

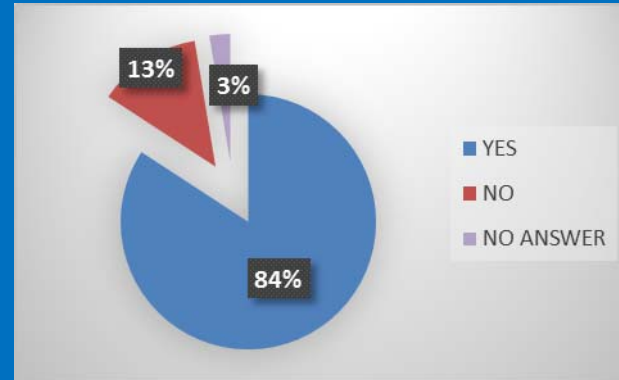
## APPENDIX E

### Elephant & Castle to Crystal Palace Quietway (QW7) **Falmouth Road to Albany Road** Detailed Consultation Comments and Responses

#### Key for summary tables:

In support of proposals	General supportive comment – no response required
In support of proposals	Supportive with specific points to be considered – response required/provided
Objection to proposals	Objection with specific points to be considered - response required/provided

**Q1. Generally do you support the proposal?**



Reference No.	Support	Comment	Key Considerations (and Responses)
7	Yes	<p>Falmouth Road - the section north of the church (brotherhood of cross and star) should be closed to traffic altogether and the green space of the Rockingham brought together. The cycle route could then be a two way route through this green space. Currently there is almost no traffic on this section, but due to the large trees the pavement is not passable for wheelchairs. This needs urgent attention.</p> <p>Street Trees - Lend Lease have committed to planting street trees in Brandon St and Falmouth Road. This is the golden opportunity to get them to plant them. Please revise your plans and identify sites for tree corridors on both these roads.</p> <p>Brandon/Portland Streets - the section across East St between Trafalgar Row and Browning St is now full of rat running cars heading towards Walworth Rd since the closure of Stead St. It is not clear if Stead St will reopen - what is your plan for this circumstance? The morning flow level of cars and vans on this section of the route is not compatible with safe cycling.</p> <p>Brandon /Portland St - residents have no space for cycles inside their homes. Please identify locations for community cycle lockers to take up one car space with secure room for 10 bikes.</p>	<p><b>Modal filtering along Falmouth Road</b> Closing Falmouth Road would require additional analysis of the traffic impacts which was not investigated as part of this project</p> <p><b>Footway obstructions from trees</b> Identification of locations for new trees and reducing footway obstructions will be considered as part of the Detailed Design</p> <p><b>Rat-running on Brandon / Portland Street</b> Stead Street closure is not part of this scheme</p> <p><i>This location will be passed to the team responsible for delivering cycle hangers</i></p>

		Rodney Place/Rd - the overview document suggests that this proposal is for the short term, awaiting the Lend Lease masterplan. Is this true? So what is proposed then?	<i>The current proposals for a two-way cycle track are a temporary scheme, which will be replaced by a permanent scheme as part of the Heygate redevelopment</i>
9	Yes	Could you close off Portland Street at somewhere around Liverpool Grove, to stop rat running? This definitely seems like an improvement.	<b>Modal filtering / Rat-running on Portland Street</b> <i>Point Closures would require additional analysis of the traffic impacts which was not investigated as part of this project</i>
18	Yes	I live on Portland Street and that's a rat run for cars and as a cyclist find it dangerous there, like you said you can't see because of parked cars etc. I think all the proposals above can only be good for safety.	<i>None</i>
19	Yes	Brandon Street needs major look at, as parking at weekends is bad, nobody can move and junction of East Str is a joke, nobody now has right of way. Need more safety for the area as a whole and parking needs sorting out since car parks have gone there is nowhere to park!	<i>LBS Parking team to review parking demand on Brandon Street. (Not QW7 objective.)</i>
(16) SOUTHWARK LIVING STREETS	Yes	This is a really good scheme that Southwark are proposing for the northern section of QW7 and fits well with the LCDS guidelines of calming less heavily trafficked roads and segregating cyclists where volumes remain higher. It is good that the alignment through Rodney Road is being retained as it keeps another good quality north-south cycle route in the borough through the tricky E&C/NKR area. The proposals are particularly strong for creating the two-way segregated section and it is great that Southwark is being more confident in proposing this approach. Southwark Living Streets strongly agrees with the parking removal where proposed as this will have sightline benefits for pedestrians when trying to cross the road and with Portland St properly calmed, it will be far safer for them to cross as it will also be at East St with the changes planned there. The junction at Albany Rd is well designed and again the removal of significant carriageway capacity has real benefits for pedestrians too in trying to aim for a longer term where Albany Road is not such a barrier between the residential areas so to the north and the park itself.	<i>None</i>
24	Yes	Quite a lot of thought has gone into this improvement. And the information thorough.	<i>None</i>

27	Yes	This is a terrific project. As a regular cyclist, it's wonderful to hear how safety is being improved. Thank you.	None
28	Yes	Good stuff generally.	None
31	No	All the proposals will not make things better rather enrich the pocket of the contractors and those that award them the contract. How long ago was E&C roundabout went through changes? Yet it is still going through more changes that we do not know when it will end. Since the so called bike lane, more people have been killed on our roads than before. Repair roads where necessary not damaging them for private profit. Rather we need more housing to the so called road construction impacts	None
34	Yes	I disagree with the insertion of sinusoidal humps on Portland St., the current speed cushions serve a function for slowing traffic, whilst allowing cyclists access to these. I disagree with proposed give way lines at Portland St/East St junction - give way lines should not be used to indicate priority for pedestrians, as these are signals for vehicular traffic. The priority should be for traffic heading on the north/south road. If priority for pedestrians is needed I would suggest a pedestrian crossing, or zebra crossing.	<i>The current speed cushions are proposed to be replaced by new sinusoidal road humps. The priority markings are for vehicles. The introduction of a pedestrian crossing could be investigated as part of the detailed design subject to existing pedestrian desire lines.</i>
36	No	Would not be so many accidents if the no entry signs are taken notice of, there is a no entry sign half way down King and Queen Street which is ignored. Also there is one in East Street market which is ignored. If they were used accidents would not happen. Cameras should be there and they should be fined also not enough parking for people who live here. With Rodney Road closing because have to go all round the houses to get home in my car.	<i>LBS Enforcement will be informed - Maintenance Issue</i>
38	Yes	Looking forward to the improvements. Thank you! :)	None
41	Yes	As a regular cyclist, I am very pleased that these changes are proposed. Two comments only: 1) the speed humps along Portland street currently do very little to slow motorists, who often break the speed limit and put the safety of large numbers of (morning) cyclists at risk.	<i>Humps to be replaced as part of proposals</i>
42	Yes	Overall these proposals are OK, but unless additional permeability measures benefit bikes, and modal filters discourage cars, they will struggle to create a cycle-friendly network that encourages cycling as an everyday activity.	<b>Modal filtering / Rat-running</b> <i>Modal filtering and road closures would require additional analysis of the traffic impacts which was not investigated as part of this project.</i>

		Furthermore lots of car parking and loading bays *are* retained which (contrary to stated on the plan) create pinch points. Instead the spaces should be inset to the pavement.	
43	Yes	I am concerned that Portland Street still has too much through traffic (rat running) to be used as a Quietway. I used to use this route, but gave up due to aggressive driving, and the proposals seem to do nothing to tackle this. At the moment motorists can use Merrow Street to cut through from Albany Road to Walworth Road, Larcom Street going the other way, and Browning Street to cut through in either direction. Motorists also use Browning Street/East Street to cut across from Walworth Road to Old Kent Road. All of these through routes need to be closed off for motorists.	<b>Modal filtering / Rat-running</b> <i>Modal filtering and road closures would require additional analysis of the traffic impacts which was not investigated as part of this project.</i>
46	No	In total according to your plans 77 parking places will be lost. There is already a lack of places to park and a lack of access to roads. With the local car parks gone they (being built on for flats) and soon Lidl will block more roads for its rebuild, it's getting more and more difficult for people living in the area to access homes and parking their cars. Some people are disabled and need transportation by friends and family in cars they cannot ride on pedal bikes. With the new flats being built and parking spaces being more reduced, local businesses are suffering too.	the loss of parking is believed to be proportionate. The majority of the parking being lost is in Albany Road area where there is little demand from residents, or footway parking near East Street market
47	No	I live in Portland Estate, Portland Street. To my point ref I would recommend to introduce speed limit with humps or speed camera or totally ban cars between east street and Albany Road. The cars drive at very high speed at these points - speed cameras??	<b>Modal filtering / Rat-running / Speeding</b> <i>Modal filtering and road closures would require additional analysis of the traffic impacts which was not investigated as part of this project. The current speed cushions are proposed to be replaced by new sinusoidal road humps.</i>
49	Yes	Please also look at Wadding Street (and stead street when it reopens) traffic currently comes flying down Wadding and is blind to pedestrians at the Wadding/Rodney Road junction for pedestrians crossing towards orb street - really dangerous right now.	<b>Rat-running / Speeding</b> <i>The current speed cushions are proposed to be replaced by new sinusoidal road humps.</i>
51	Yes	Further measures are needed to reduce rat running in Portland Street.	<b>Rat-running</b>

53	Yes	More Santander cycle points along the route, especially towards the Walworth Road would be great.	<p><b>Additional Cycle Facilities – Hire bikes</b>  <i>These recommendations will be passed on to the teams responsible for pursuing expansion of the London Bike Hire Scheme and those delivering cycle hangers.</i></p>
54	Yes	<p>The proposals need to go further in ensuring the safety of cyclists along Portland Road and Brandon Street by taking positive steps to reduce levels of motorised traffic. This is a long stretch of road of great importance to cyclists travelling into and out from central London. The proposals include some improvements at junctions and removing the dangerous type of speed hump currently in use. Yet, there is little that will reduce levels of motorised traffic using this route as an alternative to the Walworth Road. This includes cars using it as a rat run and even very large HGVs probably following sat-navs on to this totally inappropriate, small road. As well as presenting a danger to cyclists, this level of traffic is inappropriate for a stretch of road with two primary schools and a street market.</p> <p>Many of my most dangerous encounters cycling in Southwark have come as a result of dangerous overtaking manoeuvres on this stretch of road. I have come within inches of being knocked off by cars and other vehicles rushing to overtake then having to come back to the left to avoid oncoming traffic. This is an issue that must be dealt with and I can see two options.</p> <p>The first option would be to close the road at strategic points to motorised traffic to avoid this stretch of road being used as an alternative to Walworth Road.</p> <p>The second option would be to prevent cars from overtaking cyclists along the full length of the road through the introduction of appropriate signage. They are "Narrow Lanes. Do not overtake cyclists." signs in use in London, but these are intended for temporary roadworks. I would encourage the council to check what signage options are available,</p>	<p><b>Modal filtering on Portland Street / Rat-running</b>  <i>Modal filtering and road closures would require additional analysis of the traffic impacts which was not investigated as part of this project.</i></p> <p><i>*Said sign is part of the Temporary Traffic Management for Highways schemes – could not be enforced on a long-term basis in this area.</i></p>

		liaising with the Department for Transport if necessary. I wouldn't expect this to make any significance to the average speed of vehicles, as despite the aggressive overtaking manoeuvres, cars rarely seem to get ahead of bikes as they negotiate traffic on the narrow street.	
55	Yes	<p>Broadly, the plans look excellent. The one major concern is the lack of clarity over plans for New Kent Road. A crossing aligned with Falmouth Road is necessary to allow access to the 2-way cycle track (which should be widened).</p> <p>Additionally, Falmouth Road could be given priority over Harper Road and maybe modally filtered at Harper Road or New Kent Road to cut out rat running.</p>	<i>Existing crossing on New Kent Road is being upgraded as part of the TLRN.</i>
58	Yes	I think Portland street needs to be closed either side of East Street in order to discourage fast moving traffic across East street and to create a quieter road for cyclist and pedestrians.	<b>Modal filtering on Portland Street</b> <i>Modal filtering and road closures would require additional analysis of the traffic impacts which was not investigated as part of this project.</i>
61	Yes	I approve of the improvements to the Brandon Road/East Street junction - would be better if there was a zebra crossing added and/or tactile surface to further encourage slowing down. Proposal as given would definitely help but would like more to be done as I've seen a lot of near misses between cars and pedestrians at that junction. The sinusoidal humps are a great idea for cyclists.	<i>None</i>
64	Yes	Additional comments to No. 7. In the main I approve the plans for Portland street except for one very serious health and safety issue which has been overlooked. Between East St and Albany road since Merrow st was made one way, there is no entry to Portland St from the Walworth rd. Drivers now turn from Walworth rd into the lower part of Merrow St, the right into Lytham St, right into Phelps St, and then left into Sondes St. This is to avoid the traffic light system at the Albany rd/Camberwell rd junction. Sondes St is one way from Portland St into Phelps St. It is a very narrow road and only wide enough for one car. It is also used by many of the primary school children attending the Michael faraday school just opposite. Because drivers now use this as rat run into Portland St there have been very many near misses at this junction with the pedestrians and drivers who use the road correctly. Drivers not only	<b>Rat-running / Speeding and incorrect use of Sondes Street / Modal filtering</b> <i>Closing of Sondes Street would require additional analysis of the traffic impacts which was not investigated as part of this project.</i>



		<p>accelerate when going the wrong way through Sondes st they also drive in reverse. Showing not only a total lack of consideration, it's also extremely dangerous for all pedestrians and cars as well as an illegal use of the road. Recently a traffic camera has been sited to look down into Sondes st but we have been told that it has never worked and is for show only. Everyone is extremely concerned that there will soon be a very serious accident here and someone (child or oap) will be killed because of the deliberate ignoring of the no entry signs, of which there are at least 5 at the junction and approach to Sondes St. When surveys are done for alterations such as these they should also consider how serious the impact on the adjoining side streets will be. It is obvious this was not done when making the changes to Merrow St. Please look very urgently at this health and safety issue before someone is seriously injured or killed.</p>	
65	No	<p>I object to this proposal on the following grounds, that it shouldn't be solely for cyclists and it isn't a safety measure.</p> <p>The consultation document that was sent out, with its illustrations of the route, wasn't very clear for people to understand, neither was the same illustrations at the Open Day Event of the 7th October at Michael Faraday School.</p> <p>My objection are as following as par your document:</p> <ol style="list-style-type: none"> <li>1. There is already a 20mph.restriction for the area and there are already traffic calming features on many parts of the route (e.g. traffic calming tables and humps). This will just be duplicating the calming measures.</li> <li>7. You intend to accentuate priority for pedestrians, junction Brandon Street, Portland Street and East Street Market. May I say the only problem is there, that of the cyclist that pass, at high speed with little or no respect for pedestrians. Other traffic is forced to slow down. By this proposal cyclist will be free to do what they like.</li> <li>8. Improve pedestrians crossing at side roads with drop kerbs. It isn't to improve the side streets, most of the streets of this proposed route are not affected, and all have drop kerbs at the moment.</li> </ol>	<p><i>Proposed sinusoidal road humps will replace existing traffic calming features.</i></p>



		I'm opposing and objecting to this proposal Elephant and Castle to Crystal Palace Quiet Way (QW7). I see it just for cyclist and it will not benefit all road users. As well as to the cost of the scheme to the Council Tax Payers of Southwark. Most of these cyclists don't live in Southwark, they just pass through, and this proposed route, scheme is to the detriment to the people who live in the area.	
67	Yes	Southwark Cyclists is strongly supportive of the Q7 plan, and supports the specific points raised in the consultation.	None
(67) SOUTHWARK CYCLISTS	Yes	No plans are in the consultation for the crossing of New Kent Rd. We set out the minimum requirements for this and hope plans will be presented soon.  A proper cycle crossing is required for Harper Road.  Pavement build-outs on Portland should be removed and no new ones built.  Active steps should be taken to reduce rat-running, perhaps by filtering Brandon and Portland to stop through motor traffic.	<i>The upgrade of the New Kent Road crossing is part of the TLRN.</i>  <i>The crossing layout will be considered in the detailed design stage of this project.</i>  <b>Modal filtering / Rat-running on Brandon/Portland Street</b> <i>Modal filtering and road closures would require additional analysis of the traffic impacts which was not investigated as part of this project.</i>
69	Yes	This is a great improvement for pedestrians and cyclists and will compliment other Quietways and green links in the area.	None
71	Yes	I think it disappointing that Portland Street remains a through route for motor traffic. The road is used as a rat run and cars and vans do speed along here which does give the feeling to many that it is not safe and goes against being a 'quietway'. I suspect that this would put off many would be cyclists. Much better would be thinking how traffic could be stopped from rat running.	<b>Modal filtering / Rat-running / Speeding on Portland Street</b> <i>Modal filtering and road closures would require additional analysis of the traffic impacts which was not investigated as part of this project.</i>
72	Yes	A good plan overall, but please consider reducing the amount of traffic using Portland Street / Brandon Street. Motor traffic accessing the northern end of the area should be encouraged to use Thurlow - Flint - Stead, or Walworth - Browning. Traffic driving the whole length of Portland Street / Brandon Street tends to pick up speed considerably, especially in the evenings. A modal filter near East Street would be ideal,	<b>Modal filtering / Rat-running on Brandon and Portland Street</b> <i>Modal filtering and road closures would require additional analysis of the traffic impacts which was not investigated as part of this project.</i>

		plus measures to slow cyclists down at that location.	
74	Yes	<p>The consultation does not state how this links up with the E&amp;C or any other existing cycle routes. A route to/from the E&amp;C should be using routes through the new developments in the long term to create a motor traffic free for existing and future residents of the development and a wider audience. This could link with the crossing across the New Kent Road in the heart of the E&amp;C.</p> <p>There appears to be few measures at the Harper Road junction, traffic using Harper Road are avoiding the E&amp;C and this should be reduced. Consideration to a change of priority should be given. The road surface of Falmouth Road south is particularly bad. No indication is given to the access and crossing of New Kent Road, currently access is substandard and there is a long delay to cross. There should be give way to cycle traffic on Rodney Place as a number of motor vehicles will u turn on Heygate Street, the junction mouth also needs tightening. The 2 way track now severs the E&amp;C cycle bypass and therefore there is no way to ride around the E&amp;C, this is a major dis benefit. There is also no facilities for those using LCN+2 to continue their journey either east or west without joining general traffic, this, again, is a major dis benefit and it looks like these other routes have been ignored and the only focus is on this Quietways route. Those heading east on Heygate still face a dangerous left hook at Rodney heading east on route 2. Brandon and Portland are fairly busy and without any dimensions it's difficult to judge safety issues. The junction with Stead Street is a collision black spot (average of 4 reported collisions every year) and the designs do not show any intervention to preventing these. This is if Stead Street will re-open. The buildouts are not good for cyclists and should be removed, some modal filtering is needed rather than humps which are a poor way of traffic management and often ignored by many motorists. The crossing by Michael Farriday needs to be reinstated so it is raised, as with the other crossings on Portland/Brandon.</p> <p>All the one way streets onto the route need to be made 2 way for cyclists.</p>	<p><b>Poor road surface quality on Falmouth Road</b>  <i>This comment will be passed on to LBS maintenance team.</i></p> <p><i>The crossing upgrade on New Kent Road is part of the TLRN.</i></p> <p><b>Road user safety issues on Brandon / Portland Street – to be considered at detailed design stage</b></p>
75	Yes	Considerable improvement would be produced by modal filtering at East	<b>Modal filtering at the Brandon Street /</b>

		<p>St. Brandon and Portland would become no through roads but still allowing full access. This change could be achieved easily by bollards at the junction. These could be removable to allow through access for market stall holders at certain times. This change would be of considerable value to pedestrians, including the large number of children crossing at East street on their way to nearby schools. It would also provide a better street environment for the East Street Market. We proposed modal filtering of Portland near East St as part of the "Space for Cycling" campaign of the London Cycling Campaign in 2014 and received a lot of support.</p>	<p><b>East Street junction</b></p>
<p>(76) WHEELS FOR WELLBEING</p>	<p>Yes</p>	<p>No widths given for cycle tracks/lanes - difficult to assess suitability for larger cycle types such as trikes, handcycles, trailer bikes, cargo bikes, tandems.</p> <p>Unclear what's happening at junctions of Rodney Place and Falmouth Road with New Kent Road.</p> <p>When northbound and turning left onto New Kent Road cycle track a 'KEEP CLEAR' section might help. This manoeuvre is quite tight, can more space be allowed for it so larger cycle types can turn and see traffic?</p> <p>What will be the transition from road to pavement next to the loading bay on Rodney Road? Is it level?</p> <p>When southbound the right turn into Content Street appears quite tight, can more space be allowed for it so larger cycle types can turn and see traffic?</p>	<p><i>Junctions are part of the TLRN upgrade.</i></p> <p><i>Requests to be considered during Detailed Design stage.</i></p>
<p>77</p>	<p>Yes</p>	<p>It does make sense to spread the flows of cyclists crossing New Kent Road. But Falmouth Road is not shown as a designated cycle route and using the full length of it is indirect compared to Brockham Street, so off the desire line.</p> <p>New Kent Road was omitted from the consultation. While it is acknowledged TfL is responsible for this road, the consultation should have been clearer. The crossing near Falmouth Road has capacity issues, particularly during the evening peak. Cyclists should be able to go</p>	<p><b>Alternative route through Brockham Street</b></p> <p><i>Comments to be passed on to TfL.</i></p>

straight over from Falmouth Road through a new gap in the central reserve over to the cycle track. This would require signalisation of the junction and moving the crossing (which would become pedestrian only and parallel) to the west side of this junction (with cyclists wishing to proceed west having to use the track).

#### Control of motor traffic

The route is effectively proposed as a 'humpway' rather than a 'quietway'. This is a fundamentally flawed approach as:

- it is ineffective at discouraging motor traffic as Satnav increasingly directs drivers down backstreets to avoid congestion on main roads: it will still be faster to drive down here when Walworth Road is congested
- it breaches national policy on minimising road humps:

[http://planningguidance.planningportal.gov.uk/blog/guidance/design/are-there-design-issues-that-relate-to-particular-types-of-development/#paragraph\\_042](http://planningguidance.planningportal.gov.uk/blog/guidance/design/are-there-design-issues-that-relate-to-particular-types-of-development/#paragraph_042)

- it fails to change the feel of a street, in fact humps reinforce it as motor vehicle space

- it breaches one of the key 5 criteria (whether UK or Dutch) for good design for cycling, namely comfort. In fact guidance by Cycling England states clearly: 'Routes with large numbers of full-width humps are not suitable as through routes for cyclists unless comfortable and convenient means have been provided for cyclists to avoid them, such as cycle by-passes.'

Motor traffic levels in peak hours are already excessive, with platoons of motor vehicles jostling with cyclists. If the parallel Southwark spine is half-decent, that will lead to even more rat-running pressure on this route. The imminent occupation of housing at Camberwell Fields will put more pressure on this route, as will the completion of development at Elephant, e.g. not least PHVs and delivery drivers as well as residents cycling.

Furthermore there has been inadequate assessment of future cycling levels, so as to comply with duties under the Traffic Management Act 2004 and associated statutory guidance (further information available on request). In particular the traffic counts were carried out in February when temperatures and cycling levels are at their lowest.

LB Southwark should trial an experimental traffic order closing the road at East Street market to all vehicles except cycles and refuse vehicles. Consultation could be carried out during the closure - as Hackney and Camden are doing - rather than before as this will allow informed

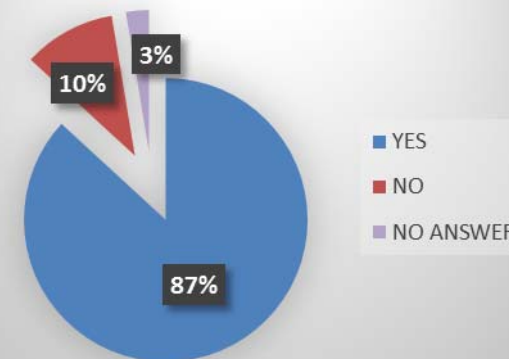
*Cycle-friendly road humps are proposed to maintain low motor traffic speeds.*

**Rat-running along the route and high traffic volumes at peak hours.**

**Trial modal filtering at East Street to inform future consultation.**

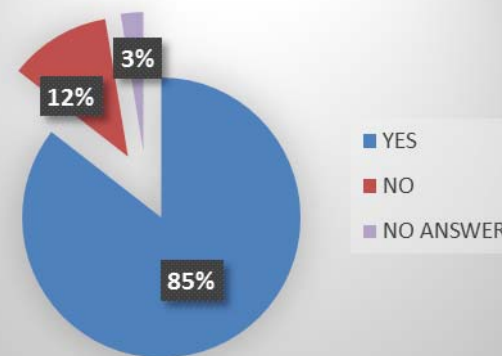
	<p>comment rather than speculative responses.</p> <p>General comments</p> <ul style="list-style-type: none"><li>• All the one-way streets leading to/from the route should allow contraflow cycling, to maximise permeability for cycling to and from the route.</li><li>• Produce an integrated design for the streets that assists walking and creates a sense of place. Rather than having a hump simply to get in the way of drivers, raise crossings and build out, e.g. the entrance to Faraday Gardens, where there's currently just guard-railing. Similarly do more to create places at East Street and Merrow St, so this corridor feels less of somewhere to race through but somewhere to linger.</li><li>• Interventions should seek multiple benefits. For example there are some beautiful big mature trees, whose roots are damaging the road. By aligning gaps in parking spaces to these and building out, it will reduce long term maintenance needs, as well as making it easier for those on foot to walk around the trees.</li></ul>	<p><i>Requests to be considered during Detailed Design stage.</i></p>
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**Q2. Do you support double yellow line extension at junctions to improve safety for all road users?**



Reference No.	Support	Comment	Key Considerations (and Responses)
56	Yes	I support the extension of parking restrictions and sinusoidal humps.	<i>Not Required</i>
59	No	It's difficult to park evenings, weekends, the removal of spaces will make it harder and that is unacceptable as we are paying to park. The accidents which occur at East Street/Portland St junction is because of the minority which use east street as a rat run to Thurlow Street, ignoring one way systems, therefore, an extension of double yellow lines will be of no use.	<b>Loss of parking:</b> <i>The extension of double yellow lines aims at improving visibility at or near junctions to reduce the likelihood of accidents occurring. It is part of LBS strategy to increase the safety for all road users as it addresses the conflicts among vehicles as well as vehicles and pedal cycles.</i>
65	No	It's suggested to extend double yellow lines along Brandon Street and Portland Street because of the significant number of accidents that occur or near the road junctions. May I say that I have lived on the street for some forty years and have never seen an accident where vehicles can park at the moment between Browning Street and Townley Street. For the junction Brandon Street, Portland Street and East Street accident only occur when traffic use and come down the wrong way on both part of East Street. It's East Street that needs to be looked at, not Brandon Street, Portland Street.	

**Q3. Do you support the removal of footway parking on Brandon Street, near junctions with East Street, to improve access for pedestrians?**

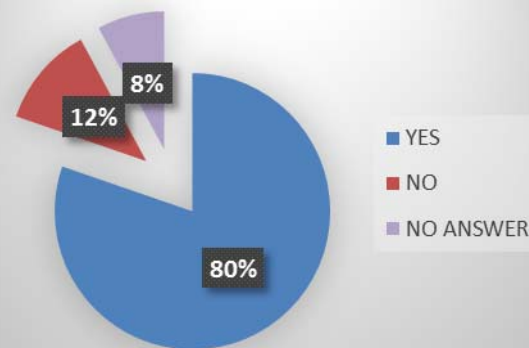


Reference No.	Support	Comment	Key Considerations (and Responses)
10	Yes	As a less confident cyclist who lives in the area I think this is a life-changing proposal - I will be able to cycle freely and without worry. I'm also a pedestrian so I thoroughly support the removal of footway parking on Brandon Street.	<i>Not Required</i>
14	No	Parking in and around East street market is vital for its continuation the market cannot afford to lose the 12 parking spaces in Portland street that has been allocated to be deleted	<b>Loss of parking for East Street market:</b> <i>The removal of footway parking is aimed at improving conditions for pedestrians and cyclists by removing obstructions. Existing 1.2m footway is inadequate for wheel-chair or pushchair users. Loading and unloading is permitted on single / double yellow lines for a short period.</i>
32	Yes	Yes, but are the 77 lost parking spaces going to be replaced. I run my own business which requires vehicular transport and not being able to park nearby will cause me serious transport and finance issues.	<i>Proposals would not restrict loading in this location so would not have an adverse impact on deliveries to market traders.</i>
(60) SOUTHWARK ASSOCIATION OF STREET TRADERS	No	I am the Hon. Secretary of the Southwark Association of Street Traders, having served as such for over 40 years. I write following discussions by the majority of the traders in east street market. Traders are upset that having discussed the matter with councillors and officers of the council at a meeting on the 1st July 2015 we were told that there will be no loss of footway parking at the junction with east street or Portland Street. This junction is very important to the traders in east street market, it is essential to traders in refreshing the stalls with stock etc from the storage sheds around Portland Street and Brandon Street. Traders would at least like to have the opportunity to have notice of talking with officers etc.	<i>Parking stress survey to inform decisions regarding parking around the</i>
65	No	I object to the removal of the parking from the footway Brandon Street (3	



		<p>parking spaces), Portland Street south of East Street (9 parking spaces). As I live very close to the parking, in fact I overlook one of them in Brandon Street. There is no problem for pedestrian use, in fact I use them myself on a daily basis.</p> <p>With all the removal of these parking spaces either Brandon Street, Portland Street you will be making it more difficult for residents to park in the area where they live. It will also cause a problems for the Market Traders and Shoppers who also use them too.</p> <p>The Council has already made it extremely difficult with the removal of parking on Stead Street for building. Parking is becoming more and more difficult in the area.</p> <p>Accidents will still occur even if these 3 and 9 parking spaces are removed, it has nothing to do with visibility, it's just to give cyclist a clear run. The Market is in place for six days and most accidents occur at night, when there are few or no cyclist.</p> <p>This measure for the removal of the parking will have an adverse effect on the area for shops and people coming to do shopping.</p>	<p><i>junction during detailed design.</i></p>
52	Yes	Please consider the possible effects on residents parking if market visitors want to park.	

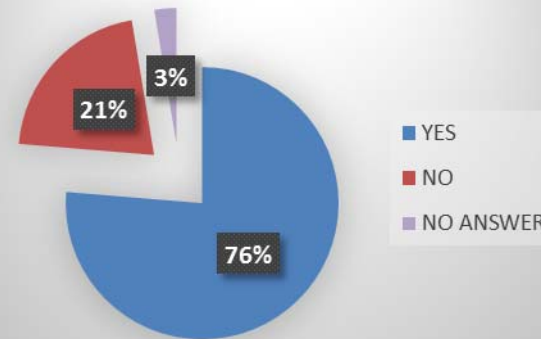
**Q4. Do you support proposed two-way cycle lane on Rodney Place and Rodney Road into Content Street?**



Reference No.	Support	Comment	Key Considerations (and Responses)
(21) HEYGATE ESTATE DEVELOPM ENT	No	<p>We believe that in order to mitigate the risk of injury to cyclists, QW7 should in the short-term not be directed along Rodney Road and Rodney Place until after the redevelopment of Elephant Park has completed. We understand that some cyclists will choose to use this route as it currently forms part of LCN23, but believe that vulnerable cyclists must be assisted in avoiding this heavily trafficked route until construction works have completed.</p> <p>We are generally supportive of the plans that were discussed by Southwark Council and TfL for an alternative Quietway route along Balfour Street and then directly north to the New Kent Road and then Harper Road, keeping it off Rodney Place and the majority of New Kent Road altogether. We think this or an alternative route to be adopted until the construction of Elephant Park is complete.</p>	<p><b>Safety concerns for cyclists:</b>  <i>Alternative route (through Balfour Street, New Kent Road and Harper Road) is indirect and not supported by TfL/Cycling Commissioner. This route is more direct and therefore it is important that the route on cyclist desire line is made as safe as possible as it will continue to be heavily used.</i></p>
6	Yes	How cyclists are supposed to turn from Rodney Place into New Kent Road and vice versa is not clear at all from the plans.	<i>Cyclists to join existing segregated cycle facility on New Kent Road.</i>
7	Yes	These works do not go far enough - they miss obvious synergies with other projects or proposals and do nothing for the conflict between cyclists and pedestrians on New Kent Road and the crossing, or newly-generated rat running traffic. There should be a separate lane and crossing for cyclists, and clearly demarcated space carved from each pavement to prevent conflict between cyclists and pedestrians - the north end of Rodney Place is a particular bad spot - I suggest a designer	<i>Potential to extend / enhance existing segregated cycle facility on New Kent Road to improve connectivity with Rodney Place two-way cycle lane. Further preliminary design required.</i>

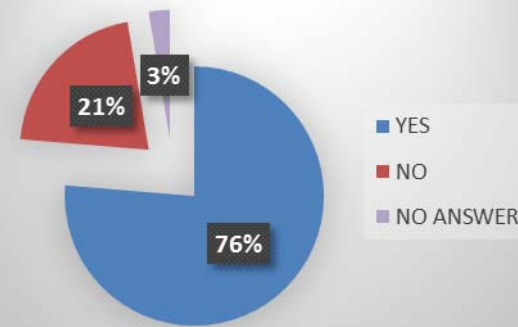
		observes this for 15 mins in the peak and then you propose something that will guide pedestrians away from bikes, and warn cars heading north that bikes are about to cross their path.	
42	Yes	The proposals for segregated facilities at Rodney Place are very welcome and will be much safer. I support them strongly.	<i>Noted</i>
43	Yes	I am concerned by the use of a zebra crossing at the Rodney Road/Content Street junction. Cyclists do not have priority at a conventional zebra crossing, so one of the new "cycle zebras" should be used here which has a separate cycle crossing in parallel with the pedestrian crossing and cars must stop for both.	<i>A 'tiger' crossing layout will be considered in the preliminary design and detailed design stage of this project.</i>
56	Yes	Installing a segregated track on the eastern side will require cyclists to cross the mouth of Rodney Place, across a lane of northbound motor vehicles who are trying to merge into NKR, as well as stay out of the way of pedestrians legitimately crossing RP. Is there no way to place the segregated track on the western side of RP, manage a (traffic light-controlled?) crossing at the junction of RP and Rodney Road, and continue the segregation along the south side of Rodney Road? (Which also removes the need for a tricky crossing into Content Street?)	<i>The eastern side of Rodney Place is unsuitable for the cycle-way provision due to the Heygate Estate currently being constructed and access to the site required.</i>
65	No	The proposal for a two way segregated cycle lanes Rodney Road into Content Street. The part of the proposed section on Rodney Road for this segregated cycle lane, is already far too small and narrow to suggest placing a cycle lane. Even before the building works that are going on, it's already far too tight for vehicles passing one another. It's far too narrow on this part of the road.	<i>Existing overall road width for Rodney Road is 14m. This allows adequate space for a 4m two-way cycle track (including segregation) and two wide general traffic lanes.</i>
77	Yes	According to the Southwark cycling map, this quietway will be rerouted through the new development once completed and lead into Meadow Row. It is unclear when this would happen but there is a real risk that the cost of the two-way track would be poor Value for Money given its limited use before the route is changed. In addition as the primary flow of cycles would then be on LCN route 2 along Heygate Street rather than via Rodney Place, it might hinder rather than help.	<i>Specific development timescales. The undertaken development works are not part of this scheme.</i>

**Q5. Do you support northbound one-way working on Rodney Place, between New Kent Road and Munton Place, cyclist exempt?**



Reference No.	Support	Comment	Key Consideration
56	Yes	I fully support the conversion to one-way. Cycle flow in the AM is very high in a northerly direction, with a desire line to cross the mouth of Rodney Place and continue along NKR in a westerly direction.	None
32	No	The proposal is unclear. How exactly would a one way system work? Would need to see the whole provision, not just section. This would mean we will have to come via E&C roundabout on the way home (via car) causing delays to us and further congestion. This road is the primary access to the Rodney Road area if travelling south bound from Tower Bridge making this a north bound only road is going to push considerably more traffic onto the already congested E&C roundabout and Old Kent Road.	<b>Congestion on E&amp;C Roundabout</b> <i>One-way proposals would increase some journey times and may increase the usage of E&amp;C Roundabout but are intended to remove as far as possible inappropriate motor traffic from the cycle route</i>
57	No	If one way on Rodney Place and no right turn off Rodney Road into Rodney Place then a lot of traffic will be diverted onto E&C Roundabout system, causing more congestion on Walworth Road Roundabout.	
65	No	All traffic will be filtered down the New Kent Road towards the Elephant and Castle with no left turn into Rodney Place or because of the no right turn from Rodney Road into Rodney Place the traffic will be filtered down Heygate Street onto the Walworth Road, this will only allow cyclists to use Rodney Place. All of this will make the area more congested.	

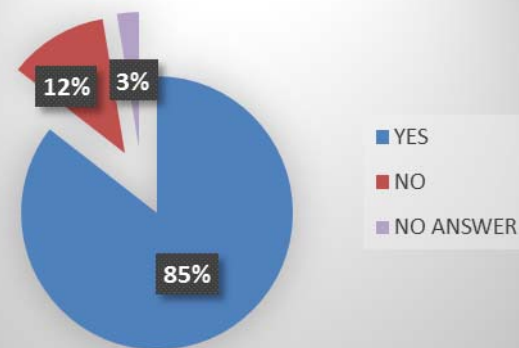
**Q6. Do you support right turn ban from Rodney Road into Rodney Place to discourage rat-running to / from New Kent Road?**



Reference No.	Support	Comment	Key Considerations
5	Yes	I do encourage the closure of 'rat-runs' and strongly encourage you to close all the loop holes. If this plan proceeds I still think that 'rat-running' will be possible along Balfour Street and then right into Rodney Place and motorists will find and use this thus defeating the intention. It is essential that a Quietway is just that, otherwise the whole scheme is compromised.	<p><b><u>Displacement of traffic on surrounding road network</u></b>  <i>Congestion on E&amp;C Roundabout – One-way proposals would increase some journey times and will increase the usage (congestion) of E&amp;C roundabout. Alternatively, vehicles will turn from Rodney Road into Balfour Street into Munton Road and re-join Rodney Place.</i></p> <p><i>Inappropriate manoeuvres may occur on Rodney Road / Heygate Street – issue will be investigated at detailed design stage.</i></p>
22	No	I most certainly disagree with Q6 purely because to get into new Kent road the only way would be to go through east street then onto Old Kent Road and to Walworth Road and around the elephant and castle which is a nightmare already!!! I experience a similar problem from where I live to try and get to Portland Street, I have to either go out onto Walworth road and then down Albany Road into Portland Street or out onto Walworth Road along to Brandon Street then into Portland Street all because someone thought it was a good idea to close Lytham Street into Liverpool Grove by St Peter's church, this now makes what would have been a 5 minute trip into up to an hour and you can almost forget it on a Saturday!! The same will happen with Rodney Place/Road - you need to walk these routes and see what we have to do!!! Just to make a short trip.	
32	No	Maybe, this will push more traffic onto the roundabout in front of the Strata building. If this is your intention as part of a bigger plan then i think it is a good idea.	
37	No	Banning people turning right into Rodney Place from Rodney Road will only encourage people to make u turns on Heygate Road or worse turn	

		right into Balfour Street then left into Muntun road, we already have problems with people driving down Muntun Road as if it were a race track. If you made Muntun Road a dead end or placing traffic management to make it safer for children i would be happy with that.	<i>Traffic calming or closure on Muntun Road would require additional analysis of the traffic impacts which was not investigated as part of this project.</i>
44	No	It is useful to be able to turn right from Rodney Road into Rodney Place and for friends to come visit by coming down New Kent Road via Rodney Place.	
57	No	If one way on Rodney Place and no right turn off Rodney Road into Rodney Place then a lot of traffic will be diverted onto E&C Roundabout system, causing more congestion on Walworth Road Roundabout.	
59	No	Whilst i support cycle changes in Rodney Place, I disagree with a one way system which will mean more traffic on an overcrowded Walworth Road/ Elephant and Castle junction.	

**Q7. Do you support proposal at Albany Road / Portland Street junction?**



Reference No.	Support	Comment	Key Considerations (and Responses)
3	Yes	Consideration needs to be given to the entrance way and turning space at the Burgess Park entrance.	<p><b><u>Access to Burgess Park</u></b>  <i>Access to Burgess Park via Albany Road maintained in the current proposals.                      Access to Burgess Park via Wells Way to be considered as part of a separate project.</i></p>
34	Yes	There should also be improved provision for cyclists entering Burgess Park by turning right into Wells Way from Albany Road, and then immediately left into the park. Under the proposals I believe these cyclists either will not use the mandatory cycle lane on Albany Road, or will have to leave it to cross a lane of fast moving traffic to get into the right filter lane.	
41	Yes	Many (hundreds?) of cyclists travel north/south using Portland St, burgess park and the surrey canal route. The junction Portland St/Albany Road also is informally used as a key entry/exit to the burgess park by these cyclists. Could your design be modified to enable this?	
4	Yes	The parking bay on Albany Road puts cyclists in the door zone of parked vehicles and should be removed. Opposite this there is a gap in the segregated cycle lane but no vehicle access. This gap will probably be used as an informal parking/loading bay so the segregation should be continuous here. Portland Street is easily wide enough to accommodate a segregated cycle track in both directions.	<p><b><u>Cyclist Safety in Albany Road &amp; Wells Way</u></b>  <i>Road safety audit will be carried out and parking bay location will be assessed.                      The segregation (semi-segregation) of the northern cycle lane will be investigated in preliminary design (SSDM process)                      Possible improvements to Wells Way junction to be considered and promoted</i></p>
55	Yes	Semi-segregation of Albany Road mandatory cycle lane should be considered.	
42	Yes	The proposals for the Portland Place / Albany Road junction are generally good and I support them. However they are weak in two	



		<p>respects:</p> <p>Firstly, the mandatory cycle lanes eastbound on Albany Road are likely to be ignored by motor traffic as commonly occurs in the Borough. If there isn't enough space for full segregation these lanes must at least be semi-segregated with wands / armadillos and planters - and the lane routed inside the parking bay, not outside it;</p> <p>Secondly, the scheme assumes cyclists heading south will continue straight on into the park, instead of heading east then south on Wells Way, as at present. Accordingly, there is no provision at all for cyclists to safely turn right (south) on Albany Rd into Wells Way. I do not think this is a good idea as (a) it will funnel a lot of cyclists through the park if it works, which the park users are against. And if the scheme doesn't work, and cyclists continue to choose the Albany Road/Wells Way route south, they will not be able to turn right safely (cars will not expect right turning cyclists any more). These defects must be rectified.</p>	<p><i>outside of the QW7 programme.</i></p>
56	Yes	<p>Junction of Portland Street and Albany Road: I partly think it's not worth designing this section until the Albany Road / Wells Way junction is clearer. Huge AM cycle flow from Burgess Park onto this junction (which is currently quite messy), then huge flow from AR turning right into PS. Does the junction bypass help cyclists travelling this direction, from SE to N? If the cyclist light holds cyclists for longer than the current all-traffic light, then why would I use it?</p>	<p><i>Confident cyclists wishing to join main traffic can still use the general traffic phase at the signals.</i></p>
65	No	<p>Portland Street/Albany Road Junction.</p> <p>9.1 Again parking lost to the area, which I object to just to make a segregated cycle lane.</p> <p>9.2 You intend to make pedestrian crossing shorter, narrowing the Albany Road/Portland Street. Again I object, it will help bring congestion to both roads.</p> <p>9.3 To widen footway. There is very little footfall at the moment, so why widen.</p> <p>9.4 To moderate increase in the signal cycle time phasing. This will only again increase more delays for other traffic use and slow it down, again just for cyclists that pass through the area.</p>	<p><i>Loss of Parking – This is a recognised disadvantage of the proposals, but major improvements for the safety of cyclists is made possible as a result.</i></p> <p><i>Congestion – Minimal impact on capacity and delays are expected at this junction.</i></p> <p><i>Proposals include footway widening to promote sustainable modes of travel such as walking.</i></p>

(67) SOUTHWARK CYCLISTS	Yes	We note that the plan for the right turn from Albany to Portland will be unlikely to cope with the expected numbers of cyclists unless more space is assigned and the phasing of the lights gives enough time.	
73	Yes	Albany road and Portland street, it would be better for pedestrians if the zebra crossing points over the cycle lane lined up with the crossing points across Albany Road. Not good to have too many people waiting in between the cycle lane and the road.	<i>Uncontrolled crossings located as per relevant guidance to indicate the segregation of the crossings.</i>
(76) WHEELS FOR WELLBEING	Yes	<ul style="list-style-type: none"> <li>Do the pedestrian crossings on Albany Road really need to be staggered? Better for disabled pedestrians if the crossings are straight and direct.</li> <li>Unclear if cyclists heading west in Albany Road bypass are held by signals or just giveaway markings when cyclists are joining from Portland Street.</li> <li>Can more space be given for the right turn manoeuvre from Albany Road bypass into Portland Street? Perhaps by opening gaps more?</li> <li>The ASL appears to be redundant for cyclists heading West on Albany Road. Compare with no ASL provided southbound on Portland Street.</li> </ul>	<p><i>Cyclists on Albany Road give way to cyclists on Portland Street when required.</i></p> <p><i>Additional stacking space to be considered in detailed design.</i></p> <p><i>Cyclists wishing to do so, can still use the general traffic phase of the traffic signals.</i></p>
74	Yes	The Albany Road junction needs more work as southbound cyclists need some type of protected right turn, motor traffic speeds on Albany Road are high and some measures to reduce speeds need to be developed rather than just taking cyclists off the main carriageway at this location. Road space needs to be reduced to single lanes rather than multiple lanes. The left hook danger still exists for eastbound cyclists on Albany. Are cyclists expected to cross 2 lanes of motor traffic to enter Wells Way?	
77	Yes	<p>Burgess Park /Albany Street</p> <p>The cycle track leading into Burgess Park is the best part of the scheme and the extra greenery is particularly welcome. The junction arrangements may be insufficient for peak hour cycle flows in summer however.</p> <ul style="list-style-type: none"> <li>The track on the southern end of Portland Street should be stepped (as Camden have provided on Pancras Road) rather than kerbed. This would allow greater effective width and so higher flows of pedal cycles per signal cycle. In addition, people would be able to switch to the road if they miss the cycle signal and so avoid such a long wait.</li> <li>TfL is developing new sensors to adapt signal timings to cycling levels -</li> </ul>	<p><i>Additional stacking space to be considered in detailed design.</i></p> <p><i>Signal operation comments to be passed on to TfL.</i></p> <p><i>Request to be considered during Detailed Design stage.</i></p>

	<p>LB Southwark should request trialling here.</p> <ul style="list-style-type: none"><li>• The Dutch sometimes provide two pedal cycle phases per signal cycle at peak times, sometimes two short bursts: this could be considered here too.</li></ul> <p>A dropped kerb should be provided to enable people to cycle into the BMX track entrance</p>	
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