

London Borough of Southwark



Riverside Traffic Management Measures

Public Consultation Summary

January 2015

London Borough of Southwark

Riverside - Traffic Management Proposals

Public Consultation Summary Contents

List of Figures	2
List of Tables	3
1.0 Introduction	4
1.1 Background	4
1.2 Project and Objectives	4
1.3 Consultation Procedure	6
2.0 Consultation Responses	6
2.1 Response Rate and Distribution	6
2.2 Questionnaire Analysis	6
2.3 Additional Comments	8
2.4 Levels of Consensus	15
3.0 Recommendations	15
Appendices	16
Appendix A: Consultation Documents	17
Appendix B: Location Plan and Extents of Consultation	18
Appendix C: List of Addresses within Distribution Area	19

List of Figures

Figure 1:	Location of traffic management scheme	4
Figure 2:	Post-implementation survey results	5
Figure 3:	Consultation questionnaire results for question 2	8

List of Tables

Table 1:	Retuned questionnaire results for question 1	7
Table 2:	Retuned questionnaire results for question 2	7

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 re-consultation exercise for the proposed retention of the experimental traffic management measures that were introduced 18 months ago in Pottery Street and Wilson Grove. The traffic management measures are located in Riverside Ward and their objective was to reduce the occurrence of rat running traffic during peak periods. The measures are being drafted by the Public Realm Projects Team, with the project manager for this scheme being Chris Mascord, London Borough of Southwark, Council Offices, 160 Tooley Street, SE1P 5LX.

1.1.2 The area under consideration is located within the SE16 district of Southwark (Riverside Ward), in the north of the borough. See figure 1 below.

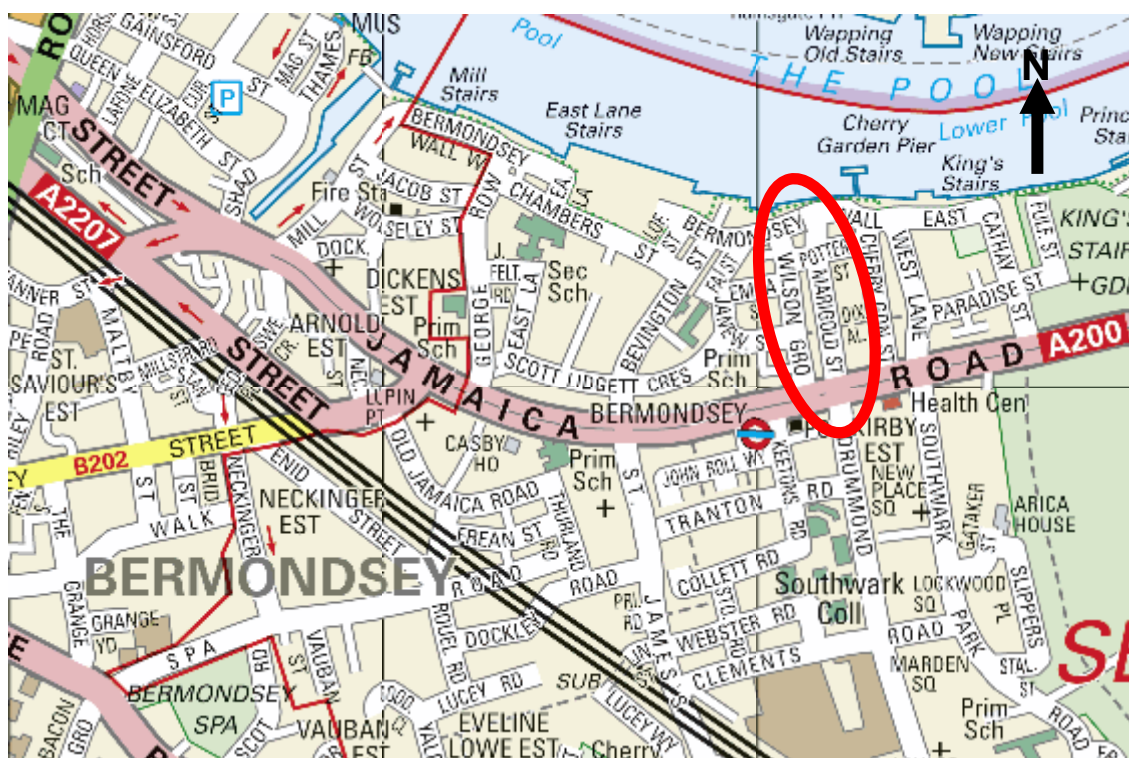


Figure 1: Location of experimental traffic management measures

1.2 Project and Background

1.2.1 The measures proposed form part of the council's ongoing commitment to make Southwark's streets safer and more accessible for all. The proposed 20mph zone compliments the councils' Road Safety Strategy and a reduction in through traffic using local streets will improve road safety and enhance the residential environment for local residents and businesses.

1.2.2 In the summer of 2012, the council introduced the trial, one-way traffic management measures in Pottery Street and Wilson Grove that were designed

to assist with reducing non-local traffic using residential streets in afternoon peak periods to bypass traffic congestion in Jamaica Road. The council is now writing to local residents and stakeholders to consult if the traffic management measures should be made permanent.

- 1.2.3 During the course of the last 18 months, the council has evaluated the impact of the traffic management measures on traffic flows and speeds in streets to the north of Jamaica Road. The results indicate that there has been a significant reduction in traffic volume traversing local streets, as well as a reduction in vehicle speeds during the afternoon weekday periods from 16:00-20:00. The monitoring results are displayed in the table below.

Monitoring Results (Weekdays 16:00- 20:00)				
	Before		After	
Road Name	Speed (mph)	No. of Vehicles	Speed (mph)	No. of Vehicles
Wolsely Street (EB)	23.7	162	20.1	101
Chambers Street (EB)	24.3	159	22.5	114
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Bermondsey Wall East (EB)	23.8	387	19.7	119
Cathay Street (SB)	25.6	368	22.8	108

- Streets to the west of Wilson Grove
- Streets to the east of Wilson Grove

Figure 2: Post-implementation survey results

- 1.2.4 Preventing vehicles from using Pottery Street to access residential streets to the east has resulted in an average 75% reduction in vehicle volumes during the afternoon peak periods and a 2.5mph reduction in speeds. Streets to the west of Wilson Grove also have significantly lower traffic volumes and lower vehicle speeds as a result of the trial traffic management measures.
- 1.2.5 If the measures are made permanent, then the one-way restrictions will be enforced using a static ANPR camera to ensure contraventions of the one-way regulations are minimised.

1.3 Consultation Procedure

- 1.3.1 The views of the local community and those of statutory consultees have been sought as part of this re-consultation exercise. Active community participation was encouraged through the use of a consultation document and questionnaire (see Appendix A – Consultation Documents).
- 1.3.2 The consultation document included a covering letter with the post-consultation monitoring results and a questionnaire/comment form that could be sent to the Public Realm Projects Group with a pre-paid address reply envelope.
- 1.3.3 The consultation document was delivered to a geographical area bounded by Jamaica Road in the south, Tower Bridge Buildings in the west, Bermondsey Wall to the north and Fulford Street in the east, using strategic roads and pedestrian desire lines as defined cut off points (See Appendix B – 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 C of list of addresses within the distribution area.
- 1.3.5 The consultation documents were delivered by Royal Mail to 2555 addresses detailed within the distribution list. The documents were delivered on the 24th November 2014, with a return deadline of the 22nd December 2014, allowing 4 weeks for the consultation period. However, consultation responses were considered for one further week after the prescribed deadline on the consultation document.

2.0 Consultation Responses

2.1 Response Rate and Distribution

- 2.1.1 A total of 229 responses were received during the consultation period, equating to an 8.7% response rate. The majority of responses were received by returned questionnaires (211), with the remaining 18 responses received on the consultation webpage. Sixteen responses were classed as anonymous.
- 2.1.2 No formal responses were received from statutory consultees during the consultation period.

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. Would you like to retain the traffic management measures?

2.2.2 The following is a summary of replies received:

Question 1 - Are you a resident or business?

	Resident	Business
Replies	221	8
Total	96.5%	3.5%

Table 1: Returned questionnaire results for question 1

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

Question 2 – Would you like to retain the traffic management measures?

	Support	Opposed	No Opinion
Replies	175	48	6
Total	76%	21%	3%

Table 2: Returned questionnaire results for question 2

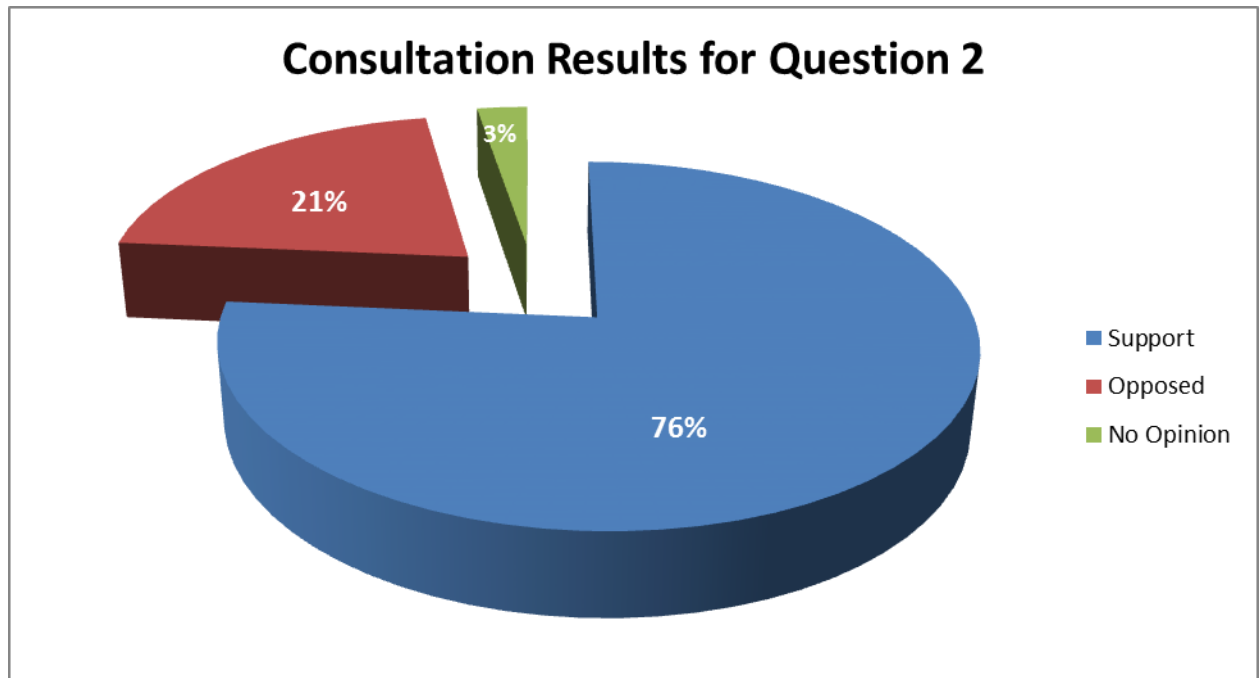


Figure 3: Consultation questionnaire results for question 2

2.2.4 The above graph and table indicate a majority of support for retention of the existing traffic calming measures, with 76% support detailed in returned consultation questionnaires.

2.3 Additional Comments

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

2.3.2 The majority of respondents (76%) highlighted full support for the retention of the experimental traffic management measures, indicating that improvements were welcome and have reduced traffic volumes and improved road safety.

2.3.3 Many respondents highlighted that the benefits are outstanding for both safety and health. The scheme has created a far safer environment for all people in the area during the afternoon rush hour and should be made permanent.

2.3.4 A number of comments in support also discussed that the traffic management measures provided and 'Excellent one way system that benefits the entire neighbourhood; well-done Southwark council.'

2.3.5 A comment was received from a local resident stating that 'with two children attending Riverside Primary School, it is a relief to see the scheme being made permanent, as it is a lot safer to walk in the area.'

2.3.6 A number of respondents outlined that the measures have made the neighbourhood noticeably quieter, especially during peak hour and have greatly reduced noise in the surrounding area and volume of traffic.

- 2.3.7 A respondent highlighted that vehicles no longer come speeding around corners, endangering pedestrians and children.
- 2.3.8 A comment was received stating that the scheme had resulted in fewer cars and more space for cycling.
- 2.3.9 A number of respondents commented that the difficulty accessing the area from the Rotherhithe Tunnel is much less than the advantage of having a much quieter area as a result of the restrictions in Pottery Street and Wilson Grove.
- 2.3.10 A number of respondents raised concerns that a significant number of vehicles are still driving the wrong way through the one-way system, particularly in Pottery Street and that camera enforcement is essential. *

* In response, if the traffic management measures are made permanent, then a static enforcement camera will be installed on a permanent basis. This enforcement measure will automatically issue a PCN to any vehicle contravening the one-way working prohibition (at any time of the day). Until such time as the camera is implemented, the mobile camera enforcement vehicle will periodically attend site in peak periods to enforce the restrictions in Wilson Grove and Pottery Street.

- 2.3.11 A number of requests were made to do more to enforce the existing 20mph zone.*

* In response, the post-implementation survey results highlight that there has been an average 2.5mph speed reduction in residential streets to the north of Jamaica Road following the introduction of the 20mph zone and it is therefore not envisaged that further self-enforcing traffic calming measures are required.

- 2.3.12 A number of requests were made for further vertical deflection traffic calming (speed bumps), particularly in Wolsely Street, George Row, Wet Lane and Chambers Street.*

*In response, as highlighted above, the introduction of the 20mph zone has effectively reduced the average speed of vehicles in local streets to the north of Jamaica Road and therefore the introduction of further measures is no currently warranted. In addition, the funding allocation provided would not cover the cost of installing these additional measures.

The council will continue to monitor the scheme and if there are locations where excessive traffic speeds are recorded on a regular basis above the 20mph limit, then further investigations can be undertaken to ascertain the most appropriate measure to assist with curtailing traffic speeds further. It must also be noted that the current allocation of this scheme would not cover this work and therefore additional funding would have to be either sourced from TfL or via the council's CGS programme.

- 2.3.13 A number of residents highlighted problematic / unsafe road junctions in the area that in their view require changes to road layouts or further safety measures.

These included the junction of Chambers Street and Bevington Street and the junction of Wolseley Street and George Row.*

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

2.3.14 Request was made for signage at Scott Lidget Crescent and Jamaica Road / Bevington Street saying 'no through access to Rotherhithe Tunnel'.*

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

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

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

2.3.16 A number of requests were made to make Cathay Street no entry southbound from the junction of Pilgrimage Street, as drivers are still using West Lane, Pilgrimage Street and Cathay Street to by-pass a section of Jamaica Road. *

* In response, there are no current plans to introduce further traffic management measures as part of the current scheme. Cathay Street has seen a 71% reduction in afternoon peak traffic volume following the implementation of the one-way working of Pottery Street and Wilson Grove, and therefore based on the current data, no further traffic management measures in Cathay Street are required to reduce traffic volumes.

2.3.17 A number of requests were made for local residents to have a 'exemption pass' to allow them to travel eastbound along Pottery Street to access their homes. *

* In response, this request is not being considered as it would be totally unmanageable / unenforceable and carry significant road safety risks with westbound road users, pedestrians and cyclists in Pottery Street not expecting vehicles approaching from the west.

2.3.18 A request was made for additional traffic calming around the Riverside Primary School, as vehicles still speed in the adjacent roads. *

* In response, all roads in the area have experienced reduced traffic volumes and speeds as a result of the experimental traffic calming measures. However, these concerns have been passed to the Safer Routes to School officer in order for review and if further measures to assist pedestrian accessibility and safety could potentially be covered in the school's travel plan.

2.3.19 A number of concerns were expressed regarding the amount of time it takes to access roads to the east of the one-way section of Pottery Street in the afternoon peak due to congestion on Jamaica Road. *

* In response, before the introduction of the traffic management measures, vehicle counts indicated the traffic volumes for Bermondsey Wall East between Marigold Street and Cathay Street have up to 400 vehicles per hour in the PM Peak (4pm – 6pm) and 85% percentile speeds well in excess of 20mph. Preventing west to east travel has significantly reduced traffic volume and average vehicle speeds, making the streets in the area quieter and safer for local residents.

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

Whilst it is recognised that journey times for local residents accessing their homes during the afternoon peak period have increased as a result of the proposals, it is evident that the overall benefit to the community and the environment, by reducing traffic volumes by an average of 75% outweigh the slight inconvenience of an extended journey time.

2.3.20 A summary of additional comments from residents that objected to the retention of the traffic management measures highlighted the following concerns:

A number of objections were received indicating that the bus lanes in Jamaica Road should either be removed or can be used at certain times of the day. *

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

Outside of peak times, congestion on Jamaica Road is minimal and therefore allowing general traffic to use the bus lanes during these times would not result in any significant reduction in congestion or improve journey times.

The bus lanes can also be used by cyclists, enabling them to be separated from general traffic flows which is particularly pertinent for a high volume, 30mph carriageway. Removal of the bus lanes would therefore potentially create a safety concern for this user group and is in contradiction to the directives in the Mayor's Vision for Cycling, as well as Southwark's Cycling Strategy.

A number of objections stated that there is no benefit to the area by increasing congestion on Jamaica Road by preventing eastbound travel along Pottery Street. *

* In response, the area to the north of Jamaica Road is residential, has a number of schools, narrow carriageway widths and the roads are not designed to cater for high volumes of traffic. Previous traffic surveys quantified that high volumes of non-local traffic were traversing these streets, as drivers tried to avoid congestion on Jamaica Road. This issue was also evident through receipt of numerous complaints from local residents and ward members relating to traffic volumes, excessive speed and safety concerns.

Whilst the traffic management measures force non-local traffic back onto the main arterial route of Jamaica Road, which is designed to cater for high volume traffic, it is the councils' view that the traffic management changes have had minimal impact on the overall traffic saturation of Jamaica Road. The vast majority of non-local traffic entering the riverside residential area and travelling eastbound was from Jamaica Road, only for it to re-join Jamaica Road a few hundred metres further down nearer the approach to the Rotherhithe Tunnel. Therefore the net loss / gain of traffic and saturation levels, particularly on approach to the Rotherhithe Tunnel is negligible, as all eastbound non-local traffic still had to traverse the roundabout adjacent to the tunnel.

Transport for London was a key stakeholder of the first consultation exercise. They did not express any concern with the proposals and have not reported back any negative impact from preventing vehicles travelling eastbound through Pottery Street. TfL closely monitor Jamaica Road through CCTV and their UTC traffic signal control system. Any adverse impact on the operation of Jamaica Road following the installation of the traffic management measures in Pottery Street and Wilson Grove would have been evident.

A number of respondents objected highlighting that it is a stupid scheme that prevents residents in the east driving to their home and that they are virtually prisoners. A return journey would take 5 minutes and now takes 30 minutes due to having to stay in traffic on Jamaica Road. *

* In response, as mentioned previously, whilst it is recognised that journey times for local residents accessing their homes during the afternoon peak period have increased as a result of the proposals, it is evident that the overall benefit to the community and the environment, by reducing traffic volumes by an average of 75% outweigh the slight inconvenience of an extended journey time.

Outside peak times and on weekends, traffic congestion on Jamaica Road is minimal and therefore the traffic management measures result in marginal increases in journey times to addresses to the east of Pottery Street / Wilson Grove (when accessed from Lower Road or the Rotherhithe Tunnel).

It is noted that if residents are return back from the south (Lower Road / Rotherhithe New Road area), then access to the eastern area of Riverside can be obtained via Southwark Park Road junction, across into West Lane. Likewise Southwark Park Road can be accessed by residents approaching the area from the west by using Grange Road. This option allows residents to bypass traffic on

Jamaica Road. It is also noted that there is also two dedicated junction approach lanes in Southwark Park Road (a right turn lane and straight ahead / left). Therefore traffic wishing to traverse across the junction into West Lane is separated from traffic queuing to turn right, which significantly reduces the waiting time at the junction. The carriageway width of Southwark Park Road also allows for two lanes to form for up to 100m.

A number of objections highlighted that Getting out onto Jamaica Road has become a nightmare due to traffic blocking the junction. A box junction is needed.*

* In response, as previously discussed in paragraph 2.3.15, TfL is the highway operator for Jamaica Road and any box junction making would have to be agreed and installed by them. It is evident that there is a potential issue for residents accessing Bevington Street from St. James's Road and exiting Bevington Street into Jamaica Road at peak times that are causing both frustrations to motorists and queuing in side roads. Whilst it must be noted that this was an existing problem that predated the implementation of the traffic management measures (and was highlighted in the previous consultation exercise), the council will approach TfL to request that a box junction is installed to ease congestion in the side roads, which will enhance the existing traffic management scheme further.

Number business in West Lane objected stating that the number of customers has reduced due to heavier traffic on Jamaica Road and less traffic in West Lane as a result of the traffic management changes. *

* In response, the majority of trade for the parade of shops in West Lane is likely to be from the adjacent residential areas and not passing trade from non-local traffic looking to bypass congestion on Jamaica Road.

The existing red route parking bay on the eastern side of West Lane is a clearway during peak times (no waiting or loading allowed). Therefore through traffic would not be able to use this facility during the morning and afternoon peak periods. It also noted that the other existing bays in the vicinity of the shopping parade are residential parking bays that cannot be used by non-local vehicles during the hours of 8:30am – 6:30pm Monday to Friday. Therefore there is no parking availability in the area for non-local traffic to access the shopping parade during peak traffic flow periods and therefore the removal of non-local traffic from West Lane will have minimal impact on trade.

In addition, the significant reduction in vehicle traffic in the adjacent roads makes the environment more pleasant for residents who are now likely to walk and cycle to the local shops. This improvement has been highlighted in many of the responses received throughout the consultation period where respondents commented that it now feels safer to walk and cycle in the area.

Objections were received highlighting that if the one-way sections were removed, then congestion would ease on Jamaica Road and speed bumps can be introduced to reduce traffic speeds. *

* In response, the traffic congestion on Jamaica Road was present before the traffic management measures were implemented. The congestion in peak periods (particularly the afternoon period) was the primary cause of non-local

traffic traversing eastbound through residential streets to bypass queuing on Jamaica Road. As discussed earlier, the main bottleneck causing congestion on Jamaica Road is the roundabout adjacent to the Rotherhithe Tunnel and all non-local traffic has to re-join Jamaica Road before the roundabout, which meant that there was the same amount of vehicles accessing the roundabout and Rotherhithe Tunnel approach as there is now. This traffic is simply now in the general queue on Jamaica Road instead of queuing in side roads (West Lane and Cathay Street) in order to exit out onto Jamaica Road.

TfL was a key stakeholder of the first consultation exercise. They did not express any concern with the proposals and have not reported back any negative impact from preventing vehicles travelling eastbound through Pottery Street. TfL closely monitor Jamaica Road through CCTV and their UTC traffic signal control system. Any adverse impact on the operation of Jamaica Road following the installation of the traffic management measures in Pottery Street and Wilson Grove would have been evident.

Removal of the one-way prohibitions in Pottery Street and Wilson Grove would undoubtedly result in excessive traffic volumes traversing residential streets to the north of Jamaica Road that would result in the same problematic issues that were present before the traffic management measures were introduced. This would adversely impact the environment through noise and air pollution, as well as presenting further potential safety risk to pedestrians and cyclists, which is particularly pertinent due to a number of primary schools in the area.

The funding allocation provided would not cover the cost of installing additional vertical deflection measures, such as speed humps if the existing traffic management measures were removed. The Council and TfL do not believe that the provision of road humps should be the default response in such situations. Whilst they may act to slow vehicle speeds in some instances, they do not address the issues relating to excessive traffic volume and are less effective than the current modal filtering measures in Pottery Street and Wilson Grove that make the roads in the area for local/ residential traffic only which has resulted in a significant reduction in average speed levels.

An objection was received stating that Bevington Street is congested and that there has been no significant traffic reduction. *

*In response, there is no evidence to suggest that traffic congestion is worse on Bevington Street at the Jamaica Road junction as a result of the traffic management proposals. Vehicles experienced difficulty exiting Bevington Street before the traffic management measures were implemented, especially in the busiest period (afternoon peak). In addition, reviewing the before and after traffic volume data suggests that there has been a 43% reduction in traffic traversing Bevington Street following the implementation of the traffic management measures in Pottery Street and Wilson Grove. Therefore it can be argued that the traffic management measures have had a positive impact on vehicle volumes and queue lengths in Bevington Street compared to the previous saturation.

In addition, there is no reason why non-local traffic will be using Bevington Street to access Jamaica Road if the current cut through route in Pottery Street is closed or made one way westbound. This is also evident through the comparative data results.

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

2.3.11 32% of respondents did not submit a further comment.

2.4 Levels of Consensus

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

Traffic Management Measures:

- 76% of consultees support the retention of the traffic management measures;
- 21% of consultees were opposed to the retention of the traffic management measures; and
- 3% of consultees have no opinion.

3.0 Recommendations

3.1 In light of the positive consultation outcome for the retention of the existing traffic management measures including the one-way restrictions in Pottery street and Wilson Gove, it is recommended that this element of the scheme is progressed to implementation (subject to statutory consultation).

Appendices

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

Appendix A: Consultation Documents

24th November 2014

Public Realm Projects
Direct dial: 020 7525 5385
Fax: 020 7525 0000
www.southwark.gov.uk



Dear Resident/Occupier,

RIVERSIDE TRIAL TRAFFIC MANAGEMENT MEASURES

In the summer of 2012, the council introduced the trial one-way traffic management measures in Pottery Street and Wilson Grove that were designed to assist with reducing non local traffic using residential streets in afternoon peak periods to bypass traffic congestion in Jamaica Road. The council is now writing to local residents and stakeholders to consult if the traffic management measures should be made permanent.

During the course of the last 18 months, the council has evaluated the impact of the traffic management measures on traffic flows and speeds in streets to the north of Jamaica Road. The results indicate that there has been a significant reduction in traffic volume traversing local streets, as well as a reduction in vehicle speeds during the afternoon weekday periods from 16:00-20:00. The monitoring results are displayed in the table below.

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 Streets to the west of Wilson Grove
 Streets to the east of Wilson Grove



Preventing vehicles from using Pottery Street to access residential streets to the east has resulted in an average 75% reduction in vehicle volumes during the afternoon peak periods and a 2.5mph reduction in speeds. Streets to the west of Wilson Grove also have significantly lower traffic volumes and lower vehicles speeds as a result of the trial traffic management measures.

If the measures are made permanent, then the one-way restrictions will be enforced using a static ANPR camera to ensure contraventions of the one-way regulations are minimised.

We would be grateful if you could take the time to answer the questionnaire provided and return it using the pre-paid envelope provided by **Monday 22nd December 2014**. You can also reply online at <http://www.southwark.gov.uk/consultations>

The consultation results to be discussed at the Bermondsey and Rotherhithe Community Council on 28th January 2015. Following this a formal decision on the scheme will be taken by the Cabinet member for Regeneration, Planning, and Transport in February 2015.

Yours sincerely,



Chris Mascord
Senior Engineer
Public Realm Projects
chris.mascord@southwark.gov.uk

Riverside Traffic Management

Consultation questionnaire

The council would like to receive your views on making the experimental traffic management measures in Pottery Street and Wilson Grove permanent

We would be grateful if you could answer some general questions so that we can find out what your views are towards the proposals. Please return completed questionnaires by the **22nd December 2014**

Residents and Businesses:

1. Are you a resident or business? Resident Business

2. Would you like to retain the traffic management measures ? Support Opposed No opinion

Please use the space below for comments:

Continue overleaf if necessary.....

Please don't forget to fill in your personal details

Name

Address (essential)

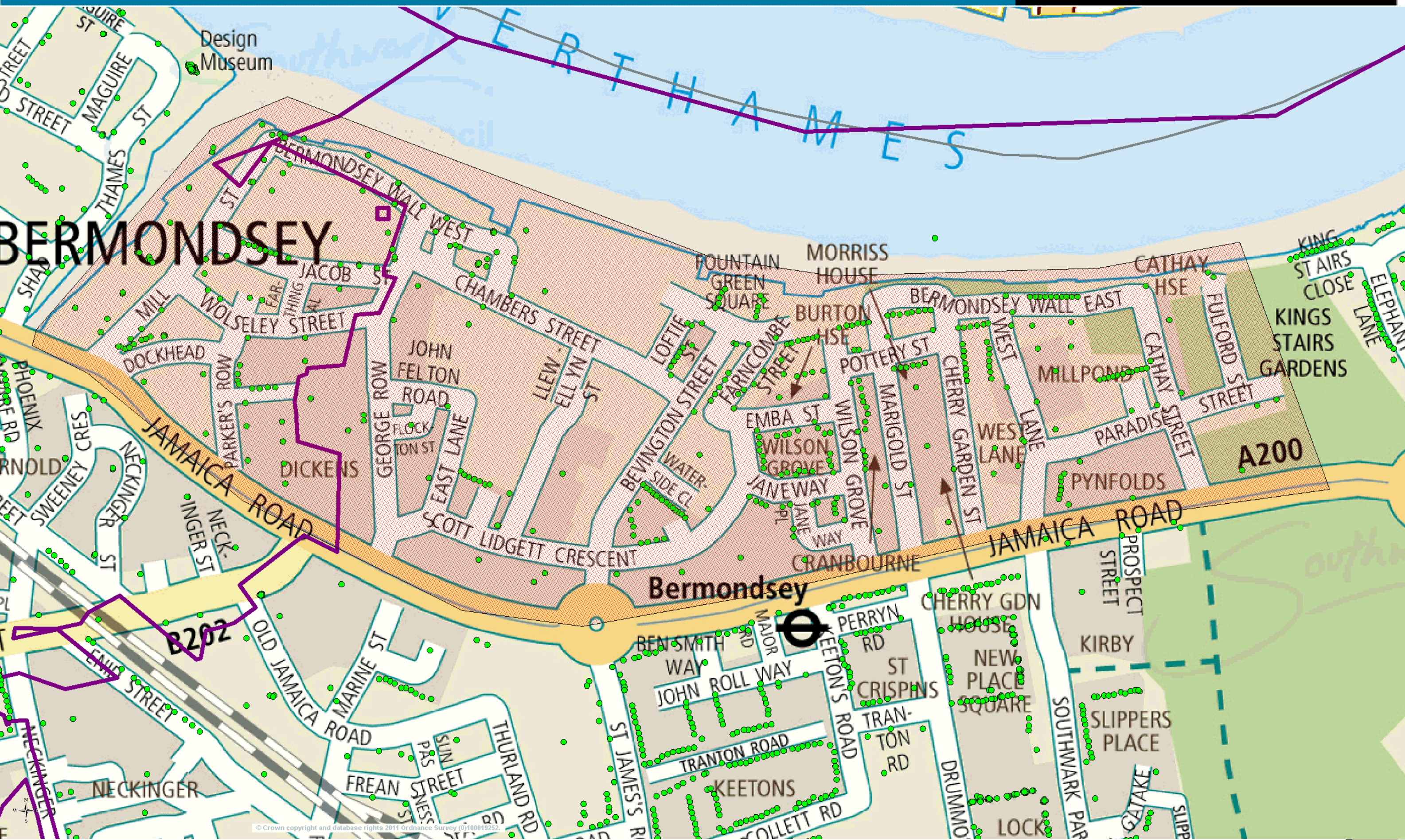
Postcode Date



Appendix B: Location Plan and Extents of Consultation

Riverside Traffic Management and 20mph Zone - Consultation Area

Date 1/10/2012



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