

London Borough of Southwark



Riverside 20mph Zone & Traffic Management Measures

Public Consultation Summary

November 2012

London Borough of Southwark

Riverside 20mph Zone and Traffic Management Proposals

Public Consultation Summary

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1.0 Introduction

1.1 Background

- 1.1.1 This document report has been produced by the London Borough of Southwark Public Realm Projects Group to provide a summary of the consultation exercise for the proposed introduction of a 20mph zone in Riverside Ward and various traffic management options to reduce the occurrence of rat running traffic during peak periods. The measures are being drafted by the Public Realm Projects Team, with the project manager for this scheme being Chris Mascord, London Borough of Southwark, Council Offices, 160 Tooley Street, SE1P 5LX.
- 1.1.2 The area under consideration is located within the SE16 district of Southwark (Riverside Ward), in the north of the borough. See figure 1 below.

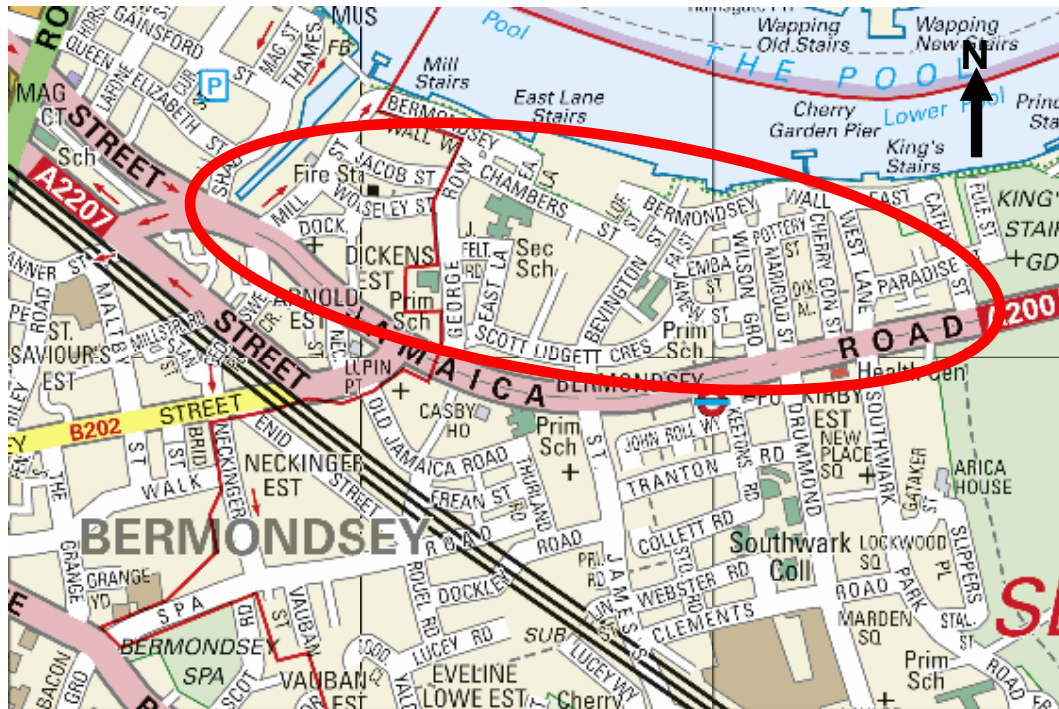


Figure 1: Location of proposed 20mph and traffic management scheme

1.2 Project and Objectives

- 1.2.1 The measures proposed form part of the council's ongoing commitment to make Southwark's streets safer and more accessible for all. The proposed 20mph zone complements the council's Road Safety Strategy and a reduction in through traffic using local streets will improve road safety and enhance the residential environment for local residents and businesses.
- 1.2.2 It is proposed that a 20mph zone be introduced bounded by Jamaica Road in the south, Tower Bridge Buildings in the west, Bermondsey Wall to the north and Fulford Street in the east. The proposed 20mph zone will be enforced using signage and road markings. Gateway signs will be placed adjacent to each road

junction with Jamaica Road. Repeater signage and road markings will be installed at regular intervals on all roads within the zone.

- 1.2.3 There are two proposed options for reducing traffic congestion and preventing rat running on local streets during times of congestions on Jamaica Road. These include:

Option 1

- Wilson Grove to be made one way northbound from its junction with Jamaica Road to Janeway Street (no entry from Janeway Street). Cyclists will still be able to travel southbound towards Jamaica Road.
- Pottery Street to be made one way westbound between Marigold Street and Wilson Grove (no entry from Wilson Grove). Cyclists will still be able to travel eastbound towards Marigold Street.

Option 2

- Wilson Grove to be made one way northbound from its junction with Jamaica Road to Janeway Street (no entry from Janeway Street). Cyclists will still be able to travel southbound towards Jamaica Road.
- Pottery Street to be closed to through traffic at its junction with Wilson Grove. The closure will be experimental and monitored over a 12 month period. Cyclists will still be able to access Pottery Street from Wilson Grove and measures will be installed so that emergency service access can be maintained.

See Appendix A for drawing of proposed schemes

1.3 Consultation Procedure

- 1.3.1 The views of the local community and those of statutory consultees have been sought, prior to the development of measures to a detailed design stage. Active community participation was encouraged through the use of a consultation document and questionnaire (see Appendix B – Consultation Documents).
- 1.3.2 The consultation document included a covering letter describing the proposals and a request for comments (including information to assist in translation and large print versions of the consultation document), preliminary design drawing (A3 size) and a questionnaire /comment form that could be sent to the Public Realm Projects Group with a pre-paid address reply envelope.
- 1.3.3 The consultation document was delivered to a geographical area bounded by Jamaica Road in the south, Tower Bridge Buildings in the west, Bermondsey Wall to the north and Fulford Street in the east., using strategic roads and pedestrian desire lines as defined cut off points (See Appendix C – Location Plan and Extents of Consultation).
- 1.3.4 The distribution area was large enough to gain views from the wider community that may be considered to be affected by the proposed measures. A mailing list was established for the area by way of the Council's GIS database. In addition, the consultation documents and plans were supplied to the Council's established list of statutory consultees including London Buses, cycle groups and the

Metropolitan Police. Please see Appendix D of list of addresses within the distribution area.

1.3.5 The consultation documents were delivered by Royal Mail to 2555 addresses detailed within the distribution list. The documents were delivered on the 15th October 2012, with a return deadline of the 9th November 2012, allowing 4 weeks for the consultation period. However, consultation responses were considered for one further week after the prescribed deadline on the consultation document.

2.0 Consultation Responses

2.1 Response Rate and Distribution

2.1.1 A total of 309 questionnaire responses were received during the consultation period, equating to a 12.15% response rate. Four responses were received by email and sixteen responses were classed as anonymous.

2.1.2 The majority of questionnaires returned throughout the prescribed consultation period were from residents living in Mills Street, Bermondsey Wall West and Providence Square, making up 33% of the total response. See figure 2 below.

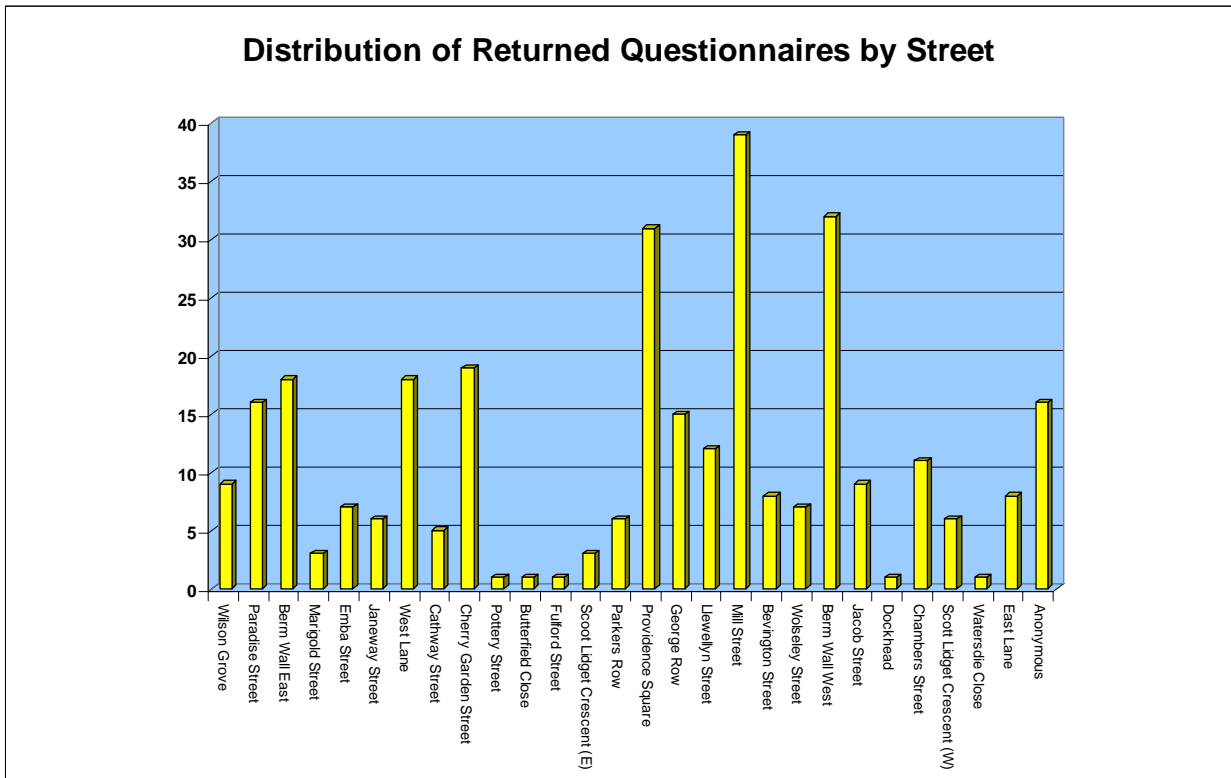


Figure 2 : Return questionnaire distribution by street

2.2 Questionnaire Analysis

2.2.1 The questionnaire element of the consultation document contained the following key questions and associated tick box options:

Q1. Are you a resident or business?

Q2. What do you think of the proposed 20mph zone?

Q3. Which traffic management option do you prefer?

2.2.2 The following is a summary of replies received:

Question 1 - Are you a resident or business?

| | Resident | Business |
|---------|----------|----------|
| Replies | 306 | 3 |
| Total | 99% | 1% |

Table 1: Returned questionnaire results for question 1

2.2.3 The majority of returned consultation questionnaires were from local residents, with only three business formally replying to the consultation exercise.

Question 2 – What do you think of the proposed 20mph zone?

| | Support | Opposed | No Opinion |
|---------|---------|---------|------------|
| Replies | 267 | 30 | 12 |
| Total | 86% | 10% | 4% |

Table 2: Returned questionnaire results for question 2

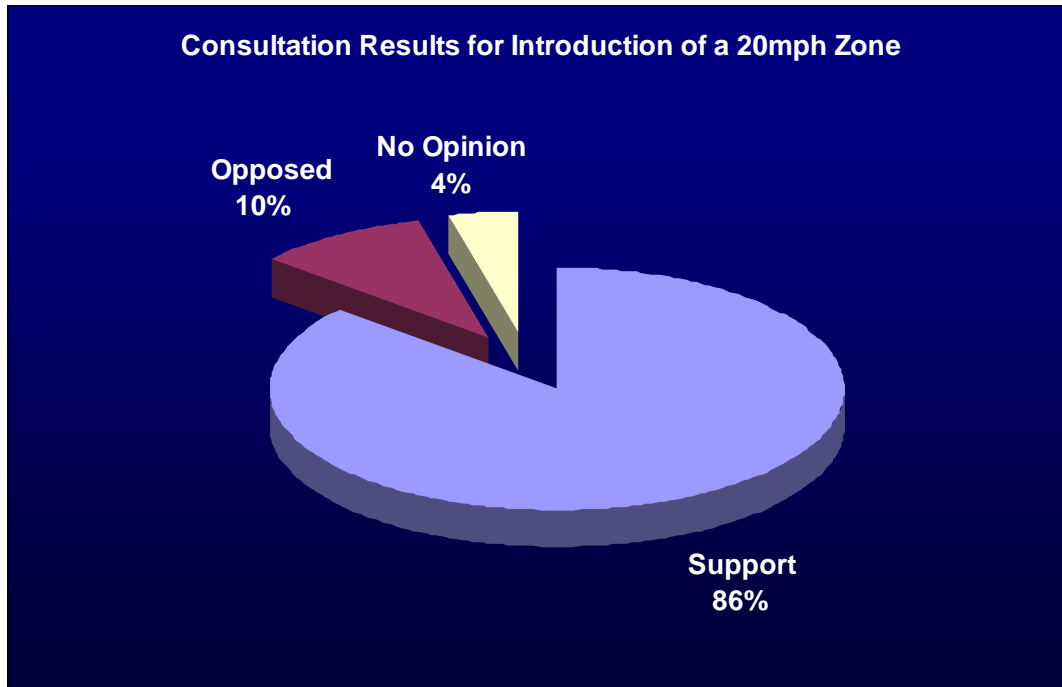


Figure 3: Consultation questionnaire results for question 2 (20mph zone)

2.2.4 The above graph and table indicate a majority of support for the proposed 20mph zone, with 86% support detailed in returned consultation questionnaires.

Question 3 – Which traffic management option do you prefer?

| | Option 1 | Option 2 | No Opinion |
|---------|----------|----------|------------|
| Replies | 112 | 56 | 141 |
| Total | 36% | 18% | 46% |

Table 3 : Returned questionnaire results for question 3

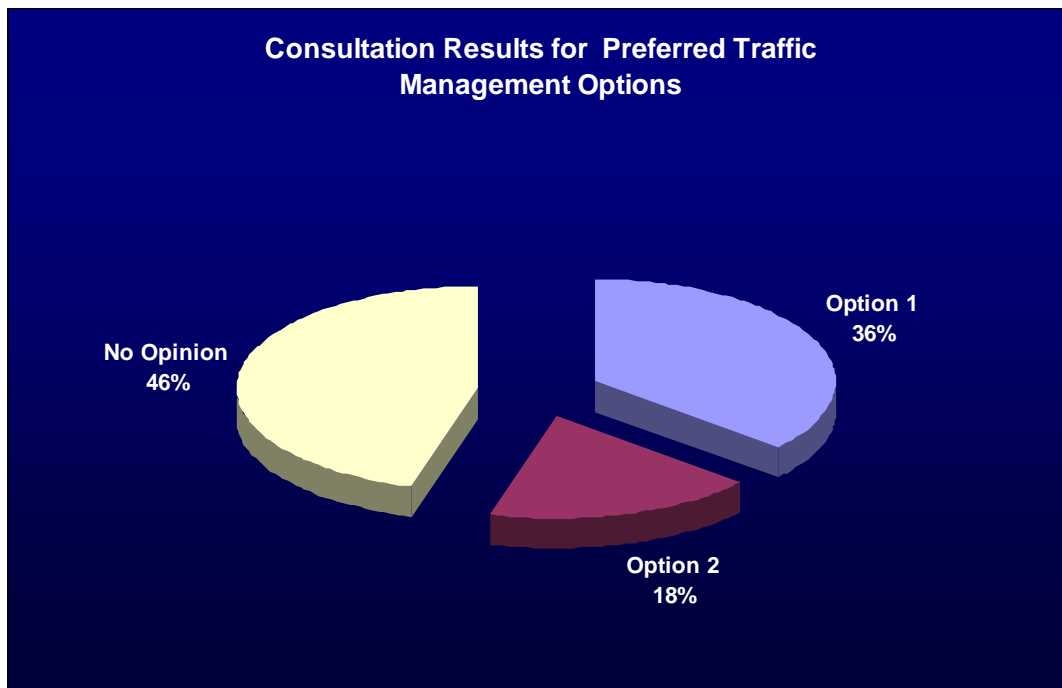


Figure 4: Consultation questionnaire results for (whole zone) for Question 3 – Preferred Traffic Management Option

- 2.2.4 The above graph and table indicate that the majority respondents returning questionnaires across the entire zone had no opinion / did not prefer either option (46%). Option 1 had 36% support with option 2 only having 18% support.
- 2.2.5 Whilst the above results were 'inconclusive', it may be argued that the majority of residents living in streets in the western half of the zone (Mills Street, Providence Square and Bermondsey Wall West) are not directly affected by changes to Pottery Street and Wilson Grove. Considering responses from these streets made up a third of the total returned questionnaires and 72% of respondents from these streets indicated 'no opinion', the above result could be considered biased to no opinion / do nothing and not a true reflection of local feeling, especially for residents living to the east of Wilson Grove.
- 2.2.6 In order to obtain a more accurate reflection of resident opinion that are directly affected by rat running non local traffic and the proposed traffic management options consulted upon, further analysis below has been undertaken using only the streets that are directly affected by the traffic management options. This is determined to be streets immediately to the west of Pottery Street and the entire area to the east of Wilson Grove. Please see figure 5.

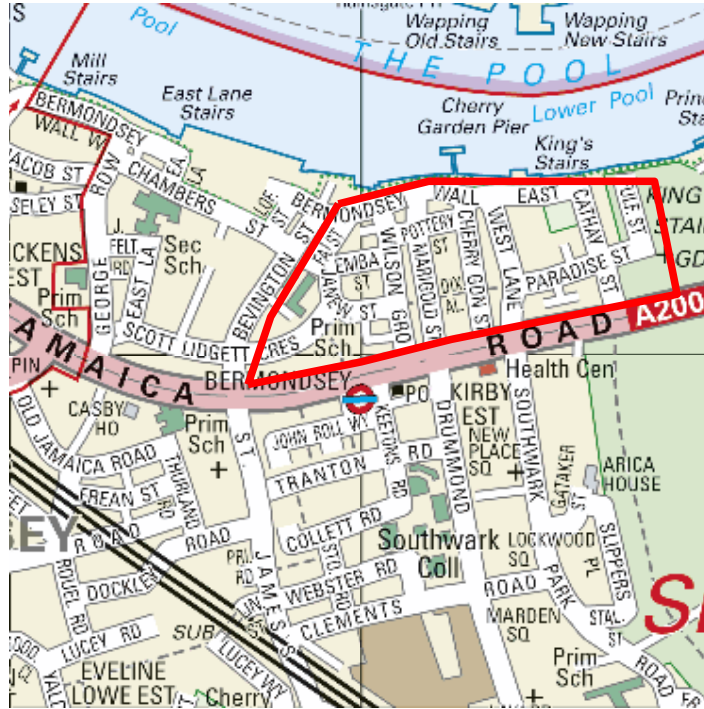


Figure 5: Area considered directly affected by the traffic management proposals

2.2.7 The majority of questionnaires returned throughout the prescribed consultation period from residents in the above area were from Paradise Street, Bermondsey Wall East, Cherry Garden Street and West Lane, accounting for 66% of total response rate from the defined area. See figure 6 below.

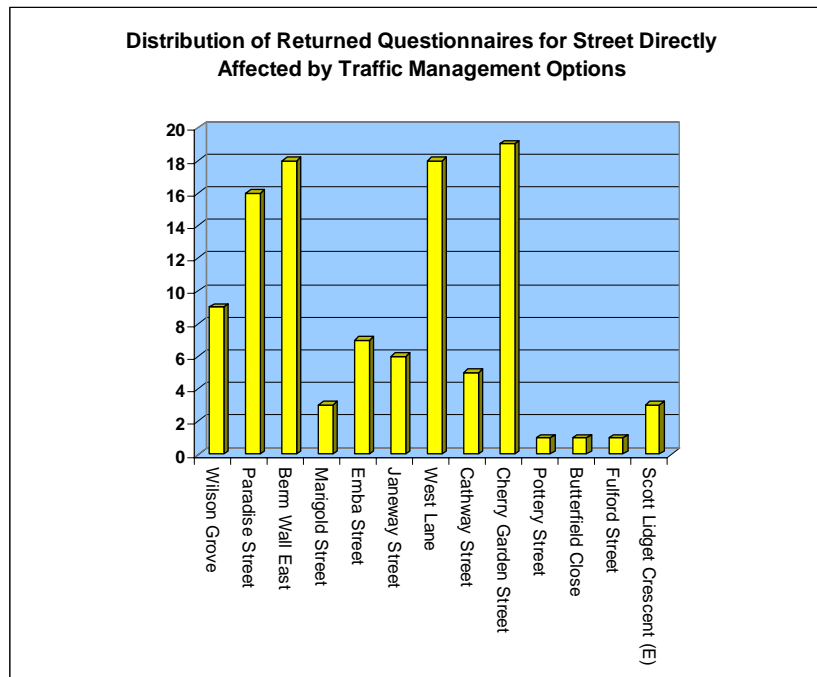


Figure 6: Return questionnaire distribution by street in traffic management option affected area

2.2.8 Table 4 below illustrates the return questionnaire results for question 3 from residents living in streets deemed to be directly affected by the proposed traffic management options.

| | Option 1 | Option 2 | No Opinion |
|---------|----------|----------|------------|
| Replies | 64 | 16 | 27 |
| Total | 60% | 15% | 25% |

Table 4: Returned questionnaire results for question 3 from residents living on roads directly affected by the proposed traffic management measures

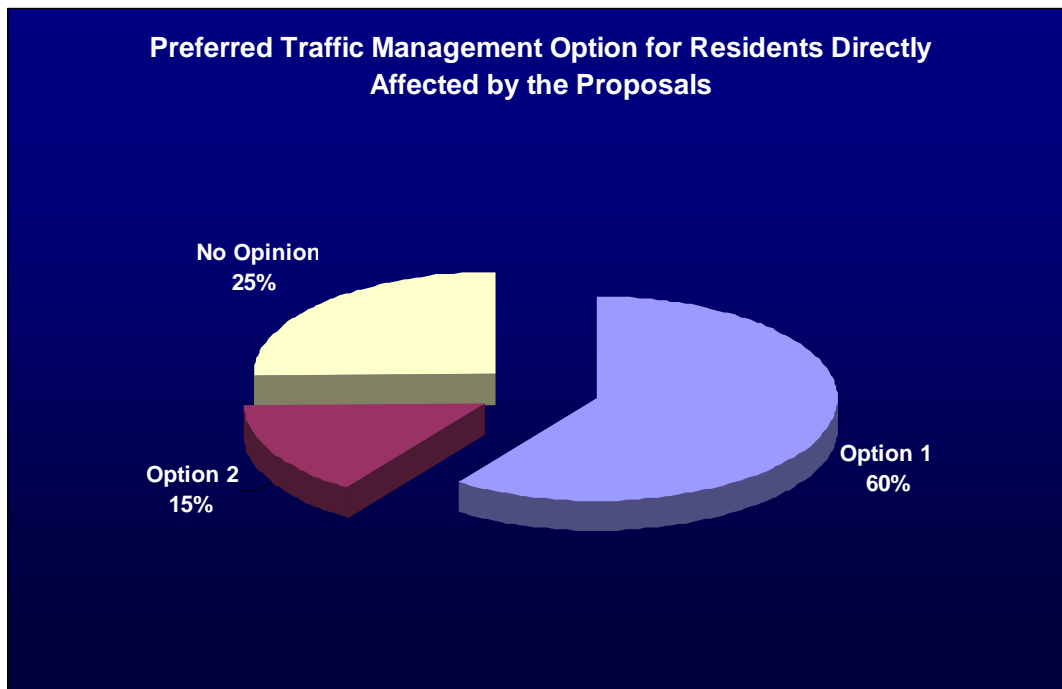


Figure 7: Preferred option of traffic management for residents living on directly affected roads

2.2.9 Figure 7 illustrates that traffic management option 1 received the strongest support, with 60% indicating that they would like this option to be implemented.

2.3 Additional Comments

2.3.1 The questionnaire element of the consultation document invited consultees to attach any additional comments they may have on the proposals when returning the reply-paid questionnaire.

- 2.3.2 The majority of respondents (86%) highlighted full support for the proposed 20mph zone, indicating that improvements were welcome, much needed, a good idea, a sensible change; and that they will improve road safety.
- 2.3.3 Respondents indicated many 'non local' drivers speed through the area in peak periods endangering the lives of pedestrians, particularly children and the elderly.
- 2.3.4 Many respondents indicated that the zone would need to be enforced properly.
- 2.3.5 A number of requests were made for further measures such as vertical traffic calming (speed bumps) to help enforce the proposed 20mph speed limit.*

*In response the funding allocation provided would not cover the cost of installing these additional measures.

The Council and TfL do not believe that the provision of road humps should be the default response in such situations

National 20mph zone standards have just been revised so that 20mph zones are legal by just using signage and road markings.

The Council will monitor the effects of the proposed zone if implemented, and can consider additional measures in the future, subject to funding, if the 20mph zone is not considered effective.

- 2.3.6 A number of requests were made for the installation of either static speed cameras or speed/distance/time cameras to assist with enforcing the 20mph limit.*

* In response, there is no budget to install such measures as part of this scheme. However the borough is hoping to trial speed/distance/time cameras as part of a pilot study to gauge their effectiveness in relation to the cost of installing the equipment. If successful, the measures may be rolled out as part of a borough wide programme.

- 2.3.7 A request was made for in introduction of an HGV ban to the north of Jamaica Road. *

* In response, there are no plans to introduce such a ban, as there are numerous businesses in the area that are reliant on HGV access. However it is envisaged that the introduction of traffic management measures to deter rat running will help prevent non local HGV traffic from using the area.

- 2.3.8 A request was made for road narrowing a footway buildouts along streets to deter traffic speeds.*

*In response, there are no available funds to introduce these changes to the road layout. However, the Council will monitor the effectiveness of the zone and could consider further physical measures in future if speeding remains an issue. Such measures would be subject to future funding allocations being approved by TfL or internally by the council.

2.3.9 A number of residents highlighted problematic / unsafe road junctions in the area that in their view require changes to road layouts or further safety measures. These included the junction of Chambers Street and Bevington Street and the junction of Wolseley Street and George Row.*

* In response, there is currently no funding to progress additional road safety measures or layout changes at these junctions. These comments will be passed to the Southwark Road Safety Team to ascertain if there is a specific safety issue at the junctions. If it is deemed that there could be potential accidents resulting from unsafe road layouts, then measures could be drafted and consulted upon at a future date (subject to funding).

2.3.10 A number of requests were made to keep signage to a minimum.*

* In response, new standards have just been published by the DfT that now allow entry / gateway signage and repeater signs / roundels to be kept to a minimum of one per installation (previous two, both sides of the road). This will substantially reduce street clutter associated with the introduction of the 20mph zone.

2.3.11 A summary of additional comments from residents that objected to the 20mph zone highlighted the following concerns:

A number of respondents indicated that the works were a waste of money, a misallocation of resources and not necessary. *

*In response, the 20mph zone is being introduced in a cost effective manner using only signage and road markings. The benefits of speed reduction, improvements to road safety and enhancing the environment in local streets, far outweigh the cost.

The measures are in line with its Road Safety Strategy and are thus in keeping with priority expenditure parameters.

Many residents have highlighted that a reduction in traffic speeds on local roads is necessary to create a better environment to live in as well as to improve safety, highlighting that traffic speeds in the area are an issue that need to be urgently addressed.

A number are respondents that objected to the 20mph zone stating that the council should leave things the way they are and there is no problem with traffic speeds. *

* In response, the council has received numerous requests from local residents and councillors highlighting that traffic speeds were a problem in local streets to the north of Jamaica Road. This was backed up by traffic surveys which indicated that the 85th percentile speeds of vehicles in local streets is far in excess of 20mph.

A key theme in returned questionnaires for residents throughout the consultation period highlighted that traffic speeds were a problem in the area, which is reflected in the large majority of support for the introduction of the 20mph zone.

A number of objectors highlighted that there would be too much signage and street clutter associated with the introduction of the 20mph zone.*

* In response, new standards have just been published by the DfT that now allow entry / gateway signage and repeater signs / roundels to be kept to a minimum of one per installation (previous two both sides of the road). This will substantially reduce street clutter associated with the introduction of the 20mph zone.

2.3.12 The majority of respondents highlighted that traffic management options / changes to local streets were necessary to improve safety, reduce rat running traffic and improve the environment for residents living in the area.

2.3.13 Many indicated that the volume non local traffic / rat running vehicles, particularly during peak times is a major issue and were pleased at the prospect of traffic reduction, highlighting that walking in the area was disconcerting and unsafe due to vehicle speeds.

2.3.14 Many respondents from the area to the east of Wilson Grove supported option 1 over option 2, as a full road closure would severely restrict accessibility too and from their households. Option 1 (one way westbound working of Pottery Street) would still allow for residents living in roads to the east of Pottery Street / Wilson Grove to travel west toward London without having to use Jamaica Road.

Option 2 would force residents from this area to turn left out of West Lane (left turn only) drive down to the roundabout a Lower Road / Rotherhithe Tunnel and then travel back up Jamaica Road westbound in order to drive toward London. This would be a serious inconvenience, especially in the morning peak.

2.3.15 Many residents still supported option 1 even though it would mean that they no longer can access their houses when returning from Surrey Quays area by turning into Bevington Street, then using Scott Lidget Crescent and cutting through Pottery Street eastbound.

2.3.16 A number of requests were made to make Marigold Street one way southbound or no entry from Jamaica Road, as it is perceived that more vehicles will now use this street due to the closure / one way working of pottery street.*

* In response, the council is trying to prevent rat running by making minimal changes to the existing road layout. If a traffic management option is installed, then it will be done on a trial basis and additional post-installation traffic counts undertaken to ascertain if there has been an increase in traffic volumes on other streets. Following the results of the traffic surveys, further consultation will take place with residents to see if they are happy with the current arrangements and feel that the measures installed should be removed or additional complimentary traffic management measures should be installed.

2.3.17 A number of residents highlighted that Cathay Street, Cherry Gardens Street, Wilson Grove and Marigold Street should be made no entry from Jamaica Road.* (Please see above officer response to paragraph 2.3.15).

2.3.18 A number of respondents who preferred option 1 indicated that the one way working should only be operational during peak traffic flow periods.*

* In response, the regulations for one way streets do not allow for this scenario. The section of carriageway must be either two-way or 'no entry'. There are no statutory regulatory signs that allow an exemption to times of the day. This would also conflict with carriageway markings indicating the direction of travel.

2.3.19 Many respondents asked for speed bumps to be installed in along Bermondsey Wall East, West Lane, Cherry Garden Street, Cathay Street, Scott Ledge Crescent and Paradise Street.* (Please see above officer response to paragraph 2.3.5).

2.3.20 A number of residents expressed concern that people would disregard the one-way working of Pottery Street and still travel eastbound.*

*In response, the council would regularly monitor the one way section of Pottery Street through the use of mobile CCTV enforcement cameras to prosecute motorists contravening the regulation. This would be targeted in peak periods.

2.3.21 Numerous residents requested that the traffic signals at the junction of West Lane / Jamaica Road / Southwark Park Road be changed to allow vehicles to turn right out of West Lane into Jamaica Road and to turn right from Jamaica Road into West Lane.*

*In response, the council is not accountable for Jamaica Road or traffic signal installations in the borough. Transport for London (TfL) control and manage all red route carriageways (Jamaica Road) and traffic signal installations throughout London. Whilst the council notes this sensible request which would address current access issues facing residents living to the east of Wilson Grove, it unfortunately has no remit to pursue this matter.

2.3.22 A number of respondents highlighted the need for box junction markings at the junction of Bevington Road and Jamaica Road, expressing concern that during peak traffic flow times on Jamaica Road, vehicles on Jamaica Road block the junction making it impossible to vehicles to exit Bevington Road; thereby adding to congestion in local streets.*

* In response, TfL is the highway operator for Jamaica Road and any box junction marking would have to be agreed and installed by them. However, following this request from local residents the council will make representations to TfL to see if they would agree to investigate the feasibility of installing this marking to assist local residents and traffic saturation in Bevington Street.

2.3.23 Request for signage at Scott Ledge Crescent and Jamaica Road / Bevington Street saying 'no through access to Rotherhithe Tunnel'.*

*In response, officers will look at installing no through road signage at key locations to the west of Pottery Street / Wilson Grove inform drivers well in advance of the proposed changes to the road layout, which will reduce driver confusion and discourage rat running.

2.3.23 There were numerous comments requesting the removal of the bus lanes on Jamaica Road to ease congestion (and thereby rat running traffic through local streets). *

*In response, Jamaica Road forms part of the TRLN red route network and is managed by TfL and not the council. Therefore the council has no remit over the operation of these facilities. It could be argued that their removal would not result in a major reduction in congestion in peak times due to the bottleneck associated with the Rotherhithe Tunnel roundabout. The bus lanes also carry up to 10,000 bus passengers during peak times and their removal would have a detrimental effect on journey times, impacting on eight high frequency bus routes.

2.3.24 A summary of additional comments from residents that had no opinion / did not support either traffic management option zone highlighted the following concerns:

A number of residents living on Bermondsey Wall East indicated that both options would severely restrict access to their properties particularly when heading east from Surrey Quays / Rotherhithe Tunnel.*

*In response, option 1 still allows for east to west travel when leaving their properties. However, it is noted that when returning to their properties from the east, residents will not longer be able to use the current local through route via Pottery Street to access Bermondsey Wall East. In order to access the residential area to the east of Wilson Grove, residents will have to turn into Bevington Road and then back out onto Jamaica Road and enter via Marigold Street, Cherry Garden Street or West Lane. This may, in peak traffic flow periods, increase their journey time to access their property.

However it must be noted that the traffic vehicle counts undertaken have shown that the traffic volumes for Bermondsey Wall East between Marigold Street and Cathway Street have up to 500 vehicles per hour in the PM Peak (4pm – 6pm) and 85% percentile speeds well in excess of 20mph. It is clearly evident that this section of Bermondsey Wall East is being used by non local traffic to access Cathay Street to exit onto Jamaica Road. Preventing west to east travel (by implementing option 1 or 2) would reduce traffic volume and in conjunction with the 20mph zone proposals, will reduce traffic speeds, making the streets in the area quieter and safer for local residents.

It must also be noted that if an option is taken forward to implementation, then it will be done so on a trial basis. During the trial period further traffic volume and speeds surveys will be undertaken to ascertain if the objectives of the scheme have been met. Residents will also be re-consulted to obtain local views on whether the scheme has been positive / successful and asked if they wish to retain the measures on a permanent basis.

** It must be noted that a number of similar comments were received from residents living on roads in this eastern area, expressing concerns about the increase in journey time and sitting in traffic on Jamaica Road when accessing their homes from the east, if the traffic management proposals go ahead.

A number of respondents the objected to the scheme indicating that the proposals were totally flawed and that the council should be sorting the symptom of rat running and not the problem. This would involve reducing congestion on Jamaica Road including removal of bus lanes, rephasing the traffic signals and remodelling / designing the roundabout at the Rotherhithe Tunnel.*

*In response, Jamaica Road is maintained and controlled by TfL as it is part of the TLRN network. The council is therefore unable to propose any changes to this carriageway in order to potentially reduce traffic congestion, including bus lane removal, changes to the layout of the roundabout and the Rotherhithe Tunnel or rephrasing of traffic signals.

Therefore measures have been proposed on local streets under council control to address the identified issues such as rat running that are a direct result of traffic congestion on Jamaica Road.

A number of replies indicated that preventing through traffic on local streets will add to congestion on Jamaica Road making an already bad problem worse.*

*In response, local residential streets are being used for high volume non local traffic, as drivers try and avoid congestion on Jamaica Road. This has been backed up by survey data and numerous complaints form local residents and ward members.

The area to the north of Jamaica Road is residential, has a number of schools, narrow carriageway widths and the roads are not designed to cater for high volume traffic. The objective of the scheme is to improve the quality of life for local residents though a reduction in non local traffic and vehicle speeds. This will obviously displace non local traffic back onto the main arterial route of Jamaica Road, which is designed to cater for high volume traffic. It is the councils' view that the TM changes will have a minimum impact on the overall traffic saturation of Jamaica Road, but will have a significant positive effect on the local streets where traffic volumes and speeds are reduced.

Numerous comments were received from respondents that did not support either option highlighting that the measures were a waste of time and there is no evidence to justify the scheme (leave things as they are).*

*In response, the council undertook a comprehensive traffic study in the streets north of Jamaica Road, which looked at both traffic volume (particularly in the AM and PM peak periods), as well as vehicle speeds. The results clearly showed an abnormal number of vehicles using local streets (such as Pottery Street and Bermondsey Wall East), particularly in the PM peak periods of 4pm – 6pm. This was further reinforced by comments from local residents in the area and as part of this consultation exercise.

Leaving the status quo would be unacceptable to the majority of local residents, particularly those who live to the east of Wilson Grove that are directly affected by the nuisance of rat running traffic.

A respondent indicated that closing Pottery Street will result in more congestion at the Bevington Street / Jamaica Road junction*

*In response, there is no evidence to suggest that traffic congestion will be worse on Bevington Street at the Jamaica Road junction. The majority of rat running non local traffic is travelling in an easterly direction and this traffic will be displaced onto Jamaica Road as a result of the traffic management options. There is no reason why non local traffic will be using Bevington Street to access Jamaica Road if the current cut through route in Pottery Street is closed or made one way westbound.

It is also noted that the worst congestion on Jamaica Road is to the east of the Bevington Street junction and therefore there is no advantage for non local drivers to use residential streets to the west of Bevington Street to avoid queues on Jamaica Road.

Concerns were raised that cars will still come up Marigold Street to access Cathay Street.*

*In response, some non local through traffic may look for alternative routes if eastbound flow is no longer allowed along the western section of Pottery Street. However there is little to be gained by traversing Marigold Street up to Bermondsey Wall East and back down to Cathay Street as the distance along Jamaica Road that drivers would cut out is minimal.

As stated above, is a traffic management option is implanted, then it will be done on a trial basis with further traffic council and speed surveys undertaken post implementation to ascertain if there has been an unwanted displacement of non local traffic onto other roads in the zone.

2.3.11 46% of respondents did not submit a further comment.

2.4 Levels of Consensus

2.4.1 The following majority level of agreement has been given in relation to the questions contained within the consultation document:

20mph Zone

- 86% of consultees support the introduction of the 20mph zone;
- 10% of consultees are opposed to the 20mph zone; and
- 4% of consultees have no opinion regarding the proposed 20mph zone.

*Traffic Management Options**

- 60% of consultees support the introduction of option 1;
- 15% of consultees supported the introduction of option 2; and
- 25% of consultees have no opinion regarding the traffic management options.

**(for residents living on directly affected streets)*

2.5 Statutory Consultee Replies

2.5.1 One statutory consultee replied to the consultation exercise.

- Southwark Living Streets replied indicating full support for the scheme, highlighting that the measures were both innovative and cost effective.

3.0 Recommendations

3.1 In light of the positive consultation outcome regarding the introduction of the 20mph zone (with 86% support) and the council's ongoing objective to create a 20mph borough, it is recommended that this element of the scheme is progressed to implementation (subject to statutory consultation).

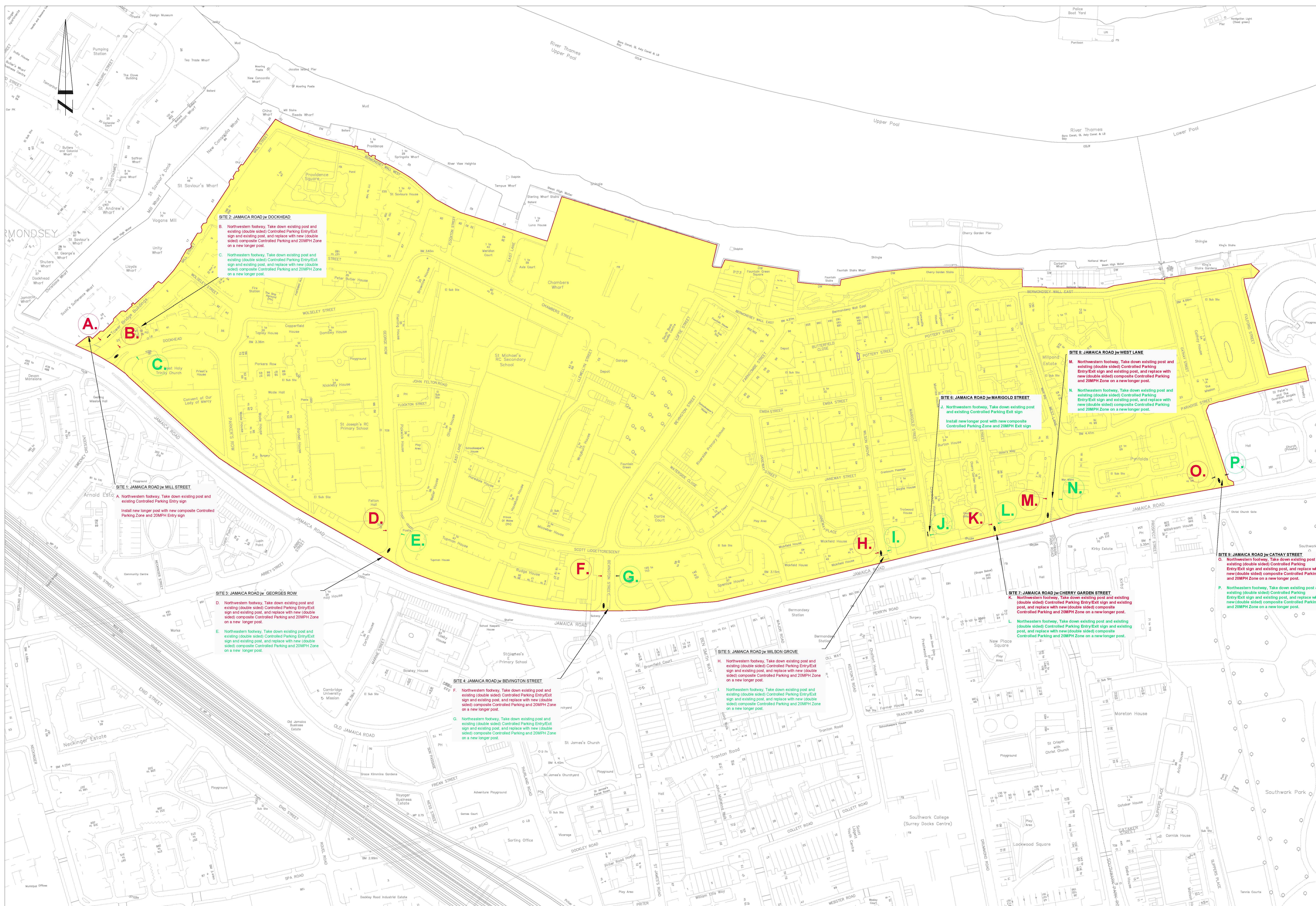
3.2 Upon analysing the consultation responses from residents on directly affected streets surrounding the proposed traffic management options, it is recommended that option 1 is progressed to the implementation stage. This option will be implemented on a trial basis for 6 months, during which time further traffic analysis of volumes and speeds can take place to ascertain if the measures have been effective.

3.3 It is recommended that following the trial period, the council re-consults residents to ask them if they would like to make the changes permanent.

Appendices

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| Appendix A: | Scheme Proposals |
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Appendix A: Scheme Proposals



| No. | Date | Revision |
|-----|------|----------|
| | | |



| | | | |
|--------------|--------------|--|----|
| Project | | RIVERSIDE AREA | |
| | | 20 MPH ZONE | |
| Title | | PROPOSED LINING AND TRAFFIC SIGNING | |
| Contract No. | - | Drawn | SD |
| Scale | 1:1250 @ A0 | Designed | SD |
| Drawing No. | 12105-GA-001 | Checked | - |
| File Name | 12105-GA-001 | Approved | - |
| Date Drawn | JULY 2012 | Date Issued | - |

Appendix B: Consultation Documents

We want your views

It is important for all consultees to respond to the consultation. We would be grateful if you could take the time to review the proposals outlined in this document and provide a response using the pre-paid envelope and questionnaire provided by **Friday 9th November 2012**

Your views are essential for us to understand your requirements for the proposal and form a fundamental part of the scheme development process, whether you use public transport, cycle, walk or drive a private vehicle.



Riverside Traffic Management Proposals

What happens next?

As you will appreciate Southwark Council receives many comments from consultations and therefore are unable to respond personally to specific issues raised. However all comments and suggestions will be taken into consideration before a decision is made.

The responses to the questionnaire will be analysed and taken into account in the final design of the proposed works.

Should you require any further information regarding the proposed scheme please do not hesitate to contact Steve Daway on 020 7525 5385. Alternatively you can email to: stephen.daway@southwark.gov.uk

If appropriate, implementation should take place in Spring 2013.

To arrange a translation of this leaflet and the other consultation documents, or for other assistance, please take it to:

**One Stop Shop – 122 Peckham Hill Street, London SE15, or
One Stop Shop – 151 Walworth Road, London SE17, or
One Stop Shop – 17 Spa Road, London SE16, or
Southwark Town Hall – Peckham Road, London SE5.**

للترييب لترجمة هذه الكراسية خذها رجاء إلى أحد العوانين التاليين:

Para obtener una traducción de este folleto, llévelo a:

Bu broşürün tercüme edilmesini düzenlemek için lütfen onu aşağıdaki yerlerden birine götürün:

Để có bản dịch tiếng Việt, hãy mang tờ rơi này đến cửa hàng:

Pour une traduction de ce dépliant, présentez-le à l'un des guichets uniques suivants :

এই প্রচারপুস্তিকাটির (লিফলেটের) একটি অনুবাদের আয়োজন করতে হলে দয়া করে এটি এখানে নিয়ে যান:

為獲取此單張的翻譯版本，請將單張帶到以下一站式辦事處：

Have your say

Southwark Council is holding a consultation to receive residents and key stakeholders comments regarding proposals to reduce traffic in residential streets to the north of Jamaica Road and the introduction of a 20mph zone.

Background

This scheme was identified due to correspondence from local residents and ward councillors regarding rat running on the local streets during times of congestion on Jamaica Road. The overall objective of this scheme is to improve the local environment through the reduction of traffic on the local streets north of Jamaica Road. To support this objective, a 20mph zone is also proposed which is part of the council's initiative to become a 20mph borough.

What are the proposed changes?

A 20mph zone is proposed bounded by Jamaica Road in the south, Tower Bridge Buildings in the west, Bermondsey Wall to the north and Fulford Street in the east. The proposed 20mph zone will be enforced using signage and road markings. Gateway signs will be placed adjacent to each road junction with Jamaica Road. Repeater signage and road markings will be installed at regular intervals on all roads within the zone.

There are two proposed options for reducing traffic congestion and preventing rat running on local streets during times of congestions on Jamaica Road. These include:

Option 1

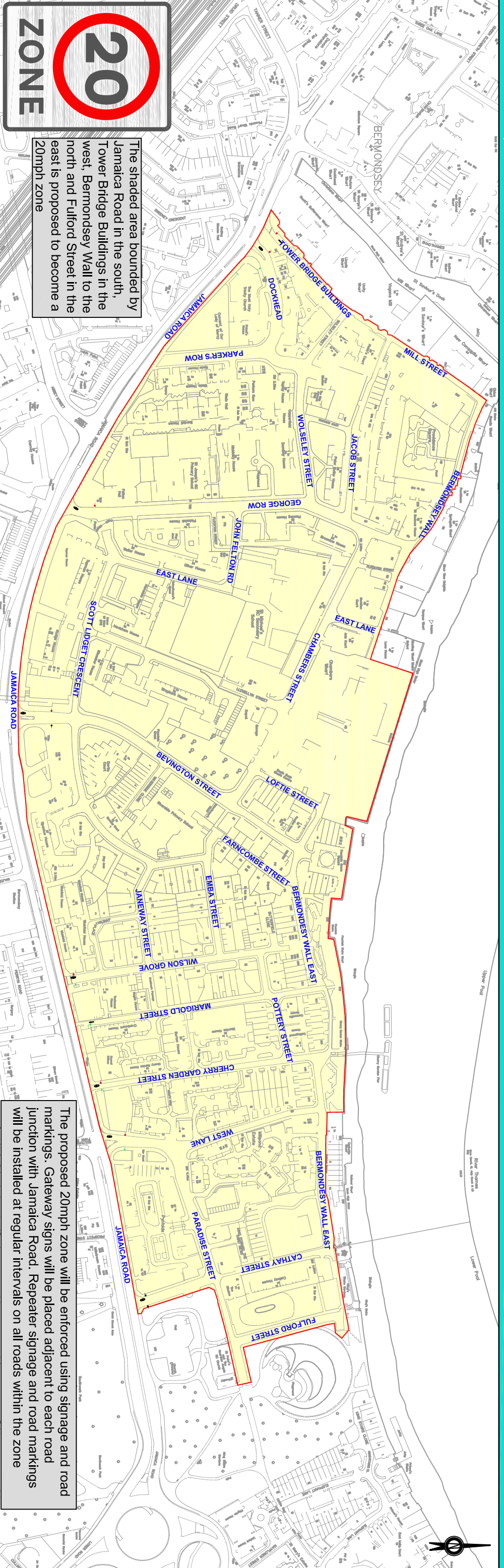
Wilson Grove to be made one way northbound from its junction with Jamaica Road to Janeway Street (no entry from Janeway Street). Cyclists will still be able to travel southbound towards Jamaica Road.

Pottery Street to be made one way westbound between Marigold Street and Wilson Grove (no entry from Wilson Grove). Cyclists will still be able to travel eastbound towards Marigold Street.

Option 2

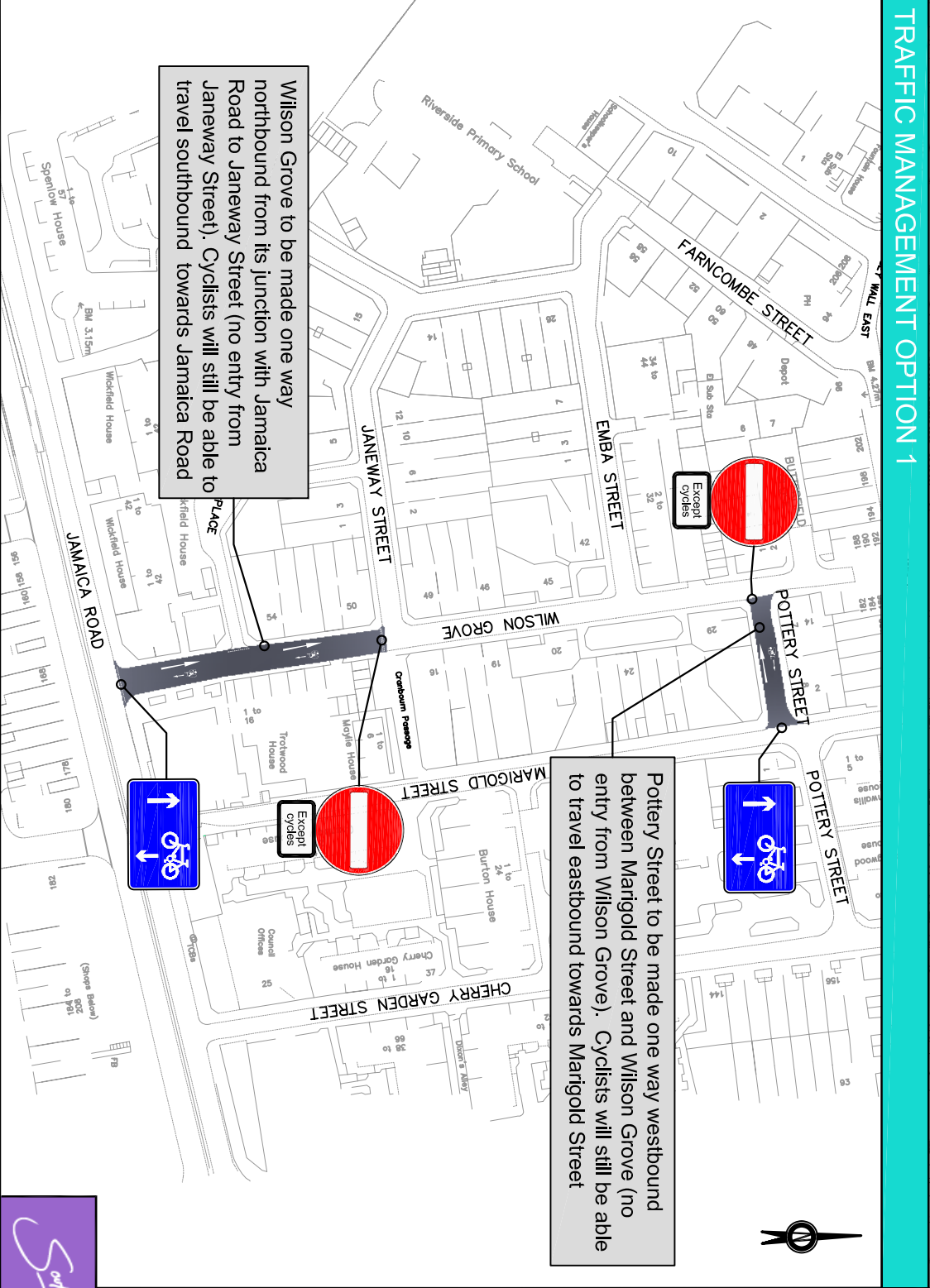
Wilson Grove to be made one way northbound from its junction with Jamaica Road to Janeway Street (no entry from Janeway Street). Cyclists will still be able to travel southbound towards Jamaica Road.

Pottery Street to be closed to through traffic at its junction with Wilson Grove. The closure will be experimental and monitored over a 12 month period. Cyclists will still be able to access Pottery Street from Wilson Grove and measures will be installed so that emergency service access can be maintained.

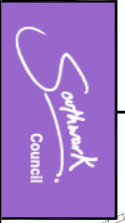
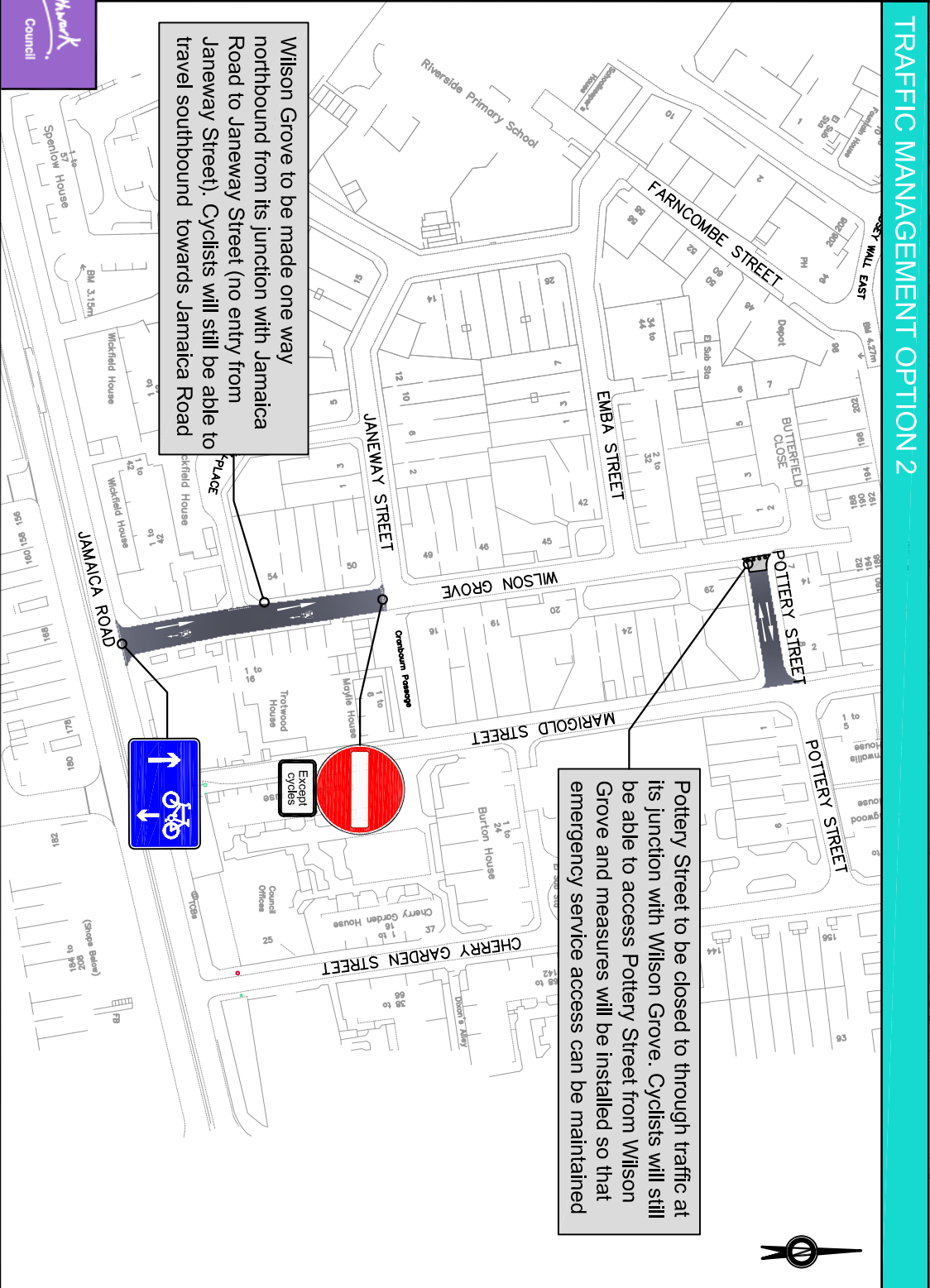


The shaded area bounded by Tower Bridge Buildings in the south, Tower Bridge Buildings in the west, Bermondsey Wall in the north and Fulford Street in the east is proposed to become a 20mph zone

TRAFFIC MANAGEMENT OPTION 1



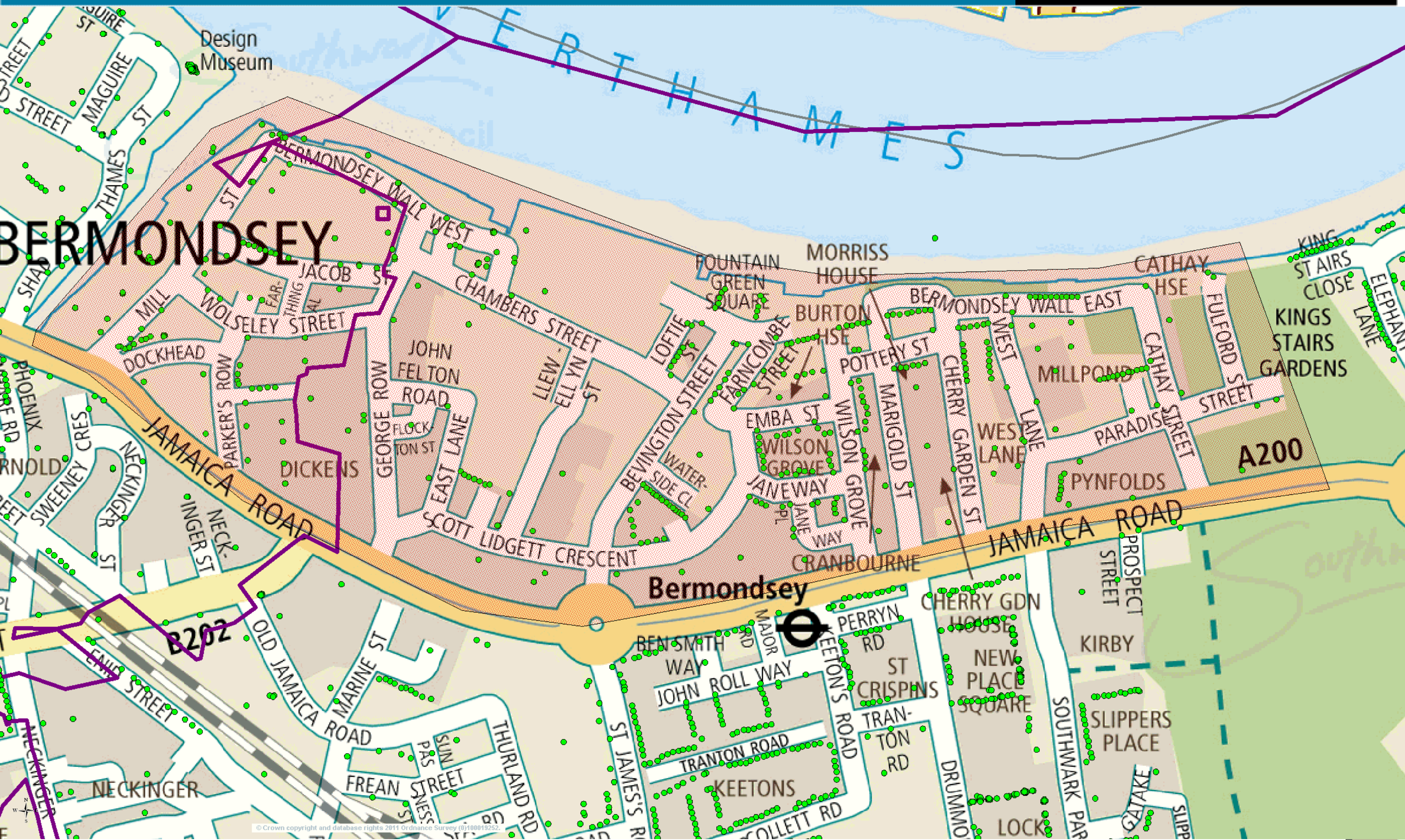
TRAFFIC MANAGEMENT OPTION 2



Appendix C: Location Plan and Extents of Consultation

Riverside Traffic Management and 20mph Zone - Consultation Area

Date 1/10/2012



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Appendix D: List of Addresses within Distribution Area (Available on Request)