

Overview & Scrutiny Committee

Tuesday 19 July 2016

7.00 pm

160 Tooley Street SE1 2QH

Membership

Councillor Gavin Edwards (Chair)
Councillor Rosie Shimell (Vice-Chair)
Councillor Anood Al-Samerai
Councillor Jasmine Ali
Councillor Paul Fleming
Councillor Tom Flynn
Councillor Maria Linforth-Hall
Councillor Rebecca Lury
Councillor Eleanor Kerlake
Councillor Michael Situ
Councillor Kieron Williams
Martin Brecknell
Lynette Murphy-O'Dwyer
Abdul Raheem Musa
George Ogbonna

Reserves

Councillor James Barber
Councillor Catherine Dale
Councillor Karl Eastham
Councillor Jon Hartley
Councillor Ben Johnson
Councillor Sunny Lambe
Councillor David Noakes
Councillor Leo Pollak
Councillor Martin Seaton
Councillor Cleo Soanes

INFORMATION FOR MEMBERS OF THE PUBLIC

Access to information

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Contact: Shelley.burke@southwark.gov.uk

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: 11 July 2016



Overview & Scrutiny Committee

Tuesday 19 July 2016
7.00 pm
160 Tooley Street SE1 2QH

Order of Business

Item No.	Title	Page No.
1.	APOLOGIES	
	PART A - OPEN BUSINESS	
1.	NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT	
	In special circumstances, an item of business may be added to an agenda within five clear working days of the meeting.	
3.	DISCLOSURE OF INTERESTS AND DISPENSATIONS	
	Members to declare any interests and dispensations in respect of any item of business to be considered at this meeting.	
4.	CALL-IN: CYCLING QUIETWAY 14 - BLACKFRIARS ROAD TO TOWER BRIDGE ROAD	1 - 76
	DISCUSSION OF ANY OTHER OPEN ITEMS AS NOTIFIED AT THE START OF THE MEETING.	
	PART B - CLOSED BUSINESS	
	DISCUSSION OF ANY CLOSED ITEMS AS NOTIFIED AT THE START OF THE MEETING AND ACCEPTED BY THE CHAIR AS URGENT.	

Date: 11 July 2016

Item No: 4	Classification: OPEN	Date: 19 July 2016	Meeting Name: Overview & Scrutiny Committee
Report Title:		Call-in: Cycling Quietway 14 - Blackfriars Road to Tower Bridge Road	
Ward(s) or Group affected:		Cathedrals, Chaucer Grange	
From:		Head of Overview & Scrutiny	

BACKGROUND INFORMATION

1. On 15 June 2016 Councillor Ian Wingfield, Cabinet Member for Environment and Public Realm took a key decision regarding a report on Cycling Quietway 14 – report attached at Appendix A
2. The Cabinet Member’s decision was as follows:
3. Agree to the implementation of the cycle route proposals A, B and C as detailed in the report, subject to the outcome of the necessary statutory procedures. With regard to cycle route proposal D, officers to look in more detail at the issues relating to Tanner Street and Bermondsey Street and prepare a further report for consideration
4. The cabinet member also noted that with regard to cycle route proposal D, he took into account the concerns raised in the consultation responses, and the need for officers to consult further with Transport for London about the possibility of amending their road network in light of their recent consultation relating to Tower Bridge Road.

REASONS FOR CALL-IN

5. On 23 June 2016 councillors Al-Samerai, Linforth-Hall and Shimell called in the decision.

I would like to call in this decision because it does not display the required “proportionality”, “due consultation and the taking of professional advice from officers” or a “presumption in favour of openness” as required by the Council constitution:

- *paragraph 10 of the report **does not include all the issues raised by ward councillors** regarding sections A and B of the Quietway route.*
- *the **report fails to respond to residents’ and ward councillors’ concerns** about specific aspects of the proposals and, despite **no majority support for two of the three sections** of the Quietway route, **not a single alteration has been made to the original scheme.***
- *in light of the Cabinet Member’s Record of Decision, it is **not proportionate to make a decision on just sections A-C when section D may change and impact on the rest of the route.** The proposals should be considered as a whole.*
- *it is **not clear why a decision is required now when discussions with TfL and residents are still ongoing.** Funding timetables/deadlines should not be the principal driver in*

making this decision and could lead to a poorly executed Quietway scheme that does not enjoy local support.

- *given the range of unresolved or unanswered issues, **it is not logical to push for approval of just sections A-C now.** Many resident concerns about the Quietway 14 proposals in the report are deemed 'design issues' when they are more fundamental. Other Quietway schemes are also being questioned currently at the London Assembly*

They also submitted the following additional comments alongside the constitutional reasons for call-in

Nicholson Street (Section A) - while the report makes little or no mention about much of the detailed local opposition to aspects of the proposals, Appendix B highlights how "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" yet the report still recommends no changes to the scheme. Edward Edwards House is a block specifically for older residents and recent comments on the SE1 Forum online highlight concerns for their safety on leaving their homes to reach the shops or get an ambulance.

Appendix B, page 5 states: "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...Three respondents questioned the suitability of Nicholson Street as a cycle route." The Council's response is that it still believes Nicholson Street is the most appropriate route without offering any evidence or investigation of alternative routes.

Great Guildford Street junction with Copperfield Street (Section A) - paragraph 30 of the report states that the junction is "outside the scope of this scheme" in response to residents' concerns and comments made by the Better Bankside BID (Appendix B, page 17, para 2.4.2). This does not seem a reasonable approach when the impact of the Quietway will add to existing traffic problems at the site just a block away.

Great Suffolk Street (Section A) - Some key aspects of the proposals are referred to in the report as merely 'design issues' to be resolved at a later stage. This does not give an impression of openness or that the consultation has been taken seriously. For example: "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."

Comments by the Better Bankside Business Improvement District about Great Suffolk Street and Roupell Street not being included in the scheme have been dismissed as simply "out of scope" (Appendix B, page 17, para 2.4.2).

Comments by the London Cycle Campaign about Great Suffolk Street have also been dismissed: "LCC is concerned about the lack of information on Great Suffolk Street." (Appendix B, page 17, para 2.4.3) Comments by Southwark Cyclists have also not been answered: "They have commented on the lack of proposals on Great Suffolk Street which is narrow and heavily trafficked." The response once again is simply that "...this issue will be reconsidered at detailed design stage." (Appendix B, page 17, para 2.4.4)

Real concerns about the appropriateness of the route expressed by Southwark Living Streets are not addressed either: "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." (Appendix B, page 17, para 2.4.4) The report states in answer: "Response – noted and to be considered at detailed design." These are fundamental issues about the actual route, not design issues.

Union Street (Section B) – This is another example of the report not responding with any change despite majority opposition to the proposals: "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."

An alternative proposal from Southwark Cyclists that the route should instead continue along Union Street and on to the North-South Cycle Superhighway (CS6) rather than via Dolben, Chancel and Nicholson Streets (Appendix B, page 17, para 2.4.3) is simply answered again with "...this issue will be reconsidered at detailed design stage."

Newcomen Street (Section C) - the concerns raised by Guy's Hospital about the plans (paragraph 24) have not been addressed and the response in paragraph 28 merely restates the original proposal. In addition, while the report highlights support for the proposed Newcomen Street closure at "55% overall with 37% objecting," Appendix B shows that support among local residents for the proposals dropped to 49% while 43% opposed this proposed change and that: "Almost 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."

In Appendix B, page 17, para 2.4.4 the report states that the Tabard Gardens North Tenants' and Residents' Association is concerned about the impact on surrounding network, in particular Crosby Row, Bowling Green Place, Mermaid Court, Tennis Street. They complained that there was no consideration of cycle safety or pedestrian safety on residential streets off Newcomen Street. The Treasurer of the T&RA suggested that the project be put on hold until more information becomes available. Yet these concerns are not addressed and the response merely states officers are certain that the proposals will lead to most through-traffic being removed from the area without any evidence or traffic modelling offered.

Failure to respond to locations raised by ward councillors - issues raised by Cathedrals ward councillors in their meeting with officers last year regarding sections A and B of the Quietway route that are not addressed in the report are: proposed banned turns off the Cycle Superhighway into Nicholson Street; how cyclists can turn right into Great Suffolk Street from Dolben Street; potential traffic displacement to Copperfield Street which has an existing rat-running problem; and whether Flat Iron Square needs additional interventions to make the existing shared space work.

Lack of joined-up thinking - the report acknowledges (paragraph 32) that the planned one-way operation in Tanner Street will require a statutory consultation. These are among the most controversial aspects of the proposals and if residents were to reject them the overall Quietway 14 plans would be thrown into doubt. Officers already acknowledge that their ideal scenario may not be feasible and are in ongoing discussions with Transport for London. The Cabinet Member has now recommended in his Record of Decision that this part (Section D) of the route be considered separately. It cannot be right to consult on and seek Cabinet Member approval for only part of the proposals (sections A-C) when the final section may change and impact on the rest of the route. The proposals should be considered as a whole to allow a proportionate response.

Lack of finalised proposals to allow a clear decision - it is not clear why a final decision is required now when discussions with TfL and residents about the detail are still ongoing. Paragraph 46 states: "If any objections to the consultation cannot be informally resolved, then consideration of those objections and a decision as to whether or not to proceed with that part of the scheme will be the subject of a further IDM report to the Cabinet Member for Environment and the Public Realm." The proposals in the report do not seem a proportionate response when so many elements of the scheme are still to be resolved.

Flawed consultation

Some residents have expressed a concern that no weighting appears to have been given to those living along the proposed route. Given that all people living or working in the same postcode area could respond, some residents fear this means the consultation results may have been skewed.

CALL-IN MEETING

6. The committee will consider the call-in request and whether or not the decision might be contrary to the policy framework or not wholly in accordance with the budget.
7. If, having considered the decision and all relevant advice, the committee is still concerned about it then it may either:

- a) refer it back to the decision making person or body for reconsideration, setting out in writing the nature of its concerns, or
 - b) refer the matter to council assembly if the decision is deemed to be outside the policy and budget framework.
8. If the committee does not refer the matter back to the decision making person or body, the decision shall take effect on the date of the scrutiny meeting.

BACKGROUND DOCUMENTS

Background Papers	Held at	Contact
Attached		

APPENDICES
Cabinet member decision – Record of Decision, Report and Appendix

Audit Trail

Lead Officer	Shelley Burke, Head of Overview & Scrutiny	
Report Author	Shelley Burke, Head of Overview & Scrutiny	
Version	Final	
Dated	11 July 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER		
Officer Title	Comments Sought	Comments included

**INDIVIDUAL CABINET MEMBER DECISION-MAKING
RECORD OF DECISION**

PART A

DETAILS OF REPORT <i>(Officers to complete this section prior to issuing to cabinet member)</i>	
Title of report	Cycling Quietway 14 – Blackfriars Road to Tower Bridge Road
Decision-maker	Cabinet Member for Environment and the Public Realm
Earliest date when decision can be taken	19 May 2016
Key decision – Yes/No?	Yes
Date published on forward plan	March 2016
Date sent to cabinet member	11 May 2016
Recommendation	1. That the Cabinet Member approves the implementation of the cycle route proposals, as detailed in Appendix A, subject to the outcome of the necessary statutory procedures.

ORIGINATING AUTHOR'S DETAILS <i>(Officers to complete this section prior to issuing to cabinet member)</i>	
Lead officer	Matthew Hill, Head of Highways
Report author	Ian Ransom, Group Manager
Contact Number	020 7525 3152

PART B*(Cabinet member to complete this section)***DECISION(S)**

Agree to the implementation of the cycle route proposals A, B and C as detailed in Appendix A, subject to the outcome of the necessary statutory procedures. With regard to cycle route proposal D (as set out in Appendix A), officers to look in more detail at the issues relating to Tanner Street and Bermondsey Street and prepare a further report for consideration.

REASONS FOR DECISION

The reasons for agreeing cycle route proposals A, B and C are set out in the report. With regard to cycle route proposal D, I took into account the concerns raised in the consultation responses, and the need for officers to consult further with Transport for London about the possibility of amending their road network in light of their recent consultation relating to Tower Bridge Road (see paragraph 33 of the report).

**ALTERNATIVE OPTIONS
CONSIDERED**

None

REPRESENTATIONS RECEIVED

Representation was received from Cllr Damien O'Brien on local residents' concerns over the designation of a east-west direction through Tanner Street and Leathermarket Street.

ADDITIONAL ADVICE RECEIVED

None

ANY INTERESTS DECLARED

Note: If the decision-maker has a prejudicial interest in the matter the report must be referred to the full cabinet for decision.

Please refer to the definitions of personal and prejudicial Interests in the members' code of conduct. If members are still unsure as to whether an interest is personal or prejudicial they should contact the governance team for advice.

None

DECLARATION

I approve/reject the recommendations set out in the report.*

or

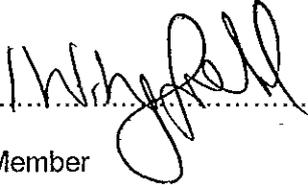
I approve the course of action set out in Part B.*

or

I have referred this matter to the Full Cabinet for decision.*

(* - Please delete as appropriate)

Signed.....



Dated.....

15.6.16

Cabinet Member

Please return completed hard copy of the form to Ian Millichap, Constitutional Team, 160 Tooley Street, P O BOX 64529, London, SE1P 5LX – tel: 020 7525 7225

Seeking advice

You should seek advice from the relevant officer on a number of occasions:

- (a) If you wish to consider alternative options
- (b) If you are considering rejecting the proposals

Otherwise it is at your discretion when you should seek further advice and you should do so when you consider it appropriate.

Item No.	Classification: Open	Date: 11 May 2015	Decision Taker: Cabinet Member for Environment and the Public Realm
Report title:		Cycling Quietway 14 – Blackfriars Road to Tower Bridge Road	
Ward(s) or groups affected:		Cathedrals, Chaucer, Grange	
From:		Strategic Director of Environment and Leisure	

RECOMMENDATIONS

That the Cabinet Member for Environment and the Public Realm:

1. Approves the implementation of the cycle route proposals, as detailed in Appendix A, subject to the outcome of the necessary statutory procedures.

BACKGROUND INFORMATION

2. Quietways are a network of radial and orbital cycle routes throughout London. The routes will overcome barriers to cycling, targeting cyclists who want to use quieter, low-traffic routes, providing an environment for these cyclists who want to travel at a more gentle pace.
3. Quietway 14 runs between Southwark and Canada Water. A public consultation has been undertaken covering the Central Grid section which covers the section between Blackfriars Road and Tower Bridge Road.
4. 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; and,
 - Tanner Street one-way westbound only for traffic except cycles.
5. In addition to ensure that the route is suitable throughout the day and night, existing stretches of single yellow line are proposed for upgrading to 24 hour waiting and loading restrictions. A small number of parking bays (7) are proposed for removal at key locations to address road safety concerns.
6. The aims 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.

KEY ISSUES FOR CONSIDERATION

7. Officers undertook initial engagement with ward Councillors and the local residents.
8. 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 at the western end of Newcomen Street as part of the exercise. The general consensus was in support of the closure, and that it would transform the environment of the area, providing access / loading was maintained.
9. Outline designs were developed, incorporating the comments from TfL and also fine-tuning the design to ensure the proposed layout was feasible for implementation. See Appendix A for design layout. The key elements progressed to public consultation were as described in paragraphs 4 and 5.
10. Ward Councillors of the affected wards were engaged prior to the public consultation. An Officer presented the proposals to the Councillors and discussed a number of specific items including:
 - The impact on the residents in Edward Edwards' House by the changes in waiting and loading restrictions on Nicholson Street and Dolben Street;
 - Converting single yellow line restrictions to double yellow lines.
 - Impact on surrounding network from point closures on Union Street and Newcomen Street; and proposed one way operation on Leathermarket Street and Tanner Street.

Consultation

11. A public consultation was held in October and November 2015 for the route, from Blackfriars Road to Tower Bridge Road. The consultation started on 12th October 2015, initially for a 3 week period. However, after reports that a small number of residents and businesses had not received the leaflets, additional leaflets were distributed and the consultation period extended to 8th November 2015 to four weeks in total.
12. 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 was varied and the number of leaflets for each area was different. However, each leaflet referenced the other three sections and informed the consultees that information could be found on the Southwark Council website.
13. Two public exhibitions were held on 23 and 26 October 2015 between 2pm and 6pm & 4pm and 8pm respectively. Officers and Council appointed consultants were available at these events to discuss / explain the scheme, as well as answering any questions/queries from attendees.
14. Officers or Council appointed consultants attended additional meetings with

Better Bankside, Edward Edwards' House and Bermondsey Street Area Partnership to discuss the scheme.

15. A total of 4,993 leaflets were delivered as part of the consultation, a total of 374 responses were received, equating to a 7.5% response rate.
16. A detailed consultation report can be found in Appendix B.
17. In summary, within the consultation area, there was overall support for the route.

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%
D	Weston Street, Leathermarket Street and Tanner Street	2,676	159	5.9%	81	51	14
					51%	32%	9%

18. However, there were a number of objections and concerns raised regarding:
 - Increased restrictions on waiting and loading in certain areas;
 - Diversion of local traffic onto other unsuitable roads where closures are proposed;
 - Increase traffic level on other roads and local access difficulty where one-way traffic operation is proposed;
 - Loss of a tree.

Stakeholder consultation

19. Responses were received from the following stakeholder groups listed below:
 - Southwark Cyclists
 - Southwark Living Streets
 - London Cycle Campaign
 - Better Bankside
 - Bermondsey Street Area Partnership
 - Tabard Gardens North Tenants and Residents Association
20. Southwark Cyclists, Southwark Living Streets, London Cycle Campaign and Better Bankside were all in support of the proposals.
21. Bermondsey Street Area Partnership welcomes improved cycling conditions and reduced traffic in the area but was concerned about the impact on the traffic level in the northern section of Bermondsey Street with the proposed traffic movements on Leathermarket Street and Tanner Street funnelled up Bermondsey Street.

22. Tabard Gardens North TRA did not support the proposal and was concerned about the road network bounded by Newcomen Street and Long Lane.
23. The details of stakeholder responses and officer responses can be found in Appendix B.

Community council consultation

24. As per part 3H of the council's constitution, Borough, Bankside and Walworth Community Council was consulted on 21 November 2015, while Bermondsey and Rotherhithe Community Council was consulted on 2 December 2015. The following comments were made at these meetings:
 - The outcome of the consultation, including sessions with councillors from across the three wards, was not adequately reflected in the report. The response rate to the consultation was quite low.
 - Concerns had been raised by Guy's Hospital about the plans around Newcomen Street, which also was not reflected in the report.
 - Particular concerns had been raised about Great Suffolk Street, and about the junction of Great Guildford Street and Copperfield Street regarding the safety of cyclists; an alternative route should be found.
 - The Newcomen Street proposal only had 50% support. It would be helpful to know how any further modelling would be received.
 - Concerns regarding the one-way proposals on Leathermarket Street, Morocco Street and Tanner Street. The proposal would have adverse impact on access for local residents on these streets and Bermondsey Street as Bermondsey Street will become the obvious route to exit the area.
25. The following queries were received from Councillor Damien O'Brien from Grange ward:
 - What would happen to ambulance access on Newcomen Street if western end is closed;
 - How local residents would access Morocco Street south of Leathermarket Street. The proposed one-way eastbound on Morocco Street would mean the southern section can only be accessed via Leathermarket Street which involves a very difficult manoeuvre; or via Lamb Walk which is narrow and unsuitable for large vehicles;
 - Access to the hotel on Archie Street and how this interacts with the one-way of Tanner Street;
 - The flow direction of the proposed one-way of Leathermarket Street, Morocco Street and Tanner Street.

Response to consultation

26. Responses to the issues raised during the consultation are detailed in the consultation report in Appendix B. The following responses are provided for the concerns raised in the Community Council meetings.
27. Regarding the outcome of the consultation, including sessions with councillors from the three wards was not adequately reflected in the report. The Community Council Reports summarised the overall results of the consultation. Responses to each question of each of the four leaflets were detailed in the Consultation Report appended to the Community Council report. The session with the ward councillors

mainly focused on presenting the proposed measures along the route. The main comments raised were:

- Parking demand on Nicholson Street for residents of Edward Edwards' House and their visitors;
 - The reason for converting all single yellow lines to double yellow lines;
 - The point closure of Union Street for motorised vehicles between Great Guildford Street and Southwark Bridge Road;
 - The views of the local residents and businesses on the Newcomen Street closure, which was general supportive during the pre-engagement; and,
 - The proposed one-way except cyclists on Leathermarket Street, Morocco Street and Tanner Street. The objections mostly relate to the proposed direction of Tanner Street (westbound) and the subsequent rat-running from Tower Bridge Road to Tooley Street via Bermondsey Street ,
 - In the time between the end of the consultation and the writing of this report, additional objections have been raised to the changing of Snowsfields to one-way eastbound (from westbound), and the changing of Crosby Row to two-way (from one-way southbound).
28. In terms of concerns raised about Guy's Hospital access, under the proposal, Newcomen Street will be closed to motorised traffic at the western end which is currently used by hospital traffic. While traffic will no longer be able to use Newcomen Street to exit onto Borough High Street, hospital vehicles can instead use Crosby Row and Kipling Street, as Snowsfields between Crosby Row and Kipling Street will become eastbound for vehicular traffic only.
29. It should be noted that the changes to Crosby Row and Snowsfields are being undertaken as part of the works to the new Guy's Hospital Cancer Centre (planning application 12/AP/2062) and cannot be changed by the Quietway 14 project. These works are currently intended to be on site and complete before the Quietway.
30. Regarding Great Suffolk Street, there are currently no measures being proposed except at the Union Street junction. Great Guildford Street junction with Copperfield Street is outside the scope of this scheme.
31. The support for the proposed Newcomen Street closure element is 55% overall with 37% objecting. Officer response is that general principle of the proposals, together with those for Snowsfields adjacent to the Guy's Hospital development, is to take non-local through traffic away from the area and onto the surrounding main roads. The amount of traffic diverting onto other minor roads in the area is anticipated to be modest.
32. 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 proposals are supported by a majority of respondents, officers believe they should be implemented. However, 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.
33. While it is acknowledged that there is local objection to the proposed direction of Tanner Street, the scheme in this section ties into Transport for London's Road

Network. TfL ran a consultation for a project at the junction of Tanner Street and Tower Bridge Road, that ran from 15 February to 20 March 2016. The results of this consultation are currently unknown. This scheme is based on Tanner Street retaining a westbound traffic flows.

34. The recommendations are consistent with the policies of the Council's 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

35. 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.
36. This scheme was identified as one which would help to deliver the Council's aim of increasing walking and cycling levels in the borough by encouraging cyclists of all levels to use the route and improving safe access to local amenities/shops without any noticeable adverse impact on the vulnerable road users.
37. This scheme is intended to encourage the use of sustainable modes of transport.
38. The Council believes the scheme (having regard to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of the locality affected and the importance of facilitating the passage of public service vehicles) contributes towards the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.
39. The supplementary proposals on footways, crossings and urban realm improvements will improve the accessibility for pedestrians.

Resource implications

40. Total cost of the proposed scheme is estimated to be £2,000,000. Cost of works will be £1,600,000 and this together with the cost of fees and contingency of £400,000 will be contained within the allocation for 2015/16 and 2016/17 Cycling Grid budget funded by Transport for London (TfL).
41. Some of the budgets required to meet the above costs are already budgeted on the council's financial information system and the remaining budgets will be loaded once TfL's full allocation for the scheme is confirmed on the TfL's portal system. The works will not be commissioned until such time as sufficient budgets have been formally confirmed.
42. All costs arising from implementing the recommendations will be fully contained within the existing budgets, which are funded by Transport for London.
43. Any future maintenance costs arising from this investment will be funded from existing Asset Management Business Unit revenue maintenance budgets.

44. Staffing and any other costs connected with this recommendation to be contained with existing business unit budgets.

Consultation

45. Consultation details are outlined in the key issues section above, with a detailed consultation report included at Appendix B.
46. Parts of the scheme require Traffic Management Orders. The procedure for implementing a TMO involves a statutory consultation which will follow this decision being taken. If any objections to the consultation cannot be informally resolved, then consideration of those objections and a decision as to whether or not to proceed with that part of the scheme will be the subject of a further IDM report to the Cabinet Member for Environment and the Public Realm.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

47. The cabinet member for Environment and the Public Realm is being asked to approve the implementation of the Central London Cycling Grid Quietway 14.
48. Part of the scheme requires a traffic management order. The process for implementing a traffic management order involves a statutory consultation procedure pursuant to the Road Traffic Regulations 1984 and the Local Authorities Traffic Orders (Procedure) Regulations 1996. If any objections to the consultation cannot be informally resolved, then consideration of those objections and a decision as to whether or not to proceed with that part of the scheme will be the subject of a further IDM report to the Cabinet Member for Environment and the Public Realm.
49. The Equality Act 2010 introduced the public sector equality duty, which merged existing race, sex and disability equality duties and extended them to include other protected characteristics; namely age, gender reassignment, pregnancy and maternity, religion and belief and sex and sexual orientation, including marriage and civil partnership. In summary those subject to the equality duty, which includes the Council, must in the exercise of their functions: (i) have due regard to the need to eliminate unlawful discrimination, harassment and victimisation; and (ii) foster good relations between people who share a protected characteristic and those who do not.
50. The Human Rights Act 1998 imposed a duty on the Council as a public authority to apply the European Convention on Human Rights; as a result the Council must not act in a way which is incompatible with these rights. The most important rights for planning purposes are Article 8 (respect for homes); Article 6 (natural justice) and Article 1 of the First Protocol (peaceful enjoyment of property).
51. The proposals of the Central London Cycling Grid Quietway 14 are not anticipated to have an adverse effect on the equalities and human rights of any individual or group.
52. The Council's constitution gives the cabinet member the responsibility for, amongst other things, traffic management and road safety. This decision therefore falls within the cabinet member's area of responsibility.

Strategic Director of Finance and Governance (CAP15/214)

53. The report is requesting approval from the Cabinet Member for Environment and the Public Realm to implement the Central London Cycling Grid Quietway 14.
54. It is noted that the total cost of the proposed scheme including fees and contingency is estimated to be £2m and funded from the allocation for 2015/16 and 2016/17 Cycling Grid budget funded by Transport for London (TfL). It is also noted that the works will not be commissioned until such time as sufficient budgets have been confirmed on the TfL portal system and reflected on the council's financial information system.
55. Officers should ensure that the scheme is completed within the time limit set by TfL for the grant funding.
56. It is also noted that any future maintenance costs arising from this investment will be funded from existing departmental revenue budgets.
57. Staffing and any other costs connected with this recommendation to be contained with existing departmental revenue budgets.

APPENDICES

No.	Title
Appendix A	Proposed Layout
Appendix B	Consultation Report

BACKGROUND PAPERS

Background Papers	Held At	Contact
Transport Plan 2011 Cycle Strategy	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH	Matt Hill 020 7525 3541

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways		
Report Author	Ian Ransom, Group Manager		
Version	Final		
Dated	11 May 2016		
Key Decision?	Yes	If yes, date appeared on forward plan	March 2016
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER			
Officer Title	Comments Sought	Comments included	
Director of Law and Democracy	Yes	Yes	
Strategic Director of Finance and Governance	Yes	Yes	
Date final report sent to Constitutional Support Services	10 May 2016		

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

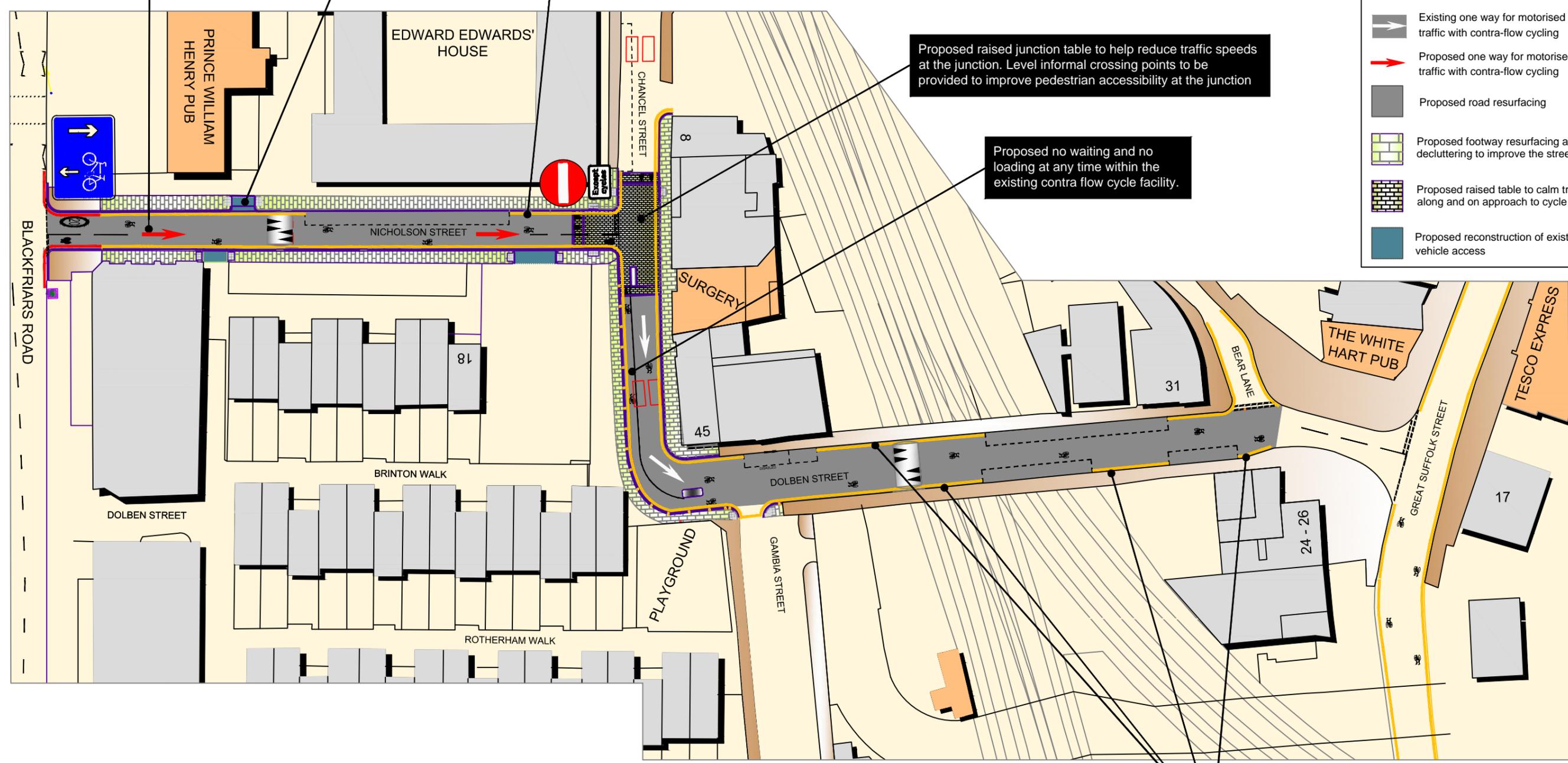
Proposed reconstruction of existing vehicle access to provide level access for pedestrians

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

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

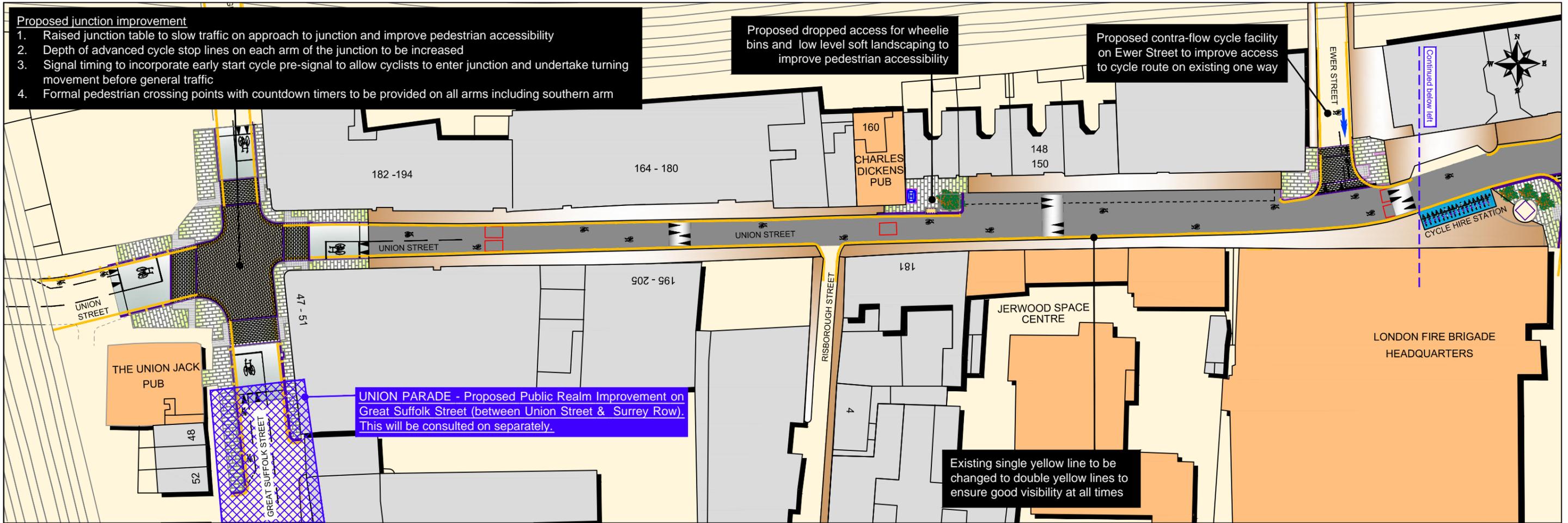


Proposed junction improvement

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.

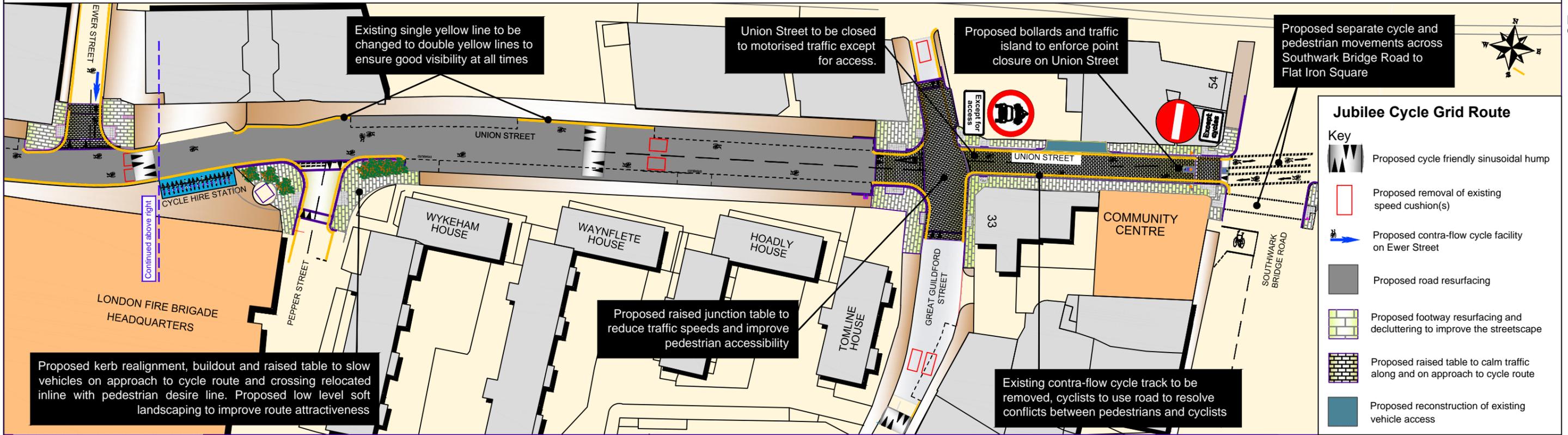
Existing single yellow line to be changed to double yellow lines to ensure good visibility at all times

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



Proposed raised junction table to reduce traffic speeds and improve pedestrian accessibility

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

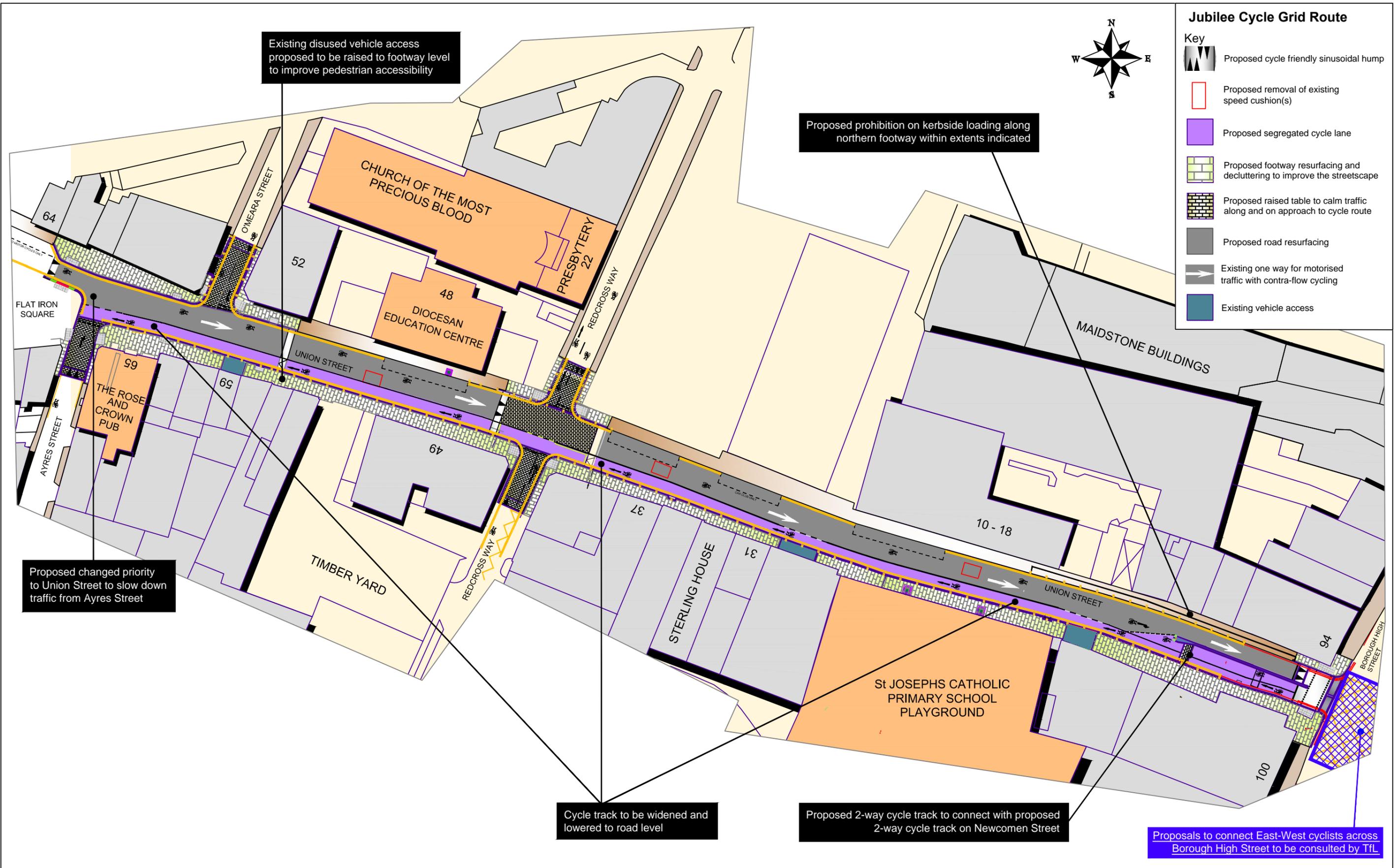
Jubilee Cycle Grid Route

- 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



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

PLAN B1



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

PLAN B2



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

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

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)

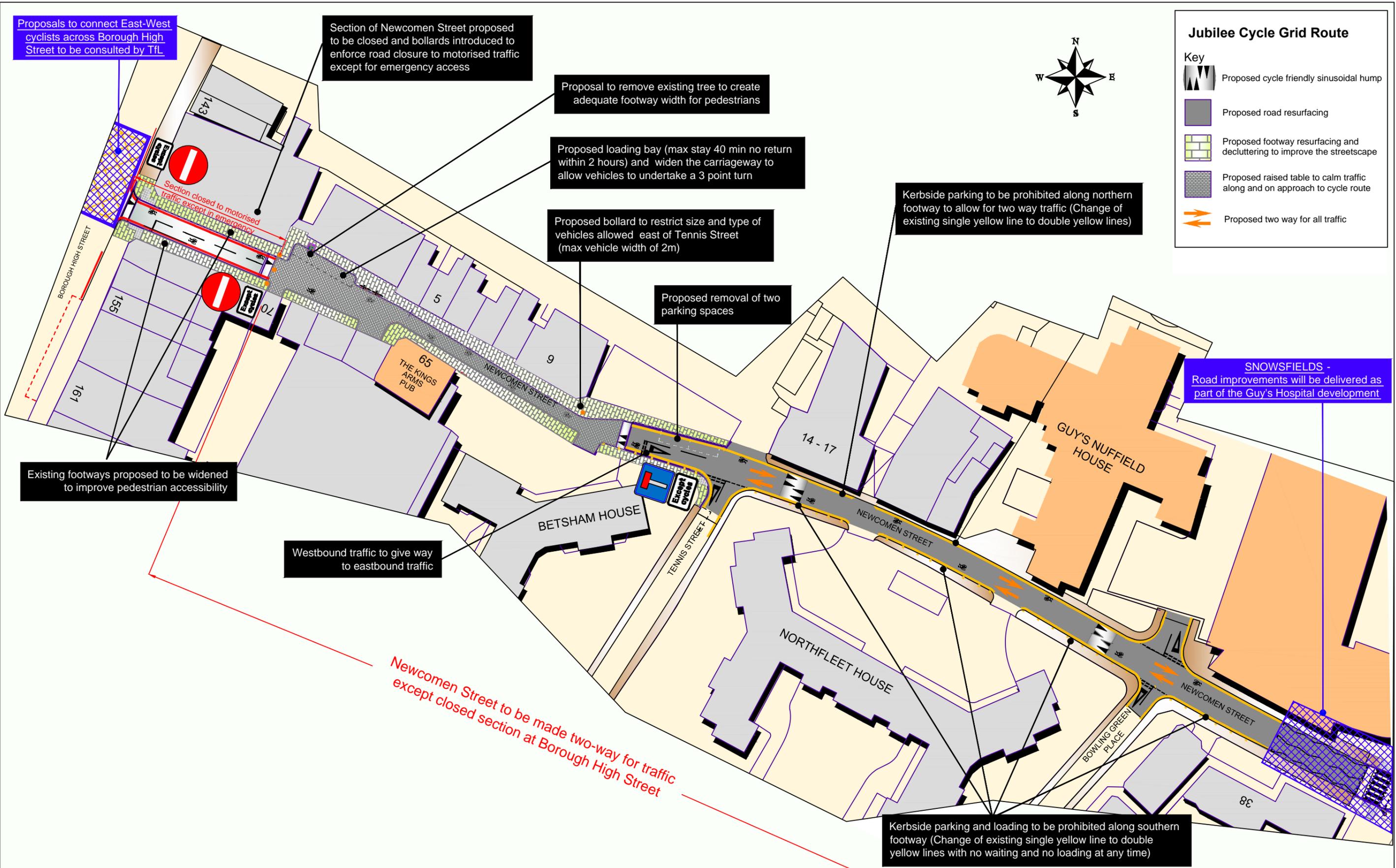
Proposed removal of two parking spaces

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

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



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

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)

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



JUBILEE CYCLE GRID ROUTE SECTION C - NEWCOMEN STREET

PLAN C1

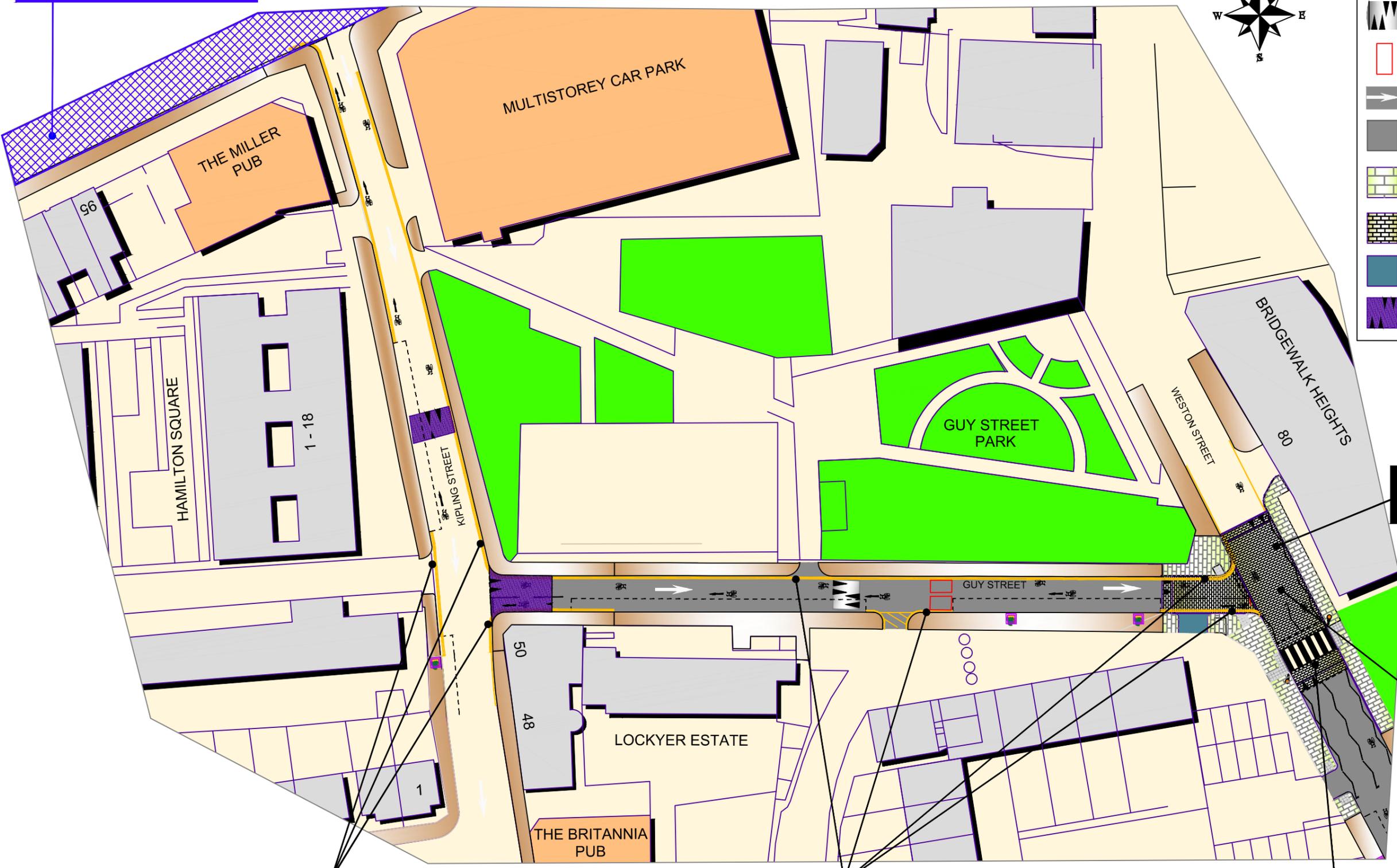
SNOWFIELDS -
Road improvements will be delivered as part of the Guy's Hospital development



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

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

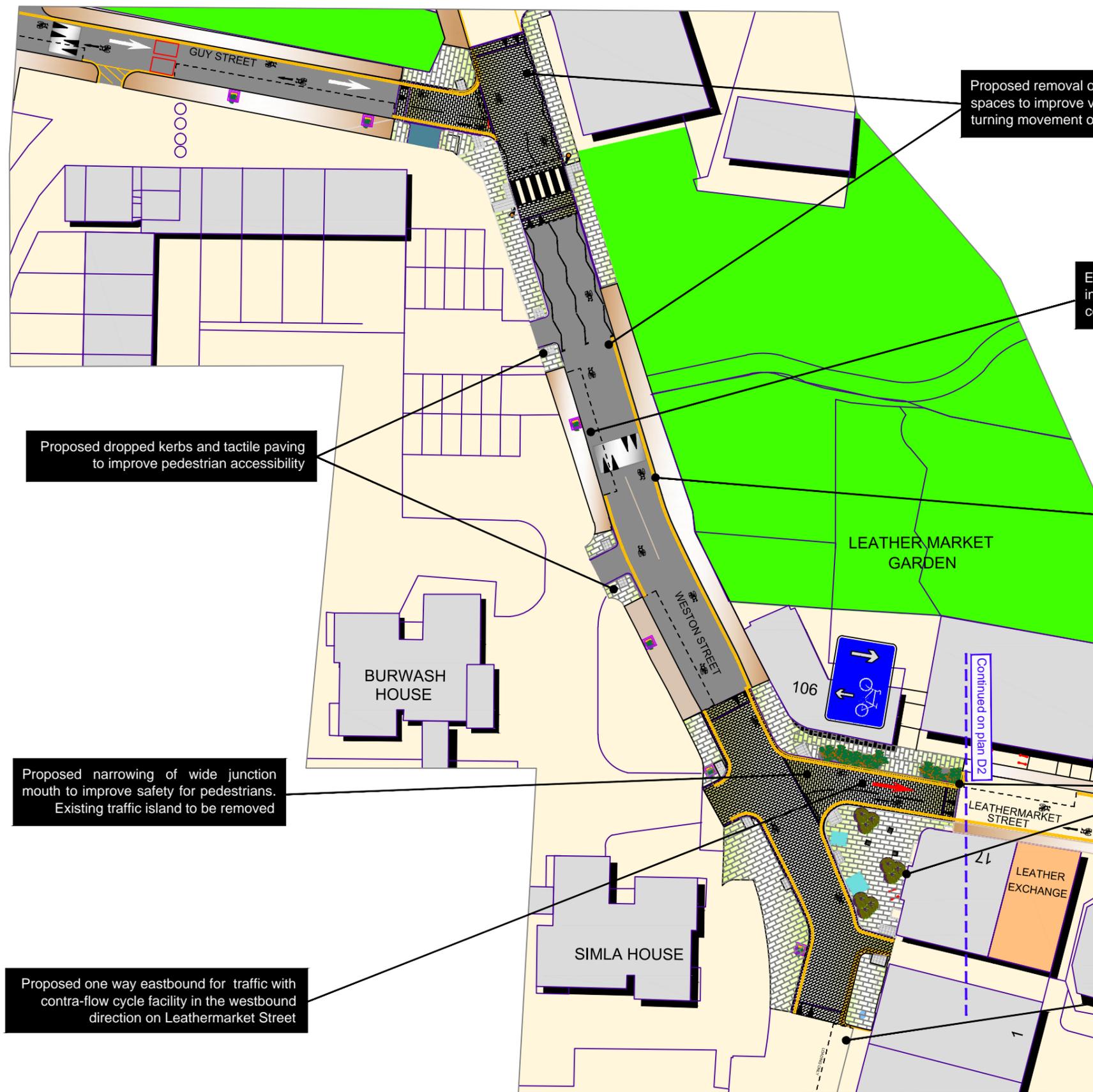
Existing single yellow line to be changed to double yellow lines to ensure good visibility at all times

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



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

PLAN C2



Jubilee Cycle Grid Route

Key

-  Proposed cycle friendly sinusoidal hump
-  Existing one way for motorised traffic with contraflow cycling
-  Proposed one way for motorised traffic with contraflow cycling
-  Proposed removal of existing speed cushion(s)
-  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 dropped kerbs and tactile paving to improve pedestrian accessibility

Proposed removal of two parking spaces to improve visibility and turning movement of vehicles

Existing length of parking bay to be increased by one space to partially compensate for loss of parking

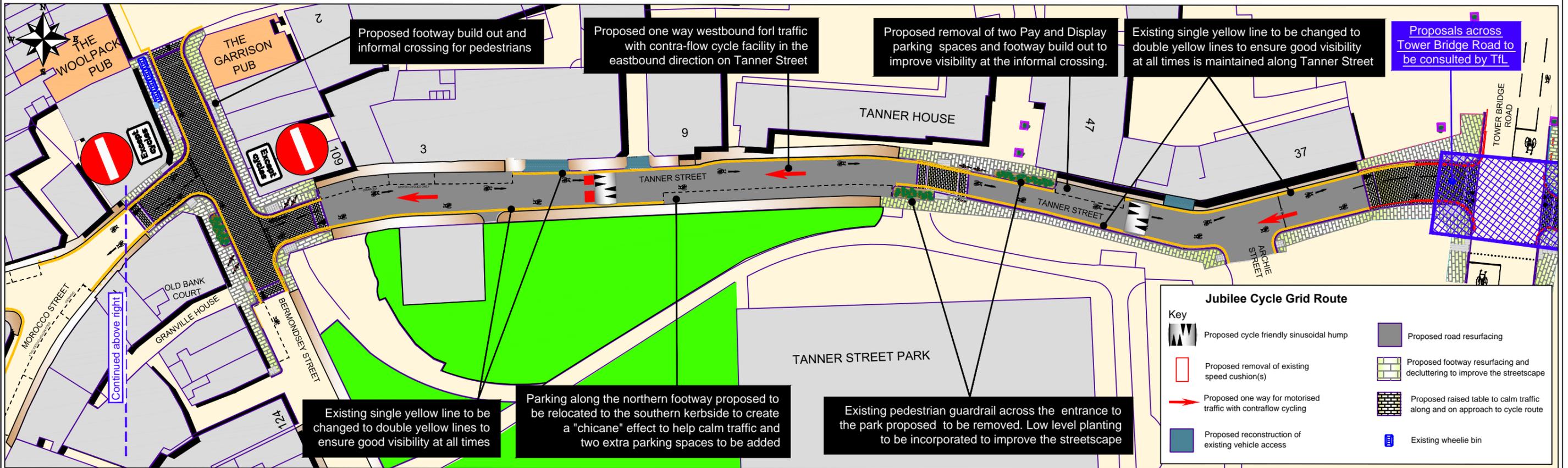
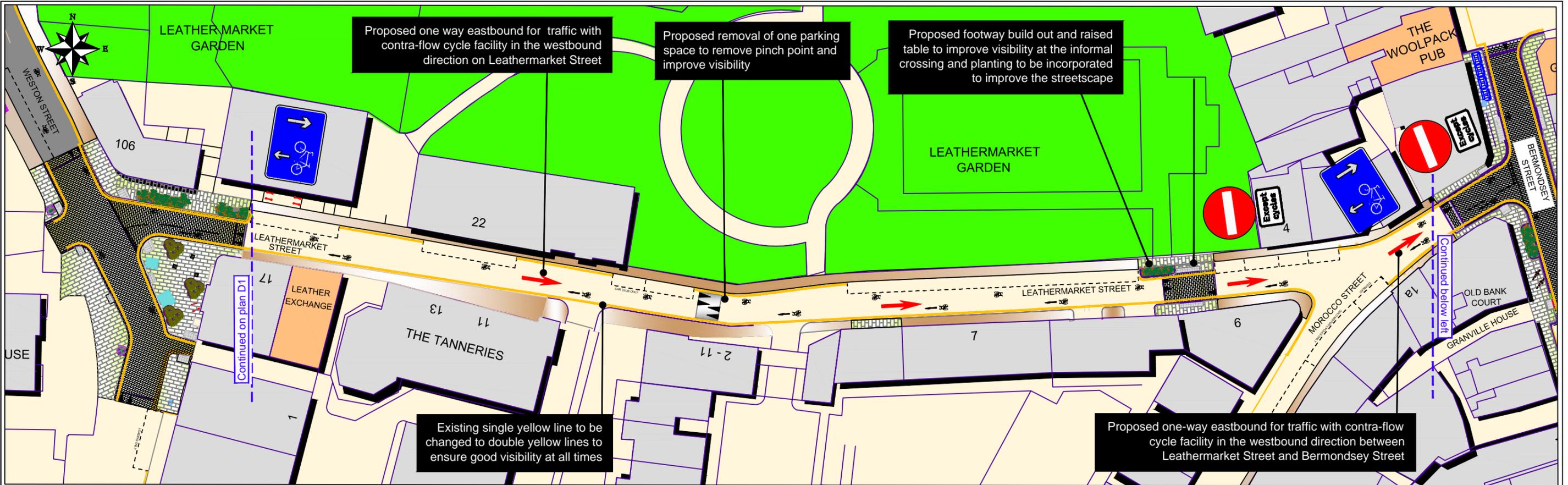
Existing single yellow line to be changed to double yellow lines to ensure good visibility at all times is maintained along Weston Street

Proposed narrowing of wide junction mouth to improve safety for pedestrians. Existing traffic island to be removed

Proposed planting areas to improve the quality of the streetscape

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

Proposed loading bay



Jubilee Cycle Grid Route	
	Proposed cycle friendly sinusoidal hump
	Proposed removal of existing speed cushion(s)
	Proposed one way for motorised traffic with contraflow cycling
	Proposed reconstruction of existing vehicle access
	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
	Existing wheelie bin

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.

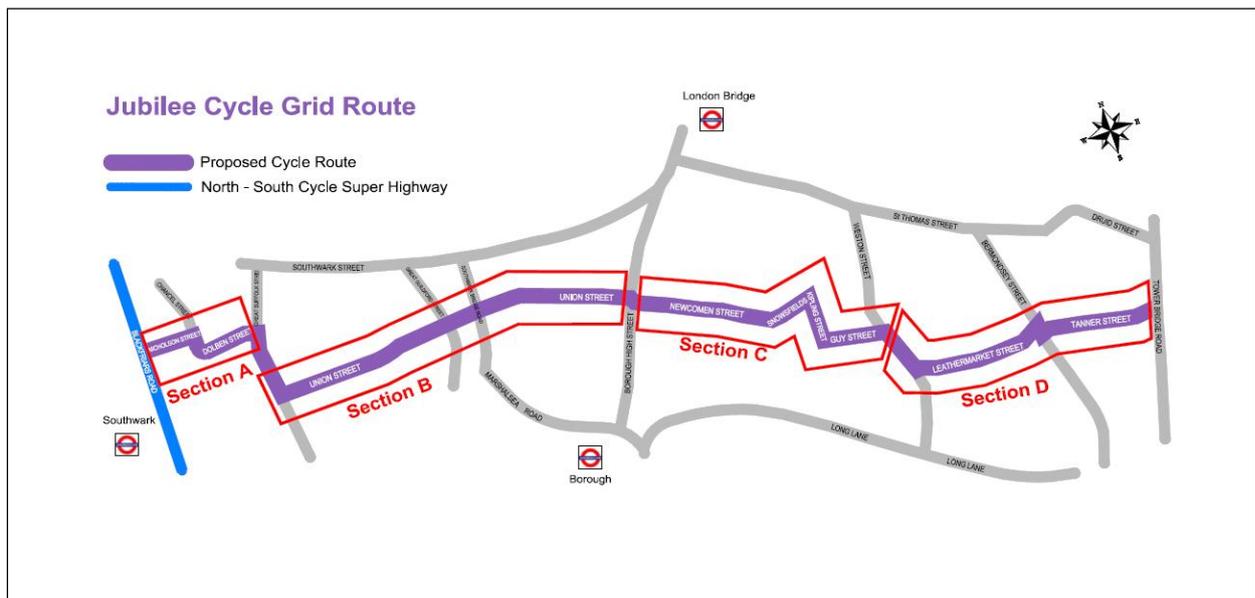


Figure 1 Location Plan

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.

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Shaping Southwark's Highways

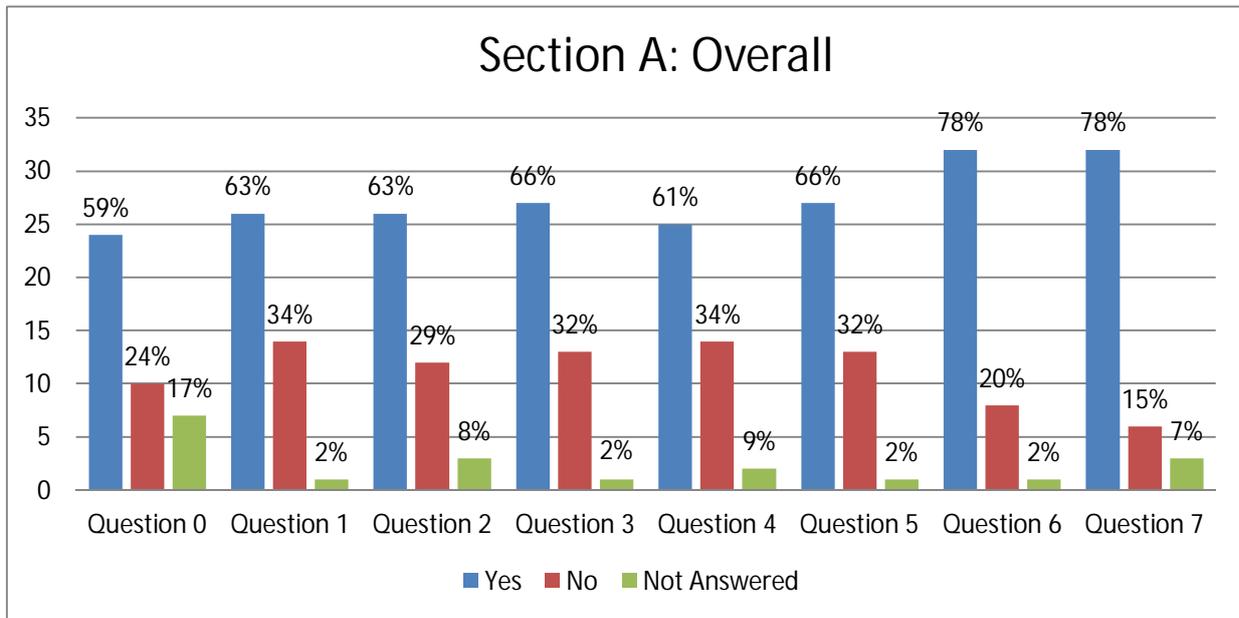


Figure 2 Overall response to questionnaire on Section A

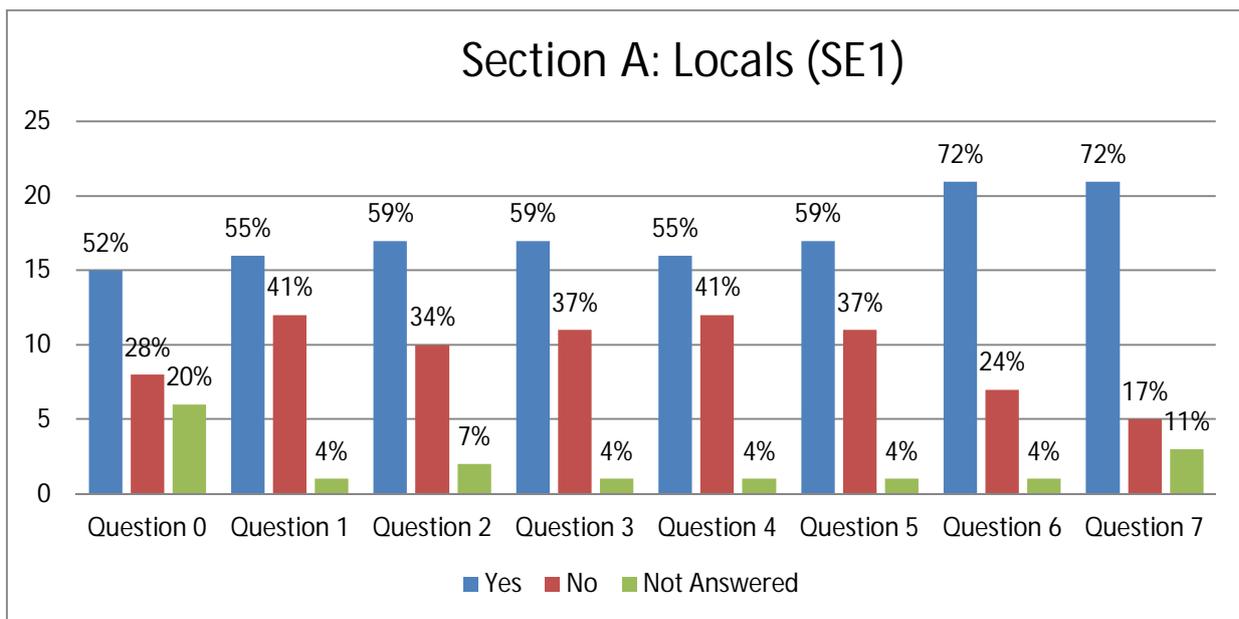


Figure 3 Local response to questionnaire on Section A

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.

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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.*

Technical Note

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.

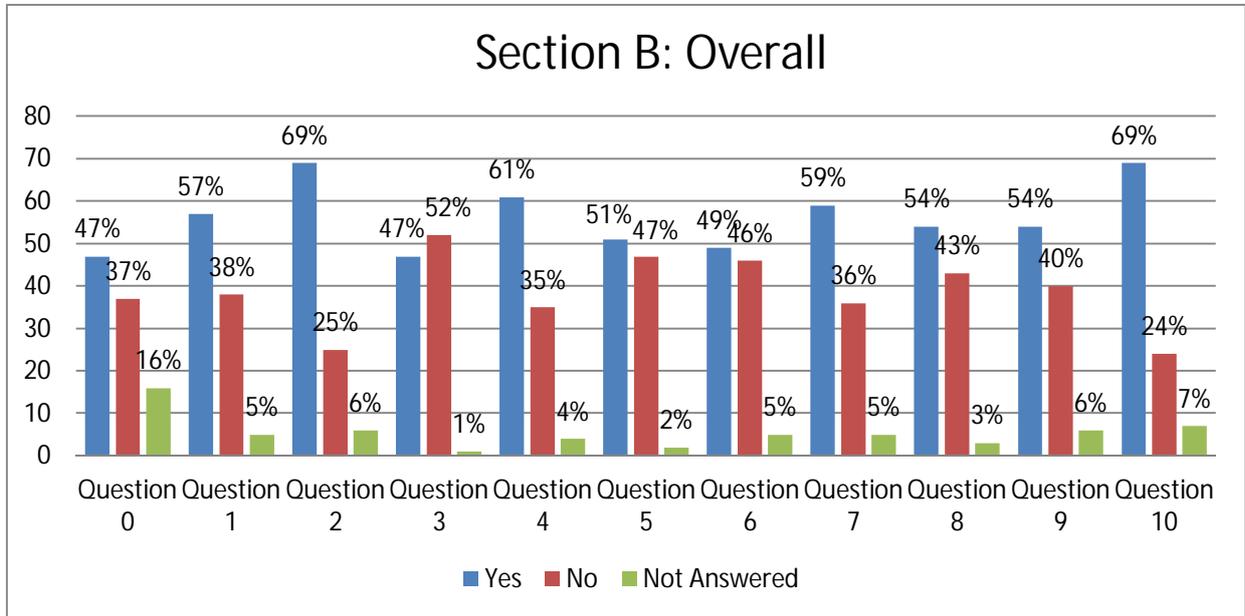


Figure 4 Overall response to questionnaire on Section B

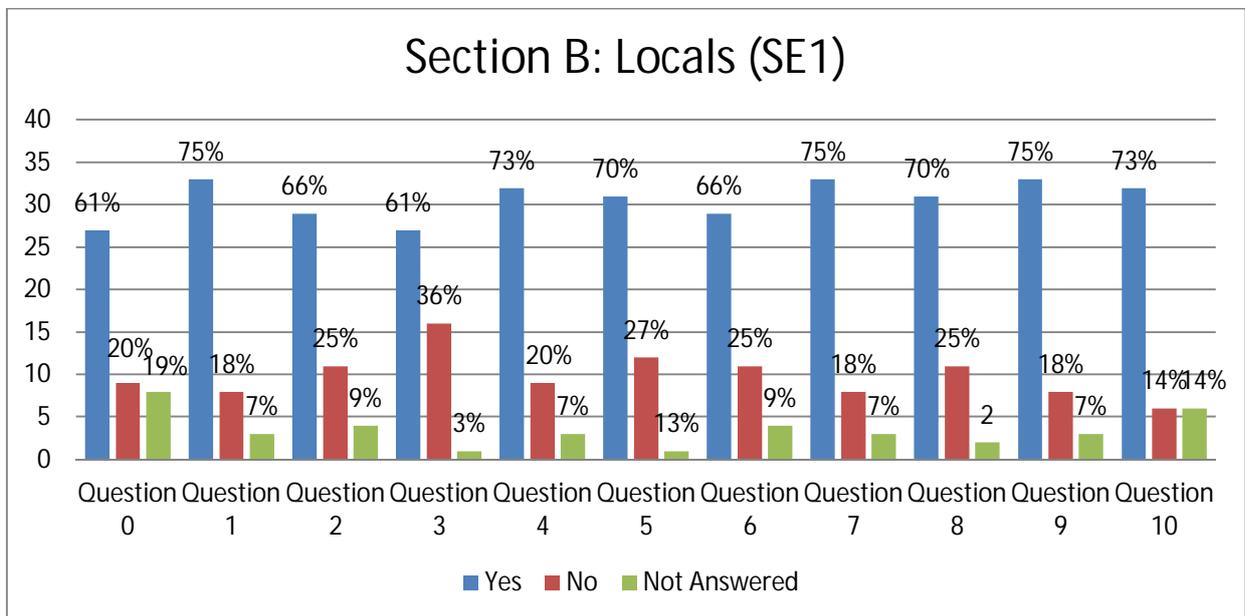


Figure 5 Local response to questionnaire on Section B

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'.

Technical Note

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.*

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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.

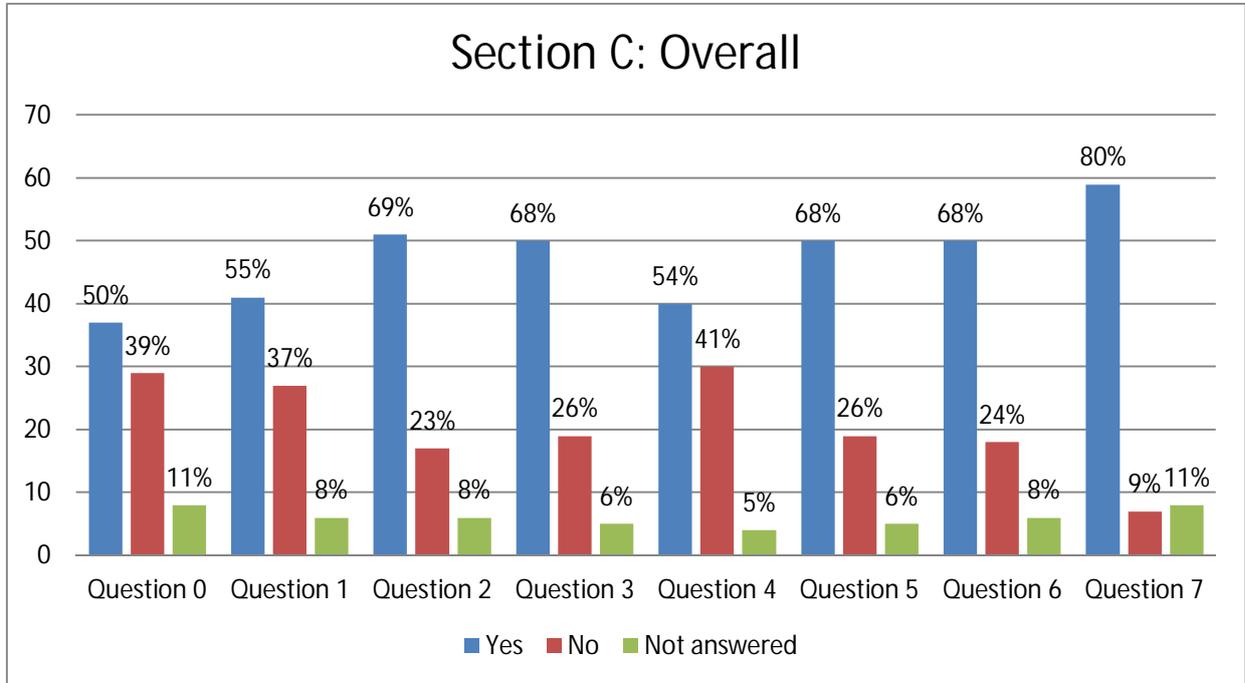


Figure 6 Overall response to questionnaire on Section C

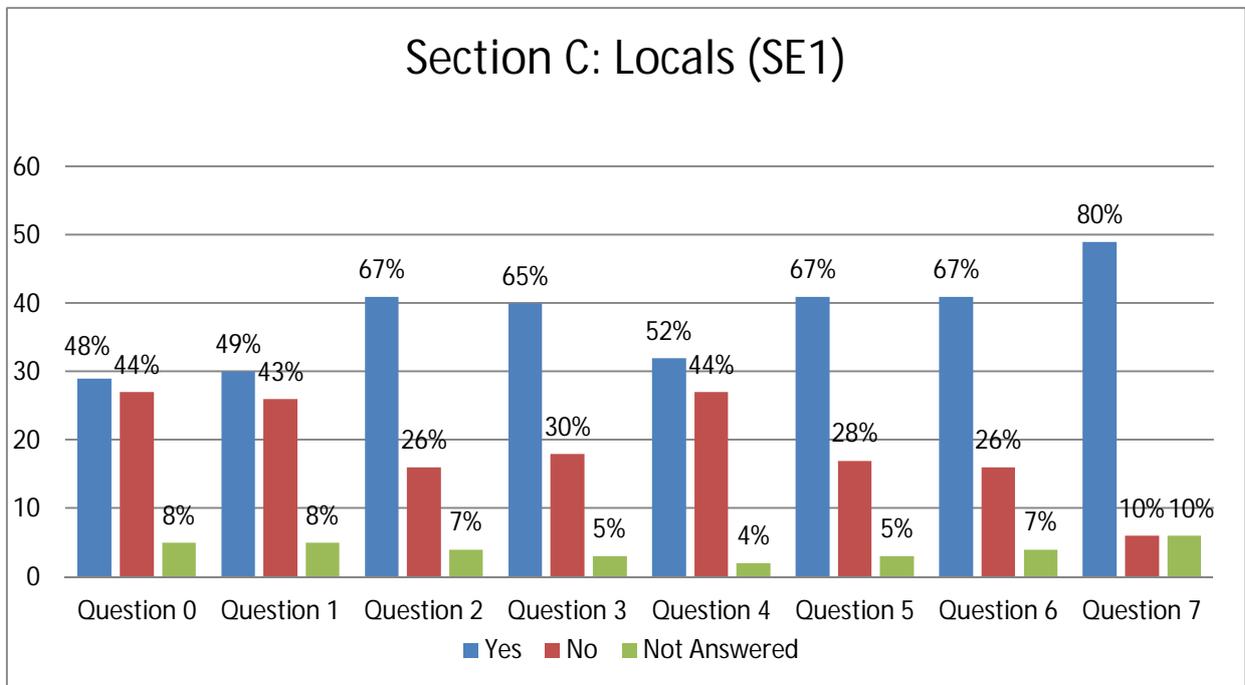


Figure 7 Local response to questionnaire on Section C

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.

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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.

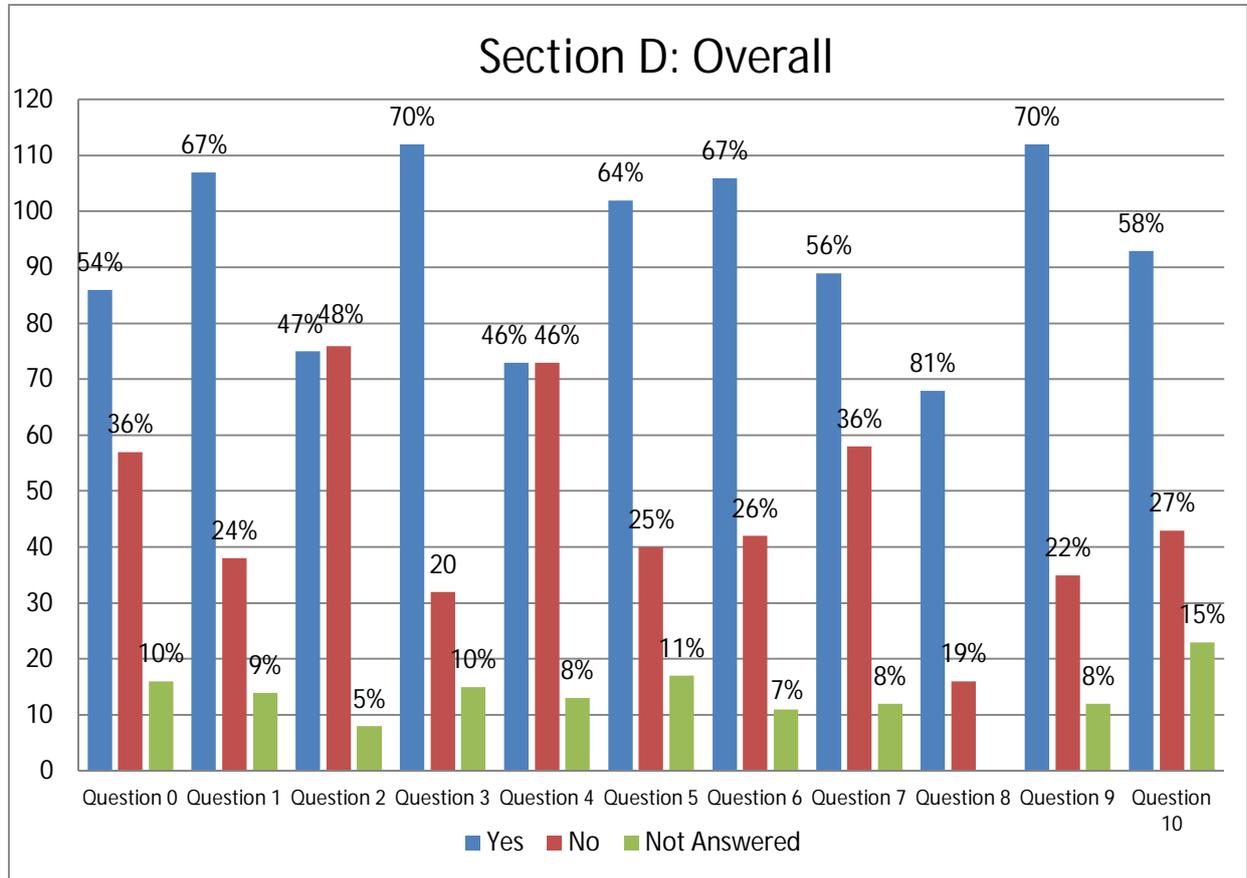


Figure 8 Overall response to questionnaire on Section D

Technical Note

Shaping Southwark's Highways

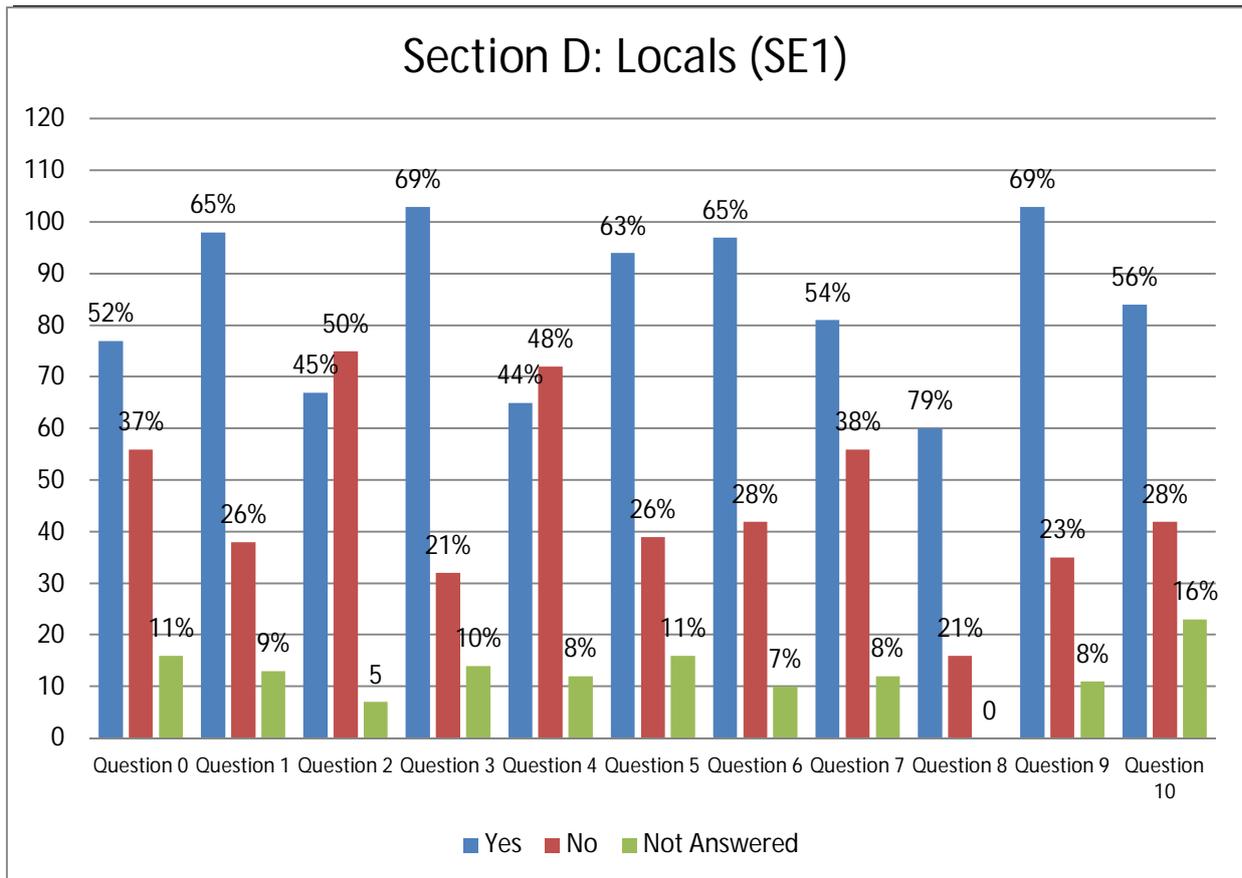


Figure 9 Local response to questionnaire on Section D

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



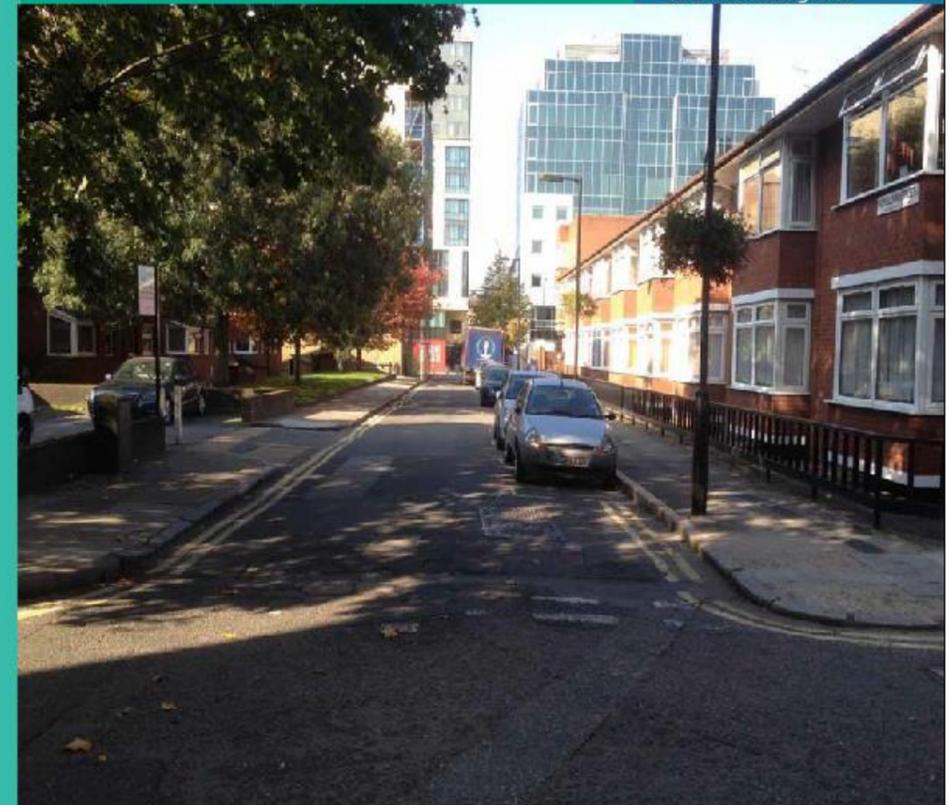
Jubilee Cycle Grid Route

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 সড়ক উন্নয়নের বিষয়ে তথ্য ধারণ করে। যদি আপনি অন্য ভাষায় অথবা অন্য ভাষায় বিনামূল্যে যেমন অডিও অথবা বড় লেখা প্রিন্টের সঙ্গে প্রবেশন চান, দয়া করে নিচের সমাধান করা ঠিকানা পরিদর্শন করুন।

Arabic

شوفو هذه الوثيقة على معلومات حول تحسين شكل الشوارع في ساوثوارث. وإذا كنت بحاجة لمساعدة بخصوص ترجمة أو أي صيغة من اللغة صوتية أو طباعة بأحرف أكبر فتوجد الأرقام بالخط 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 hoosa 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

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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.

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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

Proposed Cycle Route
North - South Cycle Upper Highway



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.

Jubilee Cycle Grid Route

- Proposed one-way eastbound for general traffic with contra-flow cycle facility in the westbound direction
- Proposed removal of one parking space on Nicholson Street to improve sightlines at junction
- Proposed reconstruction of existing kerbs to provide level footways
- Proposed decluttering of footways to improve pedestrian accessibility
- Proposed one-way eastbound for general traffic with contra-flow cycle facility in the westbound direction
- Proposed removal of one parking space on Nicholson Street to improve sightlines at junction
- Proposed reconstruction of existing kerbs to provide level footways
- Proposed decluttering of footways to improve pedestrian accessibility

PLAN A

JUBILEE CYCLE GRID ROUTE, NICHOLSON STREET, CHANCEL STREET & DOLBEN STREET

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

Telephone (optional):

Email (optional):

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

	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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Chinese

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Bengali

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Arabic

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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 requiere otros formatos como audio o letra mas grande, por favor visite la dirección que se indica.

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Return by 1 November 2015

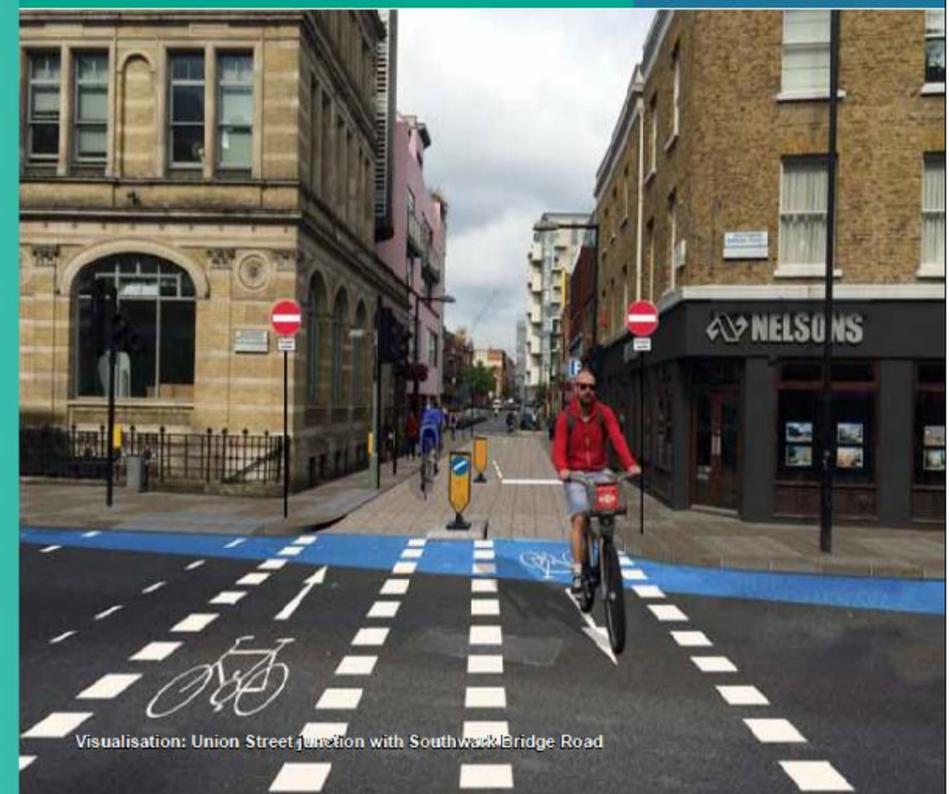


Jubilee Cycle Grid Route Section B - Union Street

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



Visualisation: Union Street approach to Borough High Street

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

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Have your say

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All responses must be received by 1 November 2015

Please state your name

Please provide your address

Telephone (optional):

Email (optional):

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

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Chinese

这篇文件包含关于在 Southwark 的街道进行的信息。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 পেন্সা প্রিন্টের সঙ্গে প্রয়োজন বোধ, দয়া করে নিচে সম্বন্ধে করা ঠিকানা পরিদর্শন করুন।

Arabic

تحتوي هذه الوثيقة على معلومات حول تحسين شكل الشوارع في ساوثوارك. إذا كنت بحاجة لمساعدة بخصوص ترجمة أو أي صيغ أخرى مثل نسخة صوتية أو طباعة بالحرف الكبير، فليرجو الاتصال بالخطوات المذكورة 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 laaga caawiyo in lagu tarjumo ama haddii aad u baahatid qaabab kale sida caajalad ahaan ama nuqul ballaaran, faa'iidan booqo cinwaanka hoosa ku qoran. Jumoe 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

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 Southwark Park Road
 SE16 3UQ

Peckham
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 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 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?

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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

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Have your say

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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

FREEPOST SE1919/14
SE1P 5LX
London
(3rd Floor)
Public Realm Projects: (Jubilee Cycle Route - Section D)
Environment and Leisure Department
LONDON BOROUGH OF SOUTHWARK

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Chinese

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Bengali

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Arabic

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الترجمة أو أي صيغته مثل نسخة صوتية أو علامة كبيرة، فنرجو الاتصال بالخطوة المذكور 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.

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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 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.

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Have your say

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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



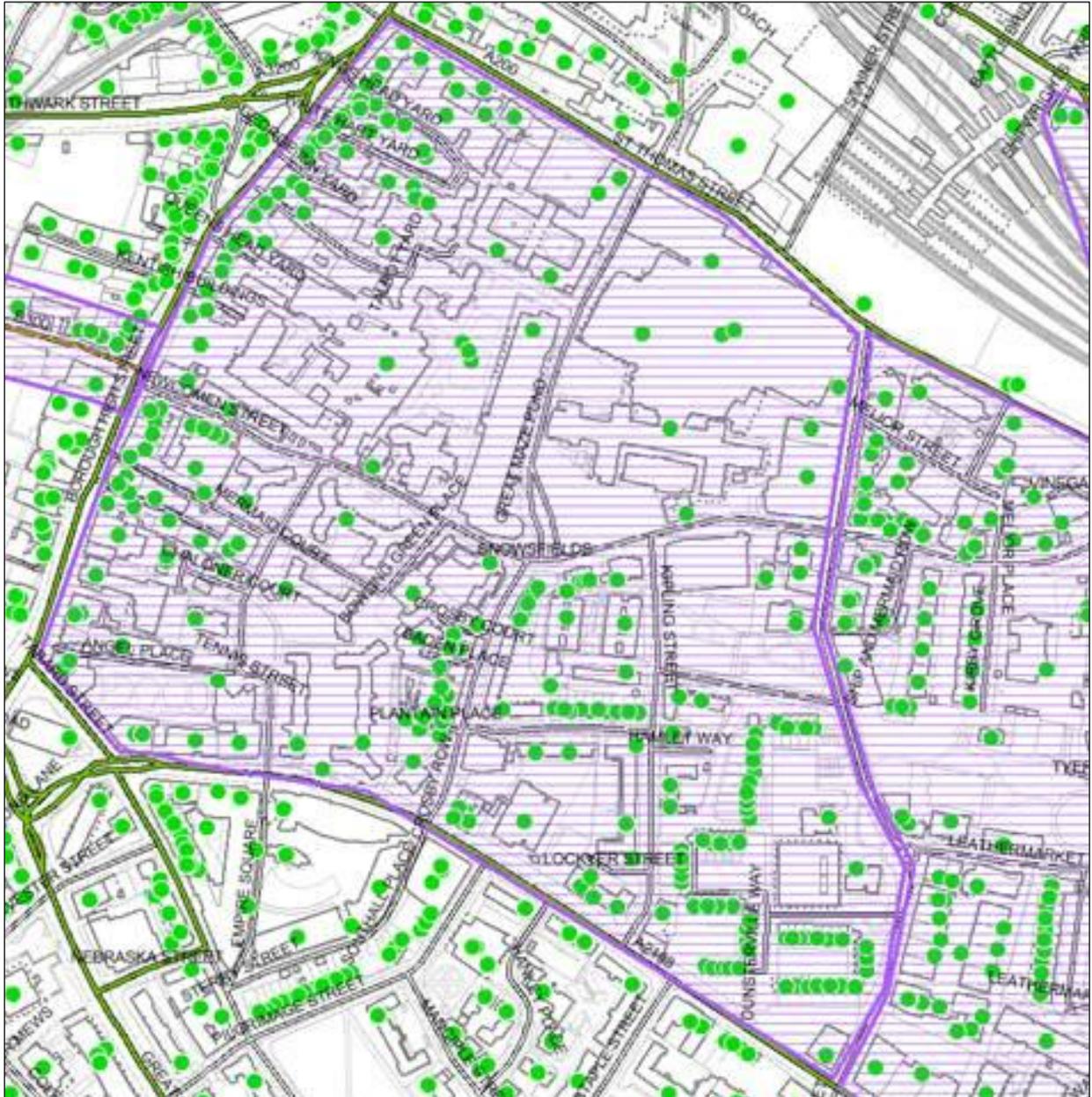
Distribution Area

Section B - Union Street



Distribution Area

Section C - Newcomen Street, Kipling Street and Guy Street



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

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OVERVIEW & SCRUTINY COMMITTEE**MUNICIPAL YEAR 2016/17****AGENDA DISTRIBUTION LIST (OPEN)****NOTE:** Original held by Scrutiny Team; all amendments/queries to Shelley Burke Tel: 020 7525 7344

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