

London Borough of Southwark



Quietway Cycling Proposals

Site J – Globe Street and Trinity Street

Public Consultation Summary

September 2014

London Borough of Southwark

Site J - Quietway Cycling Proposals Globe Street and Trinity Street

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 Quietway Cycling Proposals for Site J in Globe Street and Trinity 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.

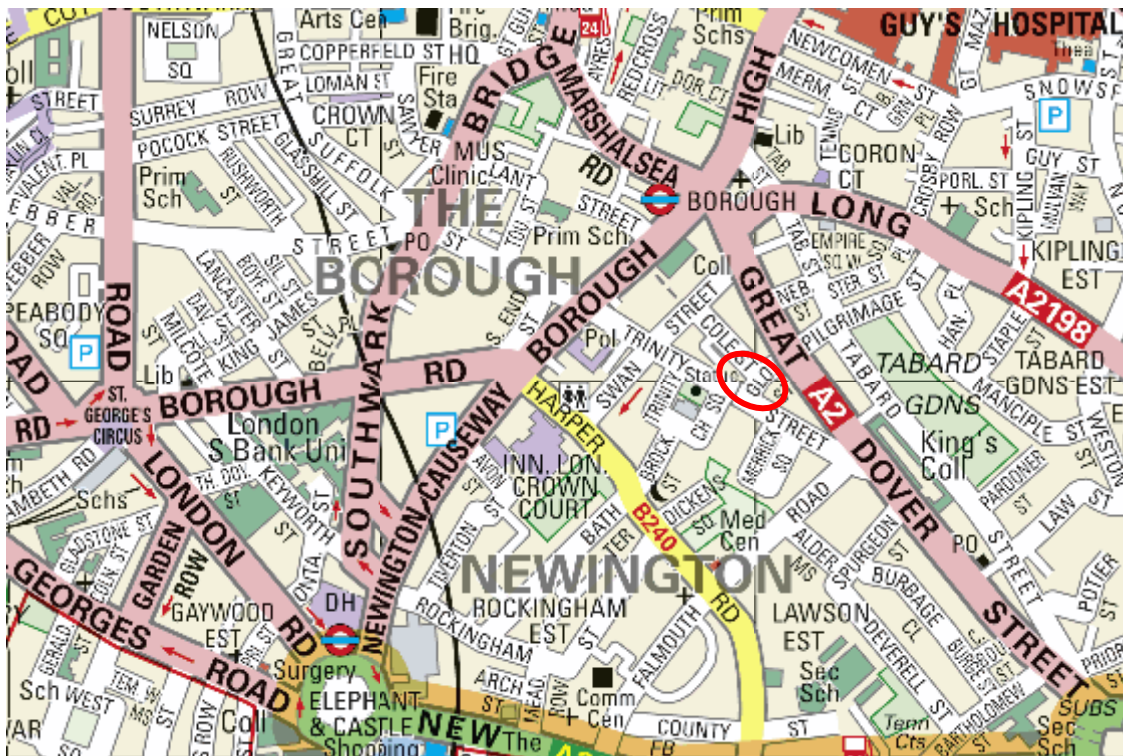


Figure 1: Location of proposed scheme

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.

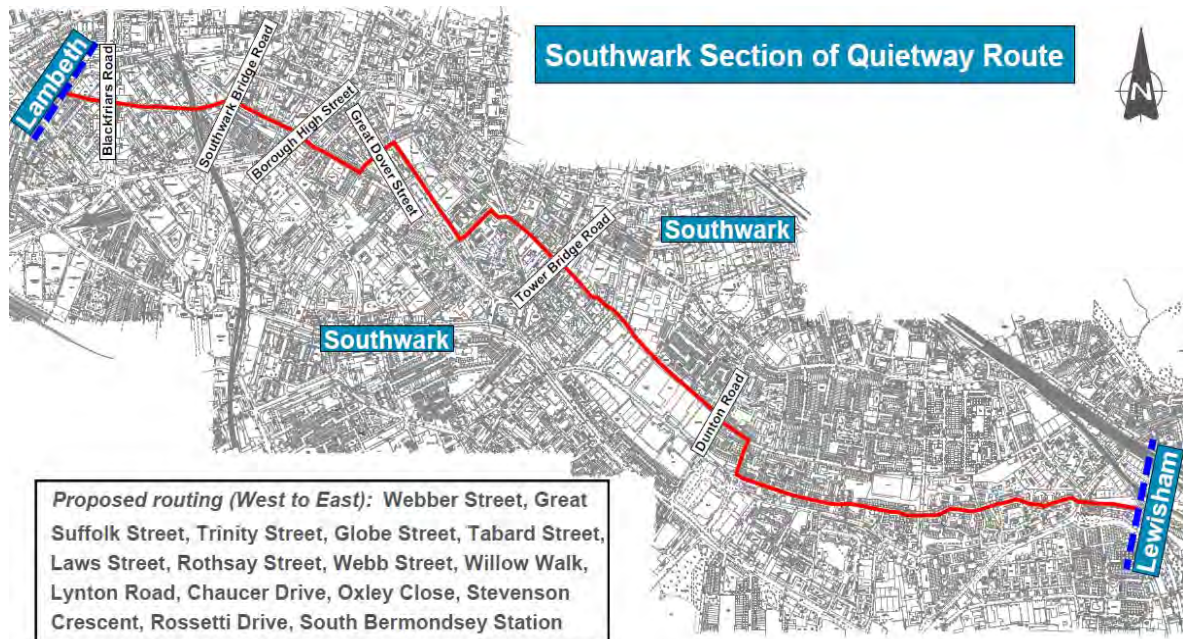


Figure 2: Southwark's section of Quietway Route

- 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 ,pedestrian accessibility and enhance the streetscape for Site J:
- The section of Globe Street between Cole Street and Great Dover Street is to become a new public space for pedestrians and cyclists, with the carriageway removed and area paved to create new footways, tree planting and segregated cycle tracks.
 - No entry (except cyclists) on Globe Street north of Cole Street (exit only out of Shere House parking area).

- New raised carriageway table at the junction of Globe Street and Cole Street to reduce traffic speeds and improve pedestrian accessibility. Table surface to be block paving to improve the visual quality of the streetscape.
- Both footways in Globe Street to be paved on yorkstone paving units to improve the quality of the streetscape and to tie in with existing yorkstone paving at the Trinity Street junction.
- Existing footway bollards on the western side of Globe Street and northern side of Trinity Street to be removed to increase footway width and remove obstruction for pedestrians.
- Existing carriageway chicanes at the gated closure of Trinity Street to be adjusted to increase the gap width from 1.2m to 1.5m in line with current cycling accessibility guidelines.

(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 Globe Street and the area adjacent to the junction of Trinity Street and Globe 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 302 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 45 responses were received during the consultation period (32 returned questionnaires, 13 online responses and one email), equating to a 15% response rate.

2.1.2 Five responses were received from Statutory Consultees (Southwark Living Streets, Southwark Cyclists, Lambeth Cyclists, Wheels for Wellbeing 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	43	2
Total	96%	4%

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 two businesses formally replying.

Question 2 – Do you support the proposals?

	Support	Opposed	No Opinion
Replies	26	16	3
Total	57.5%	35.5%	7%

Table 2: Returned questionnaire results for question 2

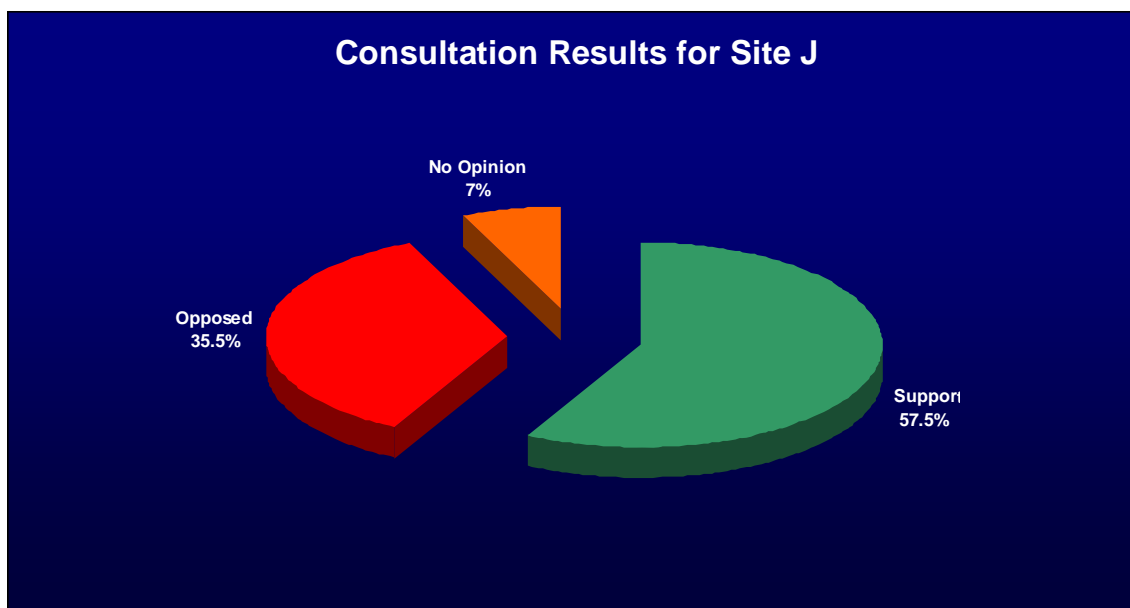


Figure 3: Graphical representation of consultation data for question 2

2.2.4 Table 2 and figure 2 indicate a majority of support for question 2, with 57.5% 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 (57.5%) indicated support for the proposed measures, stating that the design looks great and the improvements are beneficial to both cyclists and residents.

2.3.3 Respondents were happy to see a safer pathway for bikes in Globe Street and also the trees and new footways are greatly needed and for all to enjoy.

2.3.4 A comment was received highlighting that the proposed yorkstone paving in Globe Street will integrate the space with Trinity Street.

2.3.5 A number of comments were received that the scheme will benefit cyclists and it is fantastic that more trees and less bollards are proposed.

2.3.6 A respondent commented that the proposal is fantastic and the idea of a raised table at the junction of Cole Street should help slow vehicles down and the cycle lanes should encourage more people to use their bikes more often.

2.3.7 A request was made for cycle lanes to be installed in Great Dover Street as they are badly required. *

* In response, Great Dover Street is controlled and maintained by Transport for London and not the council. Therefore the council is unable to investigate this request further.

2.3.8 A concern was raised about the 'exit only' proposal for vehicles exiting from Shere House as it will make accessibility to this area even more difficult than it already is. *

* In response, there is already a no entry restriction (except cyclists) to the north of Cole Street. Therefore technically motor vehicles are not permitted to access Shere House via Globe Street. Motor vehicles will still be able to access Shere House via Trinity Street. Formalising the existing arrangement will also reduce the potential for head on conflict between vehicles and cyclists using the Quietway route in Globe Street, simply traffic movement at the junction and improve safety and accessibility for pedestrians.

2.3.9 A comment was made that there is no real requirement for a raised table at the junction of Globe Street and Cole Street. *

* In response, a raised carriageway table at this junction will curtail traffic speeds and improve safety and accessibility for all road users, particularly pedestrians and cyclists. Currently the junction is inaccessible for mobility impaired pedestrians, with no formal crossing facilities or dropped kerbs to cross Globe Street from east to west.

The raised table allows for the implementation of an east to west pedestrian crossing location across Globe Street and upgrade of the existing informal dropped kerb across Cole Street. The table will provide a level surface for pedestrians to cross the road and will tie in with the adjacent streetscape proposals in Globe Street between Cole Street and Great Dover Street. The use of high quality materials will also add visually to the streetscape and be in keeping with the adjacent heritage zoned area of Trinity Street.

2.3.10 A number of concerns were raised about motorcyclists using the Trinity Street access gate and if the spaces between the gates are widened, then this will make the situation worse and encourage more motorcyclists to illegally use the gate. *

* In response, numerous site observations took place at the site and no motorcyclists were observed using the gates. Since Trinity Street was closed at its junction with Great Dover Street, Trinity Street no longer provides a direct link between Borough High Street and Great Dover Street, which was an attractive route to all vehicles to bypass the traffic signal junction at Great Dover Street and Borough High Street. Therefore the likelihood that increased contraventions will

take place at the gate involving motorcycles if the gate is either removed or altered is minimal.

- 2.3.11 A comment was made that the barriers in Trinity Street need to be removed as their presence is not in keeping with the rest of the route and will create a serious pinch point as more cyclists start to use the route. The 1.5m gap proposed is not wide enough for mobility bikes. *

* In response, the proposed 1.5m gap between the panels adjacent to the gate will improve current situation, making it easier for able bodied cyclists to negotiate this obstacle. However it is recognised that this may still not be sufficient to ensure that this section of Quietway route is accessible to cyclists of all abilities. Therefore the presence of the barrier could potentially act as a form of severance on the route and disabled cyclists may find it extremely difficult to manoeuvre and traverse through this space. This has been confirmed by Wheels for Wellbeing (cycling disability charity), which is detailed later in the report.

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

A number of objections were received stating that the proposals are a waste of money, will not improve the area and will only benefit a few.*

* 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.

The proposals in Globe Street will provide a significant improvement to the streetscape, with specific benefits to cyclists and pedestrians. The section of Globe Street between Cole Street and Great Dover Street is currently in disrepair, with narrow pedestrian footways and a wide carriageway that attracts indiscriminate parking that blocks cycle access. The junction with Cole Street currently has poor pedestrian accessibility with high kerb up-stands and the absence of adequate pedestrian crossing locations. The footways in Globe Street are also cluttered with bollards which narrow footway width and present obstacles for pedestrians.

The proposed measures in Globe Street will provide wider footways for pedestrians and unobstructed, segregated cycle tracks to allow cyclists to effectively traverse the space without conflicting with pedestrians. The raised table at Cole Street junction will curtail traffic speeds and greatly improve pedestrian accessibility.

The above improvements will be implemented in high quality materials that will compliment the adjacent heritage area of Trinity Street. In addition, tree planting will create a more pleasant environment for all road users, especially local residents of Shere House that will have a direct access onto the space.

Making proposed changes to the layout of the existing access gate on Trinity Street will not only benefit cyclists, but also discourage cyclists from using adjacent local footways to bypass the gate, which has a clear benefit for pedestrians and local residents in Trinity Street living adjacent to the gate.

A respondent objected stating the proposed development is unnecessary and overcomplicated. Globe Street is already just for cyclists and there is no need to reduce traffic speeds or widen the gate at in Trinity Street.*

* In response, as outlined above, the street environment of Globe Street is poor compared with the streetscape in adjacent areas. As there is no traffic traversing this section of Globe Street, there is an excellent opportunity as part of the Quietway initiatives to upgrade the streetscape into a high quality public space that can be enjoyed by all road users.

The proposed layout of the Cole Street junction will simplify traffic operation by formalising the northbound no entry prohibition on Globe Street and vehicular exit out of Shere House. The colour differentiation between materials used for carriageway sections and footway will delineate the areas, which will be clearly identifiable to pedestrians, motorists and cyclists. Signage will also be rationalised to make the road layout and restrictions legible.

Whilst the section of Globe Street between Cole Street and Great Dover Street is already technically just for cyclists, vehicles still park on the existing single yellow line restrictions adjacent to both kerblines, especially in the evening. This creates obstruction of cyclists. As outlined above, this section is also a busy pedestrian thoroughfare and the existing footways are narrow, with many pedestrians walking in the carriageway, which presents potential conflict risks with cyclists.

Due to the carriageway gate in Trinity Street, vehicles traverse Globe Street, Cole Street and Swan Street to access areas either side of Trinity Church Square. Although the streets have a 20mph speed limit, there are currently no vertical deflection measures to assist with enforcing this speed limit. The raised table proposed at Cole Street will act as a self enforcing speed measure and also curtail traffic speeds adjacent to pedestrian crossing locations, which improves safety and reduces the likelihood and severity of potential collisions with pedestrians.

The existing layout of the access gate in Trinity Street makes it difficult for less confident and mobility impaired cyclists to ride through the gaps without dismounting or colliding with the infrastructure. Therefore modifications are required to ensure this issue is addressed so that the Quietway route is fully inclusive and the barrier does not present an undesirable obstacle to this important cycle route.

A number of respondents objected stating that more cyclists will use the footway to avoid the carriageway barrier endangering pedestrians and children. *

* In response, modifications to the existing barrier will potentially alleviate this issue by making it easier for cyclists to traverse through without conflict.

A number of responses highlighted that many cyclists traverse the northern and southern pedestrian footways of Trinity Street in order to bypass the barrier in the carriageway. This presents a safety issue for pedestrians and creates a potential conflict zone. The footways, even with a chicane barrier on the southern footway, present less of an obstacle to cyclists that using the carriageway barrier that has a chicane barrier each side of the main gates.

With cycling levels increasing and the Quietway route potentially carrying a significant amount of cycle traffic, more cyclists could potentially traverse the footway to bypass the barrier. Therefore changes to the barrier are essential not only to improve cycling accessibility, but to also ensure cyclists traverse along the carriageway and not use adjacent footways.

Numerous objections were received relating to the proposal to widen the barrier on Trinity Street. *

* In response, as discussed previously, the existing layout of the barrier presents an accessibility issue to the Quietway route. The existing gap is not appropriate to accommodate considerable volumes of cyclists in morning and afternoon peak periods and provides an obstruction to mobility cycles (which is discussed later in section 2.5.1).

The width of the access points either side of the gate are also below the minimum standard for a cycle route (being 1.5m). It is noted that whilst 1.5m is the minimum requirement, this may still be an issue for disabled cyclists, as the current layout of the gate and access panels creates a double chicane that is more difficult to negotiate than a normal type barrier.

The access gate was originally installed to prevent non-local traffic traversing Trinity Street that entered from Great Dover Street in the east to access Borough High Street in the west. This route provided a means for traffic to bypass the congested Long Lane and Borough High Street / Marshalsea Road junctions. A number of years following the implementation of the gate, the Trinity Street / Great Dover Street junction was closed to vehicular traffic and pedestrianised. Therefore the access into the eastern end of Trinity Street has been totally cut off from Great Dover Street (also taking into account the existing closure of Globe Street at its junction with Great Dover Street). As there are no direct routes through to Great Dover Street and more direct routes to access Old Kent Road (via Harper Road), the attractiveness of traversing Trinity Street to access roads in the east or west is negligible.

As discussed above, due to the complexity of the existing barrier and gate configuration, a number of cyclists prefer to traverse the adjacent pedestrian footways to the bypass the carriageway gate. It is noted that the proposed widening of the gate panels will potentially assist with addressing this issues, as the gates and barrier will be easier to traverse through.

It is noted that there is an existing section 6 prescribed route traffic order to fully enforce the no entry restrictions (except cyclists) at the Trinity Street barrier. If in the unlikely occurrence that motorcyclists are observed traversing through the access gate following the modifications, then the site can be enforced using CCTV in order to issue automatic penalty charge notices to the offending riders.

Numerous respondents objected on the grounds that the retention of the existing barrier is a major flaw in the scheme. It is extremely awkward to negotiate, even on a normal bike let alone a mobility bike. The barrier is an insurmountable hurdle to disabled cyclists and needs to be redesigned for DDA reasons. Use a row of bollards instead. *

* In response, widening the barrier width adjacent to the gate will assist the passage of cyclists, making it easier to manoeuvre through this infrastructure without conflict.

Whilst it is noted that removal of the barrier and installation of bollards would clearly be a better solution for cycling accessibility purposes, the council wishes in the first instance, to monitor the effectiveness of increasing the gap to 1.5m either side of the barrier. If it is found that this is still not adequate to cater for large cycling volumes or mobility cycles, then the site will be revisited with further solutions proposed to improve accessibility.

A objection was received highlighting that the proposals actually make condition worse for cyclists by introducing more give way points on Globe Street (giving priority to pedestrians and traffic existing Shere House. Traffic on Trinity Street should give way to cyclists entering / exiting Globe Street.

* In response, changing the priorities at the junction of Trinity Street and Globe Street will have little benefit, as traffic only approaches Globe Street from the left due to the presence of the carriageway barrier to the western side of the junction. The change in priorities would also involve the removal of a parking bay on the southern side of Trinity Street in order for give way priority markings to be installed. This could lead to further objections from local residents, as there is no alternative location in close proximity to relocate the parking bay.

Cycling logos will be painted on the carriageway of the junction to increase driver awareness of the likelihood of cyclists traversing the junction. Traffic speeds and volumes are also low at this location and therefore the risk of collisions with cyclists is minimal.

2.3.9 14% 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:

- 57.5% of respondents support the introduction of the Quietway cycle route proposals for Site J;
- 35.5% of respondents are opposed to the proposals; and
- 7% of respondents had no opinion.

2.5 Statutory Consultee Replies

2.5.1 Five statutory consultees provided a reply to the consultation.

a) **Wheels for Wellbeing** replied, making specific reference to the carriageway barrier in Trinity Street. The organisation confirmed that the barrier makes it extremely difficult for non-standard cyclists to manoeuvre through the gap and is preventive to inclusive cycling. Further comments are summarised below;

- Quietway routes are meant to be for less confident cyclists. However negotiating the barriers takes a great deal of skill and is therefore off-putting to less confident cyclists.
- Larger mobility bikes are likely to become stuck between the barriers. Disabled cyclists are less likely to dismount and walk their bike around the obstacle and larger tandem and cargo bikes are also not likely to negotiate the acute angle required to pass through the gate.
- The scheme therefore unreasonable disadvantages disabled cyclists.
- The 1.2m existing gap is certain not sufficient and whilst the 1.5m proposed gap would be an improvement, it is far more preferable not to have a barrier at all.

* In response, in light of the above comments, the council will closely monitor the proposed changes to ascertain if they meet the objectives of improving access for cyclists of all abilities. If further accessibility issues arise following the implementation of the barrier widening, then investigations will take to identify potential further modifications.

b) **Southwark Living Streets** replied indicating strong support for the streetscape improvements, as they will make a fantastic difference to the functionality and appearance of Globe Street. However a concern was raised as to the validity of the barrier in Trinity Street remaining, as it is not appropriate for main cycle route.

c) **Lambeth Cyclists** replied in support of the scheme but expressed concern that given a limited budget, and the extent of works proposed in Globe Street, money would be better spent elsewhere. Cyclists should also not have to give way to pedestrians or vehicles exiting Shere House. The barriers in Trinity Street should be removed and replaced with bollards. *

* In response, an integral part of developing Quietway routes is improving the streetscape that not only improves conditions for cyclists, but also assists other road users, particularly pedestrians. Such improvements also make the route more attractive and pleasant to use. As outlined previously, the proposals in Globe Street will benefit cyclists, pedestrians and local residents. The measures will also improve pedestrian accessibility and road safety by curtailing traffic speeds at the Cole Street junction. The materials proposed compliment the adjacent heritage area and recently implemented streetscape schemes in Great Dover Street.

As part of the detailed design process, the council will review road user priority, particularly on the cycle tracks and exit out of Shere House. If there are no issues raised as part of the road safety audit process, the priorities will be

revised so that cyclists have priority for the entire length of the segregated cycle path, including at the exit from Shere House.

The council has noted the comment regarding the request to remove the barrier and replace it with bollards, which is technically the best solution for cyclists, whilst still preventing motor vehicle access.

- d) **Southwark Cyclists** replied indicating support for the majority of the scheme. However they confirmed that the gated closure into Trinity Church Square is an unnecessary barrier. They discussed that as indicated in the London Cycle Design Standards, chicanes must be avoided and Trinity Street barrier is a double chicane which is ridiculously narrow. A request was made to remove the barrier and install bollards in light of the fact that the proposed 1.5m gaps will still not be enough to cater for all cyclists or the projected number of cyclists that will use the Quietway route. In addition they mentioned that cyclists should have priority over vehicle exiting Shere House. *

* In response, as outlined above, road user priority will be revised in Globe Street with a view to give cyclists using the cycle tracks priority over vehicles exiting Shere House.

Noting the local opposition to changing or removing the existing barrier in Trinity Street, the council wishes in the first instance, to monitor the proposed gap widening to ascertain its effectiveness.

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

2.5.2 A reply was received from Chaucer Ward councillor Claire Maugham and comments regarding this consultation are summarised below;

- Widening the gates would not deter motorbikes and residents are very concerned about a potential return to the Square being used as a rat run.
- Given that there has been no convincing case made for altering the gates, the Labour group gives residents its full support in not altering the current layout.
- The existing gate layout allows bikes to easily pass through and Southwark Cyclists are fully supportive of the gates remaining as they are.
- There are no residents or local groups asking for this widening.

2.5.3 A written response was received from the Trinity Newington Residents' Association. Their comments are summarised below;

- Support for the measures in Globe Street and happy with the quality of the proposed changes, especially the introduction of yorkstone on Globe Street footways.
- The removal of existing footway bollards in Globe Street and Trinity Street is also welcomed.
- Strongly object to the proposed changes to the Trinity Street gate as it will make it easier for mopeds and motorcyclists to use the gate resulting in danger to road users.

3.0 Recommendations

i) Globe Street

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

ii) Trinity Street

Due to the comments received from key cycling group stakeholders regarding accessibility and potential obstruction of disabled cyclists, it is proposed that the barrier either side of the carriageway gates on Trinity Street are removed and replaced with bollards. This will be done experimentally and monitored using ANPR cameras over a periods of 6 months.

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

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 5th September 2014**

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

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.



Quietway
Greenwich to Waterloo

Site J – Globe Street and Trinity Street

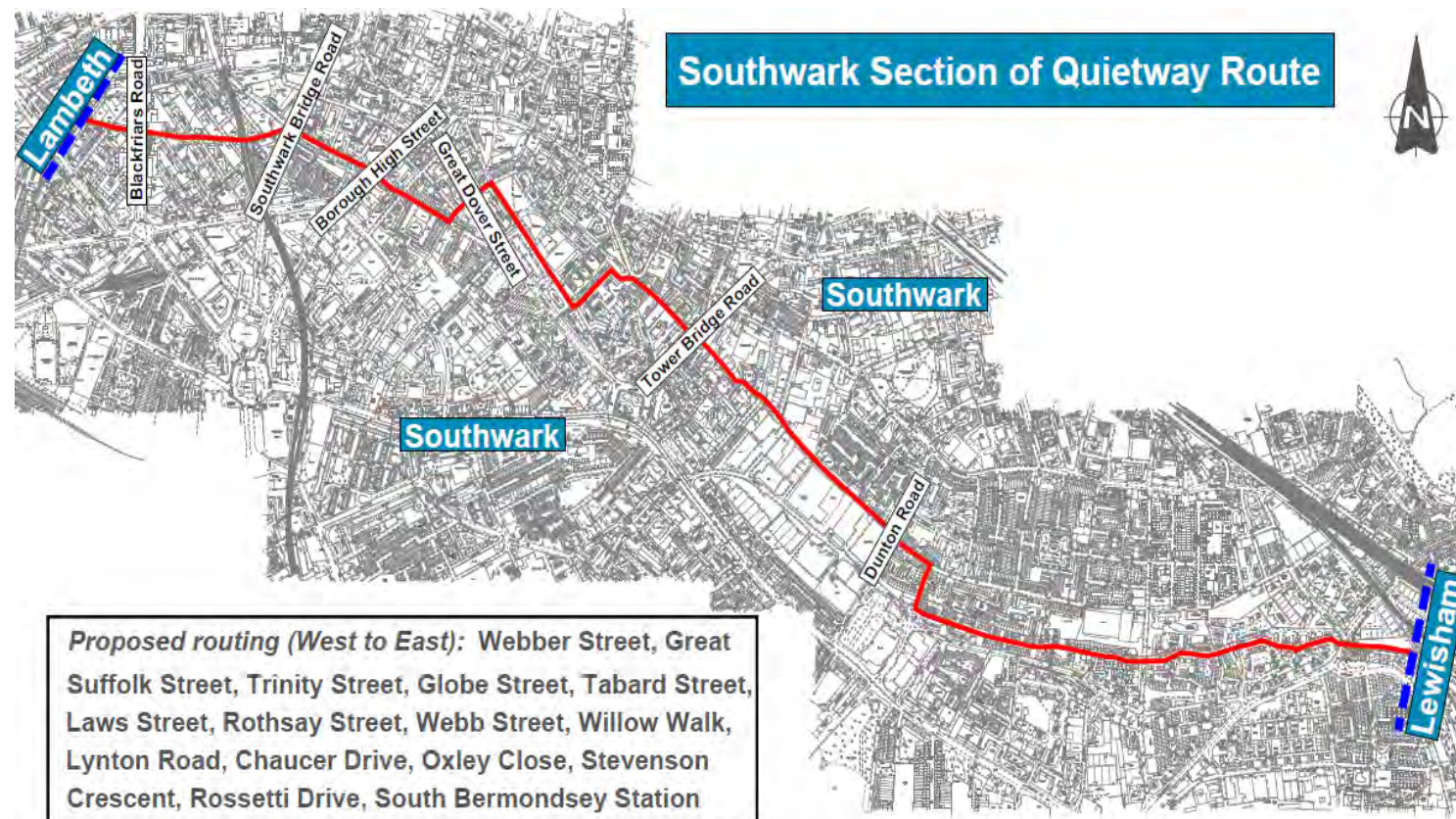
Cycling Accessibility and Streetscape Improvements

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

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?

- The section of Globe Street between Cole Street and Great Dover Street is to become a new public space for pedestrians and cyclist, with the carriageway removed and area paved to create new footways, tree planting and segregated cycle tracks.
- No entry (except cyclists) on Globe Street north of Cole Street (exit only out of Shere House parking area).
- New raised carriageway table at the junction of Globe Street and Cole Street to reduce traffic speeds and improve pedestrian accessibility. Table surface to be block paving to improve the visual quality of the streetscape
- Both footways in Globe Street to be paved on yorkstone paving units to improve the quality of the streetscape and to tie in with existing yorkstone paving at the Trinity Street junction
- Existing footway bollards on the western side of Globe Street and northern side of Trinity Street to be removed to increase footway width and remove obstruction for pedestrians.
- Existing carriageway chicanes at the gated closure of Trinity Street to be adjusted to increase the gap width from 1.2m to 1.5m in line with current cycling accessibility guidelines.



Northbound cyclists to access Great Dover Street and Pilgrimage Street using the existing signal controls

Planting area proposed with boulevard style tree planting situated between the two cycle tracks, to significantly improve the streetscape

Pedestrian footways to be widened in the northern section of Globe Street and surfaced in yorkstone paving


New raised carriageway table at the junction of Globe Street and Cole Street to reduce traffic speeds and improve pedestrian accessibility. Table surface to be block paving to improve the visual quality of the streetscape

Existing footway bollards on the western side of Globe Street and northern side of Trinity Street junction to be removed to increase footway width and declutter the streetscape

The cycle access either side of at the gated closure of Trinity Street to be widened from 1.2m to 1.5m to comply current cycling design guidelines and ensure cyclists of all abilities can negotiate this feature

Raised pedestrian crossing table proposed to link the eastern and western footways of Globe Street and to reduce the speed of cyclists using the cycle tracks. Cyclists to give way to pedestrians at this location

Northbound and southbound segregated cycle tracks proposed in Globe Street between Cole Street and Great Dover Street to enhance cycle access

 No entry (except cyclists) on Globe Street north of Cole Street (exit only out of Shere House parking area)

New pedestrian crossing locations proposed across raised carriageway table

Both footways in Globe Street to be paved on yorkstone paving units to improve the quality of the streetscape and to tie in with existing yorkstone paving at the Trinity Street junction



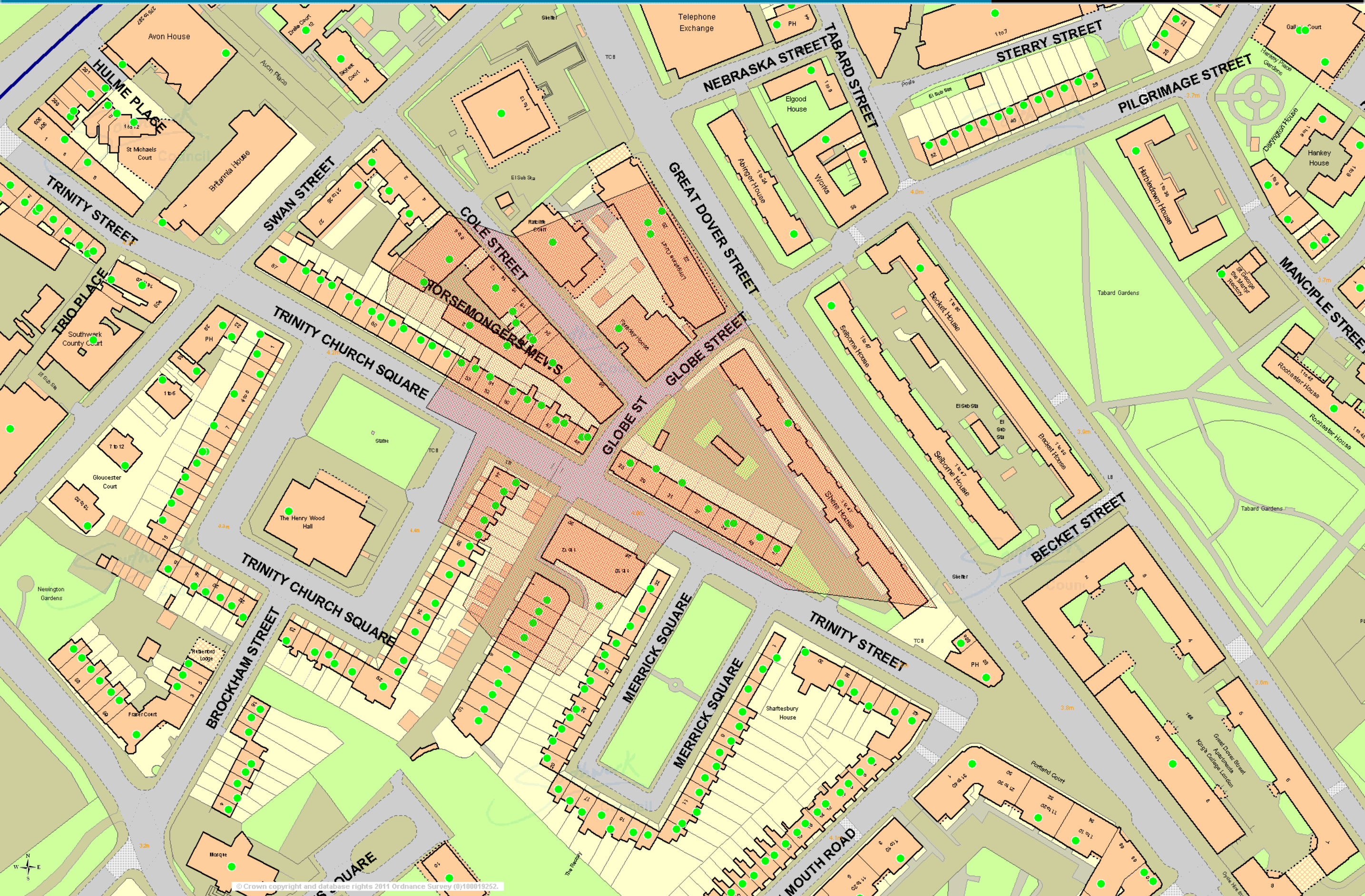
SITE J - GLOBE STREET / TRINITY STREET CYCLING ACCESSIBILITY AND STREETScape IMPROVEMENTS



Appendix C: Location Plan and Extents of Consultation

Quietway Site J - Consultation Area

Date 30/7/2014



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Appendix D: List of Addresses within Distribution Area

ORGANISATION	SAO	PAO	STREET	TOWN	POSTCODE	
	FLAT 5		28 COLE STREET	LONDON	SE1 4YH	
		68	LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	FLAT 105		FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
		18	LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
		79	RATCLIFFE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LD
		103	RATCLIFFE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LD
		1	LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
		89	RATCLIFFE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LD
		93	RATCLIFFE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LD
		98	RATCLIFFE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LD
	FLAT 107		FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
	FLAT 112		FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
	FLAT 117		FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
	FLAT 121		FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
	FLAT 126		FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
	FLAT 130		FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
		61	LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
			51 TRINITY CHURCH SQUARE	LONDON	SE1 4HT	
		45A	TRINITY CHURCH SQUARE	LONDON	SE1 4HT	
		12	LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
		102	RATCLIFFE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LD
		35	LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
		48	LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
		64	LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
		46	LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
		53	LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
		74	LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
EVERLUTION SOFTWARE LTD	STUDIO 2 AND 3	6-8	COLE STREET	LONDON	SE1 4YH	
			22 COLE STREET	LONDON	SE1 4YH	
	FLAT 1		44 TRINITY CHURCH SQUARE	LONDON	SE1 4HY	
	FLAT 20	SHERE HOUSE	GREAT DOVER STREET	LONDON	SE1 4YQ	
		39A	TRINITY STREET	LONDON	SE1 4JA	
			42 TRINITY CHURCH SQUARE	LONDON	SE1 4HY	
ECOLOGICAL CONSULTANCY LTD	STUDIO 5 AND 6	6-8	COLE STREET	LONDON	SE1 4YH	
		29A	TRINITY STREET	LONDON	SE1 4JA	
		31C	TRINITY STREET	LONDON	SE1 4JA	
		39C	TRINITY STREET	LONDON	SE1 4JA	
		47B	TRINITY STREET	LONDON	SE1 4JA	
		45B	TRINITY CHURCH SQUARE	LONDON	SE1 4HT	
		31	LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
		25	LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
		34	LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
		42	LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	FLAT 12	SHERE HOUSE	GREAT DOVER STREET	LONDON	SE1 4YQ	
	FLAT 21	SHERE HOUSE	GREAT DOVER STREET	LONDON	SE1 4YQ	
	FLAT 42	SHERE HOUSE	GREAT DOVER STREET	LONDON	SE1 4YQ	
	FLAT 1		28 COLE STREET	LONDON	SE1 4YH	
	FLAT 6		28 COLE STREET	LONDON	SE1 4YH	
		28A	COLE STREET	LONDON	SE1 4YH	
	STUDIO 10	6-8	COLE STREET	LONDON	SE1 4YH	
	STUDIO 11	6-8	COLE STREET	LONDON	SE1 4YH	
	STUDIO 12	6-8	COLE STREET	LONDON	SE1 4YH	
	FLAT 1		30 TRINITY STREET	LONDON	SE1 4FF	
	FLAT 2		30 TRINITY STREET	LONDON	SE1 4FF	
	FLAT 3		30 TRINITY STREET	LONDON	SE1 4FF	
	FLAT 4		30 TRINITY STREET	LONDON	SE1 4FF	
	FLAT 5		30 TRINITY STREET	LONDON	SE1 4FF	
	FLAT 6		30 TRINITY STREET	LONDON	SE1 4FF	
	FLAT 7		30 TRINITY STREET	LONDON	SE1 4FF	
	FLAT 8		30 TRINITY STREET	LONDON	SE1 4FF	
	FLAT 9		30 TRINITY STREET	LONDON	SE1 4FF	
	FLAT 10		30 TRINITY STREET	LONDON	SE1 4FF	
	FLAT 11		30 TRINITY STREET	LONDON	SE1 4FF	
	FLAT 12		30 TRINITY STREET	LONDON	SE1 4FF	
			1 BEDFORD ROW	LONDON	SE1 4GP	
			2 BEDFORD ROW	LONDON	SE1 4GP	
			3 BEDFORD ROW	LONDON	SE1 4GP	
			4 BEDFORD ROW	LONDON	SE1 4GP	
	FLAT 38	SHERE HOUSE	GREAT DOVER STREET	LONDON	SE1 4YQ	
	FLAT 33	SHERE HOUSE	GREAT DOVER STREET	LONDON	SE1 4YQ	
	FLAT 23	SHERE HOUSE	GREAT DOVER STREET	LONDON	SE1 4YQ	
	FLAT 28	SHERE HOUSE	GREAT DOVER STREET	LONDON	SE1 4YQ	
	FLAT 31	SHERE HOUSE	GREAT DOVER STREET	LONDON	SE1 4YQ	
	FLAT 46	SHERE HOUSE	GREAT DOVER STREET	LONDON	SE1 4YQ	
	FLAT 7	SHERE HOUSE	GREAT DOVER STREET	LONDON	SE1 4YQ	
	FLAT 2		52 TRINITY CHURCH SQUARE	LONDON	SE1 4HT	
	FLAT B		47 TRINITY CHURCH SQUARE	LONDON	SE1 4HT	
		75	LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
		11	LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
INTEGRITY ARTIST MANAGEMENT LTD	STUDIO 7	6-8	COLE STREET	LONDON	SE1 4YH	
			46 TRINITY CHURCH SQUARE	LONDON	SE1 4HT	
			48 TRINITY CHURCH SQUARE	LONDON	SE1 4HT	
			50 TRINITY CHURCH SQUARE	LONDON	SE1 4HT	
			53 TRINITY CHURCH SQUARE	LONDON	SE1 4HT	
		26A	COLE STREET	LONDON	SE1 4YH	
			18 COLE STREET	LONDON	SE1 4YH	
			20 COLE STREET	LONDON	SE1 4YH	
			24 COLE STREET	LONDON	SE1 4YH	
		39D	TRINITY STREET	LONDON	SE1 4JA	
	FLAT 2		44 TRINITY CHURCH SQUARE	LONDON	SE1 4HY	
	FLAT 3		52 TRINITY CHURCH SQUARE	LONDON	SE1 4HT	
	FLAT 5		49 TRINITY CHURCH SQUARE	LONDON	SE1 4HT	
			1 HORSEMONGER MEWS	LONDON	SE1 4GG	
			3 HORSEMONGER MEWS	LONDON	SE1 4GG	
		31B	TRINITY STREET	LONDON	SE1 4JA	
		37A	TRINITY STREET	LONDON	SE1 4JA	
		37B	TRINITY STREET	LONDON	SE1 4JA	
		37C	TRINITY STREET	LONDON	SE1 4JA	
		39B	TRINITY STREET	LONDON	SE1 4JA	
		43A	TRINITY STREET	LONDON	SE1 4JA	

	43B	TRINITY STREET	LONDON	SE1 4JA
		40 TRINITY CHURCH SQUARE	LONDON	SE1 4HY
		41 TRINITY CHURCH SQUARE	LONDON	SE1 4HY
		43 TRINITY CHURCH SQUARE	LONDON	SE1 4HY
	25A	TRINITY STREET	LONDON	SE1 4JA
	43C	TRINITY STREET	LONDON	SE1 4JA
	47A	TRINITY STREET	LONDON	SE1 4JA
	47C	TRINITY STREET	LONDON	SE1 4JA
	25B	TRINITY STREET	LONDON	SE1 4JA
	25C	TRINITY STREET	LONDON	SE1 4JA
	29B	TRINITY STREET	LONDON	SE1 4JA
	29C	TRINITY STREET	LONDON	SE1 4JA
	31A	TRINITY STREET	LONDON	SE1 4JA
	GARDEN FLAT	39 TRINITY STREET	LONDON	SE1 4JA
DHA DESIGN SERVICES LTD	STUDIO 4	6-8 COLE STREET	LONDON	SE1 4YH
FORGE ARCHITECTS AND SURVEYORS LTD	STUDIO 8	6-8 COLE STREET	LONDON	SE1 4YH
EVERLUTION SOFTWARE LTD	STUDIO 9	6-8 COLE STREET	LONDON	SE1 4YH
		8 COLE STREET	LONDON	SE1 4YH
	82 RATCLIFFE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LD
FLAT 1		28 TRINITY STREET	LONDON	SE1 4FF
FLAT 2		28 TRINITY STREET	LONDON	SE1 4FF
FLAT 3		28 TRINITY STREET	LONDON	SE1 4FF
FLAT 4		28 TRINITY STREET	LONDON	SE1 4FF
FLAT 5		28 TRINITY STREET	LONDON	SE1 4FF
FLAT 6		28 TRINITY STREET	LONDON	SE1 4FF
FLAT 7		28 TRINITY STREET	LONDON	SE1 4FF
FLAT 8		28 TRINITY STREET	LONDON	SE1 4FF
FLAT 9		28 TRINITY STREET	LONDON	SE1 4FF
FLAT 10		28 TRINITY STREET	LONDON	SE1 4FF
	13 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	16 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	17 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	23 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	30 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	36 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	5 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	52 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
ADL DELIVER LTD	STUDIO 1	6-8 COLE STREET	LONDON	SE1 4YH
	73 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	8 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	66 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	71 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	76 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	77 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	20 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	60 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	6 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	78 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	9 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	56 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	57 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	59 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	62 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	67 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
FLAT 104	FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
FLAT 106	FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
FLAT 108	FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
FLAT 109	FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
FLAT 110	FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
FLAT 111	FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
FLAT 113	FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
	7 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	72 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	63 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	65 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	10 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
FLAT 128	FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
FLAT 129	FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
FLAT 131	FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
	24 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	26 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	28 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	99 RATCLIFFE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LD
	100 RATCLIFFE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LD
	101 RATCLIFFE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LD
	2 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	27 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	3 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	33 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	38 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	39 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
FLAT 114	FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
FLAT 115	FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
FLAT 116	FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
FLAT 118	FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
FLAT 119	FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
FLAT 120	FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
FLAT 122	FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
FLAT 132	FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
FLAT 133	FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
	80 RATCLIFFE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LD
	81 RATCLIFFE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LD
	83 RATCLIFFE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LD
	85 RATCLIFFE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LD
	21 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	22 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	84 RATCLIFFE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LD
	69 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
	70 LONGSTONE COURT, 22	GREAT DOVER STREET	LONDON	SE1 4LB
FLAT 123	FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE
FLAT 124	FARADAY HOUSE, 23	COLE STREET	LONDON	SE1 4LE

