

**Bermondsey & Rotherhithe Community Council Meeting – 30 January 2013**

**Notes from Old Kent Road working group.**

Issue	Possible approach	Timescale
<p>1. Bricklayers Arms. Future of the flyover and roundabout.</p>	<ul style="list-style-type: none"> <li>• Work is needed to assess the road capacity required in the area in light of non-development of original motorway style arterial roads in inner London and declines in volumes post congestion charging.</li> <li>• Desire of some to see flyover removed and agreement with decision to fill in subways.</li> <li>• Opportunity for development which not only provides an improved public realm in the area and the release of land for example for residential development but also recreates the previous sense of place in some way. Ideas for this to date include the reuse of the flyover as some kind of NY Highline, the creation of a water feature or a cultural feature along the lines of Angel of the North.</li> <li>• Depending too on the type of journeys that traffic is making (how much is through traffic and how much local), there is potential for public transport development in the form of light rail or tram to reduce traffic volumes along the length of the Old Kent Road and to improve access between the local area and central London.</li> </ul>	<p>Long.</p>
<p>2. OKR - current usage of the area. Residents spoke of problems more recently with waste vehicles in particular avoiding using the OKR and instead making use of Rolls Rd and Catlin St at antisocial hours.</p>	<ul style="list-style-type: none"> <li>• The development of plans with waste operators making use of facilities in Southwark, Lewisham and Greenwich that avoid disturbance to residential areas (eg only drive along the OKR until 7 AM).</li> <li>• Reinstatement of width restrictions on relevant road.</li> </ul>	<p>Short.</p>

<p>Problems are exacerbated by the removal of a road width restriction recently and disturbance from these types of vehicles as they pass over the humps on these more residential roads.</p>		
<p>3. OKR - vehicle speeds. Residents were concerned about vehicle speeds throughout the length of the Old Kent Road.</p>	<ul style="list-style-type: none"> <li>• Suggestions included average speed cameras between the Rotherhithe New Road the Bricklayers Arms. These would seek to enforce at the very least the 30 mph speed limit. The route overall would be divided into sections to ensure no speeding between traffic lights for example.</li> <li>• The creation of a green wave whereby those travelling at under the speed limit would be more likely to pass through green traffic lights and those travelling over the speed limit would face a red traffic light/trigger a pedestrian crossing red light.</li> </ul>	<p>Medium</p>
<p>4. OKR – Pavements. Overall residents felt that walking along the Old Kent Road is not a pleasant experience and this could be improved.</p>	<ul style="list-style-type: none"> <li>• Suggestions included the creation of wider pavements, more greening (either through planting along the sides of the road or as in Peckham High Street the creation of planting in the centre of the road) and more seating.</li> <li>• In order to help deter people from cycling on the pavements an improved cycle infrastructure was needed to make cyclists feel safer. This could include the creation of dedicated cycle lanes.</li> </ul>	<p>Medium.</p>
<p>5. OKR – Crossing. Residents felt it was difficult across the OKR both to reach shops on both sides of the road and, especially for residents living to the north of the OKR, the ability to reach the amenities which</p>	<ul style="list-style-type: none"> <li>• Specific locations mentioned for improved crossings were outside Asda and between Humphrey Street and Burgess Park.</li> <li>• Also mentioned though was the desire of people to cross at will throughout the length of the OKR and especially in the section between East Street and Humphrey Street. Residents were open to the idea of the creation of the median strip that would allow people to go halfway across</li> </ul>	<p>Creation of new crossings – medium. Improvements to green man phases – short. Countdown crossings – short.</p>

<p>have now opened up in Burgess Park. There was criticism of the length of the green pedestrian light phases especially for those with mobility problems and with small children.</p>	<p>the road, stop and then to cross the rest of the way.</p> <ul style="list-style-type: none"> <li>• Some felt that the removal of guard rail increased dangerous behaviour by pedestrians while others felt that the improvements described above such as shorter crossing distances, a median strip and slower vehicle speeds would allow for a safer crossing environment in which there would be less of a need for guard rail.</li> <li>• The green man phase for pedestrians should be lengthened. Perhaps a pedestrian SCOOT approach could be used so that pedestrian phases were lengthened when vulnerable road users were most in need of crossing for example at the start and end of the school day.</li> <li>• The use of countdown crossings on all pedestrian lights along the Old Kent Road.</li> <li>• Owing to the attraction of Burgess Park as a destination, there was a suggestion of the creation of an additional aerial pedestrian walkway across the OKR. This would be especially relevant if surface level crossings could not be improved.</li> </ul>	
<p>6. OKR – Environmental Improvements. Residents were affected by both noise and air pollution.</p>	<ul style="list-style-type: none"> <li>• Noise could be better managed through reductions in traffic volumes and slower speeds. Planting more trees and other forms of greening were also suggested as a way of reducing air pollution and noise pollution.</li> </ul>	<p>Medium.</p>
<p>7. OKR – Enforcement. As well as problems with speeding traffic, residents also felt there were a large number of illegal manoeuvres by vehicles both in terms of left and right turns and U-turns.</p>	<ul style="list-style-type: none"> <li>• Residents wanted to see a greater focus on enforcement either by the Council or police or more automatically with cameras on traffic lights or illegal turn cameras.</li> </ul>	<p>Short/Medium.</p>