London Borough of Southwark

Quietway Cycling Proposals
Site K – Borough High Street Junction and Great Suffolk Street

Public Consultation Summary

September 2014
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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 K at the Borough High Street / Trinity Street / Great Suffolk Street junction and along Great Suffolk Street to Toulmin 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 (Cathedrals and 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.
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 heath benefits of improving the environment through reducing carbon emissions and getting more people onto bikes which in turn enhances their fitness and heath.

1.2.4 The following measures were consulted upon to improve cycling and pedestrian accessibility and enhance the streetscape for Site K:

- Borough High Street junction to be significantly upgraded including an ‘all green’ pedestrian phase to improve safety, with automated countdown system so pedestrians know how much time they have left to cross the road.
- Central pedestrian carriageway islands to be enlarged to provide a safer environment for pedestrian to wait to cross the road.
- Subject to approval from the DfT and other governing bodies, the Great Suffolk Street and Trinity Street arms will have an early start cycle pre-signal so cyclists can traverse the junction and undertake turning movements before general traffic.
• Existing raised carriageway tables in Trinity Street and Great Suffolk Street are to be enlarged to provide cycle waiting areas at the signals. Both approaches will have semi segregated cycle lanes so that cyclists can have unobstructed access to the waiting areas.

• Great Suffolk Street to be resurfaced between Toulmin Street and Borough High Street to improve the ride quality for cyclists.

• Footways of Great Suffolk Street between Toulmin Street and Borough High Street be built out to inset the parking bays and narrow carriageway to reduce vehicle speeds and improve the quality of the streetscape.

• Footways on both sides repaved in new materials, with tree planting where possible to improve the streetscape.

• New carriageway table with footway buildouts proposed at the junction of Great Suffolk Street / Toulmin Street junction to reduce traffic speed and improve pedestrian accessibility.

• Kerbside parking bay layout to be modified with the removal of existing spaces in order to introduce the raised carriageway table at Toulmin Street and introduction of new, formal parking bays on the north side of Great Suffolk Street.

(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 Borough High Street / Trinity Street junction and Great Suffolk Street between Borough High Street and Toulmin 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 383 addresses detailed within the distribution list. The documents were delivered on the 5th August 2014, with a return deadline of the 5th September, allowing 4 weeks for the consultation period. However due to the summer holiday period, responses were accepted online until the 12th 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 34 responses were received during the consultation period (20 returned questionnaires and 14 online responses), equating to a 9% response rate.

2.1.2 Five responses were received from Statutory Consultees (Southwark Living Streets, Southwark Cyclists, Lambeth Cyclists, Road Haulage Association 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?

<table>
<thead>
<tr>
<th></th>
<th>Resident</th>
<th>Business</th>
</tr>
</thead>
<tbody>
<tr>
<td>Replies</td>
<td>31</td>
<td>3</td>
</tr>
<tr>
<td>Total</td>
<td>91%</td>
<td>9%</td>
</tr>
</tbody>
</table>

Table 1: Returned questionnaire results for question 1

2.2.3 Table 1 indicates that the majority of responses received throughout the consultation period were from local residents, with only three businesses formally replying.
Question 2 – Do you support the proposals?

<table>
<thead>
<tr>
<th></th>
<th>Support</th>
<th>Opposed</th>
<th>No Opinion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Replies</td>
<td>20</td>
<td>11</td>
<td>3</td>
</tr>
<tr>
<td>Total</td>
<td>59%</td>
<td>32%</td>
<td>9%</td>
</tr>
</tbody>
</table>

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 Great Suffolk Street will look better and the works will benefit local residents and pedestrians.

2.3.3 A number of respondents commented that the improvements to the Borough High Street junction were great and pedestrian lights were badly needed at this location, as it is currently unsafe to cross the road.
2.3.4 A comment stated that the proposals are an excellent change in balance between vehicles, cyclists and pedestrians at the junction of Toulmin Street, which will be a lot safer and a more pleasant environment.

2.3.5 A respondent commented that the early start pre-signal sequence at the traffic lights is a good idea and the larger cycle waiting areas on top of the raised tables will help keep motorists back.

2.3.6 A comment was received stating that parking should be removed on Great Suffolk Street and put in side roads to help cyclists. *

* In response, parking provision is required in Great Suffolk Street to cater for both residents and businesses. Relocating the parking into the side roads is not a feasible option, as the carriageway width of the side roads are too narrow to accommodate kerbside parking. Other roads in the area already have kerbside parking bays as part of the local Controlled Parking Zone. Therefore the removal of parking in Great Suffolk Street cannot be offset locally, which would lead to vociferous objections from both residents and local businesses.

2.3.7 A suggestion was made to install more cycle parking in the area and highlighted that the redundant carriageway section on the north side of Great Suffolk Street that is being turned into footway would be a good option. *

* In response, the council will be identifying suitable locations along the Quietway route to install new footway cycle parking provision. There are a number of potential sites in Great Suffolk Street that have been indentified, including the location highlighted by the respondent. In accordance with numerous studies concluding that on average, cyclists spend more money in local shops than other customers using alternative means of transport, the provision of additional cycle parking at the Great Suffolk Street Shopping Parade is an essential element to support local businesses, as well as helping to encourage short, local journeys to this location to be undertaken by bicycle.

2.3.8 A concern was raised that the commitment to plant new street trees is weak and there should be a firm agreement to plant trees in Great Suffolk Street. *

* In response, a key part of the Quietway ethos is to make routes more attractive to use for both cyclists and pedestrians. Street greening and tree planting are an integral initiative to meet this objective and the council hopes to install as many trees as practical along the Quietway route.

A number of proposed locations in Great Suffolk Street have been identified for potential street tree planting. However the locations are subject to further investigation to ascertain that the appropriate sub-surface formation can be achieved to ensure that newly planted trees will survive and flourish. If there are utility services directly under a proposed tree planting location, then it will not be feasible to plant the tree. This is primarily why the consultation plans refer to ‘potential’ tree planting locations.

2.3.9 A respondent recommended that all parking in the road should be removed and segregated cycle lanes installed. *

* In response, as outlined above, on-street parking is required to cater for local residents and businesses. As Great Suffolk Street has light traffic volumes and
no history of accidents involving cyclists between Borough High Street and Toulmin Street, there would be no justification to remove the parking to install segregated cycle lanes. Full segregating is discouraged on Quietway routes and should only be used on carriageways that have high vehicle volumes and speeds.

2.3.10 A comment was received stating that it would be preferred if the existing parking places remain and there is no need or benefit to build out the pavement. *

* In response, when reviewing the layout of the streetscape, it was evident that a number of existing parking bays on the southern side of Great Suffolk Street are located within the extents for the zig zag controlling lines of the zebra crossing at Toulmin Street. In accordance with statutory highway regulations, no parking can take place within the extents of zig zag prohibition markings. Therefore the bays are required to be removed. Leaving the bays in-situ renders them unenforceable and presents a potential safety issue with obstructing sightlines on approach to the zebra crossing location.

The northern side of the carriageway has suitable kerbside space to relocate the bays so that there is no net loss of parking.

Building out the footways adjacent to existing and proposed parking bays address potential conflict issues with cyclists riding adjacent to the kerbline than having to traverse out into the general traffic lane to cycle past the bays. The footway buildouts effectively inset the parking bays into the footway so that cyclists can take a consistent, linear line along the carriageway, taking appropriate positioning with general traffic flows. The footway buildouts also improve the streetscape by reducing the dominance of the carriageway and allowing opportunity to enhance the streetscape through the introduction tree planting, cycle parking and seating, as well as increasing footway areas for pedestrians.

2.3.11 A comment was received that the designs were not ambitious enough and more segregation is required to make novice cyclists feel more comfortable about using the route. 'Looks like parking has been given priority over this'. *

* In response, as outlined above, segregation is not required along the Quietway routes and is not justified in Great Suffolk Street due there being low traffic volumes and vehicle speeds, which are controlled using existing and proposed vertical deflection measures. Parking provision for local residents and businesses is essential along this section of the route and does not pose a threat to cyclists, as the footways are being extended to inset the parking bays (top match the successful scheme that was recently implemented in the eastern section of the street).

2.3.12 A request was made to resurface the section of Trinity Street between the Borough High Street junction and Trinity Church Square, as the road surface is poor quality. *

* In response, creating a smooth carriageway surface is essential to ensure a good ride quality for cyclists along the Quietway route. Officers will revisit this section of Trinity Street to assess the existing state of the carriageway and subject to funding, potentially include this works as part of the Site K proposals.
Trinity Church Square is due to be resurfaced in the current financial year, so officers will investigate if it is feasible that the proposed area to be resurfaced can be extended to include this short section of Trinity Street, with the works undertaken at the same time, which will minimise disruption to local residents and businesses.

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

_An objection was received stating that the changes to Great Suffolk Street over the last few years have adversely affected the parade of shops and that this could make things worse._ *

* In response, the proposed measures will not have any adverse impact on local businesses or trade. There is no parking removal proposed adjacent to the shopping parade or traffic prohibition measures that will adversely affect access to Great Suffolk Street.

It can be argued that the improvements will potentially be beneficial to local businesses. Quietway routes will make cycling more attractive as an alternative mode of transport to undertake local journeys. As cycling numbers increase year on year, assisted by Quietway route implementation and with the provision of additional cycle parking in proximity to the shopping parade, the level of trade could potentially increase. Studies have concluded that people that cycle to local shopping destinations spend more money on average per visit than other shoppers that have arrived by foot or motor vehicle. It must also be noted that improvements to the streetscape will also make the street more attractive to pedestrians, which could increase existing levels of footfall and potential trade for local businesses.

_An objection was received relating to taking away resident parking bays. ‘It’s hard enough to park in the area without taking away more spaces.’ _*

* In response, there is no net loss of parking associated with the scheme. All parking removed on the south side of Great Suffolk Street is being offset by introducing the same number of permanent holder bays on the north side of the carriageway.

_A respondent objected to the scheme stating that cyclists have scant regard for pedestrians and complete contempt for pavement users._ *

* In response, cyclists will be confined to the carriageway along Great Suffolk Street so there is minimal chance of conflict with pedestrians. Cyclists have to give way to pedestrians using controlled crossing facilities such as the zebra crossing at Toulmin Street and there are no sections of shared footway that would result in conflict.
A number of objections highlighted that Great Suffolk Street is a busy rat run and that if you were serious about cycling you would reduce traffic by either providing full segregation or removal of motor traffic through modal filtering. *

* In response, the proposed measures as part of this scheme will increase safety for cyclists by ensuring unobstructed access to signal junctions, advanced priority at signal junctions and curtailing traffic speeds through the introduction of further vertical deflection measures. As described earlier, the footways are also be built out which will not only improve the streetscape, but also remove the risk of cyclists conflicting with motor vehicles by moving out into the carriageway to traverse past parking bays.

The traffic volume using Great Suffolk Street is low compared to other roads in the area, which was demonstrated by traffic counts in morning and afternoon peak periods at the Borough High Street junction. The greatest risk to cyclists using this section of the route is potential conflict from motor vehicles turning across the path of cyclists traversing straight ahead at the Borough High Street junction. The traffic counts demonstrated that turning movements at this junction from both Great Suffolk Street and Trinity Street are minimal, with only 6 recorded over a 1 hour period from Trinity Street and 36 from Great Suffolk Street. Therefore the advanced cycle awaiting area in conjunction with early start pre-signal measures practically eliminate this risk, making the Great Suffolk Street routing of the Quietway route both attractive and safe for cyclists of all abilities.

Whilst closing Great Suffolk Street 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 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. However, as outlined above, Great Suffolk Street traffic volumes and speeds are low and the risk of conflict with cyclists is minimal and therefore closing the road would not be justified. Such a proposal would also potentially lead to objections from local traders who would highlight that preventing through traffic would have a substantial impact on their trade.

A respondent objected stating that whilst the changes to the Borough High Street junction were good, there absolutely no changes to Great Suffolk Street that will benefit cyclists. *

* In response, there are numerous benefits for cyclists along Great Suffolk Street as part of the Quietway proposals for Site K. Traffic speeds will be reduced by introducing additional vertical deflection that will assist with enforcing the 20mph speed limit. As previously discussed, in-setting the parking bays by building out the footway will remove potential conflict by allowing cyclists to take a linear line along the carriageway without having to pull out around parking bays.

In addition the carriageway is being resurfaced between Borough High Street and Toulmin Street, which will greatly improve the ride quality for cyclists, as the current condition of the carriageway is poor.
An objection was received discussing that semi-segregated cycle lanes are useless and motorists will park in them. 'Either fully segregate or don’t bother.' *

* In response, semi-segregated cycle lanes leading to advanced cycle waiting areas at signal junctions are being trialled as part of the Quietway proposals to assess their effectiveness. Installing armadillo lane delineators will make the cycle lane more prominent and should prevent encroachment of motor vehicles. The post monitoring of these measures will inform whether or not alternative designs should be considered. Armadillo delineators are also low cost and can be easily removed with minimal effort if they are deemed to be ineffectual in preventing vehicles from obstructing the cycle access lanes.

2.3.9 24% 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 Five statutory consultees provided a reply to the consultation.

a) The Road Haulage Association replied in support and welcomed the retention of a section of single yellow line on the northern side of Great Suffolk Street for loading activities. However they noted that they were not in favour of the nearside cycle lanes on approach to junctions as cyclists will cut up the inside of traffic partially putting themselves in danger. *

* In response, the cycle feeder lanes leading to the advanced cycle waiting areas are proposed to ensure that cyclists can have unobstructed access the waiting area when the signals are red (which will be at least 70% of the time). The lanes will be semi-segregated which will reduce the likelihood of vehicle encroachment, allowing 1.5m of carriageway width for cyclists. When the signals are green, it is envisaged that cyclists will maintain their position on the middle of the general traffic lane and not use the cycle lane before entering the junction. In addition, as discussed previously, the number of vehicles turning left at this location is minimal and therefore the risk of left hook collisions with cyclists is minimal.

b) Southwark Living Streets replied indicating strong support for the scheme and stated that the Borough High Street junction improvements were fantastic and the streetscape improvements to Great Suffolk Street will greatly improve the environment for not only cyclists but also for pedestrians.
c) **Lambeth Cyclists** replied in support of the scheme and requested that the final design ensure the elephant footprint markings across Borough High Street line up with the centre of the lanes and not the nearside kerbs of the junction.

d) **Southwark Cyclists** replied indicating support for the scheme. They highlighted traffic volume using both Trinity Street and Great Suffolk Street is low, with on-site observations concluding left turning traffic numbers are low, which coupled with that the proposed pre-signal and advanced cycle waiting area, will significantly reduce the left turn hook risk currently experienced by cyclists at the junction.

e) **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

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<th>Appendix A:</th>
<th>Initial Scheme Design</th>
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<td>Appendix B:</td>
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Appendix A: Initial Scheme Design
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• New carriageway table with footway buildouts proposed at the junction of Great Suffolk Street / Toulmin Street junction to reduce traffic speed and improve pedestrian accessibility.
• Kerbside parking bay layout to be modified with the removal of existing spaces in order to introduce the raised carriageway table at Toulmin Street and introduction of new, formal parking bays on the north side of Great Suffolk Street.

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 5th September 2014

Alternatively, you can view the proposals at www.southwark.gov.uk/consultations and complete the online questionnaire.

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

Further information on other schemes along the route in Southwark can also be found at: 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?
• Borough High Street junction to be significantly upgraded including an ‘all green’ pedestrian phase to improve safety, with automated countdown system so pedestrians know how much time they have left to cross the road.
• Central pedestrian carriageway islands to be enlarged to provide a safer environment for pedestrian to wait to cross the road.
• Subject to approval from the DfT and other governing bodies, the Great Suffolk Street and Trinity Street arms will have an early start cycle pre-signal so cyclists can traverse the junction and undertake turning movements before general traffic.
• Existing raised carriageway tables in Trinity Street and Great Suffolk Street are to be enlarged to provide cycle waiting areas at the signals. Both approaches will have semi segregated cycle lanes so that cyclists can have unobstructed access to the waiting areas.
• Great Suffolk Street to be resurfaced between Toulmin Street to and Borough High Street to be resurfaced to improve the ride quality for cyclists.
• Footways of Great Suffolk Street between Toulmin Street between to be built out to inset the parking bays and narrow carriageway to reduce vehicle speeds and improve the quality of the streetscape.
• Footways on both sides repaved in new materials, with tree planting where possible to improve the streetscape.
Proposed semi-segregated cycle lane to ensure cyclists have direct access to signal waiting area. No parking proposed within the cycle lane.

Existing side road entry treatment to be extended to incorporate a new cycle waiting area for the pre-signal and to give cyclists priority over general traffic.

Junction to be upgraded to include an 'all green' signalised pedestrian phase. All pedestrian crossings to have automated countdown to inform pedestrians how much time they have left to cross the road.

Existing parking bays opposite Toulmin Street (within the extended of the existing zebra crossing) are to be removed. Footways extended to improve the streetscape and allow for further tree planting. (Please note that additional permit holder parking bays are to be introduced on the northern side of Great Suffolk Street)

New advanced cycle waiting areas on both approaches of Borough High Street to give cyclists priority over general traffic.

Proposed raised carriageway table at the junction of Great Suffolk Street and Toulmin Street (incorporating the existing zebra crossing facility), to reduce traffic speeds and improve the streetscape.

Existing parking bay opposite Toulmin Street (within the extended of the existing zebra crossing) are to be removed. Footway extended to improve the streetscape and allow for further tree planting. (Please note that additional permit holder parking bays are to be introduced on the northern side of Great Suffolk Street)

Carriageway of Great Suffolk Street between Toulmin Street and Borough High Street to be resurfaced to improve the ride quality of cyclists and improve the streetscape.

Proposed raised side road entry treatment in Stones End Street to improve pedestrian accessibility and reduce traffic speeds.

Existing side road entry treatment to be extended to incorporate a new cycle waiting area for the pre-signal and to give cyclists priority over general traffic.

New advanced cycle waiting areas on both approaches of Borough High Street to give cyclists priority at the junction.

Proposed early start cycle pre-signal for cyclists on Trinity Street and Great Suffolk Street (Quietway Route) to allow cyclists to enter junction and undertake turning movements before general traffic. (Please note that cycle pre-signal technology is new and currently unapproved. Department for Transport or other bodies may not approve its use as part of this scheme)

Existing side road entry treatment to be extended to incorporate a new cycle waiting area for the pre-signal and to give cyclists priority over general traffic.

Proposed semi-segregated cycle lane to ensure cyclists have direct access to signal waiting area. No parking proposed within the cycle lane.

Footways to be repaved and built out to in-set existing parking bays where possible tree planting will be introduced to improve the quality of the streetscape and improve the streetscape.

Proposed raised side road entry treatment in Stones End Street to improve pedestrian accessibility and reduce traffic speeds.

Existing side road entry treatment to be extended to incorporate a new cycle waiting area for the pre-signal and to give cyclists priority over general traffic.

New advanced cycle waiting areas on both approaches of Borough High Street to give cyclists priority at the junction.

Junction to be upgraded to include an 'all green' signalised pedestrian phase. All pedestrian crossings to have automated countdown to inform pedestrians how much time they have left to cross the road.

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Proposed raised carriageway table at the junction of Great Suffolk Street and Toulmin Street (incorporating the existing zebra crossing facility), to reduce traffic speeds and improve pedestrian accessibility.

New permit holder parking bays to be introduced on the northern side of Great Suffolk Street. Existing vehicle accesses into adjacent businesses retained. Footway to be repaved to improve the streetscape and section of single yellow line retained for loading.

Existing side road entry treatment to be extended to incorporate a new cycle waiting area for the pre-signal and to give cyclists priority over general traffic.

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