

# London Borough of Southwark



## Quietway Cycling Proposals

### Site I – Tabard Street

## Public Consultation Summary

September 2014

## London Borough of Southwark

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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 Quietway Cycling Proposals for Site I on Tabard Street between Laws Street and Pilgrimage Street. The measures are being drafted by the Public Realm Projects Team, with the project manager for this scheme being Chris Mascord (Senior Engineer).

1.1.2 The area under consideration is located within the SE1 district of Southwark (Chaucer Ward) in the north of the borough. See figure 1 below.

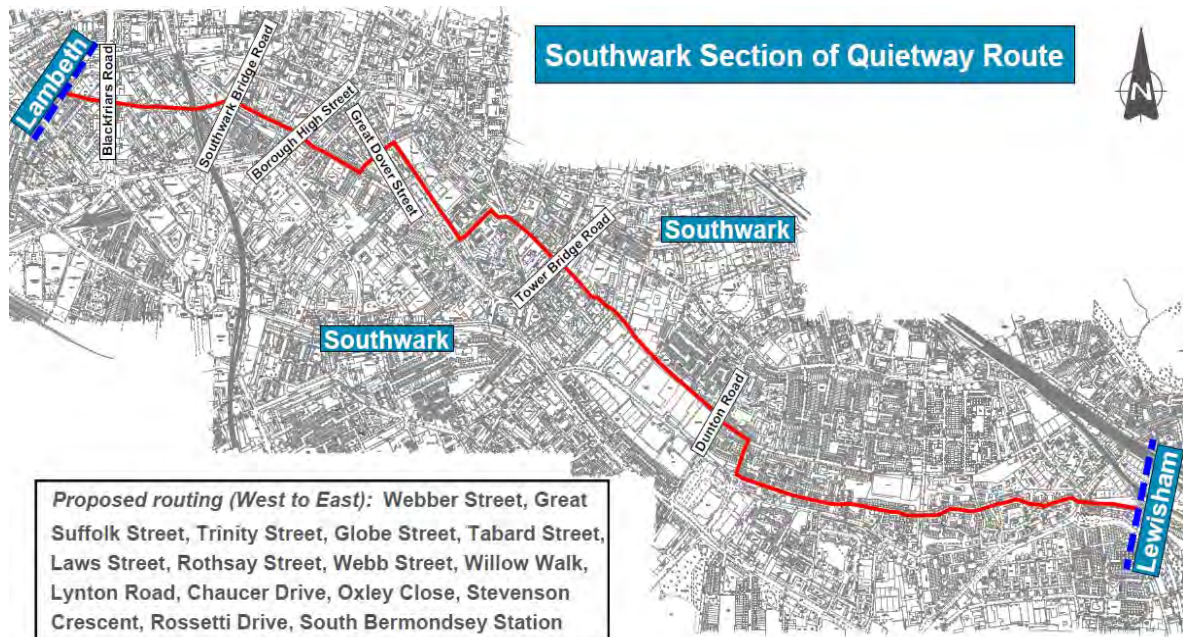


Figure 1: Location of proposed scheme

### 1.2 Project and Objectives

1.2.1 This site forms part of a series of improvements along the route within Southwark that starts from South Bermondsey Station in the east and traversing local roads to The Cut in the west (see figure 2). The proposed schemes will not only improve accessibility and safety for cyclists, but also significantly improve the streetscape.





**Figure 2: Southwark's section of Quietway Route**

- 1.2.2 Quietways are a network of bike routes for less confident cyclists using residential streets with low traffic volumes. The routes are not just for current cyclists, but are for people who have always been put off cycling by the thought of sharing the road with high volumes of cars, vans, buses and lorries. Introducing Quietways forms an integral part of the Mayor of London's vision for cycling and the council's objective to significantly increase the number of residents using a cycling as their preferred mode of transport, particularly for local journeys.
- 1.2.3 The measures proposed in this consultation are part of the Council's ongoing commitment to make Southwark's streets safer and more accessible for all. The proposed measures will enhance the environment for all road users, reducing traffic speeds and improving pedestrian safety. Cycling proposals also have the added health benefits of improving the environment through reducing carbon emissions and getting more people onto bikes which in turn enhances their fitness and health.
- 1.2.4 The following measures were consulted upon to improve cycling and pedestrian accessibility and enhance the streetscape for Site I:
- Pilgrimage Street carriageway to be resurfaced between Tabard Street and Great Dover Street and existing speed cushions to be converted to sinusoidal humps to improve the ride quality for cyclists.
  - New proposed raised carriageway table at the junction of Pilgrimage Street and Tabard Street to reduce vehicle speeds and improve pedestrian accessibility. Table to also incorporate footway buildouts with new pedestrian crossing locations.
  - The existing one way section of Tabard Street to be extended to Becket Street. Eastbound contra-flow cycle lane to be extended to Becket Street and will be segregated from the eastbound carriageway.

- Existing parking bays on the northern side of Tabard Street between Becket Street and Pilgrimage Street to be removed to allow the extension of the contra-flow cycle lane.
- New Parking bays to be provided on the southern side of Tabard Street to the east of Becket Street.
- New proposed raised carriageway table at the junction of Becket Street and Tabard Street to reduce vehicle speeds, improve pedestrian accessibility and enhance the streetscape. The table will include new pedestrian crossing locations and planting areas.
- Existing raised carriageway table adjacent to pedestrian entrance into Tabard Gardens to be modified to accommodate footway buildouts to reduce crossing distance for pedestrians and provide adequate visibility to the crossing location past the proposed parking bays on the southern side of Tabard Street.
- Carriageway of Tabard Street between park entrance and Laws Street to be resurfaced.
- New parking bay proposed on Tabard Street opposite Dorking House to increase parking availability and narrow carriageway width to reduce vehicle speeds.
- Existing sets of speed cushions on Tabard Street to be converted to cycle friendly sinusoidal humps.
- The existing raised carriageway table at the junction of Law Street and Tabard Street is to be rebuilt using better quality materials to improve the structure of the table and streetscape.

(See Appendix A – Initial Scheme Design)

### **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 drawings (A3 size) and a questionnaire/comment form that could be sent to the Public Realm Projects Group with a pre-paid address reply.
- 1.3.3 The consultation document was delivered to a geographical area centred on the Tabard Street between Laws Street and Pilgrimage Street, 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. Consultation documents were also delivered to the Southwark Housing Department and Grange Primary School.
- 1.3.5 The consultation documents were delivered by Royal Mail to 511 addresses detailed within the distribution list. The documents were delivered on the 5<sup>th</sup> August 2014, with a return deadline of the 5<sup>th</sup> September, allowing 4 weeks for the consultation period. However due to the summer holiday period, responses were accepted online until the 12<sup>th</sup> September 2014.
- 1.3.6 The proposals were also available to view online using consultation section of the council’s website, with an e-form questionnaire provided in order to capture responses.

## 2.0 Consultation Responses

### 2.1 Response Rate and Distribution

- 2.1.1 A total of 22 responses were received during the consultation period (12 returned questionnaires and 10 online responses), equating to a 4.3% response rate.
- 2.1.2 Four responses were received from Statutory Consultees (Southwark Living Streets, Southwark Cyclists, Lambeth Cyclists and Sustrans).

### 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.** Do you support the proposals?

- 2.2.2 The following is a summary of replies received:

#### Question 1 - Are you a resident or business?

	Resident	Business
Replies	22	0
Total	100%	0%

**Table 1: Returned questionnaire results for question 1**



2.2.3 Table 1 indicates that all responses received throughout the consultation period were from local residents.

**Question 2 – Do you support the proposals?**

	Support	Opposed	No Opinion
Replies	13	7	2
Total	59%	32%	9%

Table 2: Returned questionnaire results for question 2

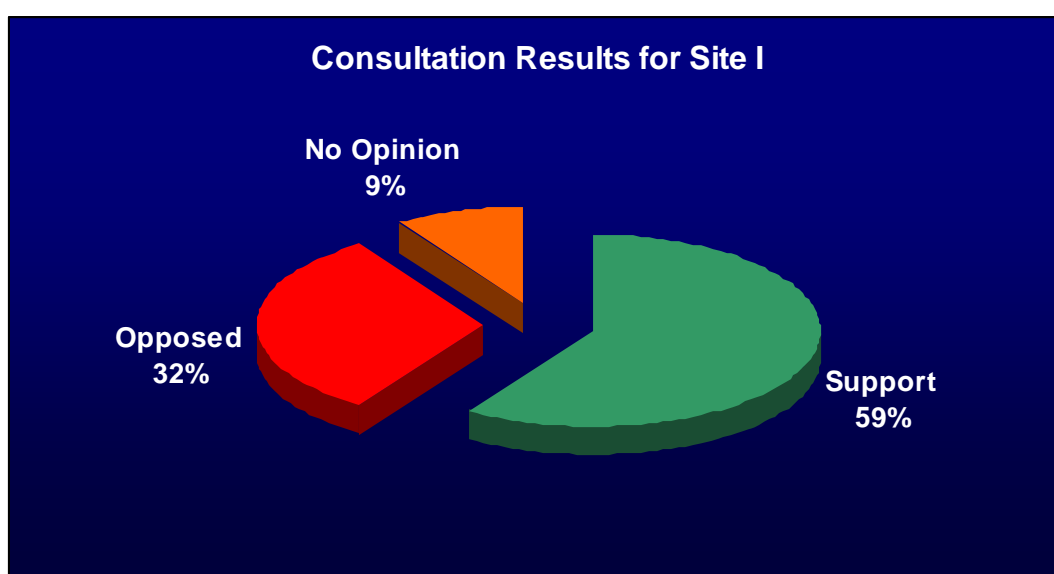


Figure 3: Graphical representation of consultation data for question 2

2.2.4 Table 2 and figure 2 indicate a majority of support for question 2, with 59% welcoming the proposed measures.

**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. Consultees were also able to reply to the consultation online using the council’s website.

2.3.2 The majority of respondents (59%) indicated support for the proposed measures, and discussed that they will make a great difference to the area and are a good improvement for cyclists.

2.3.3 A respondent commented that the cycle lane segregation in Tabard Street is welcome and will be a lot safer than the existing arrangement.

- 2.3.4 A comment was received that the scheme looks nice and requested that no further one way streets or closures to streets in the area take place other than what is proposed, as it is already difficult for residents to access their homes.
- 2.3.5 A respondent indicated that the proposals were good, especially ending the current farcical arrangement east of Pilgrimage Street junction which forces eastbound riders out into conflict with westbound traffic.
- 2.3.6 A comment was received stating that more attention should be given to the bend in the carriageway in Law Street, as there is a visibility issue and left hook risk. \*

\* In response, there are adequate forward sightlines when traversing north towards the bend in the carriageway and an existing single yellow line parking restrictions keeps the running lane clear during peak cycle flow periods. It is noted that when traveling in the opposite direction towards the bend, parked vehicles at the end of the bay may potentially obstruct sightlines. As a result, subject to statutory consultation, it is proposed that the 5m rear section of the parking bay before the bend is removed and double yellow line parking controls installed that will extend around the bend to the start of the next parking bay.

- 2.3.7 A number of respondents commented that Tabard Street should be given priority at Pilgrimage Street. \*

\* In response, this suggestion will be looked at as part of the scheme detailed design process and will be safety audited to ensure there are no adverse impacts on road safety. If not major issues arise, then a change of priorities will be considered, which would potentially benefit cyclists using the junction.

- 2.3.8 A suggestion was made to remove parking along the southern side of Tabard Street between Laws Street and Becket Street, which would the limit the risk to cyclists traversing westbound. \*

\* In response, proposed sections of parking bays have been positioned along the southern kerb line of Tabard Street to offset the loss of parking along the northern side of Tabard Street between Becket Street and Pilgrimage Street associated with the contra-flow cycle lane. The bays have been positioned so that no sightline difficulties occur on approach to junctions or existing pedestrian crossing points. The carriageway of Tabard Street is also linear and therefore the introduction of the bays should not be problematic to cyclists traversing this section of the route. As will all changes to the highway layout, the parking bay arrangement and revised carriageway layout will be fully safety audited prior to implementation.

- 2.3.9 A respondent asked if full segregation is really necessary for the contra-flow cycle lane on Tabard Street. \*

\* In response, the segregated contraflow cycle lane will greatly improve safety of cyclists traversing the route eastbound between Pilgrimage Street and Becket Street. Currently cyclists have to share a 3.3m traffic lane against opposing traffic. Removing the parking along the northern side of Tabard Street at this location will allow for a 1.5m wide segregated cycle lane to be installed that totally removes the head on conflict risk along this section of the route, which in turn will make the route more attractive to all cyclists regardless of ability.

2.3.10 Analysis of the additional comments from respondents that objected to the scheme highlighted the following concerns:

***An objection was received highlighting that there is too much investment in a cycle route that does not lead anywhere. \****

\* In response, the proposed measures along the Quietway route align with the council's emerging cycling strategy and the Mayor's Vision for Cycling. The Mayor has commitment to invest total of £913m over the next 10 years in cycling safety and infrastructure development to significantly increase the modal share in cycling as a safe, healthy and sustainable form of transport in London.

The London boroughs will play a central role in delivering this vision, by helping to develop, fund and deliver better and safer routes for cycling.

The council welcomes significant investment from Transport for London to take forward the Quietway programme that will not only significantly upgrade a number of existing cycle routes, but also make considerable improvements to the streetscape for the benefits of all road users and local residents.

All measures will have significant benefit to not only cyclists, but also local residents and pedestrians. The proposals will significantly upgrade the street environment at this location.

The east to west routing of the Quietway scheme provides a direct path across the borough from South Bermondsey Station to commuter destinations in the west, including Waterloo. The route traverses parallel to a major arterial route into London (Old Kent Road) and provides a safe, convenient alternative to more heavily trafficked roads where the risk of collisions with other road users is greater. The routing has been made as a direct as possible, traversing both public highway and housing land to allow cyclists access to areas that are not open to motorised forms of transport. The route is already popular with cyclists and many roads from part of the previously established London Cycle Network.

***An objection was received from a respondent asking why the parking on the north side needs to change. \****

\* In response, the parking on the northern side of Tabard Street between Becket Street and Pilgrimage Street has been removed to allow for an eastbound contra-flow cycle lane to be installed. Currently cyclists wishing to travel eastbound along this section of Tabard Street have to share the existing carriageway with opposing traffic flows which increases the risk of head-on conflict and is exacerbated by the narrow carriageway width between two rows of parking bays.

Removing the bays on the northern side of the road increases the available carriageway with by 1.8m, which allows for the introduction of a 1.5m contra-flow cycle lane and traffic island to provide segregation. This proposed arrangement still allows for a 3.2m general eastbound traffic lane and retention of existing parking bays on the southern side of Tabard Street.

The contra-flow proposal will make this section of Tabard Street safer for cyclists and more attractive to less confident cyclists who may be put off from using the current route due to inadequate protection from oncoming traffic.

***A respondent objected to making the northern section of Pilgrimage Street no entry from Tabard Street. \****

\* In response, there is no proposal to implement a northbound no entry prohibition for vehicles on Pilgrimage Street at its junction with Tabard Street. Vehicles will still be able to enter Pilgrimage Street from both arms of Tabard Street and traverse northbound towards Long Lane.

***A number of respondents objected stating that segregated cycle lanes are not needed on a Quietway Route, the solution is over engineered and will reduce future capacity for cycling the route in the future.' \****

\* In response, the existing road layout of Tabard Street between Pilgrimage Street and Becket Street is considered poor for cyclists. As described above, cyclists wishing to travel eastbound along this section of Tabard Street have to do so with the threat of head-on conflict from opposing vehicle movement, which is made worse by narrow carriageway width between two sets of kerbside parking bays.

In order to make the route safer and attractive to use by cyclists of all abilities, a contra-flow cycle lane has been proposed to provide a designated section of carriageway that totally removes the risk of head-on conflict. Whilst segregation is not a standard feature of a Quietway network, it is the best solution for this location. Implementing a mandatory contra-flow cycle lane with just signage, road markings and kerbside waiting controls, whilst in theory would provide a facility for cyclists to travel eastbound, it is likely that vehicles may still park indiscriminately in the lane (as kerbside parking demand is high along this section of Tabard Street), leading to obstruction and forcing cyclists into the opposing carriageway.

Proving segregation will ensure that the cycle lane will be free from obstruction at all times. In addition, if segregation was not installed, then the carriageway width of the westbound lane would be around 4m, which could lead to higher vehicle speeds and potentially result in safety issues for all road users. On this basis, it is the view of the council that this element of the scheme has not been over engineered and careful consideration has been given to both the safety and movement of cyclists at this location.

In addition to the contra-flow cycling facilities, the other measures have a clear benefit to local residents through improvements to pedestrian accessibility, traffic speed reduction and a visually enhanced streetscape, which in turn will add to the attractiveness of the route to cyclists.

The proposed contra-flow cycle lane will have a minimum width of 1.5m, which complies with current design standards and will ensure that there is no adverse impact on existing or future network capacity.

***A number of objections highlighted that Tabard Street and Law Street still remain rat runs for non-local traffic. Both roads should be 'access only' and blocked off to through traffic. \****

\* In response, Law Street and Tabard Street carry low volumes of traffic compared to neighbouring roads and is therefore are the most appropriate route for the Quietway. Whilst closing both roads to through traffic would improve the

Quietway route further, a comprehensive feasibility study would be required to ascertain the likelihood of traffic displacement onto other residential streets in the area. Due to the controversial nature of preventing through traffic and the potential access changes to residential and commercial properties, a separate consultation specifically on this proposal would be required. This proposal can certainly be considered in the future and feasibility could potentially be explored as part of the post implementation monitoring of the Quietway scheme.

***A number of objections mentioned the introduction of additional parking bays on the south side of Tabard Street will force cyclists to ride in the 'door zone' in both directions and are not needed. \****

\* In response, as discussed above, the parking bays on the south side of Tabard Street to the east of Becket Street have been proposed to offset the removal of the existing parking bay on the northern side of Tabard Street where the contra-flow cycle lane is proposed. There is a high demand for on-street parking in the area and to reduce kerbside parking availability for local residents would result in strong opposition to the scheme.

The size and position of the proposed parking bays has been carefully considered so that they do not compromise safety or sightlines on approach to junctions and pedestrian crossing locations. Passing places for general traffic have also been created to ensure that there is minimal chance of head-on conflict. It is noted that the current general carriageway width of Tabard Street is over 6m and linear in length from Law Street to Pilgrimage Street, which is conducive to high vehicle speeds. The parking bays will therefore potentially act as a traffic calming feature and which will assist with self enforcing the 20mph speed limit.

As traffic volumes on Tabard Street are low, the risk to cyclists traversing the eastern carriageway with parking bays enter side is minimal. Cyclists will be able to take the centre line of the carriageway away from the 'door zone'. If on occasion a vehicle is approaching in the opposite direction, the carriageway provided between the bays will be wide enough for a vehicle to pass a cyclist without head-on conflict. All aspects of the scheme will be assessed as part of a road safety audit to ensure that there are no adverse road safety issues resulting from the proposed changes in road layout.

2.3.9 17% respondents did not submit a further comment.

## **2.4 Levels of Consensus**

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

- 59% of respondents support the introduction of the Quietway cycle route proposals for Site I;
- 32% of respondents are opposed to the proposals; and
- 9% of respondents had no opinion.



## 2.5 Statutory Consultee Replies

### 2.5.1 Four statutory consultees provided a reply to the consultation.

- a) **Southwark Living Streets** replied indicating strong support for the scheme and stated that the new / extended cycle contra-flow lane was a good idea and will improve safety for cyclists.
- b) **Lambeth Cyclists** replied in support of the scheme and stated that the four sets of bike logos approaching Pilgrimage Street should be in the centre of the lane and not the door zone. \*

\* In response, the consultation plans are just indicative and as part of the detailed design process, all cycle logos proposed adjacent to junctions and general carriageway will be suitably positioned in the carriageway so that cycles do not traverse along the nearside kerb on approach to side road junctions and will be positioned in the centre of the running lane.

- c) **Southwark Cyclists** replied indicating support for the scheme. They highlighted that Tabard Street is narrow and allowing daytime parking on both sides may make it difficult for motorists to pass cyclists and question the need for more parking to be introduced on the south side of the road. A suggestion was made to ban daytime parking on the north side so the contra-flow cycle lane can continue up to Laws Street. \*

\* In response, as discussed previously, additional parking bays have been proposed along the southern side of Tabard Street to the east of Becket Street to offset the loss of existing kerbside parking facilities associated with the introduction of the contra-flow cycle lane. Whilst there are some offset parking facilities in the adjacent estate, there is still a high demand for on-street parking facilities from local residents, which has been highlighted in many of the responses received as part of this consultation. Therefore omitting the proposed bays or removing the existing bays along the northern side of the carriageway would potentially be met with vociferous objections.

The proposed bays are shorter in length than the ones on the northern side of the road in order to provide appropriate sightlines to both pedestrian crossing facilities and junctions and in order to create passing spaces for vehicles. It must also be noted that the traffic volume in Tabard Street is minimal and with the proposed upgrades to existing traffic calming measures and introduction of new vertical deflection at junctions traffic speeds will be curtailed and assist with compliance with the 20mph speed limit, which will directly benefit cyclists. The carriageway width provided between the bays will also allow for vehicles to overtake cyclists without conflict.

All aspects of the scheme will be assessed as part of a road safety audit to ensure that there are no adverse road safety issues resulting from the proposed changes in road layout.

- d) **Sustrans** replied indicating support for the scheme but did not provide any specific questions or comments on the proposed measures.

2.5.2 No objections were received from Ward Members throughout the consultation period.

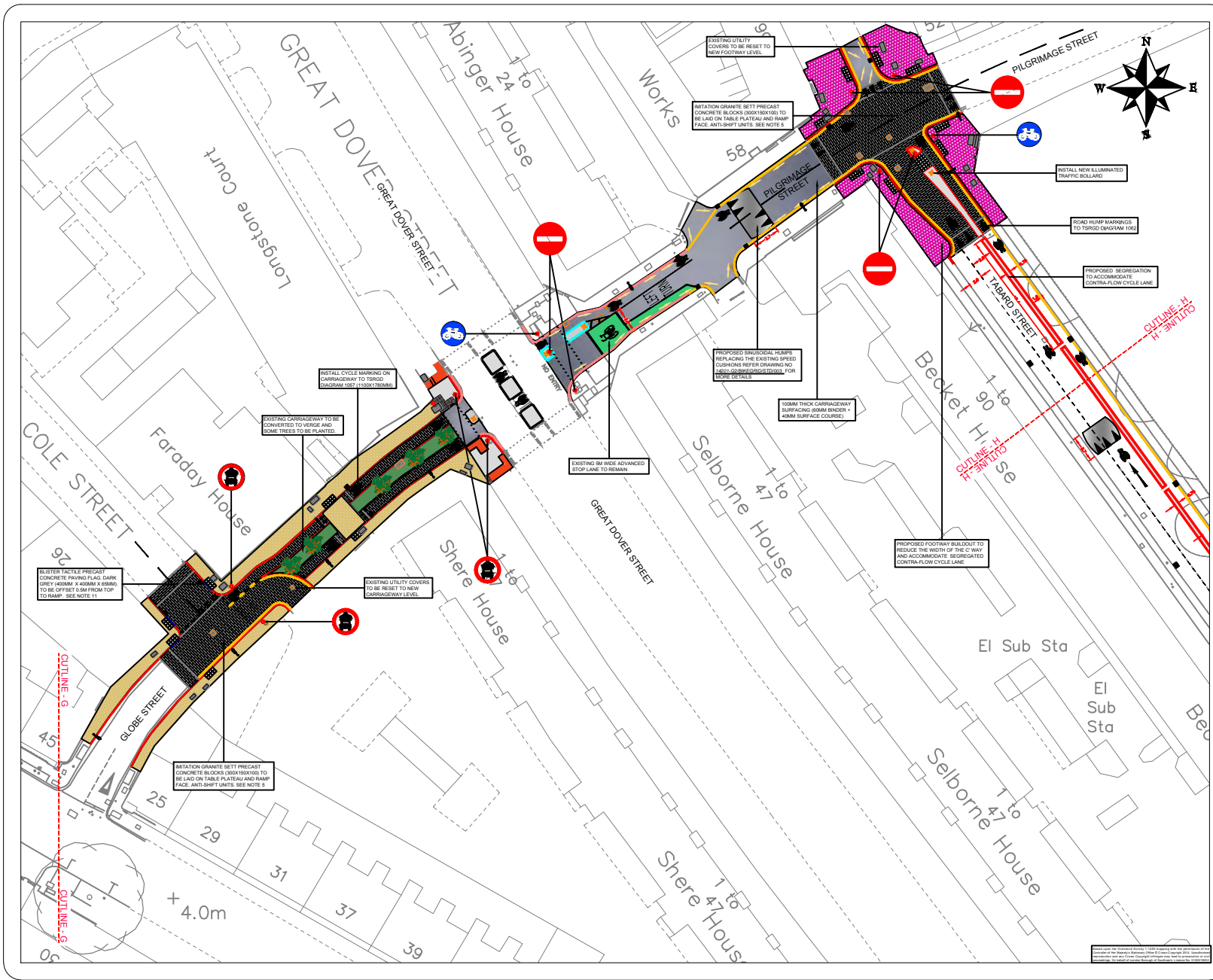
### **3.0 Recommendations**

Due to the majority of respondents supporting the scheme and Southwark's on-going commitment to improve and promote cycling in the borough, it is recommended that the scheme proceed to implementation.

## Appendices

Appendix A:	Initial Scheme Design
Appendix B:	Consultation Documents
Appendix C:	Location Plan and Extents of Consultation
Appendix D:	List of Addresses within the Distribution Area

## Appendix A: Initial Scheme Design



**LEGEND / NOTES.**

**KEY:**

- CARRIAGEWAY RECONSTRUCTION:** 40mm THICK TCS 210 REV 661 TCS 210 WITH 60mm THICK TCS 210 REV 661 TCS 210 ON CARRIAGEWAY REPAIR CONSTRUCTION.
- FOOTWAY RECONSTRUCTION:** PROVIDE AND LAY PCC PAVING FLAG WITH 100mm THICK TCS 210 FOR FOOTWAY CONSTRUCTION LAD ON 200mm THICK TYPE 1 SUBBASE. 30mm THICK LOW FINES BEDDING SAND.
- RAISED FEATURES:** PROVIDE AND LAY ANTI-SHIFT PCC BLOCKS 300 x 750 x 75mm THICK TYPE 1 SUBBASE CONSTRUCTION LAD ON 200mm THICK CG5M-G2 AND 30mm THICK LOW FINES BEDDING SAND.
- BLISTER PAVING:** PROVIDE AND LAY PCC BLISTER TACTILE PAVERS CONSTRUCTION LAD ON 200mm THICK CG5M-G2 SUBBASE AND 30mm THICK "SUPER" LAYING BEDDING SAND.
- SURFACE LAYING:** SECTION OF FOOTWAY TO BE LAID ON 200mm THICK CG5M-G2 SUBBASE AND 30mm THICK "SUPER" LAYING MORTAR BY STENTEC.
- CYCLE LANE:** PROPOSED CYCLE LANE / ADVANCED STOP LINE RESTRICTION FOR INDICATIVE PURPOSE ONLY.
- EXISTING CYCLE SUPER HIGHWAY BY TRANSPORT FOR LONDON**
- ROADWORKS:** EXISTING ROADWORK COVER AND FRAME TO BE ADJUSTED TO MATCH NEW LEVELS IN FOOTWAYS AND CARRIAGEWAYS. PROVIDE AND INSTALL FLAT KERBS 150 x 300mm UNITS IN NEW SIZES.
- STANDARD GRANITE KERBS:** METAL NEW STANDARD GRANITE KERBS (100mm x 300mm) LAID WITH 100mm UPST AND ON S14 INCLUDING FRONT KERBS FINISHED TO BE 100mm BELOW CARRIAGEWAY. REFER TO DRAWING LBS-CO-01 KERBS AND EDGE RESTRAINT FOUNDATION DETAILS BY SHEET 1 OF 4 & TYPE B - TYPE T1 (SHEET 3 OF 4) FOR FURTHER DETAILS.
- STANDARD GRANITE TRANSITION KERBS:** METAL NEW STANDARD GRANITE KERBS (100mm x 300mm) LAID WITH 100mm UPST AND ON S14 INCLUDING FRONT KERBS FINISHED TO BE 100mm BELOW CARRIAGEWAY. REFER TO DRAWING LBS-CO-01 KERBS AND EDGE RESTRAINT FOUNDATION DETAILS BY SHEET 1 OF 4 & TYPE B - TYPE T1 (SHEET 3 OF 4) FOR FURTHER DETAILS.
- STANDARD GRANITE TRANSITION KERBS:** NEW STRAIGHT KERBS TYPE 1 (100mm x 300mm) LAID WITH 100mm UPST AND ON S14 INCLUDING FRONT KERBS FINISHED TO BE 100mm BELOW CARRIAGEWAY. REFER TO DRAWING LBS-CO-01 KERBS AND EDGE RESTRAINT FOUNDATION DETAILS BY SHEET 1 OF 4 & TYPE B - TYPE T1 (SHEET 3 OF 4) FOR FURTHER DETAILS.
- NEW WHITE LINE ROAD MARKINGS:**
- NEW YELLOW LINE ROAD MARKINGS:**
- NEW ROAD MARKINGS TO BE REINSTALLED:**
- NEW GULLY:** PROVIDE AND INSTALL PRECAST CONCRETE TRAPPED GULLY WITH TYPE 2 COVER. GULLY DEPTH 400mm OR BUILD CATCH PIT WHERE SPECIFIED.
- EXISTING ROAD GULLY TO BE CONVERTED TO MANHOLE:**
- EXISTING ROAD GULLY TO BE PASSED AND ADJUSTED:**
- NEW CYCLE SEPARATOR OR ARMS/ISLS:**
- NEW TRAFFIC SIGNAL POST LOCATION (PRIMARY/SECONDARY):**
- NEW LAMP COLUMN LOCATION:**
- EXISTING LAMP COLUMN LOCATION:**
- NEW SHEFFIELD CYCLE STANDS:**
- NEW TREE PIT CONSTRUCTION:** REFER TO STANDARD DRAWING DETAILS NO. 1001 - 1003 (CONSTRUCTION).
- EXISTING / PROPOSED LONGITUDINAL FALL ON CARRIAGEWAY:**
- EXISTING BELL BOLLARD TO BE RELOCATED AS SHOWN IN THE DRAWING:**
- NEW YORKSTONE PAVING:** PROVIDE AND LAY NEW YORKSTONE PAVING FLAG (100mm x 100mm x 60mm) FOR FOOTWAY CONSTRUCTION LAD ON 200mm THICK LOW FINES BEDDING SAND AND 100mm THICK TYPE 1 SUBBASE.
- PROPOSED LOCATION FOR THE SIGN POSTS:**

Author	Date	Amendment	Drawn	Design	Checked	Approved

PUBLIC REALM PROJECTS TEAM 160 TOOLEY STREET SE1P 5LX

**Project**  
CENTRAL LONDON BIKE GRID  
Q2 - BLUE ROUTE

**Title**  
GENERAL ARRANGEMENT  
SECTION-8  
GLOBE STREET / PILGRIMAGE WAY

**Contract No.** HW2013 NEC3

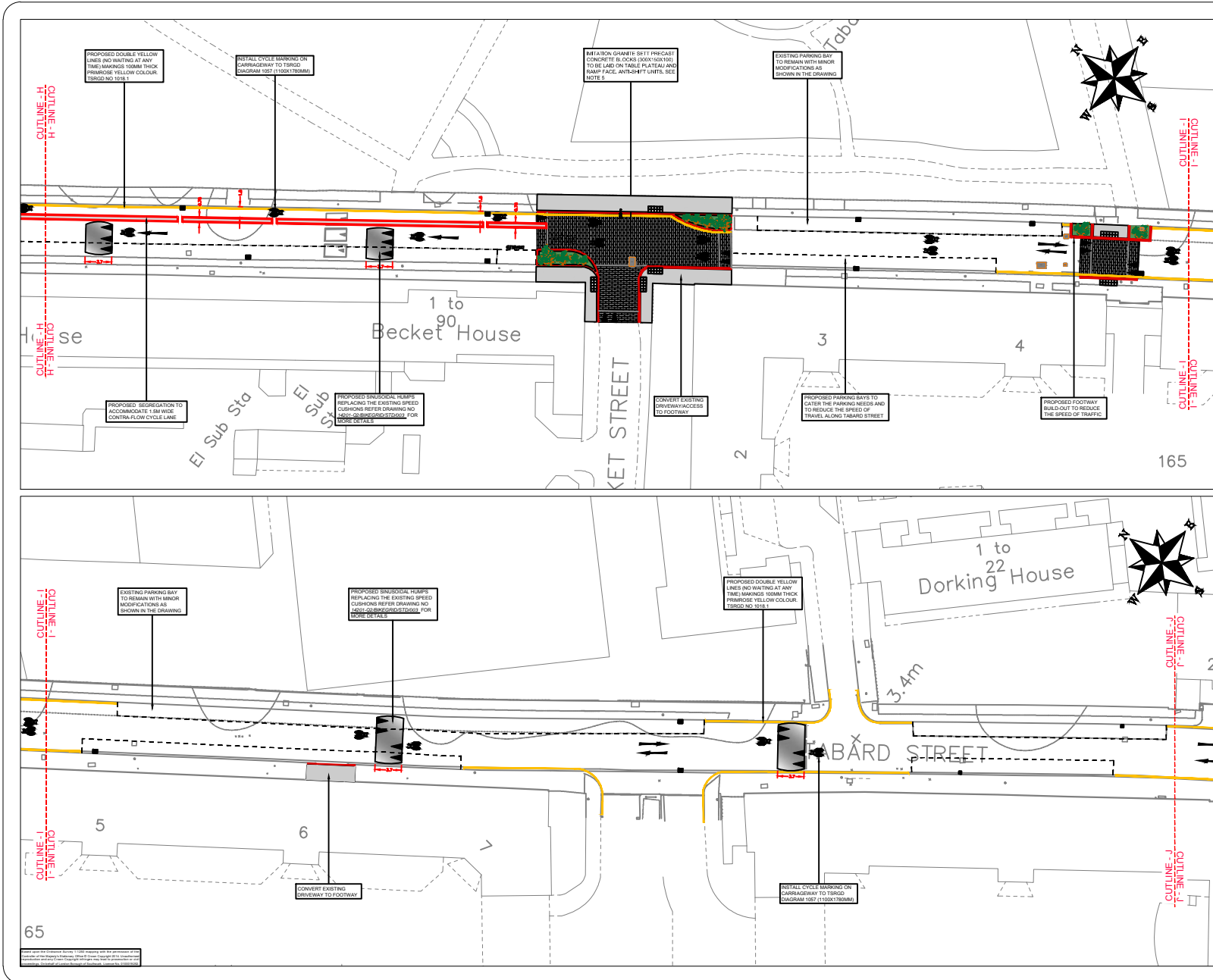
**Scale** 1 : 250 @ A1

**Drawing No.** 14201- Q2/BIKEGRID/GA/008

**Date Drawn** JUNE 2014

**Date Issued** JULY 2014





LEGEND / NOTES.

- KEY:**
- CARRIAGEWAY RECONSTRUCTION:** 40mm THICK TRCS ST10 P50 68+ LAD ON 100mm THICK BEDDING SAND WITH 1 TO 13 CLS27 OR CARRIAGEWAY REPAIR CONSTRUCTION.
  - FOOTWAY RECONSTRUCTION:** PROVIDE AND LAY PCC PAVING FLAG LAD ON 200mm THICK TYPE 1 SUBBASE, 300mm THICK LOW FINES BEDDING SAND.
  - PAVED FEATURES:** PROVIDE AND LAY ANTI-SHIFT PCC BLOCKS 300 x 100 x 50mm FOR HIGH TABLE CONSTRUCTION LAD ON 300mm THICK CG3M C20 AND 300mm THICK LOW FINES BEDDING SAND.
  - BLISTER PAVING:** PROVIDE AND LAY PCC BLISTER TACTILE PAVERS WITH 20mm DEPTH OF BLISTER ON SPECIFIED FOOTWAY CONSTRUCTION LAD ON 200mm THICK CG3M C20 SUBBASE AND 300mm THICK TYPED LAYING MORTAR BY STATE TIC.
  - TURFED LAYING:** SECTION OF FOOTWAY TO BE LAD ON 200mm THICK CG3M C20 SUBBASE AND 300mm THICK TYPED LAYING MORTAR BY STATE TIC.
  - CYCLE LANE:** PROPOSED CYCLE LANE / ADVANCED STOP LINE (ASST) TO BE LAD ON 100mm THICK CG3M C20 SUBBASE AND 300mm THICK TYPED LAYING MORTAR BY STATE TIC.
  - EXISTING CYCLE SUPER HIGHWAY BY TRANSPORT FOR LONDON**
  - BROWWORK:** EXISTING BROWWORK COVER AND FRAME TO BE ADJUSTED TO MATCH NEW LEVELS IN FOOTWAYS AND CARRIAGEWAYS. PROVIDE AND INSTALL FLAT KERB 150 x 300MM UNITS SILVER GREY.
  - STANDARD GRANITE KERBS:** INSTALL NEW STANDARD GRANITE KERBS (1000 x 100 x 100) WITH 100MM UPSTAND ON 214 INCLUDING FRONT KERBS MARKING TO BE 100MM BELOW CARRIAGEWAY. REFER TO DRAWING LBS/C20 KERB AND EDGE RESTRAINT FOUNDATION DETAIL TYPE B/SHEET 1 OF 4 & TYPE 2 - TYPE T1 (SHEET 3 OF 4) FOR FURTHER DETAILS.
  - STANDARD GRANITE KERBS BUSHES:** INSTALL NEW STANDARD GRANITE KERBS (1000 x 100 x 100) LISHED ON 214 INCLUDING FRONT KERBS MARKING TO BE 100MM BELOW CARRIAGEWAY. REFER TO DRAWING LBS/C20 KERB AND EDGE RESTRAINT FOUNDATION DETAIL TYPE B/SHEET 1 OF 4 & TYPE 2 - TYPE T1 (SHEET 3 OF 4) FOR FURTHER DETAILS. NEW PRIMARY TRAFFIC SIGNAL POST LOCATION.
  - STANDARD GRANITE TRANSITION KERBS:** NEW STRAIGHT KERB TYPE 1 (K12) TYPED LBS/C20. TRANSITION KERB TYPE 1 (K12) TYPED LBS/C20. REFER TO DRAWING LBS/C20 KERB AND EDGE RESTRAINT FOUNDATION DETAIL TYPE B/SHEET 1 OF 4 & TYPE 2 - TYPE T1 (SHEET 3 OF 4) FOR FURTHER DETAILS.
  - NEW WHITE LINE ROAD MARKING.**
  - NEW YELLOW LINE ROAD MARKING.**
  - RED ROAD MARKINGS TO BE REINSTALLED.**
  - NEW DRAIN:** PROVIDE AND INSTALL SURFACE WATER DRAIN WITH 100MM INTERNAL DIAMETER. DEPTH OF INVERT = FIN. FINISHING DEPTH OF 750MM ON BED TYPE 2. DEPTH OF 750MM ON BED TYPE 2.
  - NEW GULLY:** PROVIDE AND INSTALL PRECAST CONCRETE TRAPPED GULLY WITH TYPE 2 COVER. GULLY DEPTH = 750mm OR GULLY CATCH PIT WHERE SPECIFIED.
  - EXISTING ROAD GULLY TO BE CONVERTED TO MANHOLE.**
  - EXISTING ROAD GULLY TO BE REMOVED AND ADJUSTED.**
  - NEW CYCLE SEPARATOR OR CHANNELLOD.**
  - NEW TRAFFIC SIGNAL POST LOCATION (PRIMARY/SECONDARY).**
  - NEW LAMP COLUMN LOCATION.**
  - EXISTING LAMP COLUMN LOCATION.**
  - NEW SHEFFIELD CYCLE STANDS.**
  - NEW TREE PIT CONSTRUCTION (REFER TO STANDARD DRAWING DETAILS AND SIGN CONSTRUCTION DETAIL).**
  - EXISTING / PROPOSED LONGITUDINAL FALL ON CARRIAGEWAY.**
  - EXISTING BELL BOLLARD TO BE RELOCATED AS SHOWN IN THE DRAWING.**
  - NEW CONCRETE BARRIERS:** PROVIDE AND LAY NEW VORSTONE PAVING SLABS (800MM x 800MM x 63MM) FOR FOOTWAY CONSTRUCTION LAD ON 100mm THICK LOW FINES BEDDING SAND AND 100MM THICK TYPE 1 SUBBASE.
  - PROPOSED LOCATION FOR THE SIGN POSTS.**

Author	Date	Assessment	Drawn	Design	Checked	Approved

PUBLIC REALM PROJECTS TEAM 160 TOOLEY STREET SE1P 5LX

Project		CENTRAL LONDON BIKE GRID Q2 - BLUE ROUTE			
Title		GENERAL ARRANGEMENT SECTION 9 TABARD STREET			
Contract No.	HW2013 NEC3	Drawn			
Scale	1 : 250 @ A1	Purpose	CONSTRUCTION	Checked	
Drawing No.	14201-Q2/BIKEGRID/GA/009	Approved			
Date Issued	JUNE 2014	Date Issued	JULY 2014		

## **Appendix B: Consultation Documents**

- New parking bay proposed on Tabard Street opposite Dorking House to increase parking availability and narrow carriageway width to reduce vehicle speeds.
- Existing sets of speed cushions on Tabard Street to be converted to cycle friendly sinusoidal humps.
- The existing raised carriageway table at the junction of Law Street and Tabard Street is to be rebuilt using better quality materials to improve the structure of the table and streetscape.



**Quietway**  
Greenwich to Waterloo

## 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 5<sup>th</sup> September 2014**

Alternatively, you can view the proposals at [www.southwark.gov.uk/consultations](http://www.southwark.gov.uk/consultations) and complete the online questionnaire.

## Site I – Tabard Street

### Cycling Accessibility and Streetscape Improvements

## What happens next?

The responses to the questionnaire will be analysed and taken into account in the final design of the proposed works. 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 consultation results and recommendations will be presented at a local community council meeting in September 2014.

Should you require any further information regarding the proposed scheme please do not hesitate to contact Chris Mascord at [chris.mascord@southwark.gov.uk](mailto:chris.mascord@southwark.gov.uk)

Further information on other schemes along the route in Southwark can also be found at: [www.southwark.gov.uk/consultations](http://www.southwark.gov.uk/consultations)

## Have your say

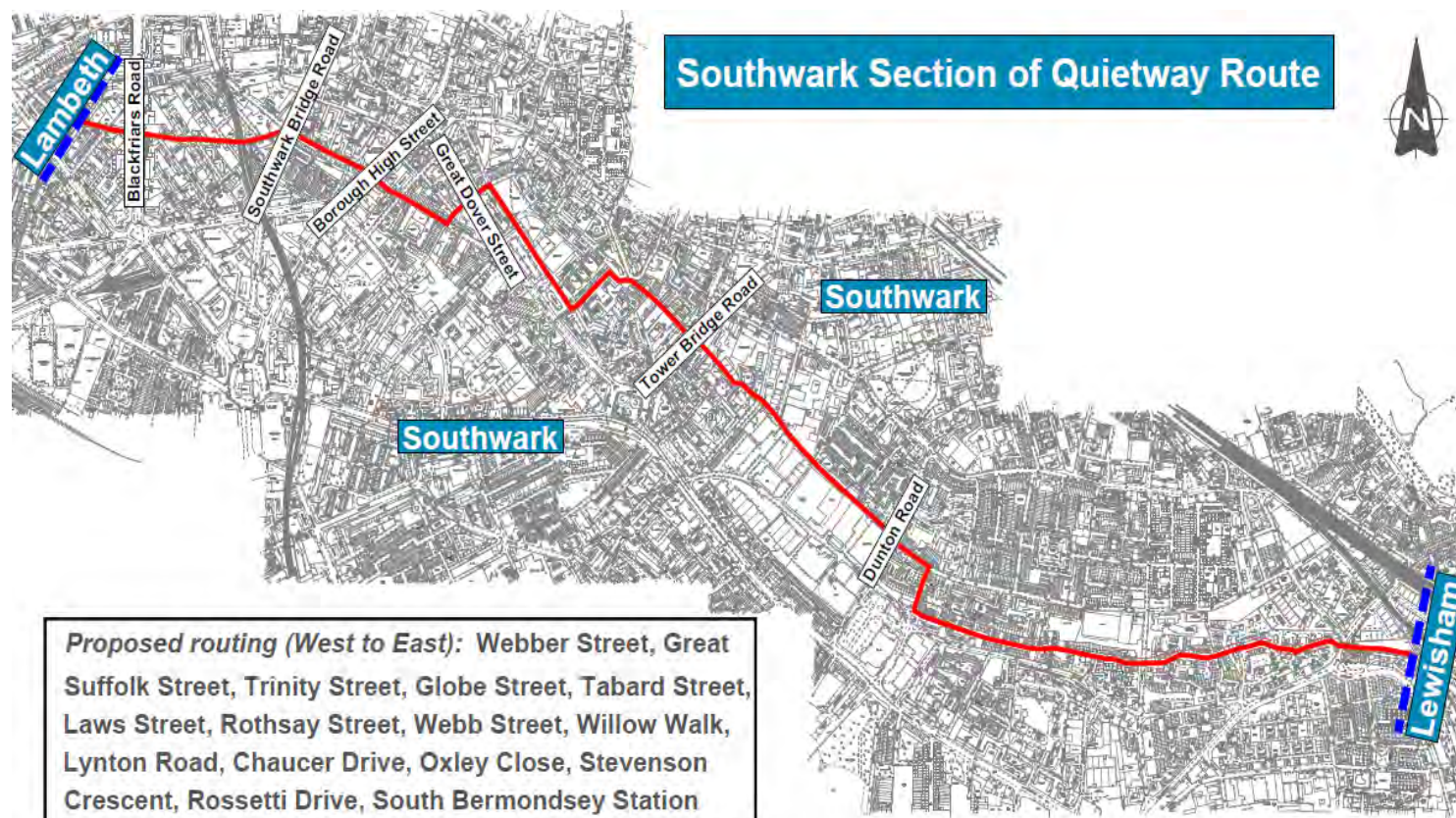
Southwark Council is holding a consultation to receive residents' and key stakeholders' comments regarding proposals relating to the borough's section of the Quietway (Greenwich to Waterloo) cycle route. This site forms part of a series of improvements along the route within Southwark that starts from South Bermondsey station in the east and traversing local roads to The Cut in the west. The proposed schemes will not only improve accessibility and safety for cyclists, but also significantly improve the streetscape.

## Background

Quietways are a network of bike routes for less confident cyclists using low-traffic back streets. The routes are not just for current cyclists, but are for people who have always been put off cycling by the thought of sharing the road with high volumes of cars, vans, buses and lorries. Introducing Quietways forms an integral part of the Mayor of London's vision for cycling and the council's objective to significantly increase the number of residents using a cycling as their preferred mode of transport, particularly for local journeys.

## What are the proposed changes?

- Pilgrimage Street carriageway to be resurfaced between Tabard Street and Great Dover Street and existing speed cushions to be converted to sinusoidal humps to improve the ride quality for cyclists.
- New proposed raised carriageway table at the junction of Pilgrimage Street and Tabard Street to reduce vehicle speeds and improve pedestrian accessibility. Table to also incorporate footway buildouts with new pedestrian crossing locations.
- The existing one way section of Tabard Street to be extended to Becket Street. Eastbound contra-flow cycle lane to be extended to Becket Street and will be segregated from the eastbound carriageway.
- Existing parking bays on the northern side of Tabard Street between Becket Street and Pilgrimage Street to be removed to allow the extension of the contra-flow cycle lane.
- New Parking bays to be provided on the southern side of Tabard Street to the east of Becket Street.
- New proposed raised carriageway table at the junction of Becket Street and Tabard Street to reduce vehicle speeds, improve pedestrian accessibility and enhance the streetscape. The table will include new pedestrian crossing locations and planting areas.
- Existing raised carriageway table adjacent to pedestrian entrance into Tabard Gardens to be modified to accommodate footway buildouts to reduce crossing distance for pedestrians and provide adequate visibility to the crossing location past the proposed parking bays on the southern side of Tabard Street.
- Carriageway of Tabard Street between park entrance and Laws Street to be resurfaced.

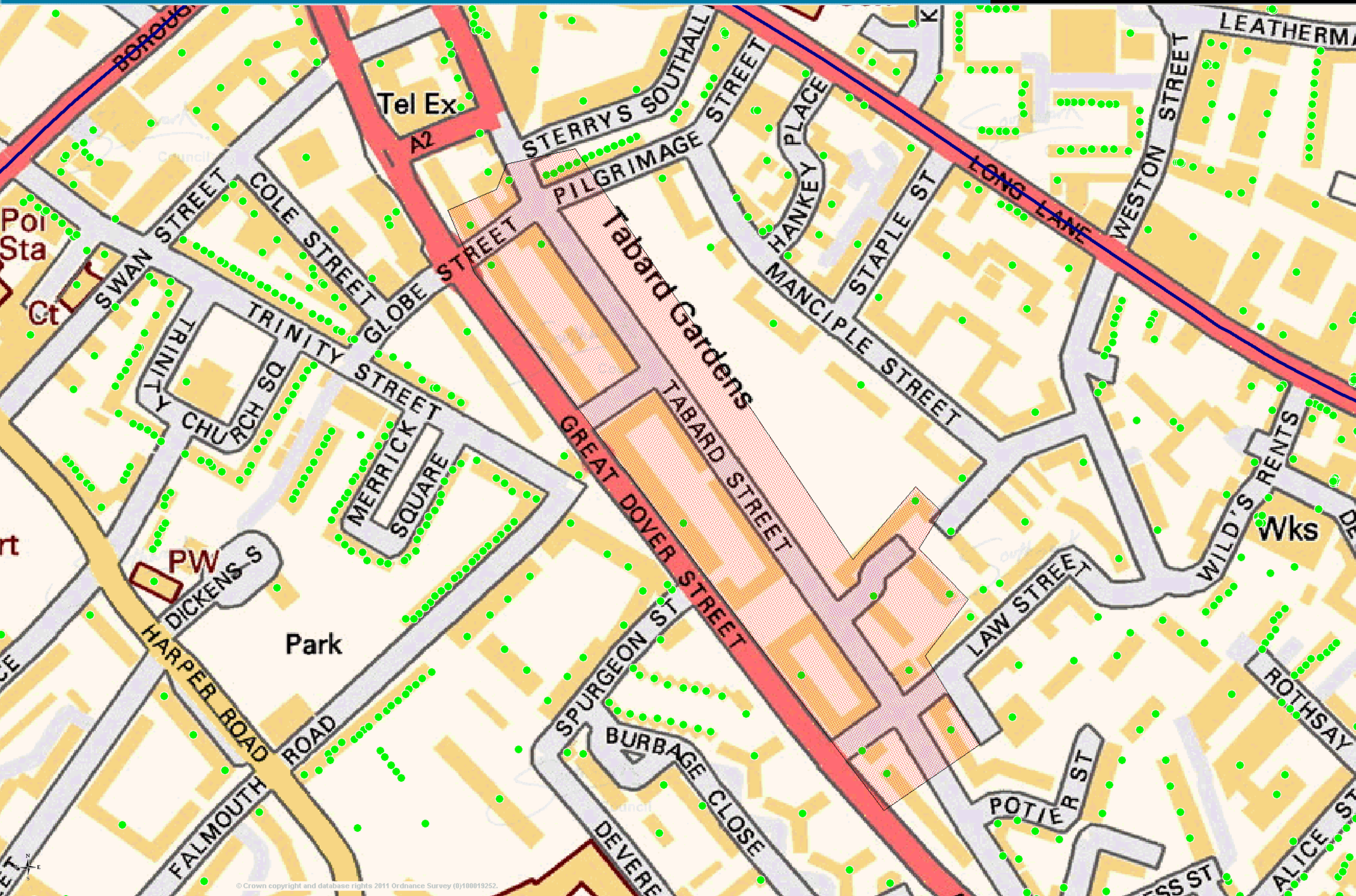






## **Appendix C: Location Plan and Extents of Consultation**





## **Appendix D: List of Addresses within Distribution Area**



ORGANISATION	SAO	PAO	STREET	TOWN	POSTCODE
	FLAT 102	SIDNEY WEBB HOUSE, 159	GREAT DOVER STREET	LONDON	SE1 4WW
	FLAT 14	BECKET HOUSE	TABARD STREET	LONDON	SE1 4XY
	FLAT 85	BECKET HOUSE	TABARD STREET	LONDON	SE1 4XZ
	FLAT 31	SELBOURNE HOUSE	GREAT DOVER STREET	LONDON	SE1 4XX
	FLAT 36	GEOFFREY HOUSE	PARDONER STREET	LONDON	SE1 4DW
	FLAT 2	DORKING HOUSE	PARDONER STREET	LONDON	SE1 4DP
	FLAT 16	GEOFFREY HOUSE	PARDONER STREET	LONDON	SE1 4DW
	FLAT 51	GEOFFREY HOUSE	PARDONER STREET	LONDON	SE1 4DW
	FLAT 10	ABINGER HOUSE	GREAT DOVER STREET	LONDON	SE1 4XU
	FLAT 50	BECKET HOUSE	TABARD STREET	LONDON	SE1 4XZ
		44	PILGRIMAGE STREET	LONDON	SE1 4LL
		SIDNEY WEBB HOUSE, 159	GREAT DOVER STREET	LONDON	SE1 4GZ
		58	TABARD STREET	LONDON	SE1 4LG
COSTCUTTERS					
LONDON COLLEGE OF ACCOUNTANCY					
	FLAT 40	165	GREAT DOVER STREET	LONDON	SE1 4WY
	FLAT 8	SELBOURNE HOUSE	GREAT DOVER STREET	LONDON	SE1 4XX
	FLAT 59	PILGRIM HOUSE	TABARD STREET	LONDON	SE1 4UP
	FLAT 107	165	GREAT DOVER STREET	LONDON	SE1 4WZ
	FLAT 111	165	GREAT DOVER STREET	LONDON	SE1 4WZ
	FLAT 115	165	GREAT DOVER STREET	LONDON	SE1 4WZ
	FLAT 96	165	GREAT DOVER STREET	LONDON	SE1 4WZ
	FLAT 100	165	GREAT DOVER STREET	LONDON	SE1 4WZ
	FLAT 105	165	GREAT DOVER STREET	LONDON	SE1 4WZ
	FLAT 22	PILGRIM HOUSE	TABARD STREET	LONDON	SE1 4UP
	FLAT 26	PILGRIM HOUSE	TABARD STREET	LONDON	SE1 4UP
	FLAT 30	PILGRIM HOUSE	TABARD STREET	LONDON	SE1 4UP
	FLAT 35	165	GREAT DOVER STREET	LONDON	SE1 4WY
	FLAT 10	BECKET HOUSE	TABARD STREET	LONDON	SE1 4XY
	FLAT 15	BECKET HOUSE	TABARD STREET	LONDON	SE1 4XY
	FLAT 2	BECKET HOUSE	TABARD STREET	LONDON	SE1 4XY
	FLAT 24	BECKET HOUSE	TABARD STREET	LONDON	SE1 4XY
	FLAT 61	PILGRIM HOUSE	TABARD STREET	LONDON	SE1 4UP
	FLAT 5	ABINGER HOUSE	GREAT DOVER STREET	LONDON	SE1 4XU
	FLAT 13	DORKING HOUSE	PARDONER STREET	LONDON	SE1 4DP
	FLAT 17	DORKING HOUSE	PARDONER STREET	LONDON	SE1 4DP
	FLAT 22	DORKING HOUSE	PARDONER STREET	LONDON	SE1 4DP
	FLAT 7	DORKING HOUSE	PARDONER STREET	LONDON	SE1 4DP
	FLAT 45	PILGRIM HOUSE	TABARD STREET	LONDON	SE1 4UP
	FLAT 50	PILGRIM HOUSE	TABARD STREET	LONDON	SE1 4UP
	FLAT 54	PILGRIM HOUSE	TABARD STREET	LONDON	SE1 4UP
	FLAT 46	SELBOURNE HOUSE	GREAT DOVER STREET	LONDON	SE1 4XX
	FLAT 15	ABINGER HOUSE	GREAT DOVER STREET	LONDON	SE1 4XU
	FLAT 2	ABINGER HOUSE	GREAT DOVER STREET	LONDON	SE1 4XU
	FLAT 23	ABINGER HOUSE	GREAT DOVER STREET	LONDON	SE1 4XU
	FLAT 11	ABINGER HOUSE	GREAT DOVER STREET	LONDON	SE1 4XU
	FLAT 1	PARDONER HOUSE	PARDONER STREET	LONDON	SE1 4DR
	FLAT 3	PARDONER HOUSE	PARDONER STREET	LONDON	SE1 4DR
	FLAT 7	PARDONER HOUSE	PARDONER STREET	LONDON	SE1 4DR
	FLAT 32	PILGRIM HOUSE	TABARD STREET	LONDON	SE1 4UP
	FLAT 36	PILGRIM HOUSE	TABARD STREET	LONDON	SE1 4UP
	FLAT 40	PILGRIM HOUSE	TABARD STREET	LONDON	SE1 4UP
	LIVING ACCOMMODATION	254	TABARD STREET	LONDON	SE1 4UN
	FLAT 28	BECKET HOUSE	TABARD STREET	LONDON	SE1 4XZ
	FLAT 19	165	GREAT DOVER STREET	LONDON	SE1 4WY
	FLAT 20	PILGRIM HOUSE	TABARD STREET	LONDON	SE1 4UP
	FLAT 707	SIDNEY WEBB HOUSE, 159	GREAT DOVER STREET	LONDON	SE1 4WW
	FLAT 34	BECKET HOUSE	TABARD STREET	LONDON	SE1 4XZ
	FLAT 507	SIDNEY WEBB HOUSE, 159	GREAT DOVER STREET	LONDON	SE1 4WW
	FLAT 512	SIDNEY WEBB HOUSE, 159	GREAT DOVER STREET	LONDON	SE1 4WW
	FLAT 604	SIDNEY WEBB HOUSE, 159	GREAT DOVER STREET	LONDON	SE1 4WW
	FLAT 609	SIDNEY WEBB HOUSE, 159	GREAT DOVER STREET	LONDON	SE1 4WW
	FLAT 45	165	GREAT DOVER STREET	LONDON	SE1 4WY
	FLAT 49	165	GREAT DOVER STREET	LONDON	SE1 4WY
	FLAT 16	PILGRIM HOUSE	TABARD STREET	LONDON	SE1 4UP
	FLAT 8	ABINGER HOUSE	GREAT DOVER STREET	LONDON	SE1 4XU
	FLAT 11	SELBOURNE HOUSE	GREAT DOVER STREET	LONDON	SE1 4XX
	FLAT 16	SELBOURNE HOUSE	GREAT DOVER STREET	LONDON	SE1 4XX
	FLAT 12	GEOFFREY HOUSE	PARDONER STREET	LONDON	SE1 4DW
	FLAT 18	GEOFFREY HOUSE	PARDONER STREET	LONDON	SE1 4DW
	FLAT 702	SIDNEY WEBB HOUSE, 159	GREAT DOVER STREET	LONDON	SE1 4WW
	FLAT 70	165	GREAT DOVER STREET	LONDON	SE1 4WZ
	FLAT 6	GEOFFREY HOUSE	PARDONER STREET	LONDON	SE1 4DW
	FLAT 54	BECKET HOUSE	TABARD STREET	LONDON	SE1 4XZ
	FLAT 59	BECKET HOUSE	TABARD STREET	LONDON	SE1 4XZ
	FLAT 63	BECKET HOUSE	TABARD STREET	LONDON	SE1 4XZ
	FLAT 68	BECKET HOUSE	TABARD STREET	LONDON	SE1 4XZ
	FLAT 303	SIDNEY WEBB HOUSE, 159	GREAT DOVER STREET	LONDON	SE1 4WW
	FLAT 70	BECKET HOUSE	TABARD STREET	LONDON	SE1 4XZ
	FLAT 77	165	GREAT DOVER STREET	LONDON	SE1 4WZ
	FLAT 81	165	GREAT DOVER STREET	LONDON	SE1 4WZ
	FLAT 25	BECKET HOUSE	TABARD STREET	LONDON	SE1 4XY
	FLAT 6	BECKET HOUSE	TABARD STREET	LONDON	SE1 4XY
	FLAT 79	BECKET HOUSE	TABARD STREET	LONDON	SE1 4XZ
	FLAT 89	BECKET HOUSE	TABARD STREET	LONDON	SE1 4XZ
	FLAT 203	SIDNEY WEBB HOUSE, 159	GREAT DOVER STREET	LONDON	SE1 4WW
	FLAT 207	SIDNEY WEBB HOUSE, 159	GREAT DOVER STREET	LONDON	SE1 4WW
	FLAT 39	BECKET HOUSE	TABARD STREET	LONDON	SE1 4XZ
	FLAT 44	BECKET HOUSE	TABARD STREET	LONDON	SE1 4XZ
	FLAT 48	BECKET HOUSE	TABARD STREET	LONDON	SE1 4XZ
	FLAT 2	SELBOURNE HOUSE	GREAT DOVER STREET	LONDON	SE1 4XX
	FLAT 24	SELBOURNE HOUSE	GREAT DOVER STREET	LONDON	SE1 4XX
	FLAT 3	SELBOURNE HOUSE	GREAT DOVER STREET	LONDON	SE1 4XX
	FLAT 34	SELBOURNE HOUSE	GREAT DOVER STREET	LONDON	SE1 4XX
	FLAT 39	SELBOURNE HOUSE	GREAT DOVER STREET	LONDON	SE1 4XX
	FLAT 87	165	GREAT DOVER STREET	LONDON	SE1 4WZ
	FLAT 92	165	GREAT DOVER STREET	LONDON	SE1 4WZ
	FLAT 54	165	GREAT DOVER STREET	LONDON	SE1 4WZ
	FLAT 63	165	GREAT DOVER STREET	LONDON	SE1 4WZ
	FLAT 12	PILGRIM HOUSE	TABARD STREET	LONDON	SE1 4UP
	FLAT 22	165	GREAT DOVER STREET	LONDON	SE1 4WY
	FLAT 26	165	GREAT DOVER STREET	LONDON	SE1 4WY









