposals on traffic movements, especially HGVs, as they thought that there will be increased number of vehicles using the narrow side streets such as Tennis Street, Bowling Green Place and Crosby Row as a rat run.

Eleven respondents commented about the wider traffic impacts on the surrounding road network including Long Lane, Borough High Street and Tower Bridge Road.

Response: Officer response is that the general principle of the proposals, together with those for Snowfields adjacent to the Guys Hospital development, is to take non-local through traffic away from the area and onto main roads therefore the amount of traffic diverting onto other minor roads in the area is anticipated to be modest.

Q2. Do you support the proposed change to parking on Newcomen Street and Weston Street to improve sightlines?

A total of 69% respondents supported this proposal overall while support from local respondents was 67%.

Q3. Do you support the proposed change from single yellow lines to double yellow along Newcomen Street, Kipling Street and Guy Street to ensure good visibility along the route at all times and removal of pinch points?

65% of the respondents including local respondents agreed with the proposed changes.

Q4. Do you support the proposed removal of a tree to improve accessibility and walking conditions?

54% of the overall and local responses agreed with the proposed removal of a tree. However, 41% of responses opposed this proposal. For local respondents 44% opposed this with 52% supporting,

Response: If implemented, the overall proposals for the route offer a net increase in greening to offset the loss of this tree.

Q5. Do you support the proposed traffic calming measures (replacement of speed cushions with road humps and raised tables)?

A total of 68% respondents supported the proposed traffic calming measures while the level of support from local respondents was the same.

Q6. Do you support the proposed raised junction table on Weston Street and Guy Street and the relocation of the zebra crossing?

A majority (67%) of the overall and Local respondents supported this proposed change.

Q7. Do you support the proposed footway and carriageway improvements in general?

The improvements for footway and carriageway were supported by 80% of respondents.

Other comments

- 12 respondents wrote about their concerns regarding the loss of parking and loading facilities including the replacement of single yellow lines with double yellow lines.

Technical Note

-
- *Response: Waiting and loading restrictions will be subject to a statutory consultation. The detail of loading restrictions can be considered at detailed design. Additional waiting restrictions are designed to ensure the route can safely operate at all times.*
 - Respondents questioned the road widths on Newcomen Street and the suitability of converting this street to two-way traffic movement.
 - *Response: Only local traffic servicing the adjacent premises will be using the very narrow stretch of Newcomen Street. This will greatly reduce number of motor vehicles thus allowing two way operation;*
 - Concerns about the hospital traffic and access were also mentioned.

It is thought that the overall proposal received lower level of support than the individual measures mainly due to the concerns over the impact on the roads in the vicinity.

Technical Note

2.2.4 Section D – Weston Street

This section summarises the responses to the proposed changes in Section D.

Figure 8 and Figure 9 show the overall and specifically 'Local' responses to the Section D questionnaires' respectively.

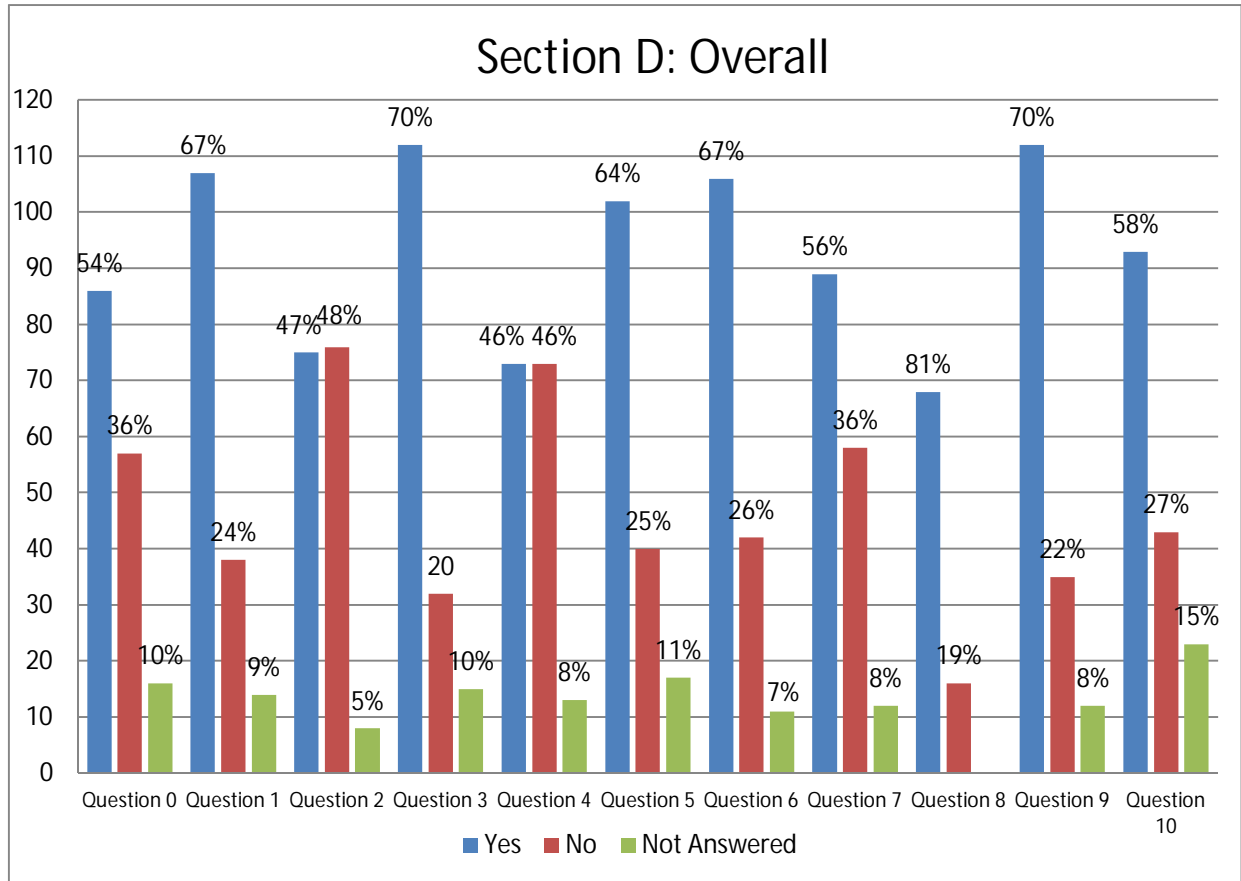


Figure 8 Overall response to questionnaire on Section D

Technical Note

Shaping Southwark's Highways

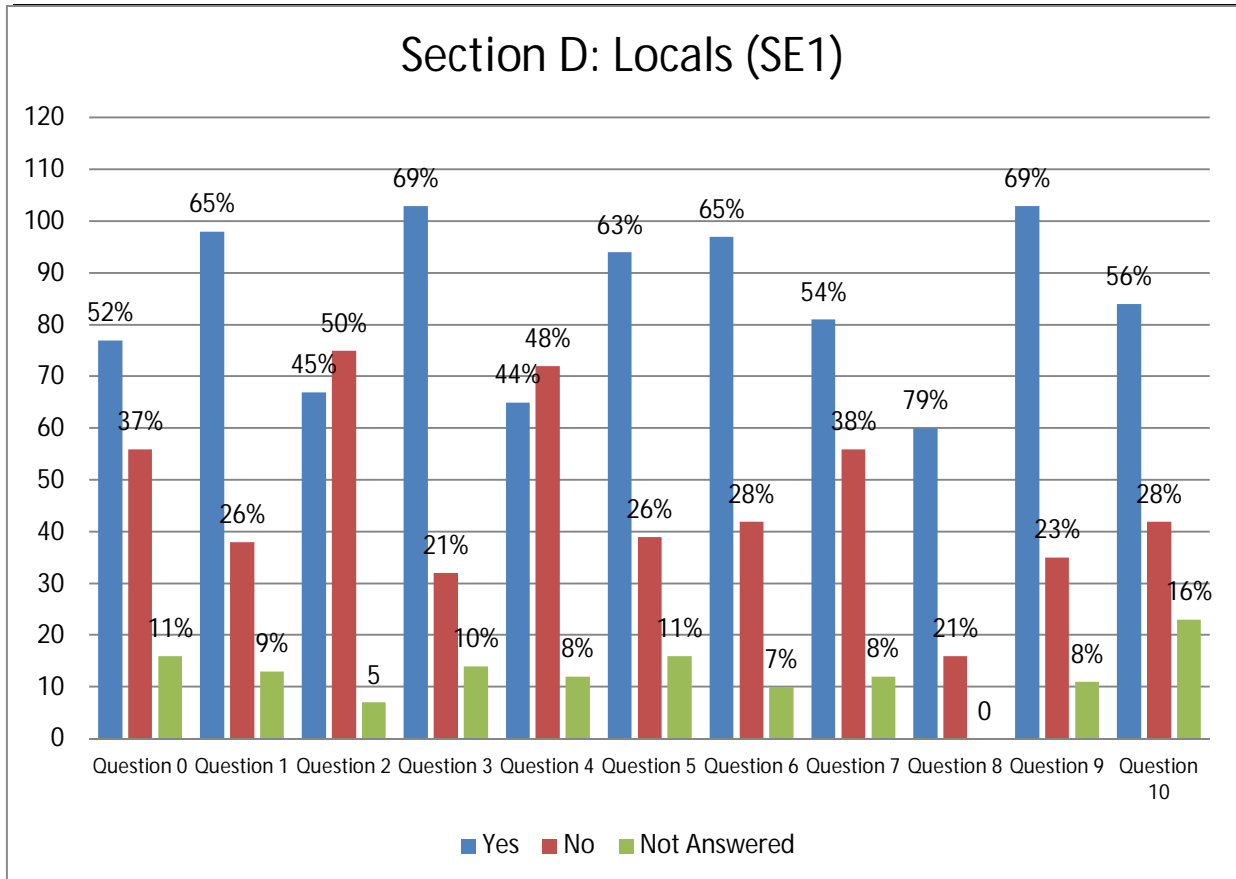


Figure 9 Local response to questionnaire on Section D

Q0. Do you support the proposal in general?

The overall support for the proposal in general on this section was 54%, while 36% of respondents opposed the proposals and the rest of them did not answer this question. For Local respondents, support was the same although 38% of these respondents were not in favour of the proposals.

Q1. Do you support the proposed removal / relocation of parking bays on Weston Street with a net loss of 1 space?

A significant number of respondents, 107 out of 159 overall and 98 of 149 Locals supported this proposed change.

Q2. Do you support the proposed one-way operation in the eastbound direction on Leathermarket Street and a section of Morocco Street with contra-flow cycle facility?

This proposal received an almost equal amount of support (47%) and opposition overall (48%). 50% of Local respondents indicated their disapproval, while 45% supported this proposal.

The response for this question is closely connected with Q4 (one-way Tanner Street), 77 respondents were opposed to both proposals while 67 supported both. Only 15 responses answered these two questions differently.

Regarding these two proposals, the main concerns were the impact on Bermondsey Street and access for local residents / businesses. For respondents who supported the proposals, the main benefits they identified were the reduction in the east-west rat run and fall in traffic volumes on these three streets.

Response: The proposed one-way operation on Leathermarket Street, Morocco Street, and Tanner Street (except pedal cycles) is fundamental to the overall scheme proposals. Given the overall

Technical Note

proposals are supported by a majority of respondents (as in Q0) officers believe they should proceed. Officers will give further consideration to any detailed issues regarding local access in the detailed design process. One-way operation will be subject to a statutory consultation before implementation giving a further opportunity for local objections to be considered.

Q3. Do you support the proposed reduction of 1 parking space on Leathermarket Street to remove pinch point and improve visibility?

A majority of around 70% overall and Local respondents were supportive of this proposed change.

Q4. Do you support the proposed one-way operation in the westbound direction on Tanner Street with contra-flow cycle facility?

This proposal received an equal (46%) amount of support and opposition. The responses from Locals revealed 48% opposed to this proposal while 44% were in support.

See Q2 for comments.

Q5. Do you support the proposed traffic calming measures (replacement of speed cushions with road humps and raised tables)?

Significant number (64%) of the respondents including local respondents agreed with this proposed change.

Q6. Do you support the proposed change from single yellow lines to double yellow lines along Leathermarket Street and Tanner Street, to ensure good visibility along the route at all times and removal of pinch points?

A total of 67% respondents supported the proposal while the level of support from local resident was 65%.

Q7. Do you support the proposed reconfiguration of parking on Tanner Street to create a chicane effect?

Overall, about 56% of respondents supported and 36% opposed the proposal. Similar numbers of support and opposition were recorded for local respondents.

Q8. Do you support the proposed footway and carriageway improvements in general?

The improvements for footway and carriageway were supported by majority of local and overall respondents.

Q9. Do you support the proposed junction realignment and public realm improvement at Weston Street / Leathermarket Street junction?

A majority (70%) of the respondents including Local respondents supported the proposed changes.

Q10. Do you support the proposed footway buildout adjacent to the Tanner Street Park entrance?

Just under 60% of overall respondents supported the proposals while support from the 'Local' area similar at 56%.

Other comments

- From the comments received, many respondents (31 comments) were concerned about the impact of the proposals on Bermondsey Street.
- 24 respondents commented on the impact on local access under the proposal. They indicated that local residents and businesses will have to take long detours to exit or enter the area.
- 18 comments were received expressing their objection on the proposed one-way working on Leathermarket Street / Tanner Street. Officer response to this issue is summarised under Q2 above.

Technical Note

- There were also 18 comments showing strong support on the scheme.
- Nine responses suggested that the one-way proposals should be in the opposite direction.

2.3 Level of Consensus

The following results show the overall level of support for the four combined sections.

- 52% of respondents supported the proposals in general
- 36% of responses opposed the proposals in general
- 12% of responses express no opinions on the proposals

The level of support for individual sections is shown in Table 2 below.

Q0: Do you support the proposal in general	Overall		Local SE1	
	Number of responses	% Support	Number of responses	% Support
Section A	41	59	29	52
Section B	100	47	44	61
Section C	74	50	61	48
Section D	159	54	149	52

Table 2 Level of support for individual sections

2.4 Key Stakeholder Responses

Six key stakeholders provided a reply to the consultation:

- Bermondsey Street Area Partnership (BSAP)
- Better Bankside
- London Cycle Campaign
- Southwark Cyclists
- Southwark Living Streets
- Tabard Gardens North Tenants and Residents Association

Table 3 summarises the general view from the key stakeholders. (a tick indicates general support of the proposals, a cross indicates objections and a dash signifies no response)

Stakeholder	Overall	A	B	C	D
BSAP	-	-	-	-	×
Better Bankside	✓	✓	✓	-	-
London Cycle Campaign	✓	✓	✓	✓	✓
Southwark Cyclists	✓	✓	✓	✓	✓
Southwark Living Street	-	-	✓	-	✓
Tabard Gardens North TRA	-	-	-	×	-

Table 3 Response from key stakeholders

The following paragraphs capture the main comments from the key stakeholders, the full transcript of their response can be found in Appendix C.

2.4.1 Bermondsey Street Area Partnership (BSAP)

BSAP welcomes improved cycling conditions and reduced traffic in its area of concern; however, they believe this proposal will cause major problems with traffic flow in particular in the north section of

Technical Note

Bermondsey Street. Servicing traffic for business and residents for Bermondsey, Leathermarket and Tanner Streets would all be funnelled up the north section of Bermondsey Street which is already congested.

See officer response on this issue in section D above.

2.4.2 Better Bankside

Better Bankside strongly support the plan for the Jubilee Quietway. However, they have also expressed their regret that Roupell Street and Great Suffolk Street were not covered by the proposals.

Response: Roupell Street is out of scope. The proposals for Great Suffolk Street are thought by officers to strike the correct balance between accommodating general traffic and providing a safe environment for cyclists.

2.4.3 London Cycle Campaign (LCC)

LCC fully supports the four sections but would like to see Southwark rapidly develop a proper area-based traffic management approach to the network of quiet street, considering 'modal filters' and other measures where appropriate to constrain and remove through traffic.

LCC is concerned about the lack of information on Great Suffolk Street. They are in support of removing more on-street parking to improve the schemes.

Response: points noted. Quietway funding limits scope to undertake area-wide filtering. Excessive removal of on-street parking would likely result in considerable local opposition to the proposals. The measures as consulted provide an appropriate balance between all road users.

2.4.4 Southwark Cyclists

Southwark Cyclists support the proposals in general.

Southwark Cyclists' view is that the route should continue along Union Street and onto the North-South Cycle Superhighway (CS6) rather than via Dolben, Chancel and Nicholson Streets.

They have commented on the lack of proposals on Great Suffolk Street which is narrow and heavily trafficked.

It is Southwark Cyclists' view that more parking can be removed due to the availability of off-street parking in the area.

Southwark Cyclists feel that the proposed 'chicane' at the park entrance in Tanner Street is very dangerous for cyclists.

Response: this issue will be reconsidered at detailed design stage

They urge the Council to look at the network of roads bounded by Long Lane, Borough High Street, Tower Bridge Road and the railway to ensure that no through traffic is allowed on the local roads and ensure that the proposals are consistent with the long-term traffic plan for the area.

2.4.5 Southwark Living Streets

Southwark Living Streets supported the proposal in general for Sections B and D but did not provide an overall view on Sections A and C. However, they have expressed their support on the individual proposals in these two sections.

Southwark Living Streets believes Great Suffolk Street is not acceptable as part of a Quietway route as vehicle volumes and speeds are too high. The levels of intimidation for pedestrian and cyclists remain extremely high and will deter people from using the route.

They feel more cycle parking is needed along the whole route.

Technical Note

Response – noted and to be considered at detailed design

They request a better defined cycle way across Flat Iron Square and asked that the proposed cycle track on Union Street have some sort of segregation.

Response – noted and to be considered at detailed design

Southwark Living Streets proposed that Tanner Street is made one-way but in the eastbound direction instead of the currently proposed westbound one-way.

Response – officers believe this would be less effective at removing through 'rat-run' traffic from the area

2.4.6 Tabard Gardens North Tenants and Residents Association

The Tabard Gardens North TRA is concerned about the impact on surrounding network, in particular Crosby Row, Bowling Green Place, Mermaid Court, Tennis Street. They complained that there is no consideration of cycle safety or pedestrian safety on residential streets off Newcomen Street.

The Treasurer of the TRA suggested that the project be put on hold until more information becomes available.

Response- see earlier comments about the aim of removing most through traffic from the area completely, thus ensuring only very local traffic is diverted onto other local roads.

Technical Note

3 Summary

Southwark Council has undertaken a public consultation on the proposed Jubilee Cycle Grid Route scheme that runs between Blackfriars Road and Tower Bridge Road. Due to the size of the affected area, the consultation was separated into four sections. Each section received a leaflet detailing the proposal along that particular section. The leaflets also included a questionnaire aiming to gauge the support for the proposed measures. Two public consultation exhibition events were held as part of the consultation process.

A total of 4,993 leaflets were distributed and 347 responses were received, equating to an overall response rate of 6.9%. Overall 52% of the respondents supported the proposal. For analysis purposes, only residents/employees/business owner within SE1 has been classified as 'Local'.

The responses for each section are summarised below:

Section A

- A majority of 59% respondents indicated their support for the proposals in general. This support slipped to 52% when responses from only Locals were considered. All individual proposals received overall support.
- One proposal received a majority of objections from Local respondents, which was changing single yellow lines to double yellow lines along Dolben Street.
- It should be noted that residents of Edward Edwards' House on Nicholson Street opposed the proposed one-way on Nicholson Street, the loss of parking bay and the increasing of waiting and loading restrictions.
- All other proposals received majority support.

Section B

- Overall, a majority of 46% respondents supported and 38% opposed the proposals in general. Focusing on just responses from Locals, this supports increases significantly to 63%. The Locals overwhelmingly supported all the individual proposals in this section; all items received at least 65% support.
- When all responses are taken into account, there were concerns about access and congestion that the road closure or the cycle measures may bring.
- All other individual proposals received majority support.

Section C

- In total 50% of the overall respondents supported the proposals in general, while 39% opposed them.
- Locally, the support rate was slightly lower at 48% while 44% opposed.
- The main concern about the proposals was the impact on the local streets nearby due to the closure of Newcomen Street
- Removal of a tree on Newcomen Street also received slightly lower support although 50% of respondents supported its removal.
- All the other individual proposals received at least 65% support.
- The Tabard Gardens North TRA recorded their objection to the scheme mainly due to the negative impact on the side streets.

Section D

- Overall support for the proposals in general was received, with 54% overall support and 52% support from Locals.
- The most controversial measures were the one-way proposals on Leathermarket Street and especially Tanner Street. The two one-way proposals received more opposition than support from Locals respondents.
- The main concern about the one-way schemes is the impact on Bermondsey Street and access for the local residents/ businesses.

Technical Note

-
- There were a few responses suggested reversing the proposed one-way direction on Tanner Street or closing Tanner Street completely as an alternative.
 - All other individual items received majority of support.
 - BSAP welcomed cycling improvement but strongly disagreed with the one-way proposal for Tanner Street and Leathermarket Street.

The key stakeholders mainly supported the proposals in general with specific comments on a number of design measures. However, the Tabard Gardens North TRA and BSAP objected to the Section C and Section D proposals respectively.

Appendix A: Consultation Leaflet

Consultation Leaflet

Section A - Nicholson Street, Chancel Street and Dolben Street

This document contains information about street improvement works in Southwark. If you require help with translation or other formats such as audio or large print, please visit the address below



Jubilee Cycle Grid Route

Section A - Nicholson Street, Chancel Street and Dolben Street

Public consultation

October 2015

www.southwark.gov.uk



Chinese

这篇文件包含关于在 Southwark 的街道进行信息。如果您需要一份关于您自己的语言的翻译文本或另外形式的出版例如磁带或大字本，请查看下面的地址。

Bengali

এই ডকুমেন্টটি সাউথওয়ার্কের রাস্তা উন্নতির সম্বন্ধে তথ্য ধারণ করে। যদি আপনি অন্য ভাষায় অথবা অন্য ভাষায় বিনামূল্যে যেমন অডিও অথবা বড় লেখা প্রিন্টের সঙ্গে প্রবেশন চান, দয়া করে নিচে যোগাযোগ করে তথ্যের পরিদর্শন করুন।

Arabic

شوفو هذه الوثيقة على معلومات حول تحسين شكل الشوارع في ساوثوارث. إذا كنت بحاجة لمساعدة بخصوص ترجمة أو أي صيغة من اللغة صوتية أو طباعة بأحرف كبيرة فتوجهوا إلى العنوان المذكور أدناه.

French

Ce document contient des informations concernant des améliorations dans les rues de Southwark. Si vous avez besoin d'aide avec la traduction ou autre formats tel que audio ou en gros caractères, s'il vous plaît visitez l'adresse ci-dessous.

Somali

Dokumintigaan waxuu ka hadlayaa macluumaad ku saabsan horumarinta waddooyinka Southwark. Haddii aad u baahan tahay in lagaa caawiyo in lagu tarjumo ama haddii aad u baahatid qaabab kale sida caajalad ahaan ama nuuci ballaaran, fadlan booqo cinwaanka haca ku qoran jumoa di

Spanish

Este documento contiene información sobre el mejoramiento de las calles en Southwark. Si desea ayuda con la traducción u otros recuere otros formatos como audio o letra mas grande, por favor visite la dirección que se indica.

Turkish

Bu belge Southwark'taki sokak düzenlemeleri hakkında bilgi içermektedir. Tercüme veya seslendirme konusunda yardım almak, ya da bu yazının büyük harflerle yazılmış biçimini elde etmek için lütfen aşağıdaki adresi ziyaret ediniz.

Vietnamese

Tài liệu này chứa thông tin về việc cải tiến đường phố ở Southwark. Nếu bạn cần giúp đỡ về dịch thuật hoặc các định dạng khác như âm thanh hay in chữ lớn, xin vui lòng truy cập vào địa chỉ dưới đây.

One stop shops

Walworth
376 Walworth Road
SE17 2NG

Bermondsey
11 Market Place 'The Blue'
Southwark Park Road
SE16 3UQ

Peckham
122 Peckham Hill Street
Ground floor
London SE15 5JR

Customer Centre
Telephone 020 7525 5000

To complete online follow link <http://www.southwark.gov.uk/consultations>

For more information contact: Ian Ransom

Tel: 020 7525 3152 or

E-mail: streetcare@southwark.gov.uk

Return by 1 November 2015

FREEPOST SE1919/14

SE1P 5LX
London
(3rd Floor)
Public Realm Projects: (Jubilee Cycle Route - Section A)
Environment and Leisure Department
LONDON BOROUGH OF SOUTHWARK

NO
STAMP
REQUIRED

BUSINESS REPLY SERVICE
FREEPOST SE1919/14

Fold Here

Please fold the completed questionnaire as indicated by the dotted line, using the self adhesive strip and return to the address above. There is no need to use a stamp.



Jubilee Cycle Grid Route

Section A - Nicholson Street, Chancel Street and Dolben Street

Background

The Cycle Grid is a network of continuous and safe cycle routes across inner London. The routes are not just for current cyclists but for people who have been put off cycling by the thought of sharing the road with high volumes of motorised traffic. The Cycle Grid and Quietways form an integral part of the Mayor of London's vision for cycling launched in 2013 and the council's objective to significantly increase the number of residents who opt for cycling as their preferred mode of transport, particularly when making local trips.

Southwark Council is holding a consultation to understand residents, businesses and stakeholders views regarding the proposals as part of the Jubilee Cycle Grid Route. This section of Nicholson Street, Chancel Street and Dolben Street forms part of a series of improvements along the route which starts from Blackfriars Road in the west and ends at Tower Bridge Road in the east. The proposed scheme aims to improve road safety, conditions for cyclists, accessibility for all road users and the quality of the streetscape. The proposed cycle route alignment is shown below.

Jubilee Cycle Grid Route



What are the proposed changes in Section A?

- Nicholson Street is proposed to be made one-way eastbound (away from Blackfriars Road) for general traffic with a contra-flow cycle facility in the westbound direction.
- The parking bay on Nicholson Street closest to Chancel Street junction is proposed to be cut-back to improve the sightlines and visibility at the junction, resulting in the loss of one parking space.
- Within the existing contra-flow cycle lane on Chancel Street, it is proposed to permit no waiting and no loading at any time to ensure the cycle lane is unobstructed at all times.
- All existing single yellow line waiting restrictions along Dolben Street are proposed to be changed to double yellow lines to ensure good visibility is maintained along the route at all times and potential pinch points removed.
- Existing traffic calming features (speed cushions) along Nicholson Street, Chancel Street and Dolben Street are proposed to be replaced with more cycle friendly features (sinusoidal humps and raised tables) which would ensure traffic speeds are kept below the existing speed limit.
- The footways on Nicholson Street and Chancel Street and the road surface along the cycle route are proposed to be resurfaced to improve the quality of the streetscape.
- Pedestrian accessibility along the footways is proposed to be improved through decluttering, the provision of dropped kerbs and tactile paving and at-grade informal pedestrian crossing facilities.

Details of the proposals in the other three sections of the route can be found online at the consultation hub of the Southwark Council website www.southwark.gov.uk/consultations.

Drop In Events

Come and talk to officers at Southwark Council Office, 160 Tooley Street, London SE1 2QH on Friday 23 October 2015 2pm - 6pm or Wednesday 28 October 2015 4pm - 8pm

Have your say

Please let us know what you think by viewing the proposals at www.southwark.gov.uk/consultations and completing the online questionnaire. Alternatively, you can complete the sections below by ticking the boxes as appropriate, then tear off this page, fold it and post to the freepost address.

All responses must be received by 1 November 2015

Please state your name

Please provide your address
The above information is only used so we can relate your response to where you live

Telephone (optional):
(Optional, but helpful if we have any questions about your response)

Email (optional):
(Optional, but helpful if we need to write to you)

Are you a local resident or do you work for a local business (please tick all that apply)

Local resident

Employee of owner of a local business

	Yes	No
Do you support the proposal in general?		
Do you support the proposed...		
1. one-way system of traffic flow on Nicholson Street?		
2. loss of one parking space on Nicholson Street to improve the visibility at the Nicholson Street / Chancel Street junction?		
3. no waiting and no loading at any time restrictions within the Chancel Street contra-flow cycle facility?		
4. change from single yellow lines to double yellow lines along Dolben Street, to ensure good visibility along the route at all times and removal of pinch points?		
5. traffic calming measures (replacement of speed cushions with road humps and raised tables)?		
6. footway and carriageway improvements in general?		
7. improvements for pedestrians?		

Please write any comment that you may have on the proposals in the box below attaching additional sheets if needed.

What happens next?

The responses to the questionnaire will be analysed and taken into account in the final design proposals. Because of the large number of anticipated responses, regrettably we cannot respond personally to specific issues raised. However all comments and suggestions will be taken into consideration before a decision is made. The consultation results and recommendations will be presented at the next Borough, Bankside and Walworth Community Council meeting on 21 November 2015 and Bermondsey and Rotherhithe Community Council meeting on 2 December 2015. Further details about the meeting can be found at our website, under Council and Democracy at www.southwark.gov.uk. A formal decision on what will be built will be made by the Cabinet Member for Environment and the Public Realm in late 2015.

Consultation Leaflet

Section B - Union Street

FREEPOST SE1919/14

SE1P 5LX
London
(3rd Floor)

Public Realm Projects: (Jubilee Cycle Route - Section B)
Environment and Leisure Department
LONDON BOROUGH OF SOUTHWARK

NO
STAMP
REQUIRED

BUSINESS REPLY SERVICE
FREEPOST SE1919/14

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Please fold the completed questionnaire as indicated by the dotted line, using the self adhesive strip and return to the address above. There is no need to use a stamp.



This document contains information about street improvement works in Southwark. If you require help with translation or other formats such as audio or large print, please visit the address below

Chinese

这篇文件包含关于在 Southwark 的街道进行信息。如果您需要一份关于您自己的语言的翻译文本或另外形式的出版例如语音带或大字本，请在下面的地址。

Bengali

এই ডকুমেন্টটি সাউথওয়ার্কের রাস্তার উন্নতির সম্বন্ধে তথ্য ধারণ করে। যদি আপনি অন্য কোনো ভাষায় অন্য কোনো বিনামূল্যে মেমোরান্ডাম অথবা বড় লেখা প্রিন্টের সঙ্গে সহায়তা চান, দয়া করে নিচের সম্বন্ধে করাঠিকানাতে পরিদর্শন করুন।

Arabic

توفر هذه الوثيقة على معلومات حول تحسين شكل الشوارع في ساوثوارك. إذا كنت بحاجة لمساعدة بخصوص ترجمة أو أي تنسيقات مثل نسخة صوتية أو طباعة بالحرف الكبير، فنرجو ألا تتصل بالبريد الإلكتروني المذكور أدناه.

French

Ce document contient des informations concernant des améliorations dans les rues de Southwark. Si vous avez besoin d'aide avec la traduction ou autres formats tels que audio ou en gros caractères, s'il vous plaît visitez l'adresse ci-dessous.

Somali

Dokumintigaan wuxuu ka hadlayaa macluumsad ku saabsan horumarinta waddooyinka Southwark. Haddii aad u baahan tahay in laaga caawiyo in laqoo tarjumo ama haddii aad u baahatid qaabab kale sida caajalad ahaan ama nuuul ballaaran, faa'iidan booqo cinwaanka haca ku qoran jumada ci.

Spanish

Este documento contiene información sobre el mejoramiento de las calles en Southwark. Si desea ayuda con la traducción u otros requiere otros formatos como audio o letra mas grande, por favor visite la dirección que se indica.

Turkish

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Vietnamese

Tài liệu này chứa thông tin về việc cải tiến đường phố ở Southwark. Nếu bạn cần giúp đỡ về dịch thuật hoặc các định dạng khác như âm thanh hay in chữ lớn, xin vui lòng truy cập vào địa chỉ dưới đây.

One stop shops

Waltham
376 Waltham Road
SE17 2NG

Bermondsey
11 Market Place 'The Blue'
Southwark Park Road
SE16 3UQ

Peckham
122 Peckham Hill Street
Ground floor
London SE15 5JR

Customer Centre
Telephone 020 7525 5000

To complete online follow link <http://www.southwark.gov.uk/consultations>

For more information contact: Ian Ransom

Tel: 020 7525 3152 or

E-mail: streetcare@southwark.gov.uk

Return by 1 November 2015



Jubilee Cycle Grid Route Section B - Union Street

Public consultation

October 2015

www.southwark.gov.uk



Visualisation: Union Street junction with Southwark Bridge Road

Jubilee Cycle Grid Route

Section B - Union Street

Background

The Cycle Grid is a network of continuous and safe cycle routes across inner London. The routes are not just for current cyclists but for people who have been put off cycling by the thought of sharing the road with high volumes of motorised traffic. The Cycle Grid and Quietways form an integral part of the Mayor of London's vision for cycling launched in 2013 and the council's objective to significantly increase the number of residents who opt for cycling as their preferred mode of transport, particularly when making local trips.

Southwark Council is holding a consultation to understand residents, businesses and stakeholders views regarding the proposals as part of the Jubilee Cycle Grid Route. This section of Union Street forms part of a series of improvements along the route which starts at Blackfriars Road in the west and ends at Tower Bridge Road in the east. The proposed scheme aims to improve road safety, conditions for cyclists, accessibility for all road users and the quality of the streetscape. The proposed cycle route alignment is shown below.

What are the proposed changes in Section B?

1. A contra-flow cycle facility on Ewer Street is proposed to improve access to the cycle route (Plan B1).
2. All existing single yellow lines along Union Street are proposed to be changed to double yellow lines to ensure good visibility is maintained along the route at all times and potential pinch points removed (Plans B1 & B2).
3. Union Street between Great Guildford Street and Southwark Bridge Road is proposed to be closed to motorised traffic except for access to/from Great Guildford Street (Plan B1).
4. Proposed prohibition of loading at any time along the northern kerblines of Union Street within 60m west of Borough High Street (Plan B2).
5. A two-way cycle track at the east end of Union Street is proposed to connect with the proposed two-way cycle track on Newcomen Street (proposed East-West connection across Borough High Street to be consulted on by TfL in December 2015) (Plan B2).
6. A new signalised pedestrian crossing on the southern arm and raised table at the Union Street / Great Suffolk Street junction are proposed to improve pedestrian access and slow down traffic. Increased sizes of waiting areas and early starts for cyclists at the junction are also proposed (Plan B1).
7. Existing traffic calming features (speed cushions) along Union Street are proposed to be replaced with more cycle friendly features (sinusoidal humps & raised tables) and raised tables at side road junctions which would ensure traffic speeds are kept below the existing speed limit (Plans B1 & B2).
8. Priority at the Union Street / Ayres Street junction is proposed to be switched from Ayres Street to Union Street traffic, to slow down traffic entering Union Street from Ayres Street (Plan B2).
9. Existing contra-flow cycle facility on Union Street between Flat Iron Square and Borough High Street is proposed to be widened and lowered to carriageway level (Plan B2).
10. The road surface and some sections of the footways are proposed to be renewed along Union Street to improve the quality of the streetscape (Plans B1 & B2).

Details of the proposals in the other three sections of the route can be found online at the consultation hub of the Southwark Council website www.southwark.gov.uk/consultations.

Jubilee Cycle Grid Route

Proposed Cycle Route
North-South Cycle Super-Highway



What happens next?

The responses to the questionnaire will be analysed and taken into account in the final design proposals. Because of the large number of anticipated responses, regrettably we cannot respond personally to specific issues raised. However all comments and suggestions will be taken into consideration before a decision is made. The consultation results and recommendations will be presented at the next Borough, Bankside and Walworth Community Council meeting on 21 November 2015 and Bermondsey and Rotherhithe Community Council meeting on 2 December 2015. Further details about the meeting can be found at our website, under Council and Democracy at www.southwark.gov.uk. A formal decision on what will be built will be made by the Cabinet Member for Environment and the Public Realm in late 2015. Should you require any further information regarding the proposed scheme please contact Ian Ransom on 020 7525 3152 or email streetcare@southwark.gov.uk.

Drop In Events

Come and talk to officers at Southwark Council Office, 160 Tooley Street, London SE1 2QH on Friday 23 October 2015 2pm - 6pm or Wednesday 28 October 2015 4pm - 8pm

Have your say

Please let us know what you think by viewing the proposals at www.southwark.gov.uk/consultations and completing the online questionnaire. Alternatively, you can complete the sections below by ticking the boxes as appropriate, then tear off this page, fold it and post to the freepost address.

All responses must be received by 1 November 2015

Please state your name

Please provide your address

The above information is only used so we can relate your response to where you live

Telephone (optional):

(Optional, but helpful if we have any questions about your response)

Email (optional):

(Optional, but helpful if we need to write to you)

Are you a local resident or do you work for a local business (please tick all that apply)

Local resident

Employee of owner of a local business

	Yes	No
Do you support the proposal in general?		
Do you support the proposed...		
1. contra-flow cycle facility on Ewer Street?		
2. change from single yellow lines to double yellow lines along Union Street, to ensure good visibility along the route at all times and removal of pinch points?		
3. closure of Union Street between Great Guildford Street and Southwark Bridge Road to traffic except cycles and access?		
4. prohibition of loading at any time along the northern kerblines of Union Street within 60m west of Borough High Street?		
5. two-way cycle track at the east end of Union Street?		
6. measures at Union Street / Great Suffolk Street junction?		
7. traffic calming measures (replacement of speed cushions with road humps and raised tables)?		
8. to switch priority from Ayres Street to Union Street traffic?		
9. lowering the existing cycle track between Flat Iron Square and Borough High Street to road level?		
10. Footway and carriageway improvements in general?		

Please write any comment that you may have on the proposals in the box below attaching additional sheets if needed.

Consultation Leaflet

Section C - Newcomen Street, Kipling Street and Guy Street

FREEPOST SE19/19/14

LONDON BOROUGH OF SOUTHWARK
 Environment and Leisure Department
 Public Realm Projects: (Jubilee Cycle Route - Section C)
 (3rd Floor)
 London
 SE1P 5LX

NO
 STAMP
 REQUIRED

BUSINESS REPLY SERVICE
 FREEPOST SE19/19/14

Fold Here

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Chinese

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Bengali

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Arabic

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French

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Somali

Dokumintigaan waxuu ka hadlayaa macluumaad ku saabsan horumarinta waddooyinka Southwark. Haddii aad u baahan tahay in laaga caawiyo in lagu tarjumo ama haddii aad u baahatid qaabab kale sida caajalad ahaan ama nuqul ballaaran, faa'iidan booqo cinwaanka hore ku qoran jumooci.

Spanish

Este documento contiene información sobre el mejoramiento de las calles en Southwark. Si desea ayuda con la traducción u otros requiere otros formatos como audio o letra mas grande, por favor visite la dirección que se indica.

Turkish

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Vietnamese

Tài liệu này chứa thông tin về việc cải tiến đường phố ở Southwark. Nếu bạn cần giúp đỡ về dịch thuật hoặc các định dạng khác như âm thanh hay in chữ lớn, xin vui lòng truy cập vào địa chỉ dưới đây.

One stop shops

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Peckham
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Customer Centre
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For more information contact: Ian Ransom

Tel: 020 7525 3152 or

E-mail: streetcare@southwark.gov.uk

Return by 1 November 2015



Jubilee Cycle Grid Route Section C - Newcomen Street, Kipling Street and Guy Street

Public consultation

October 2015

www.southwark.gov.uk



Visualisation: Union Street junction with Southwark Bridge Road

Jubilee Cycle Grid Route

Section C - Newcomen Street, Kipling Street and Guy Street

Background

The Cycle Grid is a network of continuous and safe cycle routes across inner London. The routes are not just for current cyclists but for people who have been put off cycling by the thought of sharing the road with high volumes of motorised traffic. The Cycle Grid and Quietways form an integral part of the Mayor of London's vision for cycling launched in 2013 and the council's objective to significantly increase the number of residents who opt for cycling as their preferred mode of transport, particularly when making local trips.

Southwark Council is holding a consultation to understand residents, businesses and stakeholders views regarding the proposals as part of the Jubilee Cycle Grid Route. This section of Newcomen Street, Kipling Street and Guy Street forms part of a series of improvements along the route which starts from Blackfriars Road in the west and ends at Tower Bridge Road in the east. The proposed scheme aims to improve road safety, conditions for cyclists, accessibility for all road users and the quality of the streetscape. The proposed cycle route alignment is shown below.

What are the proposed changes in Section C?

1. Section of Newcomen Street near Borough High Street proposed to be closed to motorised traffic and footway to be widened. The rest of Newcomen Street between is proposed to be made two-way for traffic. (Plan C1)
2. Existing parking spaces close to Newcomen Street / Tennis Street junction and Weston Street are proposed to be removed to improve the sightlines and inter-visibility resulting in the loss of 2 parking spaces. (Plan C1 & C2)
3. All existing single yellow lines along Newcomen Street, Kipling Street and Guy Street are proposed to be changed to double yellow lines to ensure good visibility is maintained along the route and potential pinch points removed (Plan C1 & C2)
4. The tree opposite No. 70 to be removed to ensure adequate footway width for pedestrians. (Plan C1)
5. Existing traffic calming features along Newcomen Street is proposed to be replaced with more efficient and cycle friendly features which would ensure traffic speeds are kept below the existing limit. (Plan C1)
6. Raised junction table is proposed on Weston Street and Guy Street with zebra crossing relocated on the table. (Plan C2)
7. The road surface and some sections of the footways are proposed to be renewed along Newcomen Street and Guy Street to improve the quality of the streetscape (Plans C1 & C2)

Details of the proposals in the other three sections of the route can be found online at the consultation hub of the Southwark Council website www.southwark.gov.uk/consultations.



What happens next?

The responses to the questionnaire will be analysed and taken into account in the final design proposals. Because of the large number of anticipated responses, regrettably we cannot respond personally to specific issues raised. However all comments and suggestions will be taken into consideration before a decision is made. The consultation results and recommendations will be presented at the next Borough, Bankside and Walworth Community Council meeting on 21 November 2015 and Bermondsey and Rotherhithe Community Council meeting on 2 December 2015. Further details about the meeting can be found at our website, under Council and Democracy at www.southwark.gov.uk. A formal decision on what will be built will be made by the Cabinet Member for Environment and the Public Realm in late 2015.

Should you require any further information regarding the proposed scheme please contact Ian Ransom on 020 7525 3152 or email streetcare@southwark.gov.uk.

Drop In Events

Come and talk to officers at Southwark Council Office, 160 Tooley Street, London SE1 2QH on Friday 23 October 2015 2pm - 6pm or Wednesday 28 October 2015 4pm - 8pm

Have your say

Please let us know what you think by viewing the proposals at www.southwark.gov.uk/consultations and completing the online questionnaire. Alternatively, you can complete the sections below by ticking the boxes as appropriate, then tear off this page, fold it and post to the freepost address.

All responses must be received by 1 November 2015

Please state your name

Please provide your address

The above information is only used so we can relate your response to where you live

Telephone (optional):

(Optional, but helpful if we have any questions about your response)

Email (optional):

(Optional, but helpful if we need to write to you)

Are you a local resident or do you work for a local business (please tick all that apply)

Local resident

Employee of owner of a local business

	Yes	No
Do you support the proposal in general?		
Do you support the proposed...		
1. closure on the section of Newcomen Street near Borough High Street and the rest will become two way for traffic?		
2. change to parking on Newcomen Street and Weston Street to improve sightlines?		
3. change from single yellow lines to double yellow along Newcomen Street, Kipling Street and Guy Street to ensure good visibility along the route at all times and removal of pinch points?		
4. removal of a tree to improve accessibility and walking conditions?		
5. traffic calming measures (replacement of speed cushions with road humps and raised tables)?		
6. raised junction table on Weston Street and Guy Street and the relocation of the zebra crossing?		
7. footway and carriageway improvements in general?		

Please write any comment that you may have on the proposals in the box below attaching additional sheets if needed.

Consultation Leaflet

Section D - Weston Street, Leathermarket Street and Tanner Street

This document contains information about street improvement works in Southwark. If you require help with translation or other formats such as audio or large print, please visit the address below



Jubilee Cycle Grid Route Section D - Weston Street, Leathermarket Street and Tanner Street

Public consultation

October 2015

www.southwark.gov.uk



Visualisation: Weston Street junction with Leathermarket Street

Chinese

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Bengali

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Arabic

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الترجمة أو أي صيغة من صيغة صوتية أو علامة إلكترونية، فنرجو الاتصال بالخطوات المذكورة أدناه.

French

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Somali

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Spanish

Este documento contiene información sobre el mejoramiento de las calles en Southwark. Si desea ayuda con la traducción u otros recuiera otros formatos como audio o letra mas grande, por favor visite la dirección que se indica.

Turkish

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Vietnamese

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One stop shops

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Telephone 020 7525 5000

To complete online follow link <http://www.southwark.gov.uk/consultations>

For more information contact: Ian Ransom

Tel: 020 7525 3152 or

E-mail: streetcare@southwark.gov.uk

Return by 1 November 2015

FREEPOST SE1919/14

SE1P 5LX

London

(3rd Floor)

Public Realm Projects: (Jubilee Cycle Route - Section D)

Environment and Leisure Department

LONDON BOROUGH OF SOUTHWARK

NO
STAMP
REQUIRED

BUSINESS REPLY SERVICE
FREEPOST SE1919/14

Fold Here

Please fold the completed questionnaire as indicated by the dotted line, using the self adhesive strip and return to the address above. There is no need to use a stamp.



Jubilee Cycle Grid Route

Section D - Weston Street, Leathermarket Street and Tanner Street

Background

The Cycle Grid is a network of continuous and safe cycle routes across inner London. The routes are not just for current cyclists but for people who have been put off cycling by the thought of sharing the road with high volumes of motorised traffic. The Cycle Grid and Quietways form an integral part of the Mayor of London's vision for cycling launched in 2013 and the council's objective to significantly increase the number of residents who opt for cycling as their preferred mode of transport, particularly when making local trips.

Southwark Council is holding a consultation to understand residents', businesses' and stakeholders' views regarding the proposals as part of the Jubilee Cycle Grid Route. This section of Weston Street, Leathermarket Street, Morocco Street, Bermondsey Street and Tanner Street forms part of a series of improvements along the route which starts from Nicholson Street in the west and ends at Tower Bridge Road in the east. The proposed schemes will not only improve general road safety and accessibility for all road users, but also significantly improve the quality of the streetscape. The proposed cycle route alignment is shown below.

What are the proposed changes in Section D?

- The road surface and some sections of the footways are proposed to be renewed along Weston Street, Leathermarket Street, Bermondsey Street and Tanner Street to improve the quality of the streetscape (Plan D1 & D2)
- Existing traffic calming features (speed cushions) are proposed to be replaced with more cycle friendly features (sinusoidal humps & raised tables) and raised tables at side road junctions which would ensure traffic speeds are kept below the existing speed limit Plan D1 & D2).
- Existing parking bays on eastern side of Weston Street are proposed to be removed / relocated to improve the visibility and turning movement of vehicles at the junction and the zebra crossing. Net loss of 1 space. (Plan D1)
- The Leathermarket Street junction with Weston Street is proposed to be tightened to improve safety for pedestrian. Planting areas are proposed to improve the quality of the streetscape (Plan D1).
- Leathermarket Street is proposed to be made one-way eastbound for general traffic with contra-flow cycle facility in the westbound direction (Plan D1 & D2).
- Existing parking bay on northern side of Leathermarket Street is proposed to be reduced by 1 space to remove pinch point and improve the visibility. (Plan D2)
- All existing single yellow lines along Leathermarket Street and Tanner Street are proposed to be changed to double yellow lines to ensure good visibility is maintained along the route and potential pinch points removed (Plans D2).
- Morocco Street, east of Leathermarket Street is proposed to be made one way eastbound for general traffic with contra-flow cycle facility (Plan D2).
- Tanner Street is proposed to be made one-way westbound for general traffic with contra-flow cycle facility (Plan D2).
- Footway is proposed to be built out adjacent to the Tanner Street Park entrance to improve visibility at the proposed informal crossing (Plan D2).
- A chicane effect on Tanner Street is proposed by relocating a section of the parking bay along the northern footway to southern kerbside with two additional spaces (Plan D2).

Jubilee Cycle Grid Route



Details of the proposals in the other three sections of the route can be found online at the consultation hub of the Southwark Council website www.southwark.gov.uk/consultations.

What happens next?

The responses to the questionnaire will be analysed and taken into account in the final design proposals. Because of the large number of anticipated responses, regrettably we cannot respond personally to specific issues raised. However all comments and suggestions will be taken into consideration before a decision is made. The consultation results and recommendations will be presented at the next Borough, Bankside and Walworth Community Council meeting on **21 November 2015**. Further details about the meeting can be found at our website, under Council and Democracy at www.southwark.gov.uk. A formal decision on what will be built will be made by the Cabinet Member for Environment and the Public Realm in late 2015.

Should you require any further information regarding the proposed scheme please contact Ian Ransom on 020 7525 3152 or email streetcare@southwark.gov.uk.

Drop In Events

Come and talk to officers at Southwark Council Office, 160 Tooley Street, London SE1 2QH on Friday 23 October 2015 2pm - 6pm or Wednesday 28 October 2015 4pm - 8pm

Have your say

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All responses must be received by 1 November 2015

Please state your name

Please provide your address

The above information is only used so we can relate your response to where you live

Telephone (optional):

(Optional, but helpful if we have any questions about your response)

Email (optional):

(Optional, but helpful if we need to write to you)

Are you a local resident or do you work for a local business (please tick all that apply)

Local resident

Employee of owner of a local business

	Yes	No
Do you support the proposal in general?		
Do you support the proposed...		
Q1. Do you generally support the proposed improvement?		
Q2. Do you support the proposed traffic calming measures (replacement of speed cushions with road humps and raised tables)?		
Q3. Do you support the proposed removal / relocation of parking bays with a net loss of 1 space?		
Q4. Do you support the proposed junction realignment and public realm improvement at Weston Street / Leathermarket Street junction?		
Q5. Do you support the proposed one-way operation on Leathermarket Street with contra-flow cycle facility?		
Q6. Do you support the proposed reduction of 1 parking space on Leathermarket Street to remove pinch point and improve visibility?		
Q7. Do you support the proposed change from single yellow lines to double yellow lines along Leathermarket Street and Tanner Street, to ensure good visibility along the route and removal of pinch points		
Q8. Do you support the proposed one-way operation on Morocco Street with contra-flow cycle facility?		
Q9. Do you support the proposed one-way operation on Tanner Street with contra-flow cycle facility?		
Q10. Do you support the proposed footway buildout adjacent to the Tanner Street Park entrance?		
Q11. Do you support the reconfiguration of parking on Tanner Street to create a chicane effect?		

Please write any comment that you may have on the proposals in the box below attaching additional sheets if needed.

Appendix B: Distribution Area

Distribution Area

Section A - Nicholson Street, Chancel Street and Dolben Street



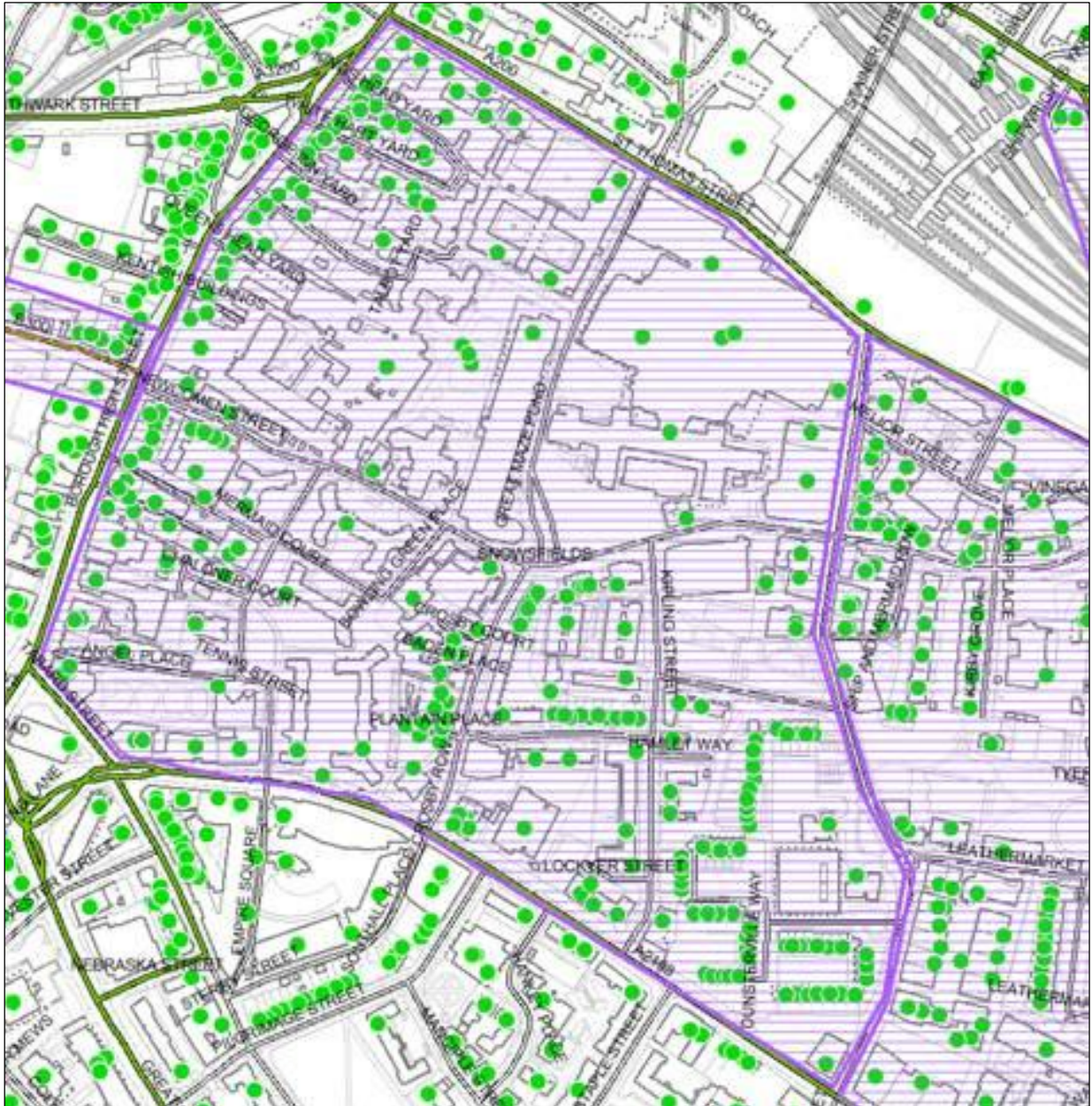
Distribution Area

Section B - Union Street



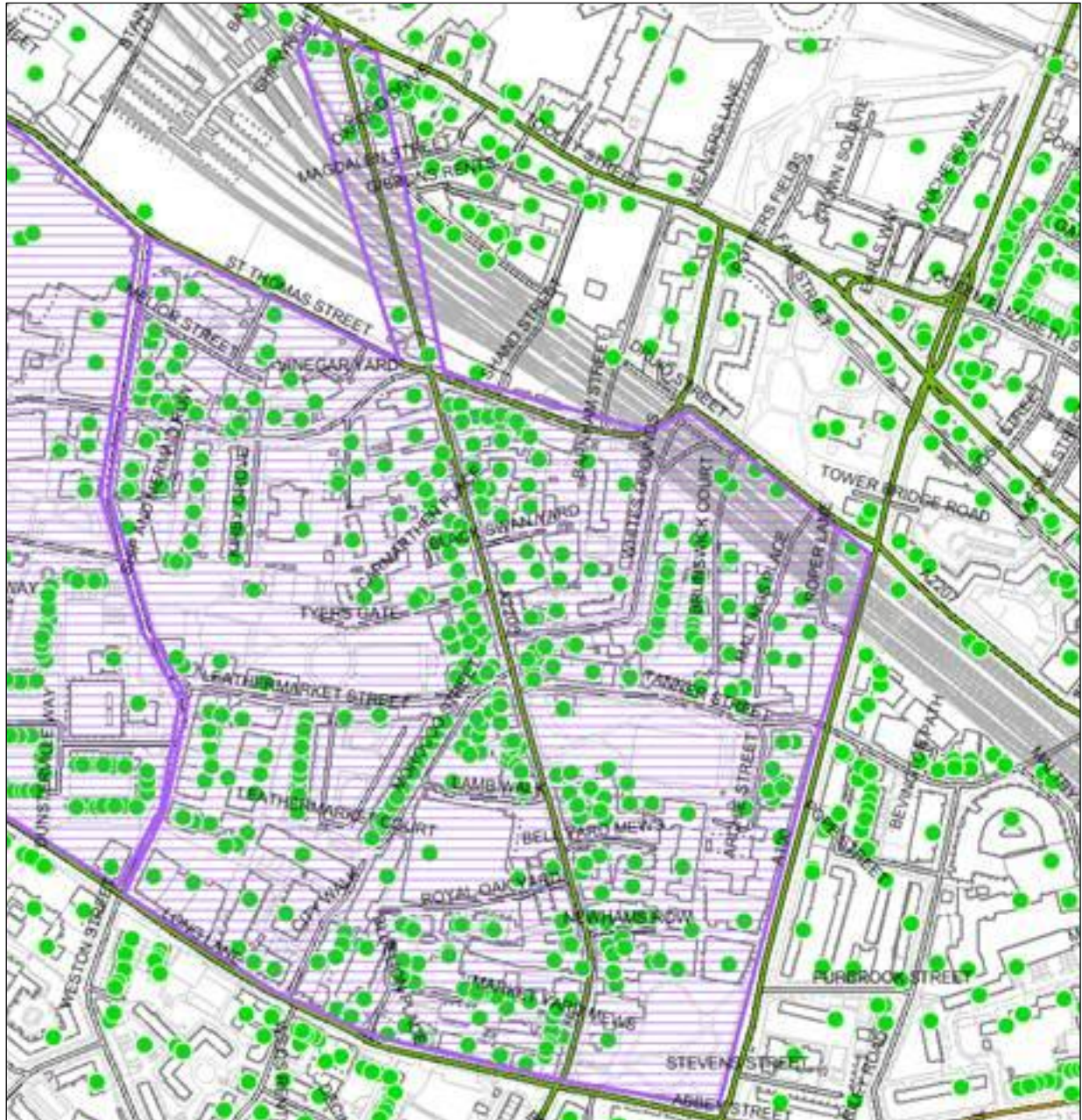
Distribution Area

Section C - Newcomen Street, Kipling Street and Guy Street



Distribution Area

Section D - Weston Street, Leathermarket Street and Tanner Street



Appendix C: Responses from Statutory bodies and other stakeholders

Bermondsey Street Area Partnership (BSAP)

Bermondsey Street Area Partnership (BSAP)

The Bermondsey Street Area Partnership (BSAP) welcomes improved cycling conditions and reduced traffic in its area of concern.

However, at the BSAP discussion of the proposed Jubilee Cycle Grid Route Section D Plans D1 and D2, "Quietways", the consensus of the meeting, on 05 Nov., was that although this proposal might address some issues on the west - east movement of cyclists, it would cause major problems particularly with the vehicle traffic flow in the north section of Bermondsey Street. Servicing traffic for businesses and residents with access to Bermondsey, Leathermarket and Tanner Streets and continued through traffic from Long Lane to the south and from Tower Bridge Road, would all be funnelled up the north section of Bermondsey Street, which is already mainly used by through traffic making this section extremely noisy and increasingly dangerous.

We do not believe that this scheme has been properly thought through.

Presently TfL does not allow a sequenced right filter turn into Druid Street / Crucifix Lane for traffic wanting to travel west after travelling south over Tower Bridge. Traffic can turn left into Jamaica Road and then travel west along Druid Street, but only some locals know this. The first right turn is at Tanner Street, which consequently takes mainly through traffic to Bermondsey Street. This single fact creates the rat-run and the high level of traffic along Bermondsey, Leathermarket and Tanner Streets.

It has been the BSAP's long-term aspiration that Bermondsey Street should soon become "shared use" from Long Lane to St. Thomas Street, for the benefit of all its users, where businesses and residents can service and access their buildings and the massive increase of pedestrian and cycling movements can be accommodated. Through traffic has to be removed for the comfort of all. Once London Bridge Station rebuilding works have been completed in 2018 decisions have to be made in place for the traffic flow in the whole area, bounded by Tooley Street, Tower Bridge Road, Long Lane and Borough High Street. Servicing traffic movements for all existing buildings and the potentially many new proposed high-density buildings coming into the pipeline has to have been decided upon. The 60% additional increase in pedestrian movements predicted within the area has to be considered along with many additional cyclist movements.

The "Bermondsey Street – Point Closure Scoping Report" by Phil Jones Associates for Southwark Council, published in May 2015, addresses the need to remove through traffic and rat-runs in the Bermondsey Street area for the much needed benefit of pedestrians, and to enhance place making. Recommendations from this report and the present proposals for the Quietway should be built into a major overarching study of the whole area, which should be undertaken immediately before the

Quietway proposals are signed off. Traffic flows need urgently to be properly modelled.

Michael Davis

Hon. Public Realm Sec.
Bermondsey Street Area Partnership (BSAP)
08 November 2015

Southwark Cyclists

Jubilee Quietway, Nicholson St to Tower Bridge Rd, Responses to Public Consultation

Submitted 7/11/15

Consolidated responses for sections A to D

Written by Bruce Lynn, draft 26/10/15, final version 6/11/15

Jubilee Cycle Grid Route Section A - Nicholson Street, Chancel Street & Dolben Street

Response from Southwark Cyclists

Will support "in general". There are 7 specific questions (1-way Nicholson St, loss of 1 parking space, etc). Propose we support them all. In the Comments box, propose to put the following.

These Comments represent the views of Southwark Cyclists, the local group of the London Cycling Campaign.

Strategic remarks

1. It is still the view of Southwark Cyclists that continuing along Union St to Blackfriars Rd, then using the safe, light-controlled, crossing there to access the N-S Cycle Superhighway and following this to Meynott St is far quicker, more direct, and safer than the proposed route.
2. No information is given about the route on Great Suffolk St (GSS), or the crossing from Union to Great Suffolk. We will comment on the crossing in our response to section B and make detailed comments on the stretch of Great Suffolk St under the rail bridges below. But wish to highlight here that major calming of through traffic is needed on Gt Suffolk St. This is consistent with Southwark Councils aim of to improving the street environment along Great Suffolk St for its entire length.
3. Nicholson St is closed at present due to the work related to the N-S CSH. This appears to be causing minimal problems with traffic in the area and so clearly demonstrates that Nicholson St could be filtered. This would make the proposed route a lot more attractive. For cyclists, a road with no through motor traffic is greatly preferable to a contraflow on a one-way street.
4. Parking. There is a lot of parking on these streets. Yet this area has plenty of off road parking on estates and at commercial premises. There is also a large car park (Union Car Parks) on Gt Suffolk St. All of the on street parking could in our view go, creating a much better street environment for everyone.

Points of relative detail.

1. Chancel St. Existing segregated track for contraflow cyclists is good. However, it is only 1.2 m wide and needs to be widened to at least 1.5m, as specified in the London Cycling Design Standard (LCDS).
2. Nicholson St. Requires a segregated contraflow track like the one on Chancel St. This will require ALL the parking to be removed. As pointed out above, this parking appears non-essential, with plenty of off-street alternatives. Note this is an area with good public transport. It is close to Southwark Underground station and to several bus routes on Southwark St and Blackfriars Rd.
3. Dolben St. Too much parking again.

mentioned in our response to Section A, we support the Council's plans to improve the street environment in Great Suffolk St. An important part of this strategy is to reduce through motor traffic. Filtering Great Suffolk St south of this junction would simplify this junction and improve the area for cyclists (and pedestrians). In conjunction with restrictions on traffic in Union St (see next paragraph) this would provide a much enhanced street environment.

2. The stretch of Union St from GSS to the Charles Dickens pub is very narrow, barely 5m wide. Motor traffic needs to be restricted if cycling is to be safe. We propose that this stretch (in fact rest of Union St) becomes 1-way eastbound. This matches the part of Union St from Southwark Bridge Rd eastwards. Further, we would like all motor traffic excluded during peak hours. So we would have restricted eastbound traffic and only off-peak.
3. The crossing of Southwark Bridge Rd is safe at present, with a green phase for cyclists plus pedestrians. We hope this will continue to be the case. The "artists impression" on the consultation page has no light signals on the crossing. Presumably this is an oversight!
4. Speed Cushions to slow traffic on Union St between Borough High St and Ayres St are being removed. No alternative traffic calming measure is being put in place. We suggest that at least one full width hump is placed at the west edge of the Primary School playground.
5. At Borough High St we would prefer that cyclists eastbound stay on the correct side of the road. There will be no problem merging to a 2-way track on Newcomen after crossing as Newcomen is narrow and will be traffic free. There will need to be a cycle only phase on the crossing, so keeping the cyclists on the left will not cause any left hook risk. In contrast, having to cross the motor traffic to get to the bidirectional track will be unsafe.

Jubilee Cycle Grid Route Section C, Newcomen Street, Kipling Street and Guy Street

Response from Southwark Cyclists

Will support "in general". There are 7 specific questions (Filter Newcomen St at Borough High St, remove some parking etc). Propose we support them all. In the Comments box, propose to put the following.

These Comments represent the views of Southwark Cyclists, the local group of the London Cycling Campaign.

Strategic remarks

1. Parking. There is a lot of parking on these streets. Yet this area has plenty of off road parking on estates and at commercial premises. There is also a large multistorey car park on Snowsfield. And of course this area has excellent public transport. All of the on street parking could in our view go, creating a much better street environment for everyone.
2. Looking at the "network". The whole network of roads in the "cell" between Long Lane, Borough High St, Tower Bridge Road and the railway needs to have a plan. There should be no through traffic on any of these local roads. Just good access for residents, to work places and to Guys Hospital and Kings College. The proposals in section C and D are, we hope, consistent with a long-term plan for traffic here.

Other comments

1. We give strong support for the filtering of Newcomen St and other improvements to this street to create a pedestrian and cyclist friendly environment.
2. No detail is given about Snowsfield. It is important to ensure that the right turn into Kipling St is safe as there will always be medium levels of traffic in this road servicing the hospital.

Jubilee Cycle Grid Route Section D, Weston Street, Leathermarket Street and Tanner Street

Response from Southwark Cyclists

Will support "in general". There are 10 specific questions (Traffic calming, 1-wayLeathermarket etc). Propose we support 1-6 and 8-9, but NOT SUPPORT 7 and 10. In the Comments box, propose to put the following.

These Comments represent the views of Southwark Cyclists, the local group of the London Cycling Campaign.

Strategic remarks [same as for Section C]

1. Parking. There is a lot of parking on these streets. Yet this area has plenty of off road parking on estates and at commercial premises. There is also a large multistorey car park on Snowsfield. And of course this area has excellent public transport. All of the on street parking could in our view go, creating a much better street environment for everyone.
2. Looking at the "network". The whole network of roads in the "cell" between Long Lane, Borough High St, Tower Bridge Road and the railway needs to have a plan. There should be no through traffic on any of these local roads. Just good access for residents, to work places and to Guys Hospital and Kings College. The proposals in section C and D are, we hope, consistent with a long-term plan for traffic here.

Other comments

1. Losing the 2 single isolated parking bays on the east side of Weston is supported. However, do not see any need to extend parking on west side to compensate.
2. Redesign of junction of Leathermarket and Weston is marginal. Need to use available space to "square up" the junction and bring the entry from north from present shallow angle to a right angle.
3. Leathermarket and Tanner are just wide enough (6-6.5m) along most of their length to allow mandatory contraflow cycle lanes, even with parking. Parking could be used to separate cyclists from oncoming traffic. Only 2.5-3m would be left for a narrow motor carriageway. This would effectively slow traffic.
4. Morocco/Bermondsey/Tanner intersection. Bermondsey street has significant traffic flows so need more protection for cyclists making right turns. Best solution would be to filter Bermondsey Street at the junction, creating a small pedestrianised area across the intersection.
5. With the proposed layout, must not narrow the exit from Tanner St as means no space for cyclists going east to enter.

6. The proposed "chicane" at the park entrance in Tanner St is very dangerous for cyclists. They will be forced into the path of motor traffic. For cyclists on the contraflow this would be into the path of oncoming vehicles. Any chicane-like road structure must have a cycle bypass (see TA Leaflet 1-97 (Feb 97, Dept of Transport) [http://webarchive.nationalarchives.gov.uk/20090505152230/http://www.dft.gov.uk/adobepdf/165240/244921/244924/TAL_1-97]). As mentioned above, the best way to slow traffic on Tanner St is to narrow the carriageway by making a mandatory cycle contraflow lane or track.
7. The footway buildout at the park entrance appears to be part of the chicane. If it is separate, again this must have a cycle bypass.
8. Tanner St parking. If we have to have this, at least get it all on one side, not alternating.

Better Bankside

Better Bankside

Better Bankside response to Southwark Council Jubilee Cycle Grid Route proposals: Sections A and B

Consultation Response 6 November 2015

Better Bankside strongly supports the plan for the Jubilee Quietway and the enhanced facility that this will provide for crucial east west cycling through our area, and the placemaking opportunities it presents along its route.

In particular, we welcome the opportunity to examine the proposals for the Union Street section in particular and to consider how that links with other routes in or near our area, both for cycling and walking.

Our comments are the result of our own consultation with our members and their employees who have an interest in cycling. This includes input from members of our Smarter Travel Group and Cycle Champions.

First, we regret that this consultation has not covered two critical sections of in the route and urge that detailed designs for these section may be made widely available for comment before sign off:

1. Roupell Street to Blackfriars Road. In particular, we would welcome a cycle contra flow on Meymott Street.
2. Great Suffolk Street (Junction with Dolben Street to junction with Union Street). This section is very heavily used by cyclists in the peak hours and has been particularly singled out as needing far more attention by our cycling community.

Nicholson / Dolben Street – Section A

- We would welcome consideration of a cycle contra flow on Chancel Street. We note that the City of London has enabled contraflow cycling on streets as narrow as this without problems
- Seek to rationalise parking spaces (particularly where on both sides of road) so more space for cycling
- The junction of Dolben and Great Suffolk Street could be improved further by taking out median and give-way markings on the space outside the White Hart pub on Dolben Street. An even better solution would be to consider some kind of circular feature at this junction so no direction has absolute priority.

Union Street / Great Suffolk Street Junction – Section B

- The proposals for a raised table, pedestrian lights with countdown and early light for cyclists would be a slight improvement on the current situation. However, given the narrow nature of the streets here, we suggest that a much better level of service could be achieved if the junction was converted into an informal mini-roundabout with zebra crossings

- We strongly advocate a modification to the proposals, to make it easier for cycles coming north on Great Suffolk Street to turn right into Union Street. This could involve trailing a partial closure (to all motorised traffic except for access) between the junctions with Great Suffolk Street and Ewer Street.
- Changes here to road layout for Quietway here have to be accompanied by a number of other measures in the surrounding area if the Quietway is to succeed in its ambition to make cycling easier, particularly for new cyclists. These include:
 - A freight and delivery strategy for Great Suffolk Street to ensure that cyclists are not deterred by HGVs blocking the street due to making deliveries to different businesses at during peak commuting periods
 - Making Lavington Street one way eastbound except for cyclists.

Union Street from Great Suffolk Street to Junction with Southwark Bridge Road – Section B

Better Bankside:

- Supports measures to reduce on street parking
- Recommends that a raised table be considered at the junction of Ewer Street, to both calm traffic and create a new sense of place, creating opportunities for increased greening and the use of tables and chairs by businesses. This approach has already been scoped as part of the [Voices in the Forest](#) report for Ewer, Lavington and Great Guildford Streets¹
- Supports kerb build out at junction with Pepper Street. We strongly recommend a design compatible with sustainable urban drainage. Better Bankside would be happy to advise on landscaping, types of plants to be used and to take over the maintenance of this area through the Bankside Urban Forest programme
- Supports addition of raised table at junction with Great Guildford Street but can priority be given to cyclists coming along Union Street, with traffic on Great Guildford Street giving way? This approach has been used very successfully by LB Lambeth on LCN route 3 e.g. at the junction of Fentiman and Meadow Roads (SW8).
- Strongly supports closure of Union Street to all traffic except cycles between Great Guildford Street and Southwark Bridge Road junctions. This would function much better as a pedestrian zone with the cycle route in the middle, making it possible to remove other road markings.
- Suggests that there may also be an opportunity here for some greening, perhaps instead of the use of bollards at the entrance of Union Street from Southwark Bridge Road.
- Recommends the use of a raised table over Southwark Bridget Road to help calm traffic at this very wide junction and give the sense that if you are travelling north / south or east at this point, you are entering an extended Flat Iron Square.

Flat Iron Square to junction with Borough High Street – Section B

We would:

- Strongly support removal of cycle contra flow near to footway and creation of two way cycle track on road.
- Support changes to prevent obstructions from loading vehicles and vehicle access points

¹ <http://www.betterbankside.co.uk/buf/voices-in-the-urban-forest-lavington-ewer-great-guildford-streets>

- Strongly support creation of two way cycle track on Newcomen Street
- Welcome collaborating with Transport for London to enable attention to be paid to north south cycle routes along Borough High Street. This could include a complete redesign of the section north to Southwark Street and the creation of a raised table at the junction of Union Street with Borough High Street, to help change those moving north-south at the pinch-point.
- We would also strongly recommend ensuring that the design makes crossing the road easier by foot.

General Comments

Overall, we would strongly welcome an approach across the whole route which does not rely on additional road humps or markings, but rather on more subtle interventions that alter driver behaviour and contribute towards wider placemaking objectives in the neighbourhood.

We have shared our response with our neighbours Team London Bridge and are supportive of their suggestion to improve the proposals for Newcomen Street including ensuring that businesses are aware of implications for their delivery and servicing needs.

Finally, we would welcome the opportunity to meet with colleagues from Southwark and Lambeth Councils, WeareWaterloo, Team London Bridge and Transport for London to:

- Review the detailed designs after the results of this consultation have been taken into account
- Discuss how further upgrades could be enabled now but funded in due course as and when developer contributions or additional Mayoral funding is made available
- Review how the plans integrate with the creation of [The Low Line](#).

London Cycle Campaign

Dear sir/madam,

Apologies for the late response. In between Charlie Lloyd leaving the London Cycling Campaign and my arrival, this set of four linked consultations was unfortunately missed. I hope that you can consider these comments, and I request that the London Cycling Campaign be kept informed of further developments on this route.

In summary, the London Cycling Campaign fully supports the four submissions you will already have received from Southwark Cyclists, our local borough group, and Bruce Lynn there.

General comments we'd make in addition:

1. We would hope Southwark will rapidly develop a proper area-based traffic management approach to the network of quiet streets that this QuietWay passes through, considering "modal filters" and other measures where appropriate to constrain and remove through traffic. Many of these "quiet" streets will not be quietened without filtering, many of them clearly would benefit from such an approach, but such an approach requires an area-based approach to avoid simply concentrating through traffic on a few streets rather than removing it. In a proper area-based design, through traffic would be redirected to appropriate main roads in the area with capacity to deal with it. The current closure of Nicholson Street demonstrates how such an approach need not cause added congestion – as do numerous areas treated similarly elsewhere across London.
2. We are concerned about the lack of information around Great Suffolk Street – with missing detail, including the crossing from Union to Great Suffolk.
3. We back Southwark Cyclists on the need to consider removing on-street car parking to improve the schemes. We understand this can be contentious with local businesses and residents, but consider that there is plenty of parking provision nearby. And often fears of parking removal are not based on actual usage.
4. There are quite a few elements in current plans, that Southwark Cyclists mention in their depositions, that essentially would make this "QuietWay" less than quiet. For this scheme to fulfil the purpose of a QuietWay – to encourage less confident cyclists to use it and switch transport mode – more needs to be done on the busier roads and trickier junctions.

Yours,

Simon Munk
Infrastructure Campaigner
London Cycling Campaign
www.lcc.org.uk

Southwark Living Street

JEREMY LEACH'S COMMENTS (ON BEHALF OF SOUTHWARK LIVING STREETS)

Section A:

- The pavement/footways should be flat with a steeper rise where cars have to pass over it to enter car parks, premises, etc so that there is a better walking experience for pedestrians in general, and the elderly and disabled in particular. (This applies to the whole project). We would proposed that consideration is given for side entry treatments and crossovers that are similar in style to those recently created by TfL on Magee St SE11 as part of the improvements in Kennington for CS7. Shown at

<https://southwarklivingstreets.files.wordpress.com/2015/10/cs7-xover-16aug15-1.jpg>

<https://southwarklivingstreets.files.wordpress.com/2015/10/cs7-xover-16aug15-2.jpg>

- While we were there cars abused the one way system by going the wrong way. At present drivers can see around the corner before entering the one way. We suggest moving the start of the one way to just after Gambia Street (or further) to avoid this.
- Widen south pavement on same corner when restructuring street so wheelchair users can pass easily.
- Great Suffolk Street is not acceptable as part of a quietway route as vehicle volumes and speeds are too high and the levels of intimidation for pedestrians and cyclist remain extremely high and will deter people from using the route. Significant thought needs to be given to reducing vehicle speeds (acknowledging the difficulties of introducing vertical calming under the railway bridges) and/or reducing traffic volumes – something needs to give. Some form of filtering for vehicles should be considered on Great Suffolk St if vehicle speed cannot be reduced to the 20mph maximum.

Section B:

- Wider pavement with planting space outside the Jerwood Space as this section of the road looks barren.
- More cycle parking is needed. There were only 6 in sight and bikes were locked to trees. (This is a general comment for the whole project)

- As a result of closing the east end of Union Street, there may be more traffic on Great Guildford Street.

- Mark a more defined cycle way across Flat Iron Square, that runs from the new cycle traffic lights to the repositioned cycle path in Union Street, that runs between the café and shops to create a maximum space for café seating and pedestrian comfort.

Reduce the pavement width as little as possible to ensure that the pleasant south-side footway is not made too narrow for pedestrians. Ensure cyclists safety with some form of light segregation (eg in the form of armadillos) if the cycle track is to be moved to carriageway level. A mere white line is insufficient protection/delineation from danger from motor vehicles for cyclists when they are in the contraflow at carriageway level. We noted that there were a number of vehicles parked on the footpath in this area and propose that Southwark puts up clearer No Parking signs and enforces this actively.

- The Union Street / Borough High Street junction works well as it is. If any changes are to be made then kerbside unloading should be retained as it is the only place vehicles delivering to residents and businesses in Union and Borough High Streets can stop. If this is not retained then the facility will need to be planned in somewhere else.

- In this section of Union St there is no calming proposed - we suggest the inclusion of one sinusoidal hump for eastbound traffic close to the western edge of the school playground.

Section C:

- Newcomen Street has very narrow pavements along its length. These need to be widened for pedestrians to use comfortably. This is especially important as many people who are infirm are walking, wheel-chairing to Guy's Hospital. Many people arriving by bus alight at the stop on Borough High Street at the end of Newcomen Street. The pavements could be widened if Newcomen Street was made one way going west up to Tennis Street with cycle contra-flow. From then on it could be two way to the three point turn to allow access.

- Alternatively a shared space could be created which would allow the space to be a wholly pedestrian/cyclist space except for when deliveries are being made. Care would need to be taken (eg through CCTV or some other form of delineation on the carriageway element) to ensure vehicles are not able to park in the space.

Section D:

- Weston Street pedestrian crossing could be moved to directly opposite the Leather Market Garden entrances so it is more convenient to people crossing from the Burwash House estate.
- Remove ramp across pavement on opposite side to Leather Exchange pub to keep pavement level.
- We propose that Tanner Street is made one-way eastbound (rather than the proposed westbound – our answer above is agreement of one-way working but not for the proposed direction!). At present, the fast Tanner/Morocco/Leathermarket traffic arises because traffic coming south on Tower Bridge Road finds Tanner St the first opportunity to turn west and drivers use the westward Tanner-Morocco-Leathermarket route as a cut-through. A cut-through attracts people who want to be quick hence that traffic is moving fast. If Tanner St were made one way eastbound, no traffic could turn in off Tower Bridge Rd and traffic would be drawn away from Bermondsey Street. There would then also be no need for the awkward right turn from Tower Bridge Road into Tanner Street. An early opportunity for southbound traffic to turn west off Tower Bridge Rd could be provided at Druid St as, on the face of it, Druid St has capacity for additional traffic as it is wide and only lightly used. At present, southbound traffic is not allowed to turn west there. A side-effect of making Tanner St one way eastbound would also be less traffic on Bermondsey St. This contrasts with the current Quietways proposal which may end up funnelling more traffic up Bermondsey St from both Tanner St and Leathermarket St.
- Remove the pavement bollards from both sides of Tanner Street as they impede walking and wheelchair movement.

Tabard Gardens North Tenants and Residents Association

Tabard Gardens North Tenants and Residents Association

Arguments for opposing Jubilee Cycle Grid Route Section C
Tabard Gardens North Tenants and Residents Association

This is an ill-thought-out set of proposals for many reasons:-
No statistics on present use of section C by motor vehicles and cyclists.

No statistics on present use of section B (Union Street) by cyclists.

No modeling on how many more motor vehicles might be using Tennis Street and Crosby Row.

The present situation in Newcomen Street is not ideal for residents, drivers and pavement users.

With the West part of Newcomen Street blocked off, where will the traffic go?

Will Crosby Row always be one way?

If not when will it resume being two way?

Much of the road layout in this neighbourhood is ancient. Borough High Street is Roman and some side streets and alleyways are medieval.

The network of streets to the East of Borough High Street are all too narrow to be two-way and were never intended for 21st century road traffic.

Mermaid Court West of Tennis Street is a very narrow one-way "rat run" also used by pedestrians. Large stretches are extremely narrow and pavement-free.

Already it is extremely hazardous to use this route.

Any increased "rat run" use would compromise pedestrian safety in Mermaid Court and in the surrounding neighbourhood.

The East side and Bowling Green Place runs through a densely populated council estate.

No resident wants to suffer the health effects of queues of diesel road vehicles outside their doors belching out lethal fumes.

The proposals will redirect dangerous road vehicles into areas used by elderly and very young people who already have to share their pavements with lorries and delivery vans.

Tennis Street in particular is 4 metres wide with narrow pavements. It is a "rat run" totally unsuitable for wide and long vehicles. Considerable damage to residential property has already been

caused by heavy road vehicles. The cost of repairs has been borne by Southwark's Housing Department and its leaseholders.

Lorries drive into the front garden of Kellow House to pass one another.

It is impossible to do any garden maintenance due to the risk of being run over.

Road vehicles have to mount narrow pavements to pass one another, causing pavements to disintegrate and kerbs to subside.

To their shame, the council and metropolitan police condone this illegal behaviour while doing the same themselves.

It has been assumed that local residents want more cyclists on the roads. Most local residents either use public transport or walk. The vast majority of cyclists around here are commuters going North or South. Thousands pass by every day. Some cyclists intimidate pedestrians on road crossings by jumping traffic lights and by cycling recklessly on the pavement.

It has been assumed that the new route will increase cycling. I would like to see the evidence.

How many individual cyclists and cycling groups have lobbied TFL and Southwark council for this scheme?

Why is there no cycle (super) highway on Borough High Street, similar to the one on Blackfriars Road?

A similar scheme might protect pedestrians and control the minority of reckless cyclists.

There has been no consideration of cycle safety or pedestrian safety on residential streets off Newcomen Street.

There has been no consideration of ecology in proposing the removal of a solitary tree to increase road space.

There is no information on the cost to the taxpayer.

No alternative routes have been suggested.

Without information on present traffic flows and projected traffic flows across the whole of section C and the surroundings it is unreasonable to ask a thinking person to make any informed comments.

I suggest that you put the project on hold until more information becomes available.

If you wish to press on with the scheme as it stands I will have no choice but to oppose it in its entirety and campaign against it.

Paul McDonald
Flat 7 Kellow House,
Tennis Street,
SE1 1YY
Local resident and treasurer
Tabard Gardens North T&RA



Dear Resident or Business Owner / Manager

26 February 2015

Ref: Southwark to Canada Water Quietway - proposed closure of Newcomen Street (from Borough High Street junction to the access to the estate parking for Betsham House residents, west of Tennis Street junction)

Quietways form part of the Mayor's vision for cycling in London launched in 2013. These are a network of direct, continuous and safe routes on quiet streets and are aimed at novice cyclists and getting the general public to cycle more. The Link to the Mayor's Vision is below:
<http://www.london.gov.uk/priorities/transport/publications/mayor-s-vision-for-cycling>

A "Southwark to Canada Water" Quietway which follows roughly the Jubilee line spans from Meymott Street at the borough boundary with Lambeth to Hothfields Place traversing Newcomen Street is being proposed. Additional information on the Quietway including route alignment can be found on the Council's website
(http://www.southwark.gov.uk/info/200123/cycling/447/cycle_routes).

Newcomen Street currently endures a high traffic flow most of which is through traffic. Sections of the carriageway along Newcomen Street are very narrow forcing Large Goods Vehicles (LGVs) to overrun the narrow footways putting them in conflict with pedestrians. Cyclists are also not allowed to travel contra-flow to westbound traffic making this section of the public highway impermeable for cyclists travelling in the eastbound direction.

In view of above concerns and in line with the Mayor's vision, the council is considering a proposal for Newcomen Street to be closed to motorised traffic from its junction with Borough High Street to the access to the estate parking for Betsham House residents east of Tennis Street junction, and made two way for pedal cycles. The proposed traffic management for Newcomen Street is shown on the attached plan. Appropriate measures would be put in place to manage deliveries to businesses.

This letter does not constitute a formal consultation; this is a preliminary step to understand your initial views and needs before proceeding to consultation. It is important to us that the proposed closure causes no unnecessary disruption to your daily routine. For this reason, we would like to know what your needs are so that these can be addressed in our proposal. All responses should be sent to Razak.mahama@southwark.gov.uk. We would very much like to hear from you by 20 March 2015.

Also in the very near future Officers from Southwark's Environment and Leisure department will be visiting residents and businesses within the proposed closure area to discuss any concerns you may have. If you would like to discuss the proposal directly please do contact me and arrange a meeting.

To ensure stakeholders' involvement in the design process, we have also developed an Interactive Map to help capture issues and public aspirations along the route. Issues and aspirations identified along the route will feed into the outline design to be shared with the public through the Interactive Map tool when they become available. A link to map is below – I would encourage you to make use of it.

<http://www.sdgdigital.co.uk/sites/southwarkquietways/>

Yours faithfully

A handwritten signature in blue ink, appearing to be "Razak Mahama".

Razak Mahama (*Senior Engineer*)

Department of Environment & Leisure P O Box 65429 3rd Floor/Hub 1, London SE1P 5LX

Switchboard: 020 7525 5000 Website: www.southwark.gov.uk

Chief executive: Eleanor Kelly

Item No. 4.5	Classification: Open	Date: 21 November 2015	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Elephant & Castle to Crystal Palace Quietway (QW7) Falmouth Road to Albany Road	
Ward(s) or groups affected:		Chaucer, East Walworth and Faraday wards	
From:		Head of Highways	

RECOMMENDATIONS

1. That the community council notes the responses received and the low response rate (77 responses from approximately 1700 leaflets distributed).
2. That the community council supports the proposed recommendations to the cabinet member for environment and the public realm to implement the Elephant & Castle to Crystal Palace Quietway (QW7) Falmouth Road to Albany Road proposals subject to statutory procedures, as detailed in paragraph 12.

BACKGROUND INFORMATION

3. In accordance with Part 3H paragraph 19 and 21 of the Southwark constitution, community councils are to be consulted on the detail of strategic parking/traffic/safety schemes. In practice this is carried out following public consultation.
4. The community council is now being given opportunity to make final representations to the cabinet member following public consultation.
5. This report summarises the results of the public consultation undertaken on the section of the route in Borough Bankside and Walworth. The overall route runs from Elephant and Castle to Crystal Palace and the route south of Albany Road is subject to separate consultations and reports to the relevant community councils in a future route. The objectives of the overall scheme are to:
 - Provide a network of continuous and safe cycle routes across inner London;
 - Improve road safety;
 - Better conditions for cyclists;
 - Improve accessibility for all road users; and,
 - Enhance quality of the streetscape.
6. Full details of all results associated with the study can be found in Appendix A the 'Consultation Summary'.
7. The ward members were made aware of the scheme and the associated design in September 2015.

KEY ISSUES FOR CONSIDERATION

8. Public consultation took place with all residents and businesses within the consultation area from the 25 September 2015 until the 23 October 2015. An open day event also took place on the 7 October 2015 at the Michael Faraday Primary School (Portland Street, London SE17 2HR).
9. Approximately 1700 properties/businesses along the route were consulted as part of this consultation of which 77 responses were received. This response rate of 4.5% is low.
10. Overall, 84% of respondents to the public consultation between Falmouth Road and Albany Road were in favour of the proposals (a total of 77 responses). However, the table below summarises the key concerns and objections to the scheme:

Proposal	Concern/Objection
Overall	Speeding and rat-running along Brandon/Portland Street will not be discouraged. Road closures are required.
	Additional cycle facilities requested, such as London Bike Hire stations towards Walworth Road and community cycle lockers along Brandon/Portland Street.
Extension of double yellow lines	Loss of parking and concern that safety will not be improved.
Removal of footway parking on Brandon Street, near junctions with East Street	Loss of parking for the East Street traders and shoppers.
Two-way cycle lane on Rodney Place and Rodney Road	Congestion on Elephant & Castle Roundabout and increased journey times.
Northbound one-way working on Rodney Place, between Munton Place and New Kent Road, except cyclists	
Right turn ban from Rodney Road into Rodney Place	
Changes at Albany Road / Portland Street junction	Suggestions for improvements at Wells Way junction in addition to at Portland St.
	Cyclist safety around segregation and parking bays.

Officer responses to the above comments can be found in Appendix B. Full details of the consultation responses are contained within Appendix E.

11. Any residents who are not aware of the proposal in the identified location still have a further opportunity to object during the statutory consultation stage which precedes implementation of certain elements of the proposals. Any such objections will need to be formally considered by the cabinet member prior to implementation.

Recommendations to the Cabinet Member for Environment and the Public Realm

12. On the basis of the results of the public consultation, the cabinet member is recommended to note the concerns and objections of respondents whilst

approving the further design of the Elephant & Castle to Crystal Palace Quietway (QW7) Falmouth Road to Albany Road proposals with a view to implementing the route subject to completion of the statutory procedures.

13. Further considerations will be given throughout the detailed design phase of this project to address the specific comments raised from the consultation and localised consultations carried out where changes to the proposals are made.

Policy implications

14. The recommendations contained within this report are consistent with the London Borough of Southwark's policies within the Transport Plan 2011, particularly:

Policy 1.1	Pursue overall traffic reduction
Policy 1.7	Reduce the need to travel by public transport by encouraging more people to walk and cycle
Policy 1.12	Ensure that cycle parking is provided in areas of high demand and in areas where convenient
Policy 2.3	Promote and encourage sustainable travel choices in the borough
Policy 4.1	Promote active lifestyles
Policy 5.8	Improve perceptions of safety in the Public Realm
Policy 6.3	Support independent travel for the whole community.

Community impact statement

15. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.
16. Cycling infrastructure proposals also have the added advantage of improving the environment through reduction in carbon emissions and social health and fitness benefits. No group has been identified as being disproportionately adversely affected as a result of these proposals. Cyclists will benefit.

Resource implications

17. This report is for the purposes of consultation only and there are no resource implications associated with it.

Consultation

18. Ward members were consulted prior to commencement of the consultation.
19. Public consultation was carried out in October 2015, as detailed in Paragraph 8. Four residents attended the open day event that took place on the 7 October 2015 at the Michael Faraday Primary School (Portland St, London SE17 2HR). Their feedback was received either via post or online and is captured in Appendix E of this report.
20. This report provides an opportunity for final comment to be made by the community council prior to a formal decision scheduled to be taken by the cabinet member for environment and the public realm following this community council meeting.

21. If approved for implementation certain elements of the proposals will be subject to statutory consultation required in the making of the relevant traffic management orders. This gives further opportunity to comment and object given the amended proposals. The designs will be subject to further modifications and road safety audits.

REASON FOR URGENCY

22. Not reporting until the next community council meeting would put the overall programme at risk. This would put Transport for London (TfL) funding for the proposals at risk. For the proposals to be completed in 2016 as per TfL's funding conditions, a decision by the cabinet member is required in early January 2016.

REASON FOR LATENESS

23. Additional analysis of the consultation responses was required to deal with some of the issues raised during the public consultation.

Background Documents

Background Papers	Held At	Contact
The Mayor's Vision for Cycling in London	Southwark Council Environment and the Public Realm Network Development 160 Tooley Street London SE1 2QH Online: http://content.tfl.gov.uk/gla-mayors-cycle-vision-2013.pdf	Clement Agyei-Frempong 020 7525 3541

APPENDICES

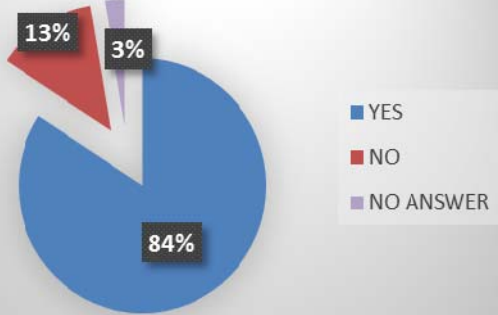
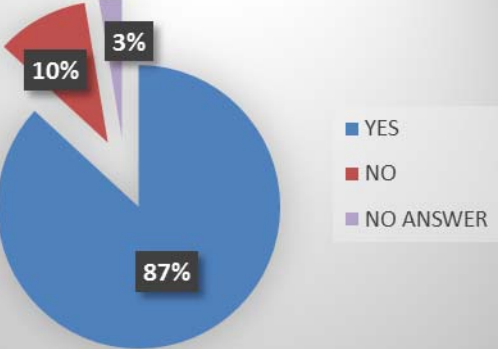
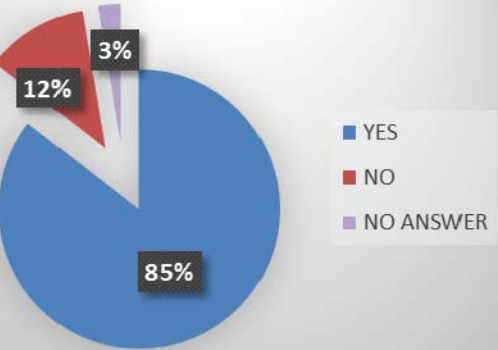
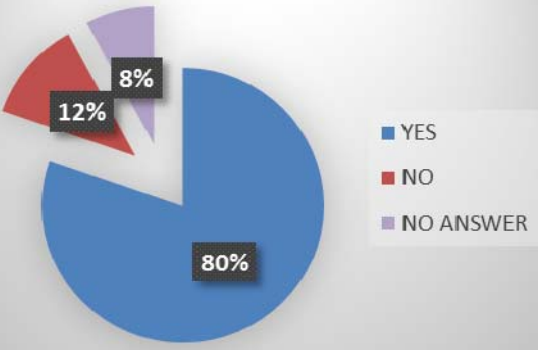
No.	Title
Appendix A	Responses to consultation questions
Appendix B	Main consultation issues and responses
Appendix C	Consultation plans
Appendix D	Consultation area
Appendix E	Detailed consultation responses

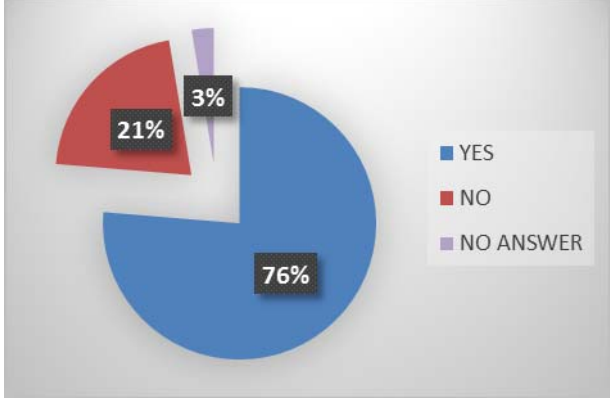
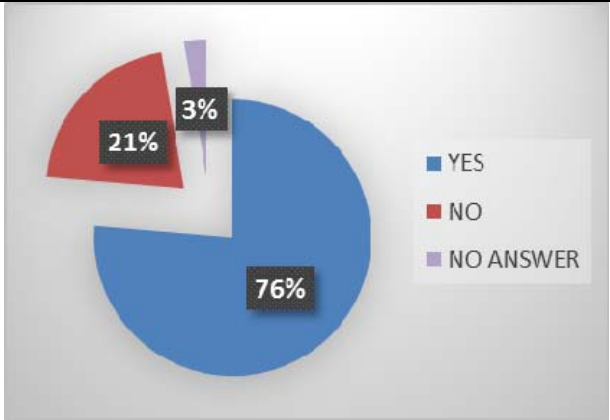
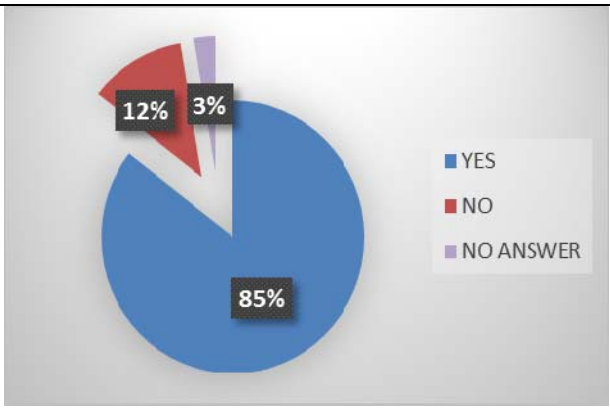
AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Clement Agyei-Frempong, Senior Engineer	
Version	Final	
Dated	16 November 2015	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Law & Democracy	No	No
Strategic Director of Finance and Governance	No	No
Date final report sent to Constitutional Team		17 November 2015

APPENDIX A

**Elephant & Castle to Crystal Palace Quietway (QW7)
Falmouth Road to Albany Road
Responses to Consultation Questions**

<p>Q1. Generally do you support the proposal?</p>	 <p>Legend: YES (blue), NO (red), NO ANSWER (purple)</p>
<p>Yes: 64 No: 10 No Answer: 3</p>	
<p>Q2. Do you support double yellow line extension at junctions to improve safety for all road users?</p>	 <p>Legend: YES (blue), NO (red), NO ANSWER (purple)</p>
<p>Yes: 66 No: 8 No Answer: 3</p>	
<p>Q3. Do you support the removal of footway parking on Brandon Street, near junctions with East Street, to improve access for pedestrians?</p>	 <p>Legend: YES (blue), NO (red), NO ANSWER (purple)</p>
<p>Yes: 65 No: 9 No Answer: 3</p>	
<p>Q4. Do you support proposed two-way cycle lane on Rodney Place and Rodney Road into Content Street?</p>	 <p>Legend: YES (blue), NO (red), NO ANSWER (purple)</p>
<p>Yes: 61 No: 9 No Answer: 7</p>	

<p>Q5. Do you support northbound one-way working on Rodney Place, between New Kent Road and Munton Place, cyclist exempt?</p>	 <p>A pie chart showing the distribution of responses for Q5. The 'YES' category (blue) is 76%, 'NO' (red) is 21%, and 'NO ANSWER' (purple) is 3%. A legend on the right identifies the colors: blue for YES, red for NO, and purple for NO ANSWER.</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>76%</td> </tr> <tr> <td>NO</td> <td>21%</td> </tr> <tr> <td>NO ANSWER</td> <td>3%</td> </tr> </tbody> </table>	Response	Percentage	YES	76%	NO	21%	NO ANSWER	3%
Response	Percentage								
YES	76%								
NO	21%								
NO ANSWER	3%								
<p>Yes: 58 No: 16 No Answer: 3</p>									
<p>Q6. Do you support right turn ban from Rodney Road into Rodney Place to discourage rat-running to / from New Kent Road?</p>	 <p>A pie chart showing the distribution of responses for Q6. The 'YES' category (blue) is 76%, 'NO' (red) is 21%, and 'NO ANSWER' (purple) is 3%. A legend on the right identifies the colors: blue for YES, red for NO, and purple for NO ANSWER.</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>76%</td> </tr> <tr> <td>NO</td> <td>21%</td> </tr> <tr> <td>NO ANSWER</td> <td>3%</td> </tr> </tbody> </table>	Response	Percentage	YES	76%	NO	21%	NO ANSWER	3%
Response	Percentage								
YES	76%								
NO	21%								
NO ANSWER	3%								
<p>Yes: 58 No: 16 No Answer: 3</p>									
<p>Q7. Do you support proposal at Albany Road / Portland Street junction?</p>	 <p>A pie chart showing the distribution of responses for Q7. The 'YES' category (blue) is 85%, 'NO' (red) is 12%, and 'NO ANSWER' (purple) is 3%. A legend on the right identifies the colors: blue for YES, red for NO, and purple for NO ANSWER.</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>85%</td> </tr> <tr> <td>NO</td> <td>12%</td> </tr> <tr> <td>NO ANSWER</td> <td>3%</td> </tr> </tbody> </table>	Response	Percentage	YES	85%	NO	12%	NO ANSWER	3%
Response	Percentage								
YES	85%								
NO	12%								
NO ANSWER	3%								
<p>Yes: 65 No: 9 No Answer: 3</p>									

APPENDIX B

Elephant & Castle to Crystal Palace Quietway (QW7)
Falmouth Road to Albany Road
Main Consultation Issues and Responses

Proposal	Concern/Objection	Response
Overall	<p>Speeding and rat-running along Brandon / Portland Street will not be discouraged.</p> <p>Road closures are required</p>	<p>Cycle-friendly road humps are proposed in order to reduce vehicle speeds along the route of the QW7.</p> <p>Road closures would require additional analysis of the traffic impacts which was not investigated as part of this scheme.</p>
	<p>Additional cycle facilities requested, such as London Bike Hire stations towards Walworth Road and community cycle lockers along Brandon/Portland Street.</p>	<p>These recommendations will be passed on to the teams responsible for pursuing expansion of the London Bike Hire Scheme and those delivering cycle hangers.</p>
Extension of double yellow lines	Loss of parking and concern that safety will not be improved.	<p>The extension of double yellow lines aims at improving visibility at or near junctions to reduce the likelihood of accidents occurring. It is part of LBS strategy to increase safety for all road users as it addresses the conflicts among vehicles as well as vehicles and pedal cycles.</p>
Removal of footway parking on Brandon Street, near junctions with East Street	Loss of parking for the East Street traders and shoppers.	<p>The removal of footway parking is aimed at improving conditions for pedestrians and cyclists by removing obstructions. Existing 1.2m footway is inadequate for wheel-chair or pushchair users. LBS has a clear policy to remove all footway parking in such circumstances in line with the road user hierarchy</p> <p>Loading and unloading is permitted on single / double yellow lines for a short period. Proposals would not restrict loading in this location so would not have an adverse impact on deliveries to market traders.</p>

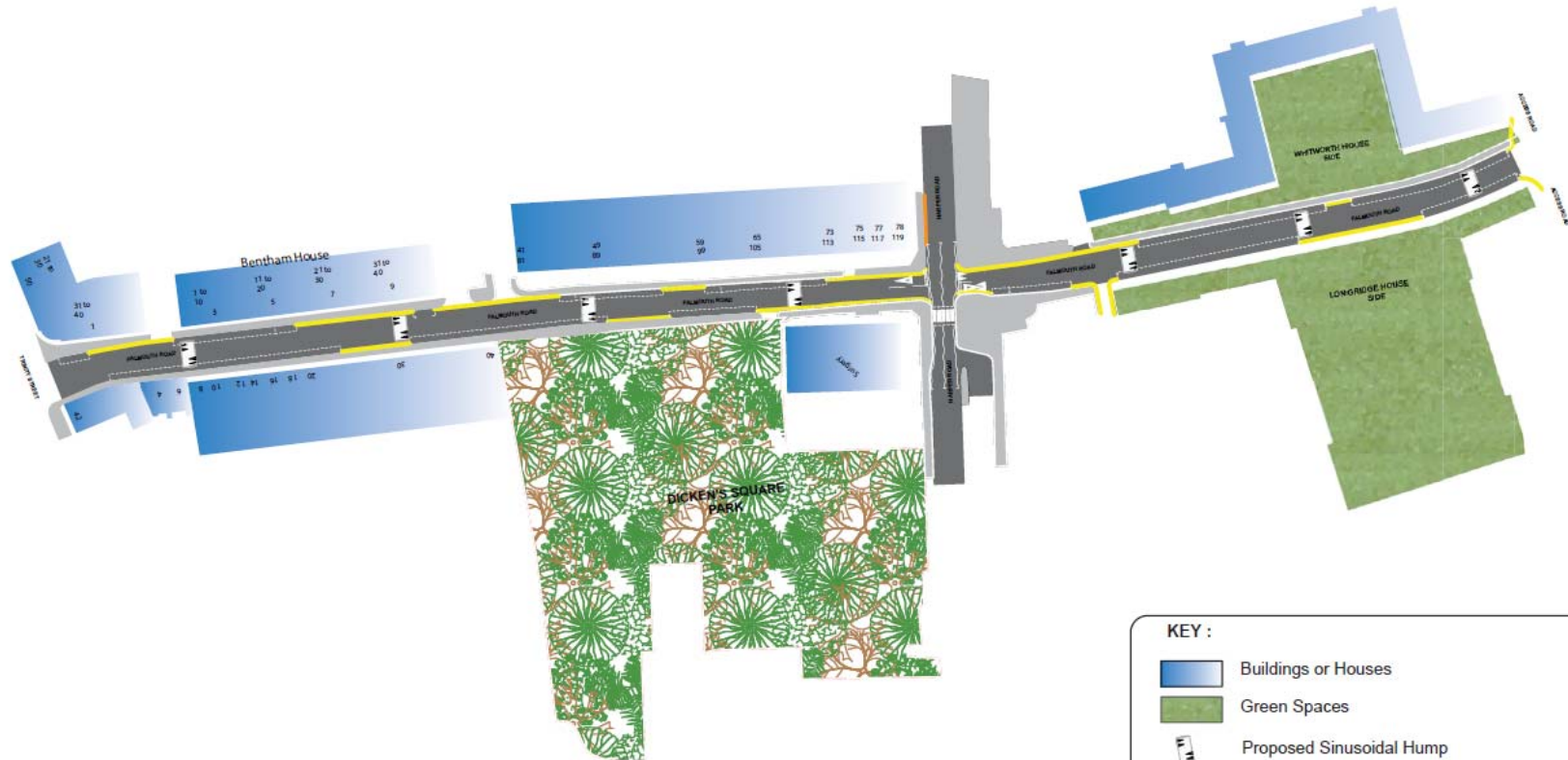
Proposal	Concern / Objection	Response
Two-way cycle lane on Rodney Place and Rodney Road into Content Street	Cyclist safety compromised while the Heygate Estate is being developed. Alternative route through Balfour Street, New Kent Road and Harper Road.	The proposed route offers good connectivity to the existing cycling network. Segregation between the cyclists and traffic is proposed. Any further safety concerns will be addressed during detailed design and the Road Safety Audit stages.
Northbound one-way working on Rodney Place, between Munton Place and New Kent Road, except cyclists	Congestion on Elephant & Castle Roundabout and increased journey times.	There is a possibility of increased journey times for motor vehicles as a result of the proposals. With the right turn ban in place, vehicles will be expected to turn from Rodney Road into Balfour Street, then into Munton Road and re-join Rodney Place.
Right turn ban from Rodney Road into Rodney Place		
Changes at Albany Road / Portland Street junction	Suggestions for improvements at Wells Way junction in addition to at Portland St.	Possible improvements to Wells Way junction are to be considered and promoted outside of the QW7 scheme.
	Cyclist safety around segregation and parking bays.	A road safety audit will be carried out and parking bay location will be assessed during the detailed design stage. The segregation (semi-segregation) of the northern cycle lane will be investigated in preliminary design (SSDM process)

APPENDIX C







**Elephant & Castle to Crystal Palace Quietway (QW7)
Falmouth Road to Albany Road
Consultation Plans**

QW7 - FALMOUTH ROAD

Elephant & Castle to
Crystal Palace Quietway 7
Falmouth Road to Albany Road



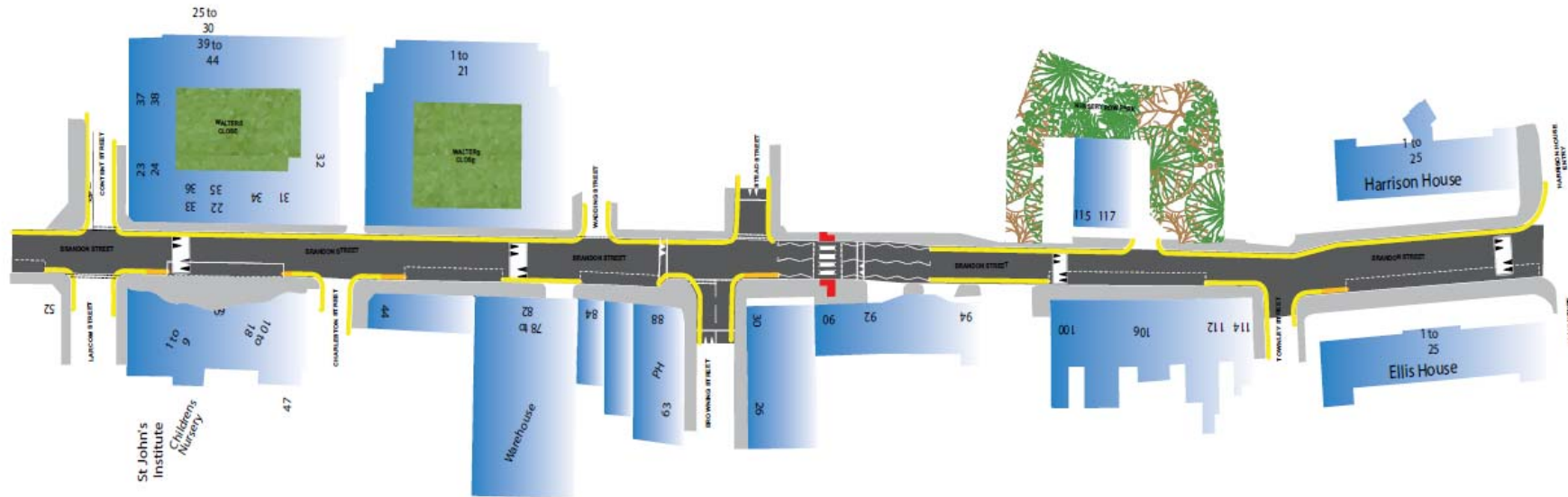
KEY :

-  Buildings or Houses
-  Green Spaces
-  Proposed Sinusoidal Hump
-  Park / Trees
-  Existing Single/Double Yellow Lines
-  Proposed Double Yellow Lines







QW7 – RODNEY PLACE/ RODNEY ROAD/ CONTENT STREET



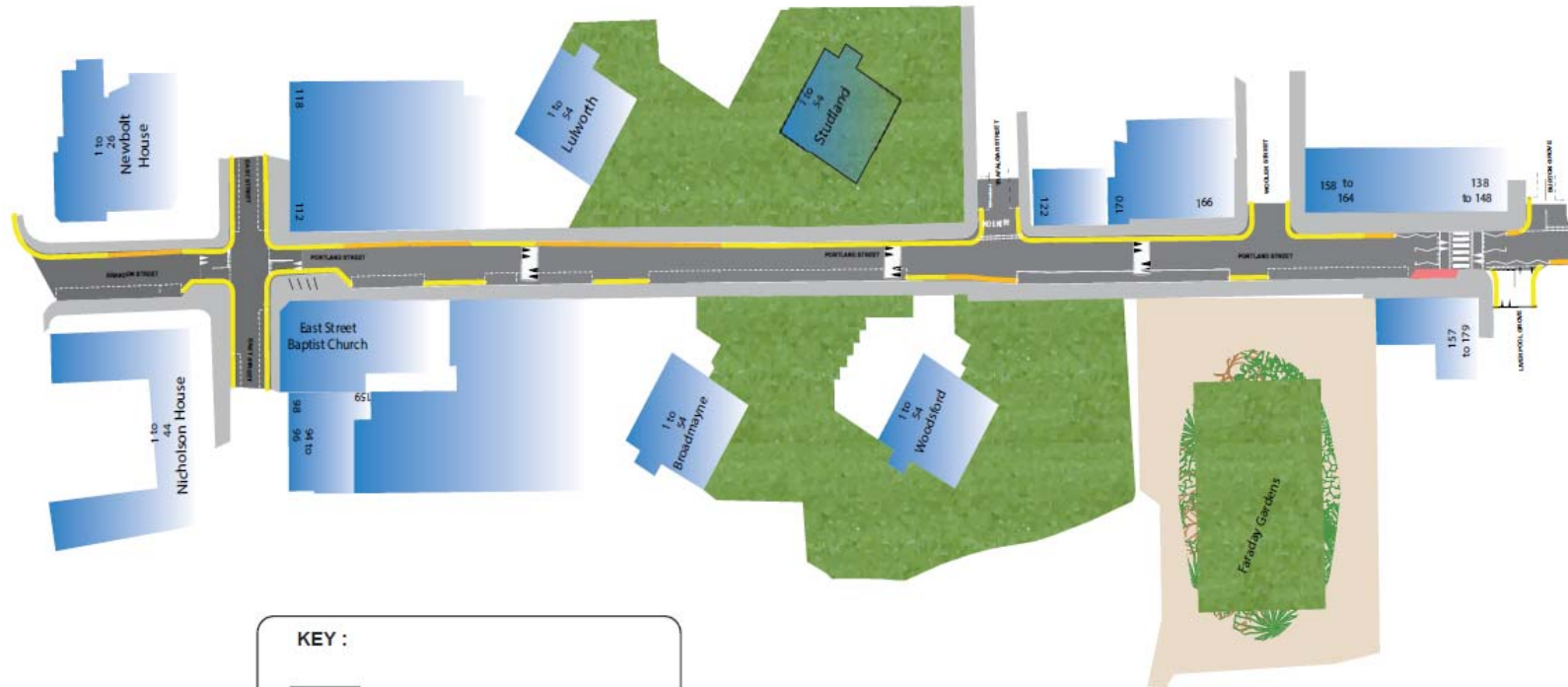
QW7 – BRANDON STREET



KEY :

-  Buildings or Houses
-  Green Spaces
-  Proposed Sinusoidal Hump
-  Park / Trees
-  Existing Single/Double Yellow Lines
-  Proposed Double Yellow Lines Extension

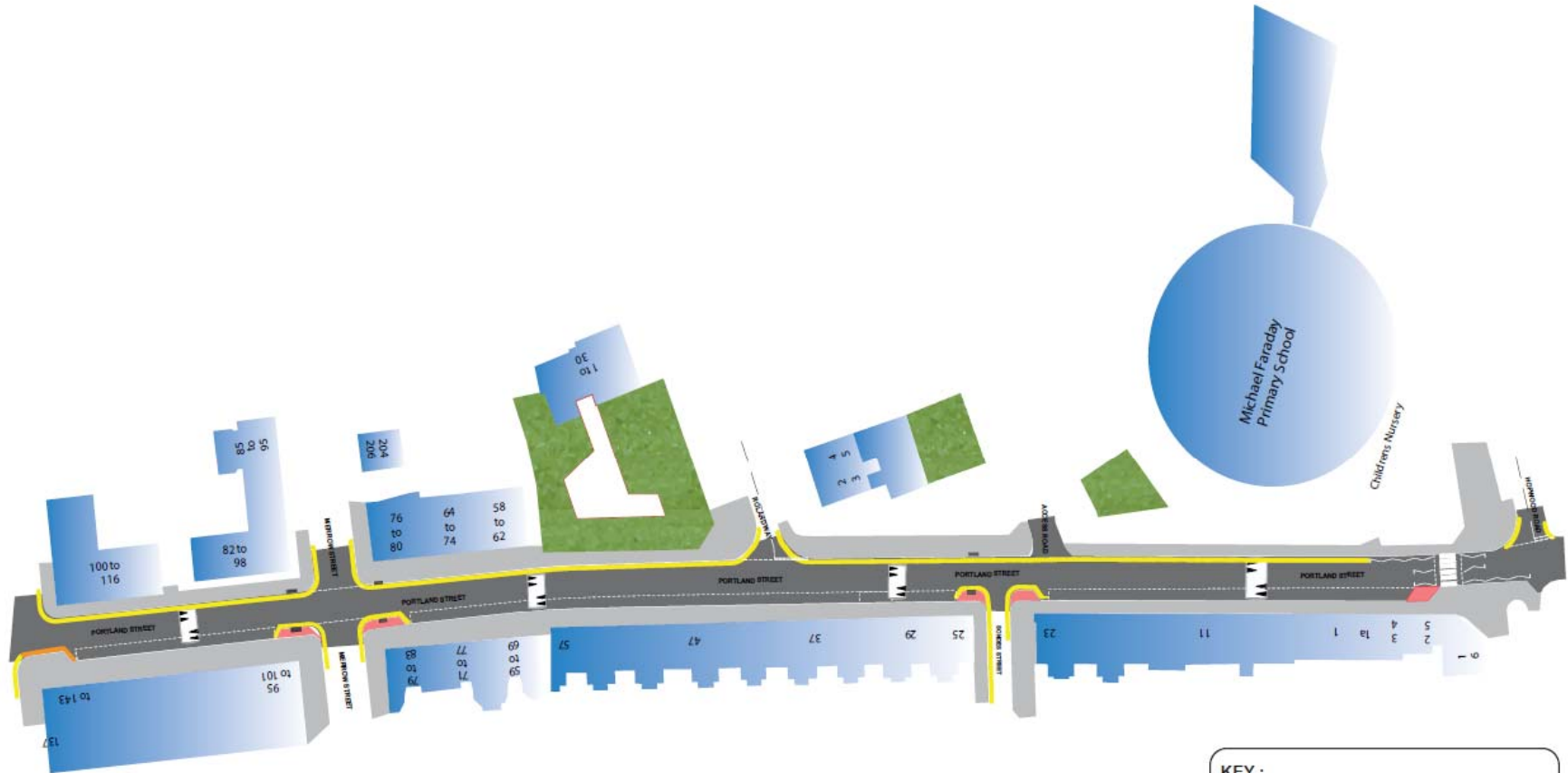
QW7 – PORTLAND STREET 1



KEY :

- Buildings or Houses
- Green Space
- New Proposals (Footway widening)
- Park / Trees
- Existing Single/Double Yellow Lines
- Proposed Double Yellow Lines

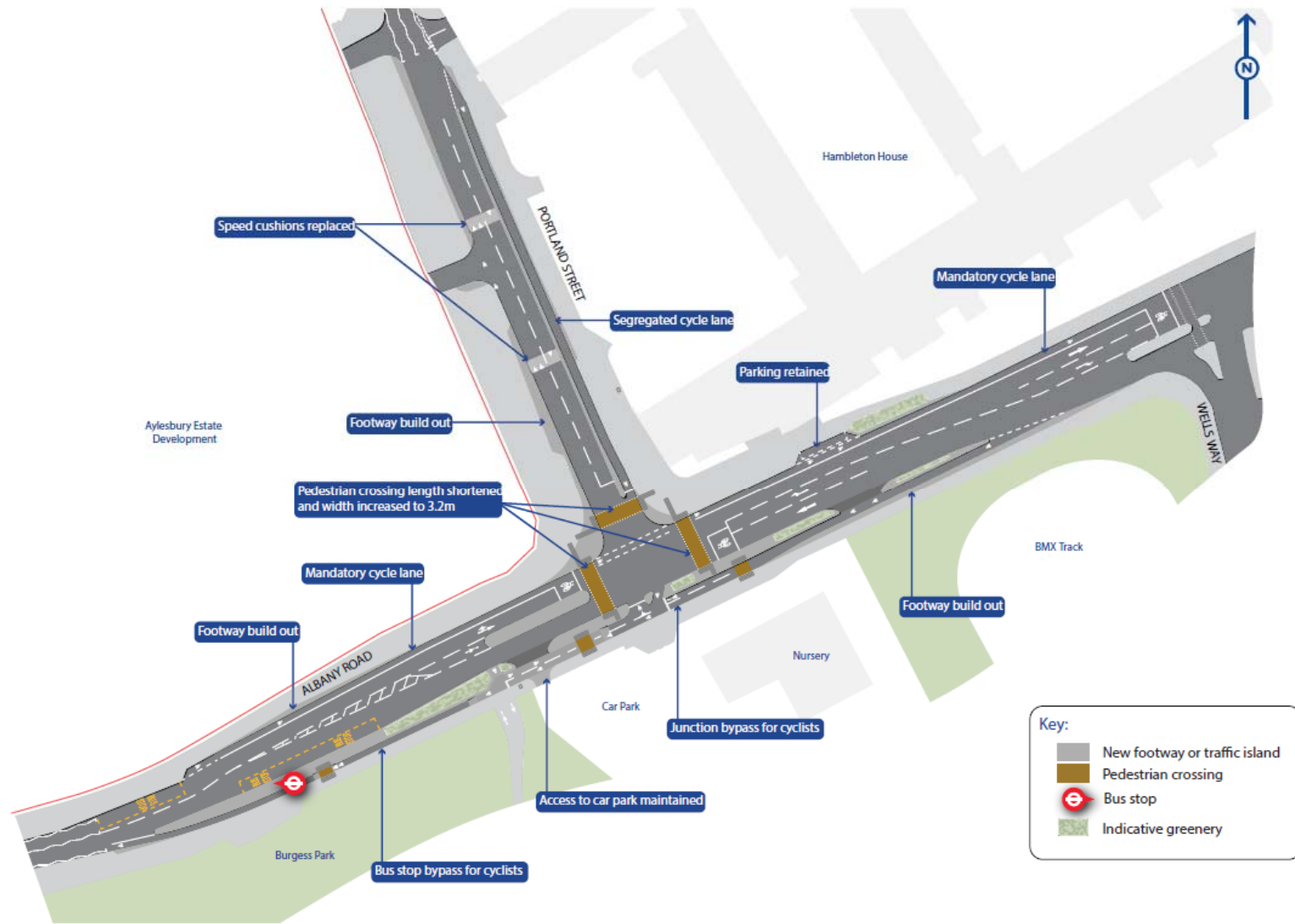
QW7 – PORTLAND STREET 2



KEY :

- Buildings or Houses
- Green Space
- New Proposals (Footway build-out)
- Existing Single/Double Yellow Lines
- Existing Double Red Lines

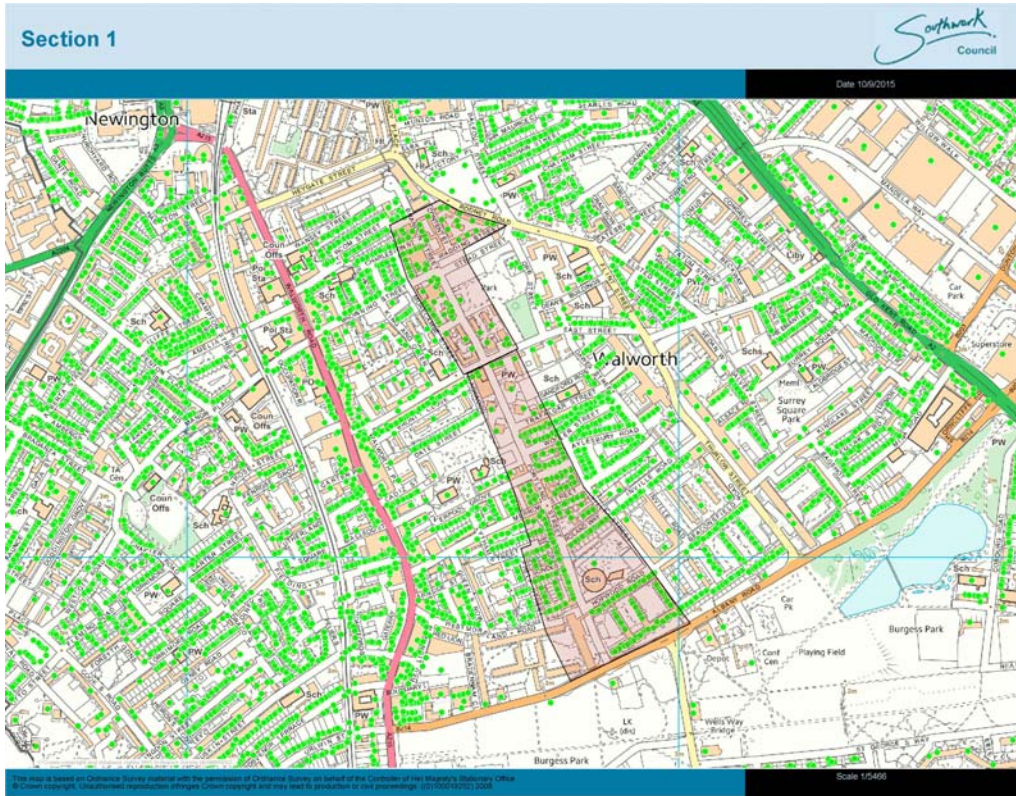
QW7 – PORTLAND STREET/ ALBANY ROAD JUNCTION



APPENDIX D

**Elephant & Castle to Crystal Palace Quietway (QW7)
Falmouth Road to Albany Road
Consultation Area**

Consultation area plan



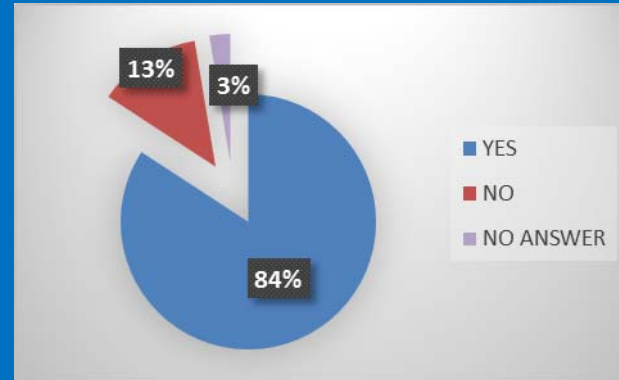
APPENDIX E

Elephant & Castle to Crystal Palace Quietway (QW7)
Falmouth Road to Albany Road
Detailed Consultation Comments and Responses

Key for summary tables:

In support of proposals	General supportive comment – no response required
In support of proposals	Supportive with specific points to be considered – response required/provided
Objection to proposals	Objection with specific points to be considered - response required/provided

Q1. Generally do you support the proposal?



Reference No.	Support	Comment	Key Considerations (and Responses)
7	Yes	<p>Falmouth Road - the section north of the church (brotherhood of cross and star) should be closed to traffic altogether and the green space of the Rockingham brought together. The cycle route could then be a two way route through this green space. Currently there is almost no traffic on this section, but due to the large trees the pavement is not passable for wheelchairs. This needs urgent attention.</p> <p>Street Trees - Lend Lease have committed to planting street trees in Brandon St and Falmouth Road. This is the golden opportunity to get them to plant them. Please revise your plans and identify sites for tree corridors on both these roads.</p> <p>Brandon/Portland Streets - the section across East St between Trafalgar Row and Browning St is now full of rat running cars heading towards Walworth Rd since the closure of Stead St. It is not clear if Stead St will reopen - what is your plan for this circumstance? The morning flow level of cars and vans on this section of the route is not compatible with safe cycling.</p> <p>Brandon /Portland St - residents have no space for cycles inside their homes. Please identify locations for community cycle lockers to take up one car space with secure room for 10 bikes.</p>	<p>Modal filtering along Falmouth Road <i>Closing Falmouth Road would require additional analysis of the traffic impacts which was not investigated as part of this project</i></p> <p>Footway obstructions from trees <i>Identification of locations for new trees and reducing footway obstructions will be considered as part of the Detailed Design</i></p> <p>Rat-running on Brandon / Portland Street <i>Stead Street closure is not part of this scheme</i></p> <p><i>This location will be passed to the team responsible for delivering cycle hangers</i></p>

		Rodney Place/Rd - the overview document suggests that this proposal is for the short term, awaiting the Lend Lease masterplan. Is this true? So what is proposed then?	<i>The current proposals for a two-way cycle track are a temporary scheme, which will be replaced by a permanent scheme as part of the Heygate redevelopment</i>
9	Yes	Could you close off Portland Street at somewhere around Liverpool Grove, to stop rat running? This definitely seems like an improvement.	Modal filtering / Rat-running on Portland Street <i>Point Closures would require additional analysis of the traffic impacts which was not investigated as part of this project</i>
18	Yes	I live on Portland Street and that's a rat run for cars and as a cyclist find it dangerous there, like you said you can't see because of parked cars etc. I think all the proposals above can only be good for safety.	None
19	Yes	Brandon Street needs major look at, as parking at weekends is bad, nobody can move and junction of East Str is a joke, nobody now has right of way. Need more safety for the area as a whole and parking needs sorting out since car parks have gone there is nowhere to park!	<i>LBS Parking team to review parking demand on Brandon Street. (Not QW7 objective.)</i>
(16) SOUTHWARK LIVING STREETS	Yes	This is a really good scheme that Southwark are proposing for the northern section of QW7 and fits well with the LCDS guidelines of calming less heavily trafficked roads and segregating cyclists where volumes remain higher. It is good that the alignment through Rodney Road is being retained as it keeps another good quality north-south cycle route in the borough through the tricky E&C/NKR area. The proposals are particularly strong for creating the two-way segregated section and it is great that Southwark is being more confident in proposing this approach. Southwark Living Streets strongly agrees with the parking removal where proposed as this will have sightline benefits for pedestrians when trying to cross the road and with Portland St properly calmed, it will be far safer for them to cross as it will also be at East St with the changes planned there. The junction at Albany Rd is well designed and again the removal of significant carriageway capacity has real benefits for pedestrians too in trying to aim for a longer term where Albany Road is not such a barrier between the residential areas so to the north and the park itself.	None
24	Yes	Quite a lot of thought has gone into this improvement. And the information thorough.	None

27	Yes	This is a terrific project. As a regular cyclist, it's wonderful to hear how safety is being improved. Thank you.	None
28	Yes	Good stuff generally.	None
31	No	All the proposals will not make things better rather enrich the pocket of the contractors and those that award them the contract. How long ago was E&C roundabout went through changes? Yet it is still going through more changes that we do not know when it will end. Since the so called bike lane, more people have been killed on our roads than before. Repair roads where necessary not damaging them for private profit. Rather we need more housing to the so called road construction impacts	None
34	Yes	I disagree with the insertion of sinusoidal humps on Portland St., the current speed cushions serve a function for slowing traffic, whilst allowing cyclists access to these. I disagree with proposed give way lines at Portland St/East St junction - give way lines should not be used to indicate priority for pedestrians, as these are signals for vehicular traffic. The priority should be for traffic heading on the north/south road. If priority for pedestrians is needed I would suggest a pedestrian crossing, or zebra crossing.	<i>The current speed cushions are proposed to be replaced by new sinusoidal road humps. The priority markings are for vehicles. The introduction of a pedestrian crossing could be investigated as part of the detailed design subject to existing pedestrian desire lines.</i>
36	No	Would not be so many accidents if the no entry signs are taken notice of, there is a no entry sign half way down King and Queen Street which is ignored. Also there is one in East Street market which is ignored. If they were used accidents would not happen. Cameras should be there and they should be fined also not enough parking for people who live here. With Rodney Road closing because have to go all round the houses to get home in my car.	<i>LBS Enforcement will be informed - Maintenance Issue</i>
38	Yes	Looking forward to the improvements. Thank you! :)	None
41	Yes	As a regular cyclist, I am very pleased that these changes are proposed. Two comments only: 1) the speed humps along Portland street currently do very little to slow motorists, who often break the speed limit and put the safety of large numbers of (morning) cyclists at risk.	<i>Humps to be replaced as part of proposals</i>
42	Yes	Overall these proposals are OK, but unless additional permeability measures benefit bikes, and modal filters discourage cars, they will struggle to create a cycle-friendly network that encourages cycling as an everyday activity.	Modal filtering / Rat-running <i>Modal filtering and road closures would require additional analysis of the traffic impacts which was not investigated as part of this project.</i>

		Furthermore lots of car parking and loading bays *are* retained which (contrary to stated on the plan) create pinch points. Instead the spaces should be inset to the pavement.	
43	Yes	I am concerned that Portland Street still has too much through traffic (rat running) to be used as a Quietway. I used to use this route, but gave up due to aggressive driving, and the proposals seem to do nothing to tackle this. At the moment motorists can use Merrow Street to cut through from Albany Road to Walworth Road, Larcom Street going the other way, and Browning Street to cut through in either direction. Motorists also use Browning Street/East Street to cut across from Walworth Road to Old Kent Road. All of these through routes need to be closed off for motorists.	Modal filtering / Rat-running <i>Modal filtering and road closures would require additional analysis of the traffic impacts which was not investigated as part of this project.</i>
46	No	In total according to your plans 77 parking places will be lost. There is already a lack of places to park and a lack of access to roads. With the local car parks gone they (being built on for flats) and soon Lidl will block more roads for its rebuild, it's getting more and more difficult for people living in the area to access homes and parking their cars. Some people are disabled and need transportation by friends and family in cars they cannot ride on pedal bikes. With the new flats being built and parking spaces being more reduced, local businesses are suffering too.	the loss of parking is believed to be proportionate. The majority of the parking being lost is in Albany Road area where there is little demand from residents, or footway parking near East Street market
47	No	I live in Portland Estate, Portland Street. To my point ref I would recommend to introduce speed limit with humps or speed camera or totally ban cars between east street and Albany Road. The cars drive at very high speed at these points - speed cameras??	Modal filtering / Rat-running / Speeding <i>Modal filtering and road closures would require additional analysis of the traffic impacts which was not investigated as part of this project. The current speed cushions are proposed to be replaced by new sinusoidal road humps.</i>
49	Yes	Please also look at Wadding Street (and stead street when it reopens) traffic currently comes flying down Wadding and is blind to pedestrians at the Wadding/Rodney Road junction for pedestrians crossing towards orb street - really dangerous right now.	Rat-running / Speeding <i>The current speed cushions are proposed to be replaced by new sinusoidal road humps.</i>
51	Yes	Further measures are needed to reduce rat running in Portland Street.	Rat-running

53	Yes	More Santander cycle points along the route, especially towards the Walworth Road would be great.	<p>Additional Cycle Facilities – Hire bikes <i>These recommendations will be passed on to the teams responsible for pursuing expansion of the London Bike Hire Scheme and those delivering cycle hangers.</i></p>
54	Yes	<p>The proposals need to go further in ensuring the safety of cyclists along Portland Road and Brandon Street by taking positive steps to reduce levels of motorised traffic. This is a long stretch of road of great importance to cyclists travelling into and out from central London. The proposals include some improvements at junctions and removing the dangerous type of speed hump currently in use. Yet, there is little that will reduce levels of motorised traffic using this route as an alternative to the Walworth Road. This includes cars using it as a rat run and even very large HGVs probably following sat-navs on to this totally inappropriate, small road. As well as presenting a danger to cyclists, this level of traffic is inappropriate for a stretch of road with two primary schools and a street market.</p> <p>Many of my most dangerous encounters cycling in Southwark have come as a result of dangerous overtaking manoeuvres on this stretch of road. I have come within inches of being knocked off by cars and other vehicles rushing to overtake then having to come back to the left to avoid oncoming traffic. This is an issue that must be dealt with and I can see two options.</p> <p>The first option would be to close the road at strategic points to motorised traffic to avoid this stretch of road being used as an alternative to Walworth Road.</p> <p>The second option would be to prevent cars from overtaking cyclists along the full length of the road through the introduction of appropriate signage. They are "Narrow Lanes. Do not overtake cyclists." signs in use in London, but these are intended for temporary roadworks. I would encourage the council to check what signage options are available,</p>	<p>Modal filtering on Portland Street / Rat-running <i>Modal filtering and road closures would require additional analysis of the traffic impacts which was not investigated as part of this project.</i></p> <p><i>*Said sign is part of the Temporary Traffic Management for Highways schemes – could not be enforced on a long-term basis in this area.</i></p>

		liaising with the Department for Transport if necessary. I wouldn't expect this to make any significance to the average speed of vehicles, as despite the aggressive overtaking manoeuvres, cars rarely seem to get ahead of bikes as they negotiate traffic on the narrow street.	
55	Yes	<p>Broadly, the plans look excellent. The one major concern is the lack of clarity over plans for New Kent Road. A crossing aligned with Falmouth Road is necessary to allow access to the 2-way cycle track (which should be widened).</p> <p>Additionally, Falmouth Road could be given priority over Harper Road and maybe modally filtered at Harper Road or New Kent Road to cut out rat running.</p>	<i>Existing crossing on New Kent Road is being upgraded as part of the TLRN.</i>
58	Yes	I think Portland street needs to be closed either side of East Street in order to discourage fast moving traffic across East street and to create a quieter road for cyclist and pedestrians.	Modal filtering on Portland Street <i>Modal filtering and road closures would require additional analysis of the traffic impacts which was not investigated as part of this project.</i>
61	Yes	I approve of the improvements to the Brandon Road/East Street junction - would be better if there was a zebra crossing added and/or tactile surface to further encourage slowing down. Proposal as given would definitely help but would like more to be done as I've seen a lot of near misses between cars and pedestrians at that junction. The sinusoidal humps are a great idea for cyclists.	<i>None</i>
64	Yes	Additional comments to No. 7. In the main I approve the plans for Portland street except for one very serious health and safety issue which has been overlooked. Between East St and Albany road since Merrow st was made one way, there is no entry to Portland St from the Walworth rd. Drivers now turn from Walworth rd into the lower part of Merrow St, the right into Lytham St, right into Phelps St, and then left into Sondes St. This is to avoid the traffic light system at the Albany rd/Camberwell rd junction. Sondes St is one way from Portland St into Phelps St. It is a very narrow road and only wide enough for one car. It is also used by many of the primary school children attending the Michael faraday school just opposite. Because drivers now use this as rat run into Portland St there have been very many near misses at this junction with the pedestrians and drivers who use the road correctly. Drivers not only	Rat-running / Speeding and incorrect use of Sondes Street / Modal filtering <i>Closing of Sondes Street would require additional analysis of the traffic impacts which was not investigated as part of this project.</i>

		<p>accelerate when going the wrong way through Sondes st they also drive in reverse. Showing not only a total lack of consideration, it's also extremely dangerous for all pedestrians and cars as well as an illegal use of the road. Recently a traffic camera has been sited to look down into Sondes st but we have been told that it has never worked and is for show only. Everyone is extremely concerned that there will soon be a very serious accident here and someone (child or oap) will be killed because of the deliberate ignoring of the no entry signs, of which there are at least 5 at the junction and approach to Sondes St. When surveys are done for alterations such as these they should also consider how serious the impact on the adjoining side streets will be. It is obvious this was not done when making the changes to Merrow St. Please look very urgently at this health and safety issue before someone is seriously injured or killed.</p>	
65	No	<p>I object to this proposal on the following grounds, that it shouldn't be solely for cyclists and it isn't a safety measure.</p> <p>The consultation document that was sent out, with its illustrations of the route, wasn't very clear for people to understand, neither was the same illustrations at the Open Day Event of the 7th October at Michael Faraday School.</p> <p>My objection are as following as par your document:</p> <ol style="list-style-type: none"> 1. There is already a 20mph.restriction for the area and there are already traffic calming features on many parts of the route (e.g. traffic calming tables and humps). This will just be duplicating the calming measures. 7. You intend to accentuate priority for pedestrians, junction Brandon Street, Portland Street and East Street Market. May I say the only problem is there, that of the cyclist that pass, at high speed with little or no respect for pedestrians. Other traffic is forced to slow down. By this proposal cyclist will be free to do what they like. 8. Improve pedestrians crossing at side roads with drop kerbs. It isn't to improve the side streets, most of the streets of this proposed route are not affected, and all have drop kerbs at the moment. 	<p><i>Proposed sinusoidal road humps will replace existing traffic calming features.</i></p>

		I'm opposing and objecting to this proposal Elephant and Castle to Crystal Palace Quiet Way (QW7). I see it just for cyclist and it will not benefit all road users. As well as to the cost of the scheme to the Council Tax Payers of Southwark. Most of these cyclists don't live in Southwark, they just pass through, and this proposed route, scheme is to the detriment to the people who live in the area.	
67	Yes	Southwark Cyclists is strongly supportive of the Q7 plan, and supports the specific points raised in the consultation.	None
(67) SOUTHWARK CYCLISTS	Yes	No plans are in the consultation for the crossing of New Kent Rd. We set out the minimum requirements for this and hope plans will be presented soon. A proper cycle crossing is required for Harper Road. Pavement build-outs on Portland should be removed and no new ones built. Active steps should be taken to reduce rat-running, perhaps by filtering Brandon and Portland to stop through motor traffic.	<i>The upgrade of the New Kent Road crossing is part of the TLRN.</i> <i>The crossing layout will be considered in the detailed design stage of this project.</i> Modal filtering / Rat-running on Brandon/Portland Street <i>Modal filtering and road closures would require additional analysis of the traffic impacts which was not investigated as part of this project.</i>
69	Yes	This is a great improvement for pedestrians and cyclists and will compliment other Quietways and green links in the area.	None
71	Yes	I think it disappointing that Portland Street remains a through route for motor traffic. The road is used as a rat run and cars and vans do speed along here which does give the feeling to many that it is not safe and goes against being a 'quietway'. I suspect that this would put off many would be cyclists. Much better would be thinking how traffic could be stopped from rat running.	Modal filtering / Rat-running / Speeding on Portland Street <i>Modal filtering and road closures would require additional analysis of the traffic impacts which was not investigated as part of this project.</i>
72	Yes	A good plan overall, but please consider reducing the amount of traffic using Portland Street / Brandon Street. Motor traffic accessing the northern end of the area should be encouraged to use Thurlow - Flint - Stead, or Walworth - Browning. Traffic driving the whole length of Portland Street / Brandon Street tends to pick up speed considerably, especially in the evenings. A modal filter near East Street would be ideal,	Modal filtering / Rat-running on Brandon and Portland Street <i>Modal filtering and road closures would require additional analysis of the traffic impacts which was not investigated as part of this project.</i>

		plus measures to slow cyclists down at that location.	
74	Yes	<p>The consultation does not state how this links up with the E&C or any other existing cycle routes. A route to/from the E&C should be using routes through the new developments in the long term to create a motor traffic free for existing and future residents of the development and a wider audience. This could link with the crossing across the New Kent Road in the heart of the E&C.</p> <p>There appears to be few measures at the Harper Road junction, traffic using Harper Road are avoiding the E&C and this should be reduced. Consideration to a change of priority should be given. The road surface of Falmouth Road south is particularly bad. No indication is given to the access and crossing of New Kent Road, currently access is substandard and there is a long delay to cross. There should be give way to cycle traffic on Rodney Place as a number of motor vehicles will u turn on Heygate Street, the junction mouth also needs tightening. The 2 way track now severs the E&C cycle bypass and therefore there is no way to ride around the E&C, this is a major dis benefit. There is also no facilities for those using LCN+2 to continue their journey either east or west without joining general traffic, this, again, is a major dis benefit and it looks like these other routes have been ignored and the only focus is on this Quietways route. Those heading east on Heygate still face a dangerous left hook at Rodney heading east on route 2. Brandon and Portland are fairly busy and without any dimensions it's difficult to judge safety issues. The junction with Stead Street is a collision black spot (average of 4 reported collisions every year) and the designs do not show any intervention to preventing these. This is if Stead Street will re-open. The buildouts are not good for cyclists and should be removed, some modal filtering is needed rather than humps which are a poor way of traffic management and often ignored by many motorists. The crossing by Michael Farriday needs to be reinstated so it is raised, as with the other crossings on Portland/Brandon.</p> <p>All the one way streets onto the route need to be made 2 way for cyclists.</p>	<p>Poor road surface quality on Falmouth Road <i>This comment will be passed on to LBS maintenance team.</i></p> <p><i>The crossing upgrade on New Kent Road is part of the TLRN.</i></p> <p>Road user safety issues on Brandon / Portland Street – to be considered at detailed design stage</p>
75	Yes	Considerable improvement would be produced by modal filtering at East	Modal filtering at the Brandon Street /

		<p>St. Brandon and Portland would become no through roads but still allowing full access. This change could be achieved easily by bollards at the junction. These could be removable to allow through access for market stall holders at certain times. This change would be of considerable value to pedestrians, including the large number of children crossing at East street on their way to nearby schools. It would also provide a better street environment for the East Street Market. We proposed modal filtering of Portland near East St as part of the "Space for Cycling" campaign of the London Cycling Campaign in 2014 and received a lot of support.</p>	<p>East Street junction</p>
<p>(76) WHEELS FOR WELLBEING</p>	<p>Yes</p>	<p>No widths given for cycle tracks/lanes - difficult to assess suitability for larger cycle types such as trikes, handcycles, trailer bikes, cargo bikes, tandems.</p> <p>Unclear what's happening at junctions of Rodney Place and Falmouth Road with New Kent Road.</p> <p>When northbound and turning left onto New Kent Road cycle track a 'KEEP CLEAR' section might help. This manoeuvre is quite tight, can more space be allowed for it so larger cycle types can turn and see traffic?</p> <p>What will be the transition from road to pavement next to the loading bay on Rodney Road? Is it level?</p> <p>When southbound the right turn into Content Street appears quite tight, can more space be allowed for it so larger cycle types can turn and see traffic?</p>	<p><i>Junctions are part of the TLRN upgrade.</i></p> <p><i>Requests to be considered during Detailed Design stage.</i></p>
<p>77</p>	<p>Yes</p>	<p>It does make sense to spread the flows of cyclists crossing New Kent Road. But Falmouth Road is not shown as a designated cycle route and using the full length of it is indirect compared to Brockham Street, so off the desire line.</p> <p>New Kent Road was omitted from the consultation. While it is acknowledged TfL is responsible for this road, the consultation should have been clearer. The crossing near Falmouth Road has capacity issues, particularly during the evening peak. Cyclists should be able to go</p>	<p>Alternative route through Brockham Street</p> <p><i>Comments to be passed on to TfL.</i></p>

straight over from Falmouth Road through a new gap in the central reserve over to the cycle track. This would require signalisation of the junction and moving the crossing (which would become pedestrian only and parallel) to the west side of this junction (with cyclists wishing to proceed west having to use the track).

Control of motor traffic

The route is effectively proposed as a 'humpway' rather than a 'quietway'. This is a fundamentally flawed approach as:

- it is ineffective at discouraging motor traffic as Satnav increasingly directs drivers down backstreets to avoid congestion on main roads: it will still be faster to drive down here when Walworth Road is congested
- it breaches national policy on minimising road humps: http://planningguidance.planningportal.gov.uk/blog/guidance/design/are-there-design-issues-that-relate-to-particular-types-of-development/#paragraph_042
- it fails to change the feel of a street, in fact humps reinforce it as motor vehicle space
- it breaches one of the key 5 criteria (whether UK or Dutch) for good design for cycling, namely comfort. In fact guidance by Cycling England states clearly: 'Routes with large numbers of full-width humps are not suitable as through routes for cyclists unless comfortable and convenient means have been provided for cyclists to avoid them, such as cycle by-passes.'

Motor traffic levels in peak hours are already excessive, with platoons of motor vehicles jostling with cyclists. If the parallel Southwark spine is half-decent, that will lead to even more rat-running pressure on this route. The imminent occupation of housing at Camberwell Fields will put more pressure on this route, as will the completion of development at Elephant, e.g. not least PHVs and delivery drivers as well as residents cycling.

Furthermore there has been inadequate assessment of future cycling levels, so as to comply with duties under the Traffic Management Act 2004 and associated statutory guidance (further information available on request). In particular the traffic counts were carried out in February when temperatures and cycling levels are at their lowest.

LB Southwark should trial an experimental traffic order closing the road at East Street market to all vehicles except cycles and refuse vehicles. Consultation could be carried out during the closure - as Hackney and Camden are doing - rather than before as this will allow informed

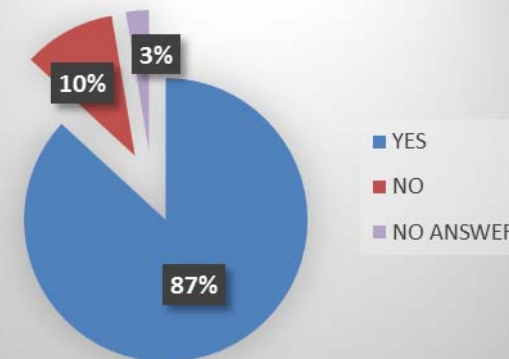
Cycle-friendly road humps are proposed to maintain low motor traffic speeds.

Rat-running along the route and high traffic volumes at peak hours.

Trial modal filtering at East Street to inform future consultation.

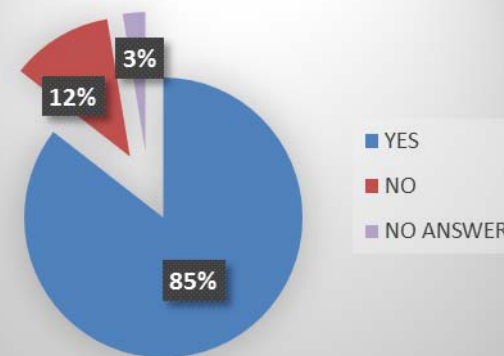
	<p>comment rather than speculative responses.</p> <p>General comments</p> <ul style="list-style-type: none">• All the one-way streets leading to/from the route should allow contraflow cycling, to maximise permeability for cycling to and from the route.• Produce an integrated design for the streets that assists walking and creates a sense of place. Rather than having a hump simply to get in the way of drivers, raise crossings and build out, e.g. the entrance to Faraday Gardens, where there's currently just guard-railing. Similarly do more to create places at East Street and Merrow St, so this corridor feels less of somewhere to race through but somewhere to linger.• Interventions should seek multiple benefits. For example there are some beautiful big mature trees, whose roots are damaging the road. By aligning gaps in parking spaces to these and building out, it will reduce long term maintenance needs, as well as making it easier for those on foot to walk around the trees.	<p><i>Requests to be considered during Detailed Design stage.</i></p>
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Q2. Do you support double yellow line extension at junctions to improve safety for all road users?



Reference No.	Support	Comment	Key Considerations (and Responses)
56	Yes	I support the extension of parking restrictions and sinusoidal humps.	<i>Not Required</i>
59	No	It's difficult to park evenings, weekends, the removal of spaces will make it harder and that is unacceptable as we are paying to park. The accidents which occur at East Street/Portland St junction is because of the minority which use east street as a rat run to Thurlow Street, ignoring one way systems, therefore, an extension of double yellow lines will be of no use.	Loss of parking: <i>The extension of double yellow lines aims at improving visibility at or near junctions to reduce the likelihood of accidents occurring. It is part of LBS strategy to increase the safety for all road users as it addresses the conflicts among vehicles as well as vehicles and pedal cycles.</i>
65	No	It's suggested to extend double yellow lines along Brandon Street and Portland Street because of the significant number of accidents that occur or near the road junctions. May I say that I have lived on the street for some forty years and have never seen an accident where vehicles can park at the moment between Browning Street and Townley Street. For the junction Brandon Street, Portland Street and East Street accident only occur when traffic use and come down the wrong way on both part of East Street. It's East Street that needs to be looked at, not Brandon Street, Portland Street.	

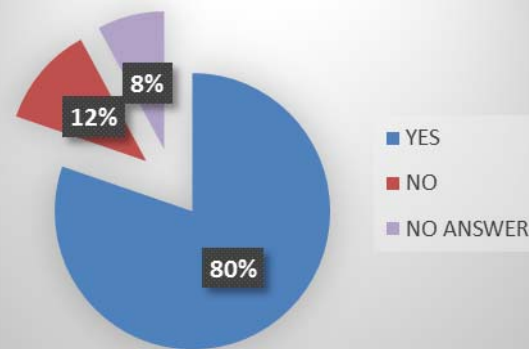
Q3. Do you support the removal of footway parking on Brandon Street, near junctions with East Street, to improve access for pedestrians?



Reference No.	Support	Comment	Key Considerations (and Responses)
10	Yes	As a less confident cyclist who lives in the area I think this is a life-changing proposal - I will be able to cycle freely and without worry. I'm also a pedestrian so I thoroughly support the removal of footway parking on Brandon Street.	<i>Not Required</i>
14	No	Parking in and around East street market is vital for its continuation the market cannot afford to lose the 12 parking spaces in Portland street that has been allocated to be deleted	Loss of parking for East Street market: <i>The removal of footway parking is aimed at improving conditions for pedestrians and cyclists by removing obstructions. Existing 1.2m footway is inadequate for wheel-chair or pushchair users. Loading and unloading is permitted on single / double yellow lines for a short period.</i>
32	Yes	Yes, but are the 77 lost parking spaces going to be replaced. I run my own business which requires vehicular transport and not being able to park nearby will cause me serious transport and finance issues.	<i>Proposals would not restrict loading in this location so would not have an adverse impact on deliveries to market traders.</i>
(60) SOUTHWARK ASSOCIATION OF STREET TRADERS	No	I am the Hon. Secretary of the Southwark Association of Street Traders, having served as such for over 40 years. I write following discussions by the majority of the traders in east street market. Traders are upset that having discussed the matter with councillors and officers of the council at a meeting on the 1st July 2015 we were told that there will be no loss of footway parking at the junction with east street or Portland Street. This junction is very important to the traders in east street market, it is essential to traders in refreshing the stalls with stock etc from the storage sheds around Portland Street and Brandon Street. Traders would at least like to have the opportunity to have notice of talking with officers etc.	<i>Parking stress survey to inform decisions regarding parking around the</i>
65	No	I object to the removal of the parking from the footway Brandon Street (3	

		<p>parking spaces), Portland Street south of East Street (9 parking spaces). As I live very close to the parking, in fact I overlook one of them in Brandon Street. There is no problem for pedestrian use, in fact I use them myself on a daily basis.</p> <p>With all the removal of these parking spaces either Brandon Street, Portland Street you will be making it more difficult for residents to park in the area where they live. It will also cause a problems for the Market Traders and Shoppers who also use them too.</p> <p>The Council has already made it extremely difficult with the removal of parking on Stead Street for building. Parking is becoming more and more difficult in the area.</p> <p>Accidents will still occur even if these 3 and 9 parking spaces are removed, it has nothing to do with visibility, it's just to give cyclist a clear run. The Market is in place for six days and most accidents occur at night, when there are few or no cyclist.</p> <p>This measure for the removal of the parking will have an adverse effect on the area for shops and people coming to do shopping.</p>	<p><i>junction during detailed design.</i></p>
52	Yes	Please consider the possible effects on residents parking if market visitors want to park.	

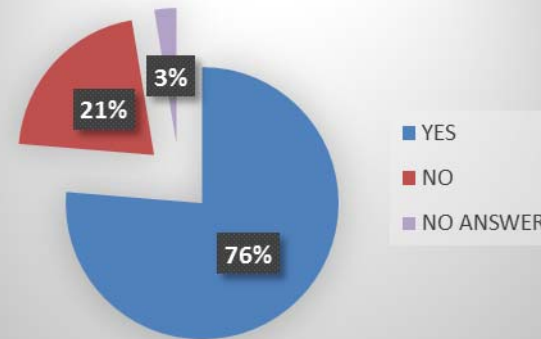
Q4. Do you support proposed two-way cycle lane on Rodney Place and Rodney Road into Content Street?



Reference No.	Support	Comment	Key Considerations (and Responses)
(21) HEYGATE ESTATE DEVELOPM ENT	No	<p>We believe that in order to mitigate the risk of injury to cyclists, QW7 should in the short-term not be directed along Rodney Road and Rodney Place until after the redevelopment of Elephant Park has completed. We understand that some cyclists will choose to use this route as it currently forms part of LCN23, but believe that vulnerable cyclists must be assisted in avoiding this heavily trafficked route until construction works have completed.</p> <p>We are generally supportive of the plans that were discussed by Southwark Council and TfL for an alternative Quietway route along Balfour Street and then directly north to the New Kent Road and then Harper Road, keeping it off Rodney Place and the majority of New Kent Road altogether. We think this or an alternative route to be adopted until the construction of Elephant Park is complete.</p>	<p>Safety concerns for cyclists: <i>Alternative route (through Balfour Street, New Kent Road and Harper Road) is indirect and not supported by TfL/Cycling Commissioner. This route is more direct and therefore it is important that the route on cyclist desire line is made as safe as possible as it will continue to be heavily used.</i></p>
6	Yes	How cyclists are supposed to turn from Rodney Place into New Kent Road and vice versa is not clear at all from the plans.	<i>Cyclists to join existing segregated cycle facility on New Kent Road.</i>
7	Yes	These works do not go far enough - they miss obvious synergies with other projects or proposals and do nothing for the conflict between cyclists and pedestrians on New Kent Road and the crossing, or newly-generated rat running traffic. There should be a separate lane and crossing for cyclists, and clearly demarcated space carved from each pavement to prevent conflict between cyclists and pedestrians - the north end of Rodney Place is a particular bad spot - I suggest a designer	<i>Potential to extend / enhance existing segregated cycle facility on New Kent Road to improve connectivity with Rodney Place two-way cycle lane. Further preliminary design required.</i>

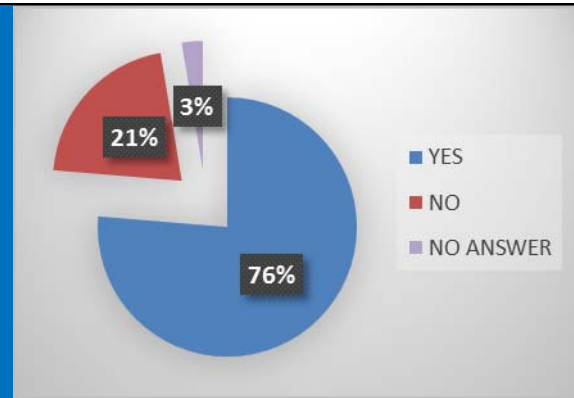
		observes this for 15 mins in the peak and then you propose something that will guide pedestrians away from bikes, and warn cars heading north that bikes are about to cross their path.	
42	Yes	The proposals for segregated facilities at Rodney Place are very welcome and will be much safer. I support them strongly.	<i>Noted</i>
43	Yes	I am concerned by the use of a zebra crossing at the Rodney Road/Content Street junction. Cyclists do not have priority at a conventional zebra crossing, so one of the new "cycle zebras" should be used here which has a separate cycle crossing in parallel with the pedestrian crossing and cars must stop for both.	<i>A 'tiger' crossing layout will be considered in the preliminary design and detailed design stage of this project.</i>
56	Yes	Installing a segregated track on the eastern side will require cyclists to cross the mouth of Rodney Place, across a lane of northbound motor vehicles who are trying to merge into NKR, as well as stay out of the way of pedestrians legitimately crossing RP. Is there no way to place the segregated track on the western side of RP, manage a (traffic light-controlled?) crossing at the junction of RP and Rodney Road, and continue the segregation along the south side of Rodney Road? (Which also removes the need for a tricky crossing into Content Street?)	<i>The eastern side of Rodney Place is unsuitable for the cycle-way provision due to the Heygate Estate currently being constructed and access to the site required.</i>
65	No	The proposal for a two way segregated cycle lanes Rodney Road into Content Street. The part of the proposed section on Rodney Road for this segregated cycle lane, is already far too small and narrow to suggest placing a cycle lane. Even before the building works that are going on, it's already far too tight for vehicles passing one another. It's far too narrow on this part of the road.	<i>Existing overall road width for Rodney Road is 14m. This allows adequate space for a 4m two-way cycle track (including segregation) and two wide general traffic lanes.</i>
77	Yes	According to the Southwark cycling map, this quietway will be rerouted through the new development once completed and lead into Meadow Row. It is unclear when this would happen but there is a real risk that the cost of the two-way track would be poor Value for Money given its limited use before the route is changed. In addition as the primary flow of cycles would then be on LCN route 2 along Heygate Street rather than via Rodney Place, it might hinder rather than help.	<i>Specific development timescales. The undertaken development works are not part of this scheme.</i>

Q5. Do you support northbound one-way working on Rodney Place, between New Kent Road and Munton Place, cyclist exempt?



Reference No.	Support	Comment	Key Consideration
56	Yes	I fully support the conversion to one-way. Cycle flow in the AM is very high in a northerly direction, with a desire line to cross the mouth of Rodney Place and continue along NKR in a westerly direction.	None
32	No	The proposal is unclear. How exactly would a one way system work? Would need to see the whole provision, not just section. This would mean we will have to come via E&C roundabout on the way home (via car) causing delays to us and further congestion. This road is the primary access to the Rodney Road area if travelling south bound from Tower Bridge making this a north bound only road is going to push considerably more traffic onto the already congested E&C roundabout and Old Kent Road.	Congestion on E&C Roundabout <i>One-way proposals would increase some journey times and may increase the usage of E&C Roundabout but are intended to remove as far as possible inappropriate motor traffic from the cycle route</i>
57	No	If one way on Rodney Place and no right turn off Rodney Road into Rodney Place then a lot of traffic will be diverted onto E&C Roundabout system, causing more congestion on Walworth Road Roundabout.	
65	No	All traffic will be filtered down the New Kent Road towards the Elephant and Castle with no left turn into Rodney Place or because of the no right turn from Rodney Road into Rodney Place the traffic will be filtered down Heygate Street onto the Walworth Road, this will only allow cyclists to use Rodney Place. All of this will make the area more congested.	

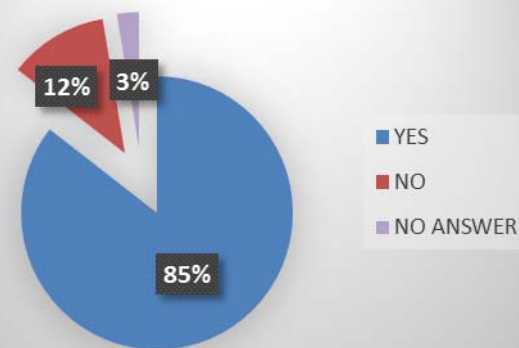
Q6. Do you support right turn ban from Rodney Road into Rodney Place to discourage rat-running to / from New Kent Road?



Reference No.	Support	Comment	Key Considerations
5	Yes	I do encourage the closure of 'rat-runs' and strongly encourage you to close all the loop holes. If this plan proceeds I still think that 'rat-running' will be possible along Balfour Street and then right into Rodney Place and motorists will find and use this thus defeating the intention. It is essential that a Quietway is just that, otherwise the whole scheme is compromised.	<p><u>Displacement of traffic on surrounding road network</u> <i>Congestion on E&C Roundabout – One-way proposals would increase some journey times and will increase the usage (congestion) of E&C roundabout. Alternatively, vehicles will turn from Rodney Road into Balfour Street into Munton Road and re-join Rodney Place.</i></p> <p><i>Inappropriate manoeuvres may occur on Rodney Road / Heygate Street – issue will be investigated at detailed design stage.</i></p>
22	No	I most certainly disagree with Q6 purely because to get into new Kent road the only way would be to go through east street then onto Old Kent Road and to Walworth Road and around the elephant and castle which is a nightmare already!!! I experience a similar problem from where I live to try and get to Portland Street, I have to either go out onto Walworth road and then down Albany Road into Portland Street or out onto Walworth Road along to Brandon Street then into Portland Street all because someone thought it was a good idea to close Lytham Street into Liverpool Grove by St Peter's church, this now makes what would have been a 5 minute trip into up to an hour and you can almost forget it on a Saturday!! The same will happen with Rodney Place/Road - you need to walk these routes and see what we have to do!!! Just to make a short trip.	
32	No	Maybe, this will push more traffic onto the roundabout in front of the Strata building. If this is your intention as part of a bigger plan then i think it is a good idea.	
37	No	Banning people turning right into Rodney Place from Rodney Road will only encourage people to make u turns on Heygate Road or worse turn	

		right into Balfour Street then left into Muntun road, we already have problems with people driving down Muntun Road as if it were a race track. If you made Muntun Road a dead end or placing traffic management to make it safer for children i would be happy with that.	<i>Traffic calming or closure on Muntun Road would require additional analysis of the traffic impacts which was not investigated as part of this project.</i>
44	No	It is useful to be able to turn right from Rodney Road into Rodney Place and for friends to come visit by coming down New Kent Road via Rodney Place.	
57	No	If one way on Rodney Place and no right turn off Rodney Road into Rodney Place then a lot of traffic will be diverted onto E&C Roundabout system, causing more congestion on Walworth Road Roundabout.	
59	No	Whilst i support cycle changes in Rodney Place, I disagree with a one way system which will mean more traffic on an overcrowded Walworth Road/ Elephant and Castle junction.	

Q7. Do you support proposal at Albany Road / Portland Street junction?



Reference No.	Support	Comment	Key Considerations (and Responses)
3	Yes	Consideration needs to be given to the entrance way and turning space at the Burgess Park entrance.	<p><u>Access to Burgess Park</u> Access to Burgess Park via Albany Road maintained in the current proposals. Access to Burgess Park via Wells Way to be considered as part of a separate project.</p>
34	Yes	There should also be improved provision for cyclists entering Burgess Park by turning right into Wells Way from Albany Road, and then immediately left into the park. Under the proposals I believe these cyclists either will not use the mandatory cycle lane on Albany Road, or will have to leave it to cross a lane of fast moving traffic to get into the right filter lane.	
41	Yes	Many (hundreds?) of cyclists travel north/south using Portland St, burgess park and the surrey canal route. The junction Portland St/Albany Road also is informally used as a key entry/exit to the burgess park by these cyclists. Could your design be modified to enable this?	
4	Yes	The parking bay on Albany Road puts cyclists in the door zone of parked vehicles and should be removed. Opposite this there is a gap in the segregated cycle lane but no vehicle access. This gap will probably be used as an informal parking/loading bay so the segregation should be continuous here. Portland Street is easily wide enough to accommodate a segregated cycle track in both directions.	<p><u>Cyclist Safety in Albany Road & Wells Way</u> Road safety audit will be carried out and parking bay location will be assessed. The segregation (semi-segregation) of the northern cycle lane will be investigated in preliminary design (SSDM process) Possible improvements to Wells Way junction to be considered and promoted</p>
55	Yes	Semi-segregation of Albany Road mandatory cycle lane should be considered.	
42	Yes	The proposals for the Portland Place / Albany Road junction are generally good and I support them. However they are weak in two	

		<p>respects:</p> <p>Firstly, the mandatory cycle lanes eastbound on Albany Road are likely to be ignored by motor traffic as commonly occurs in the Borough. If there isn't enough space for full segregation these lanes must at least be semi-segregated with wands / armadillos and planters - and the lane routed inside the parking bay, not outside it;</p> <p>Secondly, the scheme assumes cyclists heading south will continue straight on into the park, instead of heading east then south on Wells Way, as at present. Accordingly, there is no provision at all for cyclists to safely turn right (south) on Albany Rd into Wells Way. I do not think this is a good idea as (a) it will funnel a lot of cyclists through the park if it works, which the park users are against. And if the scheme doesn't work, and cyclists continue to choose the Albany Road/Wells Way route south, they will not be able to turn right safely (cars will not expect right turning cyclists any more). These defects must be rectified.</p>	<p><i>outside of the QW7 programme.</i></p>
56	Yes	<p>Junction of Portland Street and Albany Road: I partly think it's not worth designing this section until the Albany Road / Wells Way junction is clearer. Huge AM cycle flow from Burgess Park onto this junction (which is currently quite messy), then huge flow from AR turning right into PS. Does the junction bypass help cyclists travelling this direction, from SE to N? If the cyclist light holds cyclists for longer than the current all-traffic light, then why would I use it?</p>	<p><i>Confident cyclists wishing to join main traffic can still use the general traffic phase at the signals.</i></p>
65	No	<p>Portland Street/Albany Road Junction.</p> <p>9.1 Again parking lost to the area, which I object to just to make a segregated cycle lane.</p> <p>9.2 You intend to make pedestrian crossing shorter, narrowing the Albany Road/Portland Street. Again I object, it will help bring congestion to both roads.</p> <p>9.3 To widen footway. There is very little footfall at the moment, so why widen.</p> <p>9.4 To moderate increase in the signal cycle time phasing. This will only again increase more delays for other traffic use and slow it down, again just for cyclists that pass through the area.</p>	<p><i>Loss of Parking – This is a recognised disadvantage of the proposals, but major improvements for the safety of cyclists is made possible as a result.</i></p> <p><i>Congestion – Minimal impact on capacity and delays are expected at this junction.</i></p> <p><i>Proposals include footway widening to promote sustainable modes of travel such as walking.</i></p>

(67) SOUTHWARK CYCLISTS	Yes	We note that the plan for the right turn from Albany to Portland will be unlikely to cope with the expected numbers of cyclists unless more space is assigned and the phasing of the lights gives enough time.	
73	Yes	Albany road and Portland street, it would be better for pedestrians if the zebra crossing points over the cycle lane lined up with the crossing points across Albany Road. Not good to have too many people waiting in between the cycle lane and the road.	<i>Uncontrolled crossings located as per relevant guidance to indicate the segregation of the crossings.</i>
(76) WHEELS FOR WELLBEING	Yes	<ul style="list-style-type: none"> Do the pedestrian crossings on Albany Road really need to be staggered? Better for disabled pedestrians if the crossings are straight and direct. Unclear if cyclists heading west in Albany Road bypass are held by signals or just giveaway markings when cyclists are joining from Portland Street. Can more space be given for the right turn manoeuvre from Albany Road bypass into Portland Street? Perhaps by opening gaps more? The ASL appears to be redundant for cyclists heading West on Albany Road. Compare with no ASL provided southbound on Portland Street. 	<p><i>Cyclists on Albany Road give way to cyclists on Portland Street when required.</i></p> <p><i>Additional stacking space to be considered in detailed design.</i></p> <p><i>Cyclists wishing to do so, can still use the general traffic phase of the traffic signals.</i></p>
74	Yes	The Albany Road junction needs more work as southbound cyclists need some type of protected right turn, motor traffic speeds on Albany Road are high and some measures to reduce speeds need to be developed rather than just taking cyclists off the main carriageway at this location. Road space needs to be reduced to single lanes rather than multiple lanes. The left hook danger still exists for eastbound cyclists on Albany. Are cyclists expected to cross 2 lanes of motor traffic to enter Wells Way?	
77	Yes	<p>Burgess Park /Albany Street</p> <p>The cycle track leading into Burgess Park is the best part of the scheme and the extra greenery is particularly welcome. The junction arrangements may be insufficient for peak hour cycle flows in summer however.</p> <ul style="list-style-type: none"> The track on the southern end of Portland Street should be stepped (as Camden have provided on Pancras Road) rather than kerbed. This would allow greater effective width and so higher flows of pedal cycles per signal cycle. In addition, people would be able to switch to the road if they miss the cycle signal and so avoid such a long wait. TfL is developing new sensors to adapt signal timings to cycling levels - 	<p><i>Additional stacking space to be considered in detailed design.</i></p> <p><i>Signal operation comments to be passed on to TfL.</i></p> <p><i>Request to be considered during Detailed Design stage.</i></p>

		<p>LB Southwark should request trialling here.</p> <ul style="list-style-type: none">• The Dutch sometimes provide two pedal cycle phases per signal cycle at peak times, sometimes two short bursts: this could be considered here too. <p>A dropped kerb should be provided to enable people to cycle into the BMX track entrance</p>	
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