

Technical Note

Project:	Jubilee Cycle Grid Route	Job No:	60343287-C0239
Subject:	Consultation Response		
Prepared by:	Yasir Arafat	Date:	13/11/2015
Checked by:	Karl Chan	Date:	13/11/2015
Approved by:	Andy Blanchard	Date:	13/11/2015

1 Introduction

1.1 Project and Objectives

The Cycle Grid is a network of continuous and safe cycle routes across Inner London. The routes are not just for current cyclists but for people who have been put off cycling by the thought of sharing the road with high volumes of motorised traffic. The Cycle Grid and Quietways form an integral part of the Mayor of London's vision for cycling launched in 2013 and the council's objective to significantly increase the number of residents who opt for cycling as their preferred mode of transport, particularly when making local trips. The proposed area is located within the postcode SE1 district of Southwark borough. See Figure 1 below.

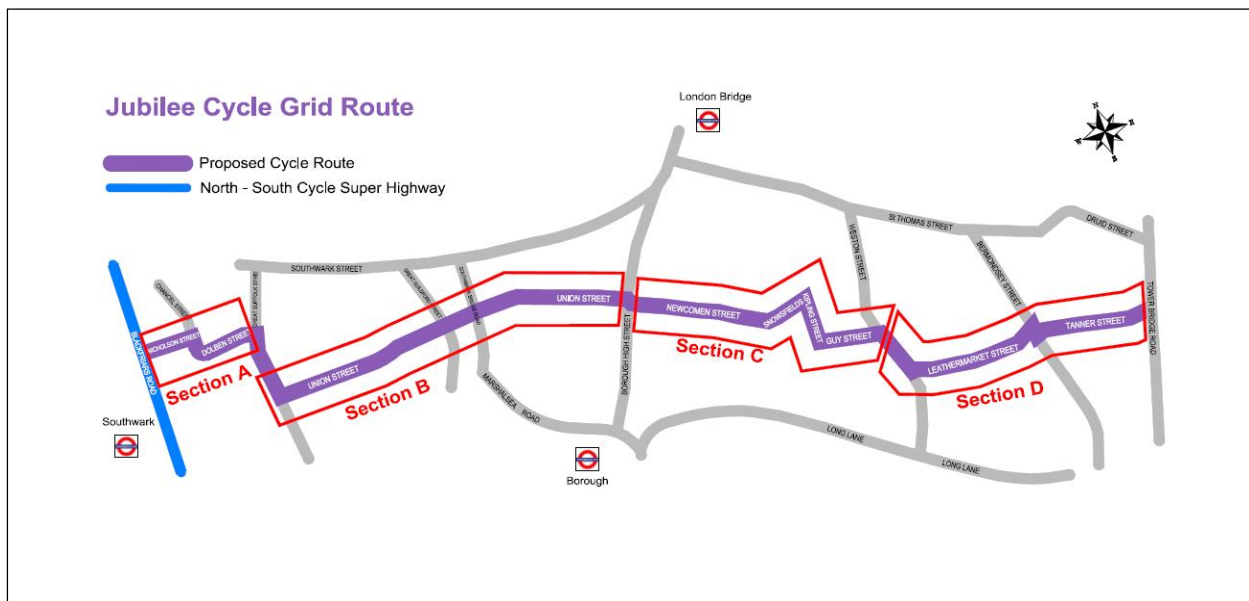


Figure 1 Location Plan

1.2 Consultation

The route was divided into four different sections (A, B, C and D) due to the length of the route. A total of 4,993 consultation leaflets and questionnaires were sent to the local residents, businesses and stakeholders through the Royal Mail postal service.

A specific consultation leaflet was prepared for each of the four sections. These leaflets described the proposals, included colour design drawings of the proposals, and incorporated a questionnaire and comment form that could be sent to the London Borough of Southwark through a pre-paid address reply. The leaflet also directed recipients to an online location on the Council's website where they could complete the questionnaire and comment on the proposals. The leaflet also included information on

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where to go for assistance in translation and large print versions of the consultation document), see Appendix A for the leaflets.

The consultation leaflets were delivered to those directly on the alignment of the proposals, as well as local residents and businesses in the wider community that could be indirectly affected by the proposed measures. A mailing list was established for the area by way of the Council's GIS database. The consultation areas for each of the four sections were selected after discussion with the project sponsor (See Appendix B for each consultation area).

The public consultation period started on 12 October 2015, initially for a 3-week period. But after reports that some residents and businesses had not received the leaflets, additional leaflets were distributed and the consultation period extended to 8 November 2015 for a 4-week period in total.

The proposals were also available to view online through the consultation section of the Southwark Council's website, with an e-form questionnaire provided in order to capture responses.

Southwark Council held two public consultation exhibition drop-in events with representatives from the project team and consultation team present to explain the proposals and answer any questions from those attending. These events were held on:

- Friday 23rd October 2015, 14:00 to 18:00 at Southwark Council offices, Tooley Street
- Monday 26th October 2015, 16:00 to 19:00 at Southwark Council offices, Tooley Street

Nine people attended the Friday afternoon event and 13 people attended on Monday evening. Attendees were invited to provide their feedback formally through answering the leaflet questions and either post it to the address provided in the consultation leaflet or hand it to the staff present at the event.



Photograph 1 Consultation Exhibition

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2 Consultation Responses

2.1 Distribution and Response Rate

Southwark Council received 3741 responses (a 7.5% response rate) overall from residents, businesses and stakeholders for the proposed plan.

Section	Leaflet delivered	Number of response	Response rate %
A	319	41	12.9
B	585	100	17.1
C	1,413	74	5.2
D	2,676	159	5.9
Total	4,993	374	7.5

Table 1 Consultation distribution and response rate

2.2 Questionnaire Analysis

The questionnaire element of all four consultation leaflets contained questions about the consultee's name, address, telephone (optional), email (optional) and whether they are local resident or employee or owner of a local business.

For analysis purpose, only the residents or employee / owner of a local business located within the postcode SE1 were considered to be 'Local'.

The questionnaire also contained site specific questions to gauge support on individual elements of the proposal. There were eight questions for Section A & C and eleven questions for Section B & D. All section leaflets included a general question on whether the consultee generally supported the proposals.

2.2.1 Section A – Nicholson Street, Chancel Street & Dolben Street

This section summarises the responses to all the site specific questions for Section A about the proposed changes. Comments made by the responses were grouped, and a summary of the most repeated comments can be found at the end of the section.

Figure 2 and Figure 3 show the overall and 'Local' responses to the questionnaire for Section A.

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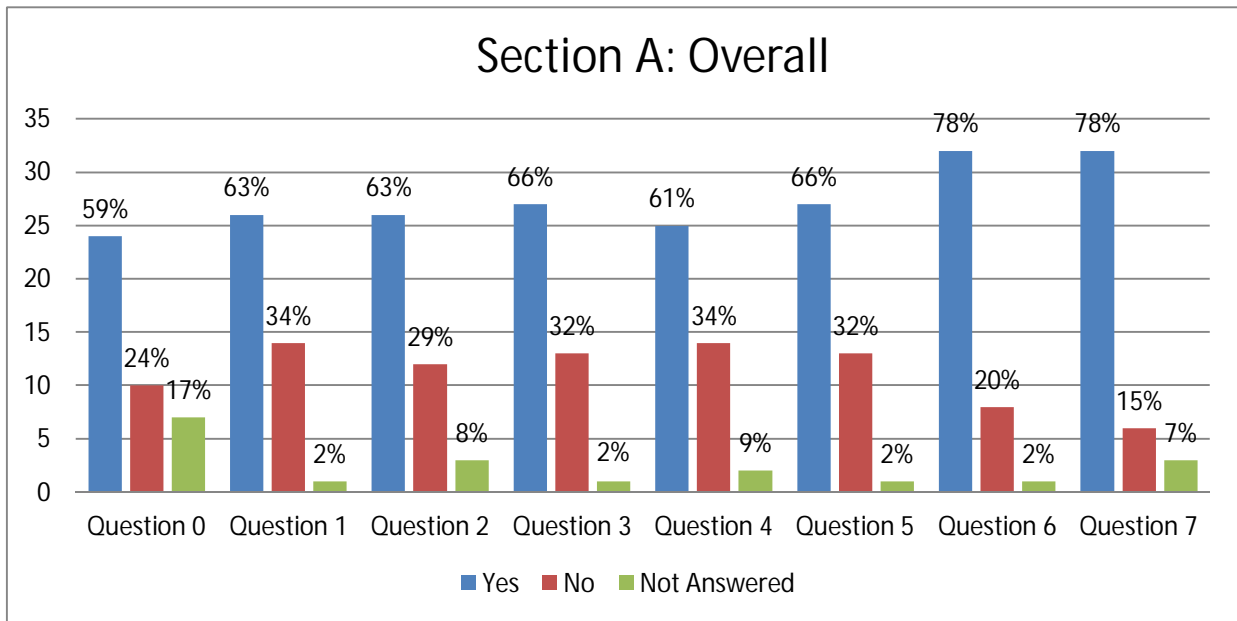


Figure 2 Overall response to questionnaire on Section A

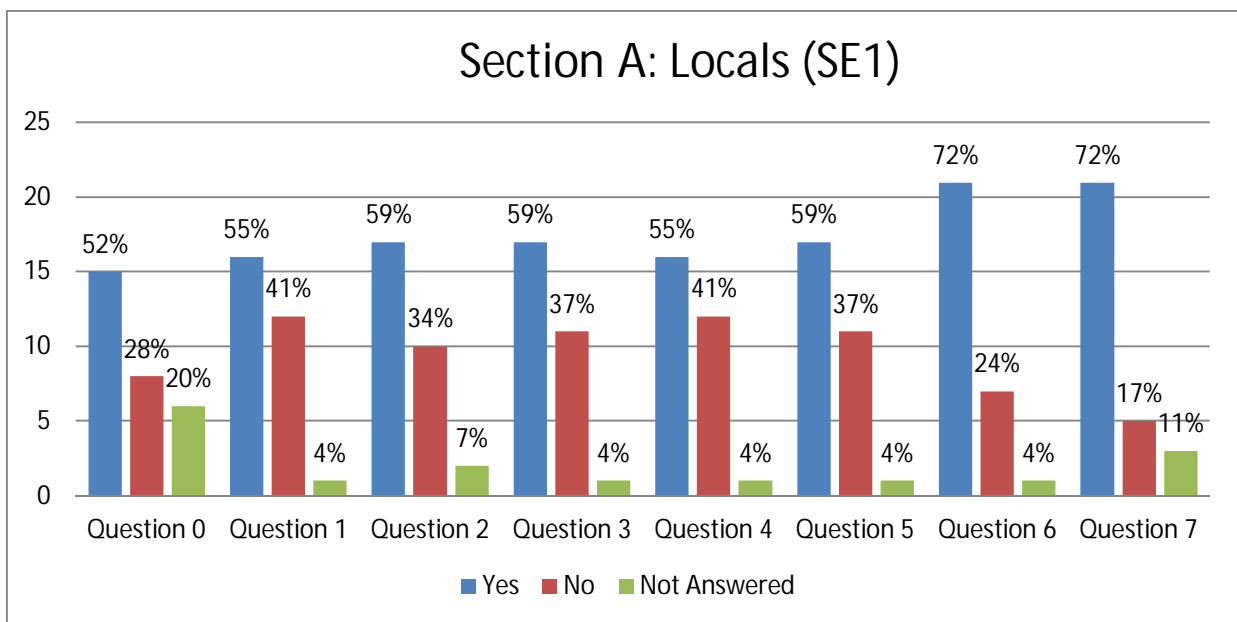


Figure 3 Local response to questionnaire on Section A

Q0. Do you support the proposal in general?

Support for the proposal in general on Section A is at 59%. Focusing on the locals residents and businesses within the postcode SE1, the support drops to 52% with 28% opposed to the proposal in general.

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Q1. Do you support the proposed one way system of traffic flow on Nicholson Street?

Almost two thirds of overall responses supported the proposed one way eastbound traffic flow only on Nicholson Street. The majority of local responses supported the proposal although with a slightly lower majority.

Officers visited Edward Edwards' House as part of the consultation and the consensus is that they are opposed to the one-way system. This is as a result of the residents in Edward Edwards' House being concerned that the one-way system will encourage more cyclists travelling at a higher speed thus endangering the elderly residents.

Response: Officers do not believe that if properly designed, the one way with cycle contraflow will encourage greater cycle speeds.

Q2. Do you support the proposed loss of one parking space on Nicholson Street to improve the visibility at the Nicholson Street / Chancel Street junction?

In total 63% of response agreed to the loss of parking space with . Just under 60% of the local respondents supported this proposed change. 5 of the 12 locals opposed to this proposal live in Edward Edwards' House.

Response: Officers believe the loss of one parking space to be justified on road safety grounds.

Q3. Do you support the proposed no waiting and no loading at any time restrictions within the Chancel Street contra-flow cycle facility?

Over 65% of total responses supported these proposed changes to the parking restrictions. If only responses within the local area are taken into account, the support drops to a smaller majority of 59% for the proposed no waiting and no loading at any time restrictions on Chancel Street.

Q4. Do you support the proposed change from single yellow lines to double yellow lines along Dolben Street, to ensure good visibility along the route at all times and removal of pinch points?

25 out of 41 responses (61%) supported the proposed changes of single yellow lines to double yellow lines on Dolben Street. A majority (55%) of locals supported this proposal.

From the comments submitted with the questionnaires, there were comments on the lack of existing loading / parking for local residents and their visitors. The proposal will affect the availability during evenings and weekends. However, it should also be noted that there are also comments supporting the removal of parking/loading.

Response: Overall, it is important that the cycle route is safe for all road users at all times and therefore it is important that the single yellow line restrictions are upgraded.

Q5. Do you support the proposed traffic calming measures (replacement of speed cushions with road humps and raised tables)?

Over 65% responses supported the proposed traffic calming measures.

Q6. Do you support the proposed footway and carriageway improvements in general?

The improvements for footway and carriageway were supported by over 70% of responses for both local and overall respondents.

Q7. Do you support the proposed improvements for pedestrians?

The improvements for pedestrians were supported by 70% responses for both local and overall respondents.

Other comments

- Three respondents questioned the suitability of Nicholson Street as a cycle route. Two of the responses suggested using The Cut and Union Street as the preferred route.

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- *Response: Both TfL and Southwark Council believe Nicholson street to be the most appropriate route*
 - Two respondents commented about an existing U-turning problem on Dolben Street as it is not clear from Great Suffolk Street that Dolben Street is a no through road (Chancel Street is one-way southbound only except for cyclists).
 - *Response: Officers will consider this issue when detailed designs including signage are developed, should the scheme proceed to implementation.*

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2.2.2 Section B – Union Street (Between Great Suffolk Street and Great Guildford Street)

This section summarises the responses for Section B.

Figure 4 and Figure 5 show the overall and specifically 'Local' responses to the Section B questionnaire respectively.

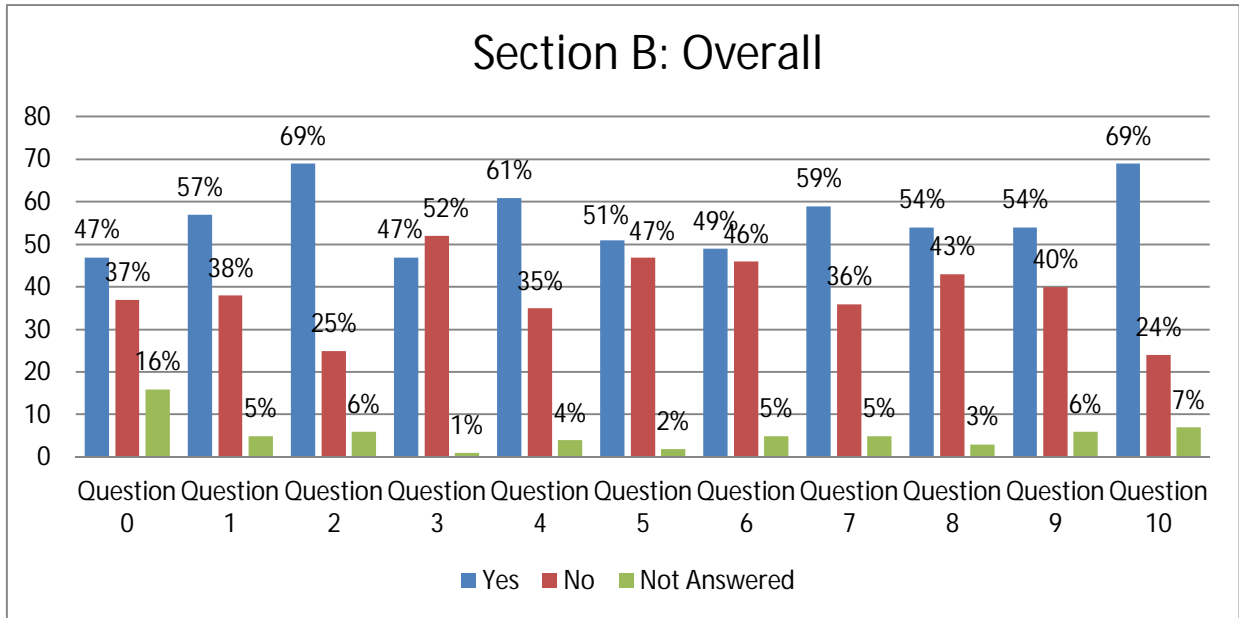


Figure 4 Overall response to questionnaire on Section B

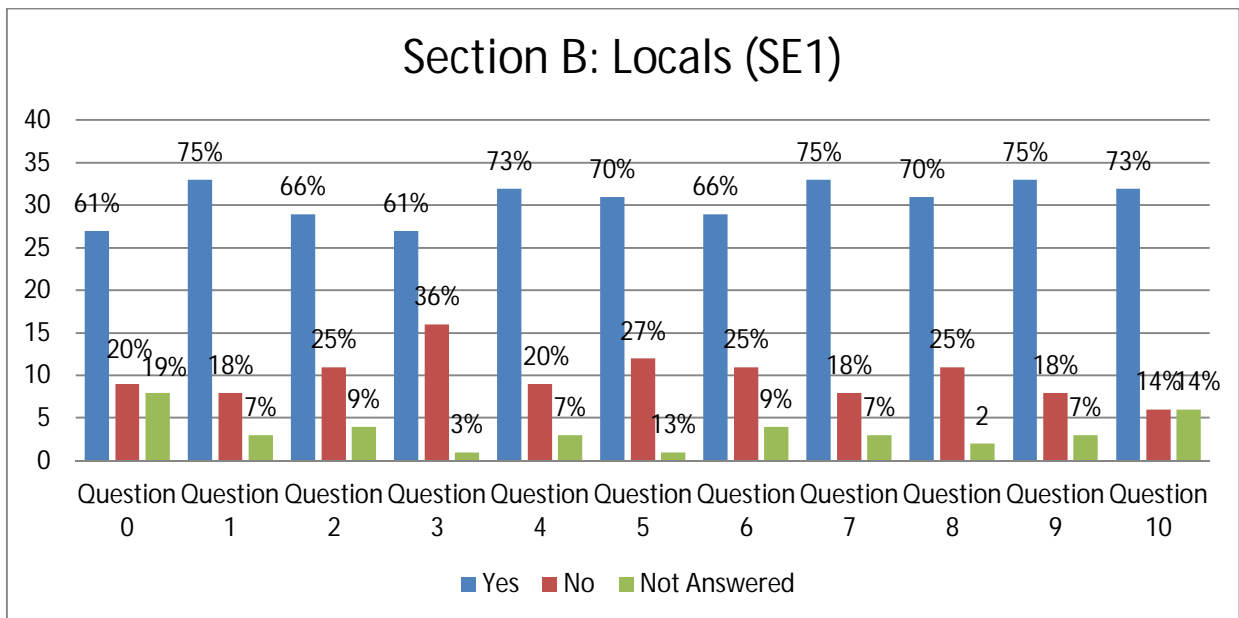


Figure 5 Local response to questionnaire on Section B

Q0. Do you support the proposal in general?

The overall support for the proposal in general on this section was 47%, 37% opposed and the remaining 16% did not answer this question. 21 of the 37 general public who opposed to the proposal classified themselves as 'Employee or owner of a local business'.

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However, 61% of the local respondents supported the proposals with only 20% of responses against the proposal in general.

Q1. Do you support the proposed contra-flow cycle facility on Ewer Street?

57% of overall respondents indicated support, while 38% opposed the proposal. However, 75% of the local respondents supported the proposals.

Q2. Do you support the proposed change from single yellow lines to double yellow lines along Union Street, to ensure good visibility along the route at all times and removal of pinch points?

The majority of respondents including local respondents backed the proposed changes from single yellow lines to double yellow lines.

Q3. Do you support the proposed closure of Union Street between Great Guildford Street and Southwark Bridge Road to traffic except cycles and access?

52% of the responses opposed the proposal while 47% of the total responses supported the scheme. Of the 52% that opposed to the proposal, just over half described themselves as 'Employee or owner of a local business'.

The level of support by local respondents for this proposal was significantly higher at 61%.

There were six respondents that explained their objection to the proposals; with half of them citing the closure would increase traffic level on adjoining streets such as Great Guildford Street, Copperfield Street and Pepper Street.

Response: Officers believe that whilst some traffic may be diverted onto these local roads, closing the through route will encourage most non-local traffic to divert onto the main roads and therefore any such diversion on local roads will be modest – mainly local resident/business traffic. Additional traffic calming measures are proposed as part of the scheme on Great Guildford Street.

Q4. Do you support the proposed prohibition of loading at any time along the northern kerbline of Union Street within 60m west of Borough High Street?

Majority of the respondents including local respondents agreed with the proposed changes. Again the vast amount of local responses showed support towards implementing this proposal.

Four respondents questioned the need to apply more restrictions to loading as this will affect the operation of existing businesses. All four comments were made by local residents, employers or employees.

Response: Officers will give this issue more detailed consideration during the detailed design stage, if the proposals are agreed in principle. All loading restrictions are subject to a statutory consultation.

Q5. Do you support the proposed two-way cycle track at the east end of Union Street?

51% of the responses supported the proposal, although the support from the local respondents was very positive at 70%.

Q6. Do you support the proposed measures at Union Street / Great Suffolk Street junction?

The numbers of respondents supporting and opposing this proposal were at a similar level with 49 in favour and 46 against. However, the local respondents were overwhelmingly (66%) in support of the scheme.

Q7. Do you support the proposed traffic calming measures (replacement of speed cushions with road humps and raised tables)?

A total of 59% of respondents supported the proposed traffic calming measure. From local respondents the support was stronger, with 75% in favour.

Q8. Do you support the proposal to switch priority from Ayres Street to Union Street traffic?

A total of 70% local respondents agreed, while over 54% of the overall respondents also supported the proposed changes.

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Q9. Do you support the proposed lowering the existing cycle track between Flat Iron Square and Borough High Street to road level?

The overall support for the proposal was 54% with 40% against. 75% of local respondents supported the proposal.

Q10. Do you support the proposed footway and carriageway improvements in general?

The improvements for footway and carriageway were supported by around 70% of respondents from both local and overall categories.

Other Comments:

- Twelve respondents commented that they want less cycle measures, of which 10 lived outside the SE1 area.
- Seven respondents commented on the need for more segregation on Union Street where the cycle track is lowered to the road level. Also mentioned was the lack of segregation / clear paths between cyclists and pedestrians.
- *Response: The principle of the design is to improve segregation between cyclists and pedestrians. The need for more segregation between cyclists and motor vehicles will be given further consideration at the detailed design stage should the proposals be taken forward for implementation.*

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2.2.3 Section C – Newcomen Street

This section summarises the responses to the proposed changes in Section C.

Figure 6 and Figure 7 show the overall and specifically 'Local' responses to the Section C questionnaire respectively.

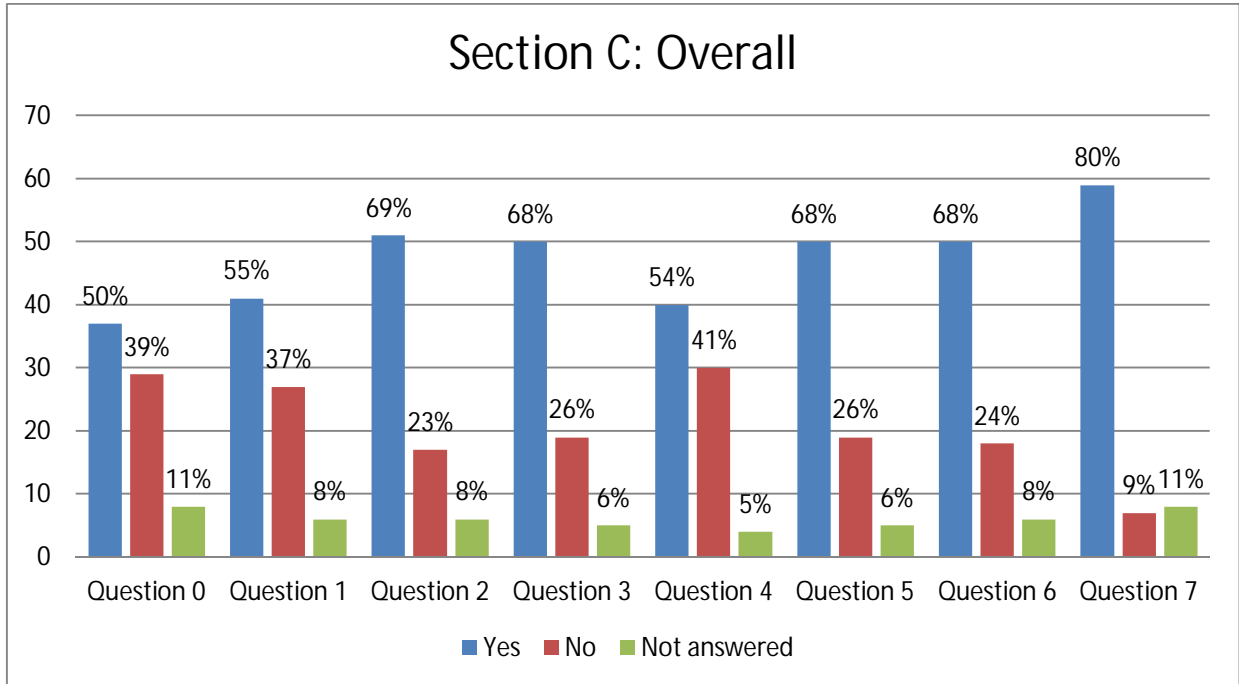


Figure 6 Overall response to questionnaire on Section C

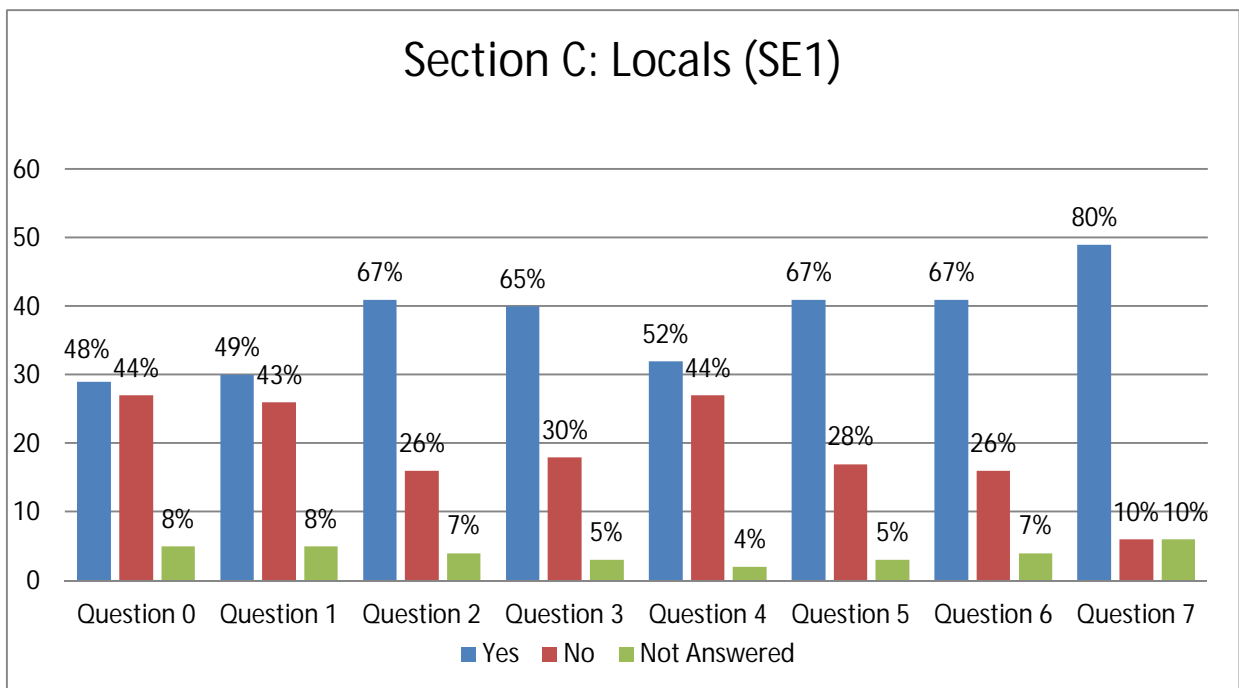


Figure 7 Local response to questionnaire on Section C

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Q0. Do you support the proposal in general?

Support for the proposals in general on Section C was 50% with 39% opposed to the proposals. Focusing on the Local residents and businesses within the postcode SE1, 48% supported and 44% opposed the proposals in general.

Almosts all of the respondents opposed to the scheme live or work on the streets in the vicinity of the scheme such as Tennis Street, Bowling Green Place, Crosby Row, Mermaid Court and Long Lane.

Q1. Do you support the proposed closure on the section of Newcomen Street near Borough High Street and the rest will become two ways for traffic?

In total, 55% of respondents agreed to the proposals. However, support within Locals dropped to 49%, while 43% opposed this proposed change.

Seventeen respondents had concerns about the impact of the proposals on traffic movements, especially HGVs, as they thought that there will be increased number of vehicles using the narrow side streets such as Tennis Street, Bowling Green Place and Crosby Row as a rat run.

Eleven respondents commented about the wider traffic impacts on the surrounding road network including Long Lane, Borough High Street and Tower Bridge Road.

Response: Officer response is that the general principle of the proposals, together with those for Snowfields adjacent to the Guys Hospital development, is to take non-local through traffic away from the area and onto main roads therefore the amount of traffic diverting onto other minor roads in the area is anticipated to be modest.

Q2. Do you support the proposed change to parking on Newcomen Street and Weston Street to improve sightlines?

A total of 69% respondents supported this proposal overall while support from local respondents was 67%.

Q3. Do you support the proposed change from single yellow lines to double yellow along Newcomen Street, Kipling Street and Guy Street to ensure good visibility along the route at all times and removal of pinch points?

65% of the respondents including local respondents agreed with the proposed changes.

Q4. Do you support the proposed removal of a tree to improve accessibility and walking conditions?

54% of the overall and local responses agreed with the proposed removal of a tree. However, 41% of responses opposed this proposal. For local respondents 44% opposed this with 52% supporting,

Response: If implemented, the overall proposals for the route offer a net increase in greening to offset the loss of this tree.

Q5. Do you support the proposed traffic calming measures (replacement of speed cushions with road humps and raised tables)?

A total of 68% respondents supported the proposed traffic calming measures while the level of support from local respondents was the same.

Q6. Do you support the proposed raised junction table on Weston Street and Guy Street and the relocation of the zebra crossing?

A majority (67%) of the overall and Local respondents supported this proposed change.

Q7. Do you support the proposed footway and carriageway improvements in general?

The improvements for footway and carriageway were supported by 80% of respondents.

Other comments

- 12 respondents wrote about their concerns regarding the loss of parking and loading facilities including the replacement of single yellow lines with double yellow lines.

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- *Response: Waiting and loading restrictions will be subject to a statutory consultation. The detail of loading restrictions can be considered at detailed design. Additional waiting restrictions are designed to ensure the route can safely operate at all times.*
 - Respondents questioned the road widths on Newcomen Street and the suitability of converting this street to two-way traffic movement.
 - *Response: Only local traffic servicing the adjacent premises will be using the very narrow stretch of Newcomen Street. This will greatly reduce number of motor vehicles thus allowing two way operation;*
 - Concerns about the hospital traffic and access were also mentioned.

It is thought that the overall proposal received lower level of support than the individual measures mainly due to the concerns over the impact on the roads in the vicinity.

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2.2.4 Section D – Weston Street

This section summarises the responses to the proposed changes in Section D.

Figure 8 and Figure 9 show the overall and specifically 'Local' responses to the Section D questionnaires respectively.

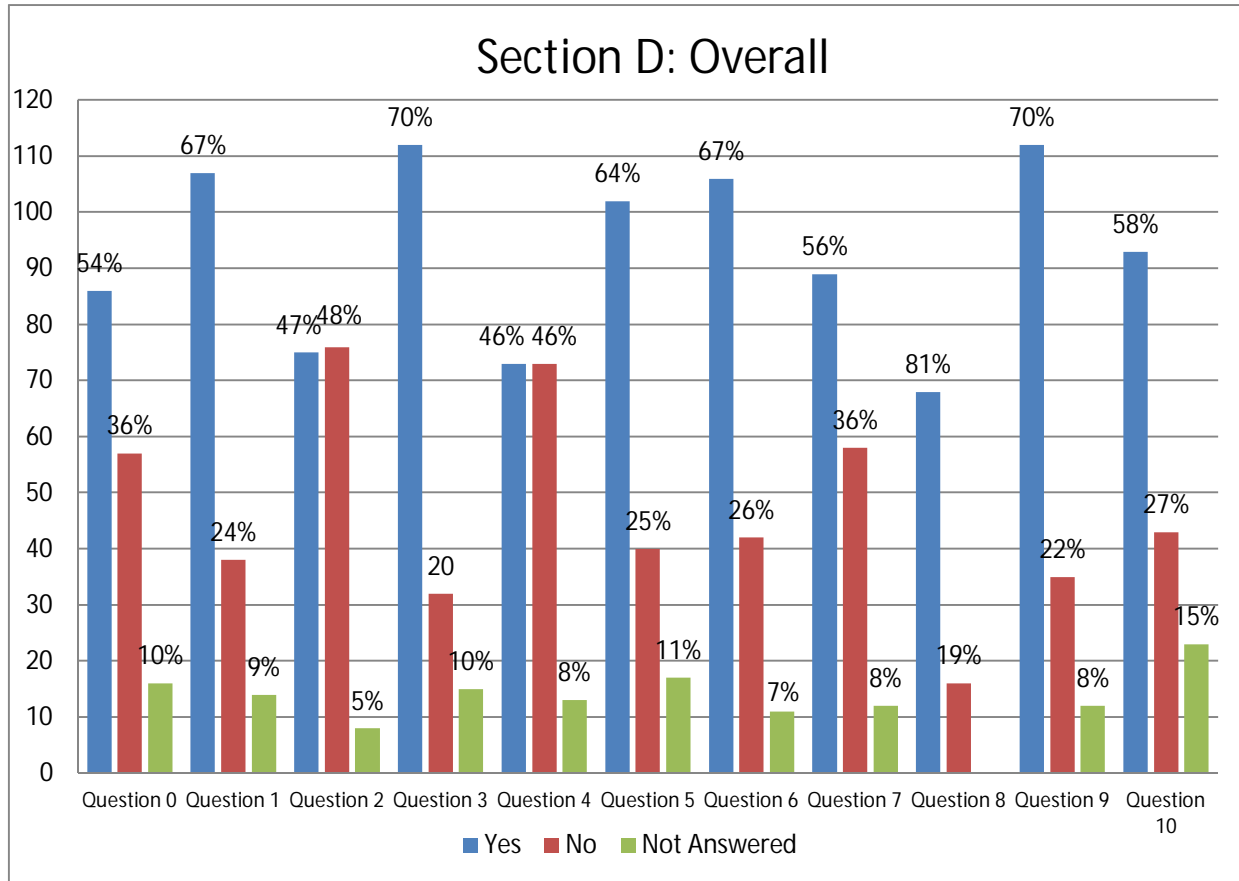


Figure 8 Overall response to questionnaire on Section D

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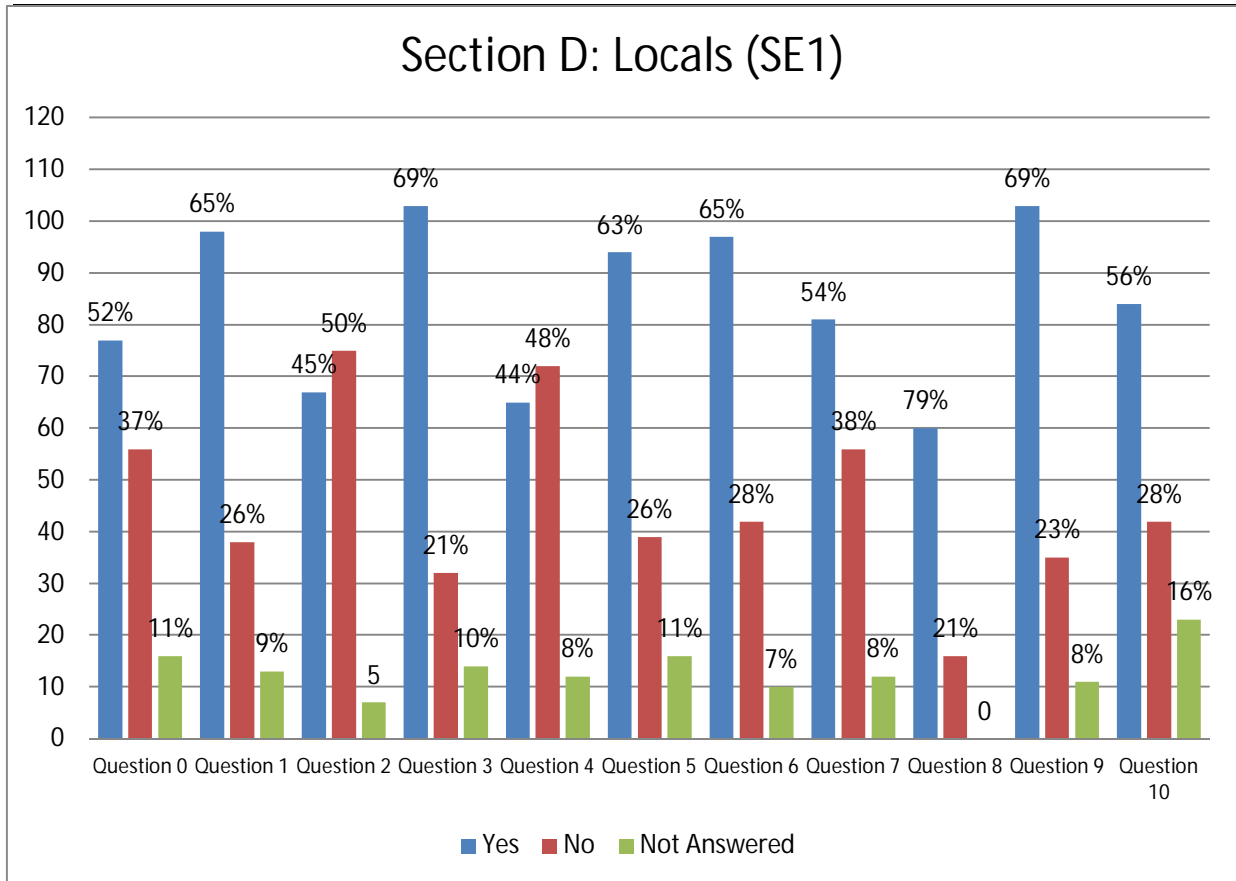


Figure 9 Local response to questionnaire on Section D

Q0. Do you support the proposal in general?

The overall support for the proposal in general on this section was 54%, while 36% of respondents opposed the proposals and the rest of them did not answer this question. For Local respondents, support was the same although 38% of these respondents were not in favour of the proposals.

Q1. Do you support the proposed removal / relocation of parking bays on Weston Street with a net loss of 1 space?

A significant number of respondents, 107 out of 159 overall and 98 of 149 Locals supported this proposed change.

Q2. Do you support the proposed one-way operation in the eastbound direction on Leathermarket Street and a section of Morocco Street with contra-flow cycle facility?

This proposal received an almost equal amount of support (47%) and opposition overall (48%). 50% of Local respondents indicated their disapproval, while 45% supported this proposal.

The response for this question is closely connected with Q4 (one-way Tanner Street), 77 respondents were opposed to both proposals while 67 supported both. Only 15 responses answered these two questions differently.

Regarding these two proposals, the main concerns were the impact on Bermondsey Street and access for local residents / businesses. For respondents who supported the proposals, the main benefits they identified were the reduction in the east-west rat run and fall in traffic volumes on these three streets.

Response: The proposed one-way operation on Leathermarket Street, Morocco Street, and Tanner Street (except pedal cycles) is fundamental to the overall scheme proposals. Given the overall

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proposals are supported by a majority of respondents (as in Q0) officers believe they should proceed. Officers will give further consideration to any detailed issues regarding local access in the detailed design process. One-way operation will be subject to a statutory consultation before implementation giving a further opportunity for local objections to be considered.

Q3. Do you support the proposed reduction of 1 parking space on Leathermarket Street to remove pinch point and improve visibility?

A majority of around 70% overall and Local respondents were supportive of this proposed change.

Q4. Do you support the proposed one-way operation in the westbound direction on Tanner Street with contra-flow cycle facility?

This proposal received an equal (46%) amount of support and opposition. The responses from Locals revealed 48% opposed to this proposal while 44% were in support.

See Q2 for comments.

Q5. Do you support the proposed traffic calming measures (replacement of speed cushions with road humps and raised tables)?

Significant number (64%) of the respondents including local respondents agreed with this proposed change.

Q6. Do you support the proposed change from single yellow lines to double yellow lines along Leathermarket Street and Tanner Street, to ensure good visibility along the route at all times and removal of pinch points?

A total of 67% respondents supported the proposal while the level of support from local resident was 65%.

Q7. Do you support the proposed reconfiguration of parking on Tanner Street to create a chicane effect?

Overall, about 56% of respondents supported and 36% opposed the proposal. Similar numbers of support and opposition were recorded for local respondents.

Q8. Do you support the proposed footway and carriageway improvements in general?

The improvements for footway and carriageway were supported by majority of local and overall respondents.

Q9. Do you support the proposed junction realignment and public realm improvement at Weston Street / Leathermarket Street junction?

A majority (70%) of the respondents including Local respondents supported the proposed changes.

Q10. Do you support the proposed footway buildout adjacent to the Tanner Street Park entrance?

Just under 60% of overall respondents supported the proposals while support from the 'Local' area similar at 56%.

Other comments

- From the comments received, many respondents (31 comments) were concerned about the impact of the proposals on Bermondsey Street.
- 24 respondents commented on the impact on local access under the proposal. They indicated that local residents and businesses will have to take long detours to exit or enter the area.
- 18 comments were received expressing their objection on the proposed one-way working on Leathermarket Street / Tanner Street. Officer response to this issue is summarised under Q2 above.

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- There were also 18 comments showing strong support on the scheme.
- Nine responses suggested that the one-way proposals should be in the opposite direction.

2.3 Level of Consensus

The following results show the overall level of support for the four combined sections.

- 52% of respondents supported the proposals in general
- 36% of responses opposed the proposals in general
- 12% of responses express no opinions on the proposals

The level of support for individual sections is shown in Table 2 below.

Q0: Do you support the proposal in general	Overall		Local SE1	
	Number of responses	% Support	Number of responses	% Support
Section A	41	59	29	52
Section B	100	47	44	61
Section C	74	50	61	48
Section D	159	54	149	52

Table 2 Level of support for individual sections

2.4 Key Stakeholder Responses

Six key stakeholders provided a reply to the consultation:

- Bermondsey Street Area Partnership (BSAP)
- Better Bankside
- London Cycle Campaign
- Southwark Cyclists
- Southwark Living Streets
- Tabard Gardens North Tenants and Residents Association

Table 3 summarises the general view from the key stakeholders. (a tick indicates general support of the proposals, a cross indicates objections and a dash signifies no response)

Stakeholder	Overall	A	B	C	D
BSAP	-	-	-	-	×
Better Bankside	✓	✓	✓	-	-
London Cycle Campaign	✓	✓	✓	✓	✓
Southwark Cyclists	✓	✓	✓	✓	✓
Southwark Living Street	-	-	✓	-	✓
Tabard Gardens North TRA	-	-	-	×	-

Table 3 Response from key stakeholders

The following paragraphs capture the main comments from the key stakeholders, the full transcript of their response can be found in Appendix C.

2.4.1 Bermondsey Street Area Partnership (BSAP)

BSAP welcomes improved cycling conditions and reduced traffic in its area of concern; however, they believe this proposal will cause major problems with traffic flow in particular in the north section of

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Bermondsey Street. Servicing traffic for business and residents for Bermondsey, Leathermarket and Tanner Streets would all be funnelled up the north section of Bermondsey Street which is already congested.

See officer response on this issue in section D above.

2.4.2 Better Bankside

Better Bankside strongly support the plan for the Jubilee Quietway. However, they have also expressed their regret that Roupell Street and Great Suffolk Street were not covered by the proposals.

Response: Roupell Street is out of scope. The proposals for Great Suffolk Street are thought by officers to strike the correct balance between accommodating general traffic and providing a safe environment for cyclists.

2.4.3 London Cycle Campaign (LCC)

LCC fully supports the four sections but would like to see Southwark rapidly develop a proper area-based traffic management approach to the network of quiet street, considering 'modal filters' and other measures where appropriate to constrain and remove through traffic.

LCC is concerned about the lack of information on Great Suffolk Street. They are in support of removing more on-street parking to improve the schemes.

Response: points noted. Quietway funding limits scope to undertake area-wide filtering. Excessive removal of on-street parking would likely result in considerable local opposition to the proposals. The measures as consulted provide an appropriate balance between all road users.

2.4.4 Southwark Cyclists

Southwark Cyclists support the proposals in general.

Southwark Cyclists' view is that the route should continue along Union Street and onto the North-South Cycle Superhighway (CS6) rather than via Dolben, Chancel and Nicholson Streets.

They have commented on the lack of proposals on Great Suffolk Street which is narrow and heavily trafficked.

It is Southwark Cyclists' view that more parking can be removed due to the availability of off-street parking in the area.

Southwark Cyclists feel that the proposed 'chicane' at the park entrance in Tanner Street is very dangerous for cyclists.

Response: this issue will be reconsidered at detailed design stage

They urge the Council to look at the network of roads bounded by Long Lane, Borough High Street, Tower Bridge Road and the railway to ensure that no through traffic is allowed on the local roads and ensure that the proposals are consistent with the long-term traffic plan for the area.

2.4.5 Southwark Living Streets

Southwark Living Streets supported the proposal in general for Sections B and D but did not provide an overall view on Sections A and C. However, they have expressed their support on the individual proposals in these two sections.

Southwark Living Streets believes Great Suffolk Street is not acceptable as part of a Quietway route as vehicle volumes and speeds are too high. The levels of intimidation for pedestrian and cyclists remain extremely high and will deter people from using the route.

They feel more cycle parking is needed along the whole route.

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Response – noted and to be considered at detailed design

They request a better defined cycle way across Flat Iron Square and asked that the proposed cycle track on Union Street have some sort of segregation.

Response – noted and to be considered at detailed design

Southwark Living Streets proposed that Tanner Street is made one-way but in the eastbound direction instead of the currently proposed westbound one-way.

Response – officers believe this would be less effective at removing through 'rat-run' traffic from the area

2.4.6 Tabard Gardens North Tenants and Residents Association

The Tabard Gardens North TRA is concerned about the impact on surrounding network, in particular Crosby Row, Bowling Green Place, Mermaid Court, Tennis Street. They complained that there is no consideration of cycle safety or pedestrian safety on residential streets off Newcomen Street.

The Treasurer of the TRA suggested that the project be put on hold until more information becomes available.

Response- see earlier comments about the aim of removing most through traffic from the area completely, thus ensuring only very local traffic is diverted onto other local roads.

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3 Summary

Southwark Council has undertaken a public consultation on the proposed Jubilee Cycle Grid Route scheme that runs between Blackfriars Road and Tower Bridge Road. Due to the size of the affected area, the consultation was separated into four sections. Each section received a leaflet detailing the proposal along that particular section. The leaflets also included a questionnaire aiming to gauge the support for the proposed measures. Two public consultation exhibition events were held as part of the consultation process.

A total of 4,993 leaflets were distributed and 347 responses were received, equating to an overall response rate of 6.9%. Overall 52% of the respondents supported the proposal. For analysis purposes, only residents/employees/business owner within SE1 has been classified as 'Local'.

The responses for each section are summarised below:

Section A

- A majority of 59% respondents indicated their support for the proposals in general. This support slipped to 52% when responses from only Locals were considered. All individual proposals received overall support.
- One proposal received a majority of objections from Local respondents, which was changing single yellow lines to double yellow lines along Dolben Street.
- It should be noted that residents of Edward Edwards' House on Nicholson Street opposed the proposed one-way on Nicholson Street, the loss of parking bay and the increasing of waiting and loading restrictions.
- All other proposals received majority support.

Section B

- Overall, a majority of 46% respondents supported and 38% opposed the proposals in general. Focusing on just responses from Locals, this supports increases significantly to 63%. The Locals overwhelmingly supported all the individual proposals in this section; all items received at least 65% support.
- When all responses are taken into account, there were concerns about access and congestion that the road closure or the cycle measures may bring.
- All other individual proposals received majority support.

Section C

- In total 50% of the overall respondents supported the proposals in general, while 39% opposed them.
- Locally, the support rate was slightly lower at 48% while 44% opposed.
- The main concern about the proposals was the impact on the local streets nearby due to the closure of Newcomen Street
- Removal of a tree on Newcomen Street also received slightly lower support although 50% of respondents supported its removal.
- All the other individual proposals received at least 65% support.
- The Tabard Gardens North TRA recorded their objection to the scheme mainly due to the negative impact on the side streets.

Section D

- Overall support for the proposals in general was received, with 54% overall support and 52% support from Locals.
- The most controversial measures were the one-way proposals on Leathermarket Street and especially Tanner Street. The two one-way proposals received more opposition than support from Locals respondents.
- The main concern about the one-way schemes is the impact on Bermondsey Street and access for the local residents/ businesses.

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- There were a few responses suggested reversing the proposed one-way direction on Tanner Street or closing Tanner Street completely as an alternative.
 - All other individual items received majority of support.
 - BSAP welcomed cycling improvement but strongly disagreed with the one-way proposal for Tanner Street and Leathermarket Street.

The key stakeholders mainly supported the proposals in general with specific comments on a number of design measures. However, the Tabard Gardens North TRA and BSAP objected to the Section C and Section D proposals respectively.

Appendix A: Consultation Leaflet

Consultation Leaflet

Section A - Nicholson Street, Chancel Street and Dolben Street

This document contains information about street improvement works in Southwark. If you require help with translation or other formats such as audio or large print, please visit the address below



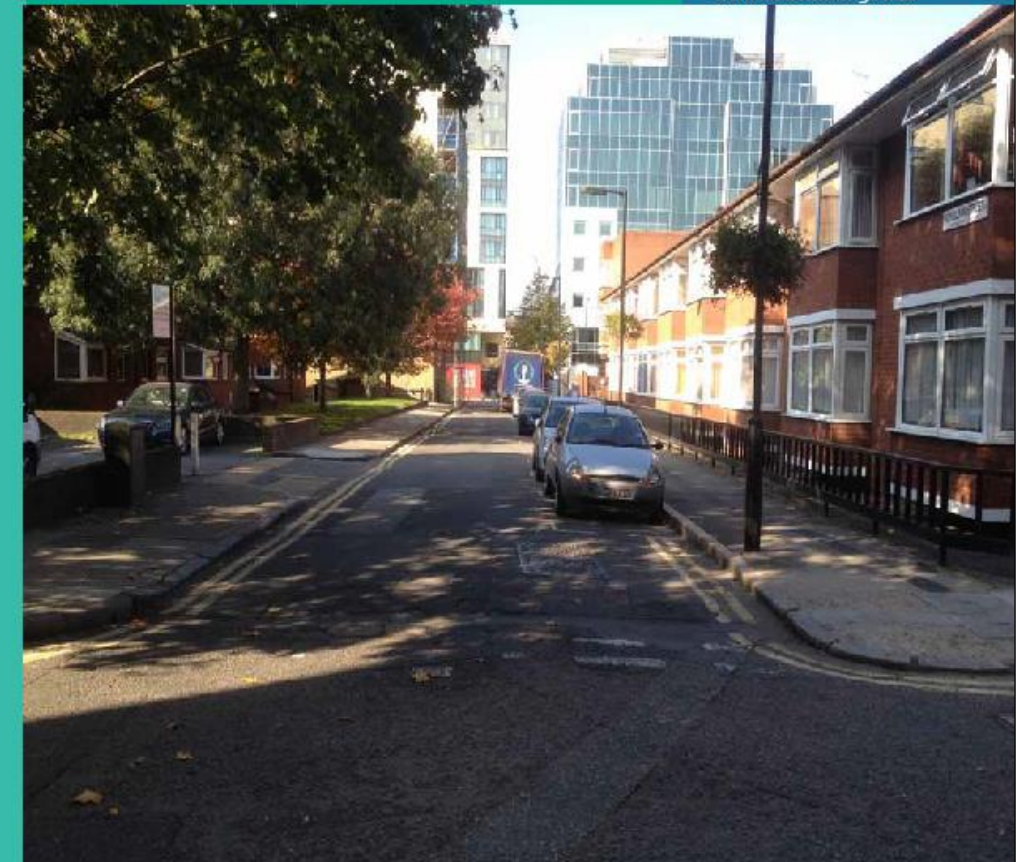
Jubilee Cycle Grid Route

Section A - Nicholson Street, Chancel Street and Dolben Street

Public consultation

October 2015

www.southwark.gov.uk



FREEPOST SE1919/14

SE1P 5LX
London
(3rd Floor)
Public Realm Projects: (Jubilee Cycle Route - Section A)
Environment and Leisure Department
LONDON BOROUGH OF SOUTHWARK

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Please fold the completed questionnaire as indicated by the dotted line, using the self adhesive strip and return to the address above. There is no need to use a stamp.



Chinese

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Bengali

এই ডকুমেন্টটি সাইক্লিং রাস্তা উন্নতির সম্বন্ধে তথ্য ধারণ করে। যদি আপনি অন্য ভাষায় অথবা অন্য ভাষায় যেমন মেমো, অডিও অথবা বড় লেখা প্রিন্টের সঙ্গে প্রয়োজন হলে, দয়া করে নিচের সম্বন্ধে কথা চিন্তা করে পরিদর্শন করুন।

Arabic

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French

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Somali

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Spanish

Este documento contiene información sobre el mejoramiento de las calles en Southwark. Si desea ayuda con la traducción u otros recuere otros formatos como audio o letra mas grande, por favor visite la dirección que se indica.

Turkish

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Vietnamese

Tài liệu này chứa thông tin về việc cải tiến đường phố ở Southwark. Nếu bạn cần giúp đỡ về dịch thuật hoặc các định dạng khác như âm thanh hay in chữ lớn, xin vui lòng truy cập vào địa chỉ dưới đây.

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Telephone 020 7525 5000

To complete online follow link <http://www.southwark.gov.uk/consultations>

For more information contact: Ian Ransom

Tel: 020 7525 3152 or

E-mail: streetcare@southwark.gov.uk

Return by 1 November 2015

Jubilee Cycle Grid Route

Section A - Nicholson Street, Chancel Street and Dolben Street

Background

The Cycle Grid is a network of continuous and safe cycle routes across inner London. The routes are not just for current cyclists but for people who have been put off cycling by the thought of sharing the road with high volumes of motorised traffic. The Cycle Grid and Quietways form an integral part of the Mayor of London's vision for cycling launched in 2013 and the council's objective to significantly increase the number of residents who opt for cycling as their preferred mode of transport, particularly when making local trips.

Southwark Council is holding a consultation to understand residents, businesses and stakeholders views regarding the proposals as part of the Jubilee Cycle Grid Route. This section of Nicholson Street, Chancel Street and Dolben Street forms part of a series of improvements along the route which starts from Blackfriars Road in the west and ends at Tower Bridge Road in the east. The proposed scheme aims to improve road safety, conditions for cyclists, accessibility for all road users and the quality of the streetscape. The proposed cycle route alignment is shown below.

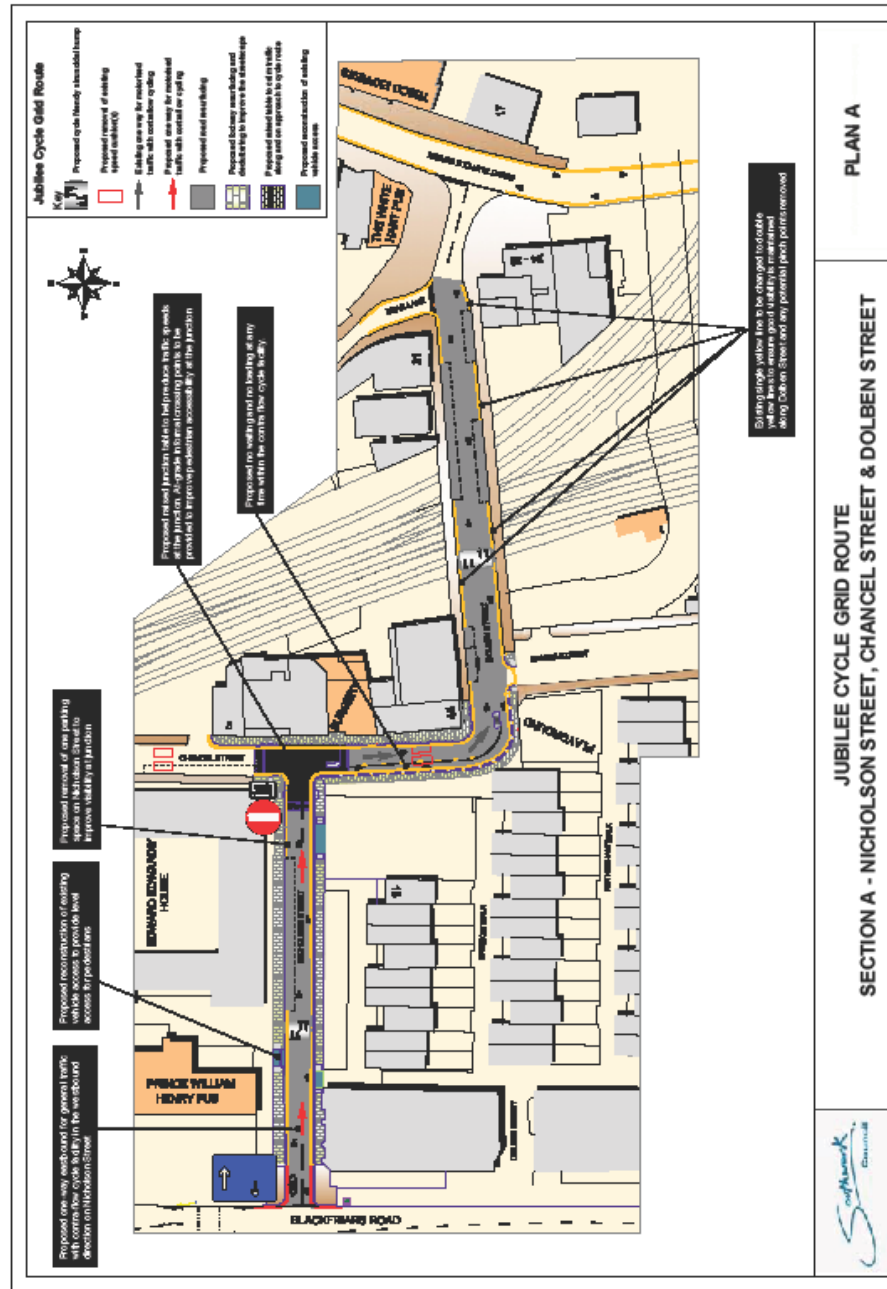
Jubilee Cycle Grid Route



What are the proposed changes in Section A?

- Nicholson Street is proposed to be made one-way eastbound (away from Blackfriars Road) for general traffic with a contra-flow cycle facility in the westbound direction.
- The parking bay on Nicholson Street closest to Chancel Street junction is proposed to be cut-back to improve the sightlines and visibility at the junction, resulting in the loss of one parking space.
- Within the existing contra-flow cycle lane on Chancel Street, it is proposed to permit no waiting and no loading at any time to ensure the cycle lane is unobstructed at all times.
- All existing single yellow line waiting restrictions along Dolben Street are proposed to be changed to double yellow lines to ensure good visibility is maintained along the route at all times and potential pinch points removed.
- Existing traffic calming features (speed cushions) along Nicholson Street, Chancel Street and Dolben Street are proposed to be replaced with more cycle friendly features (sinusoidal humps and raised tables) which would ensure traffic speeds are kept below the existing speed limit.
- The footways on Nicholson Street and Chancel Street and the road surface along the cycle route are proposed to be resurfaced to improve the quality of the streetscape.
- Pedestrian accessibility along the footways is proposed to be improved through decluttering, the provision of dropped kerbs and tactile paving and at-grade informal pedestrian crossing facilities.

Details of the proposals in the other three sections of the route can be found online at the consultation hub of the Southwark Council website www.southwark.gov.uk/consultations.



Drop In Events

Come and talk to officers at Southwark Council Office, 160 Tooley Street, London SE1 2QH on Friday 23 October 2015 2pm - 6pm or Wednesday 28 October 2015 4pm - 8pm

Have your say

Please let us know what you think by viewing the proposals at www.southwark.gov.uk/consultations and completing the online questionnaire. Alternatively, you can complete the sections below by ticking the boxes as appropriate, then tear off this page, fold it and post to the freepost address.

All responses must be received by 1 November 2015

Please state your name

Please provide your address

The above information is only used so we can relate your response to where you live

Telephone (optional):

(Optional, but helpful if we have any questions about your response)

Email (optional):

(Optional, but helpful if we need to write to you)

Are you a local resident or do you work for a local business (please tick all that apply)

Local resident

Employee of owner of a local business

	Yes	No
Do you support the proposal in general?	<input type="checkbox"/>	<input type="checkbox"/>
Do you support the proposed...		
1. one-way system of traffic flow on Nicholson Street?	<input type="checkbox"/>	<input type="checkbox"/>
2. loss of one parking space on Nicholson Street to improve the visibility at the Nicholson Street / Chancel Street junction?	<input type="checkbox"/>	<input type="checkbox"/>
3. no waiting and no loading at any time restrictions within the Chancel Street contra-flow cycle facility?	<input type="checkbox"/>	<input type="checkbox"/>
4. change from single yellow lines to double yellow lines along Dolben Street, to ensure good visibility along the route at all times and removal of pinch points?	<input type="checkbox"/>	<input type="checkbox"/>
5. traffic calming measures (replacement of speed cushions with road humps and raised tables)?	<input type="checkbox"/>	<input type="checkbox"/>
6. footway and carriageway improvements in general?	<input type="checkbox"/>	<input type="checkbox"/>
7. improvements for pedestrians?	<input type="checkbox"/>	<input type="checkbox"/>

Please write any comment that you may have on the proposals in the box below attaching additional sheets if needed.

What happens next?

The responses to the questionnaire will be analysed and taken into account in the final design proposals. Because of the large number of anticipated responses, regrettably we cannot 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 the next Borough, Bankside and Walworth Community Council meeting on 21 November 2015 and Bermondsey and Rotherhithe Community Council meeting on 2 December 2015. Further details about the meeting can be found at our website, under Council and Democracy at www.southwark.gov.uk. A formal decision on what will be built will be made by the Cabinet Member for Environment and the Public Realm in late 2015.

Consultation Leaflet

Section B - Union Street

FREEPOST SE1919/14

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(3rd Floor)

Public Realm Projects: (Jubilee Cycle Route - Section B)
Environment and Leisure Department
LONDON BOROUGH OF SOUTHWARK

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Chinese

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Bengali

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Arabic

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French

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Somali

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Spanish

Este documento contiene información sobre el mejoramiento de las calles en Southwark. Si desea ayuda con la traducción u otros requiere otros formatos como audio o letra mas grande, por favor visite la dirección que se indica.

Turkish

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Vietnamese

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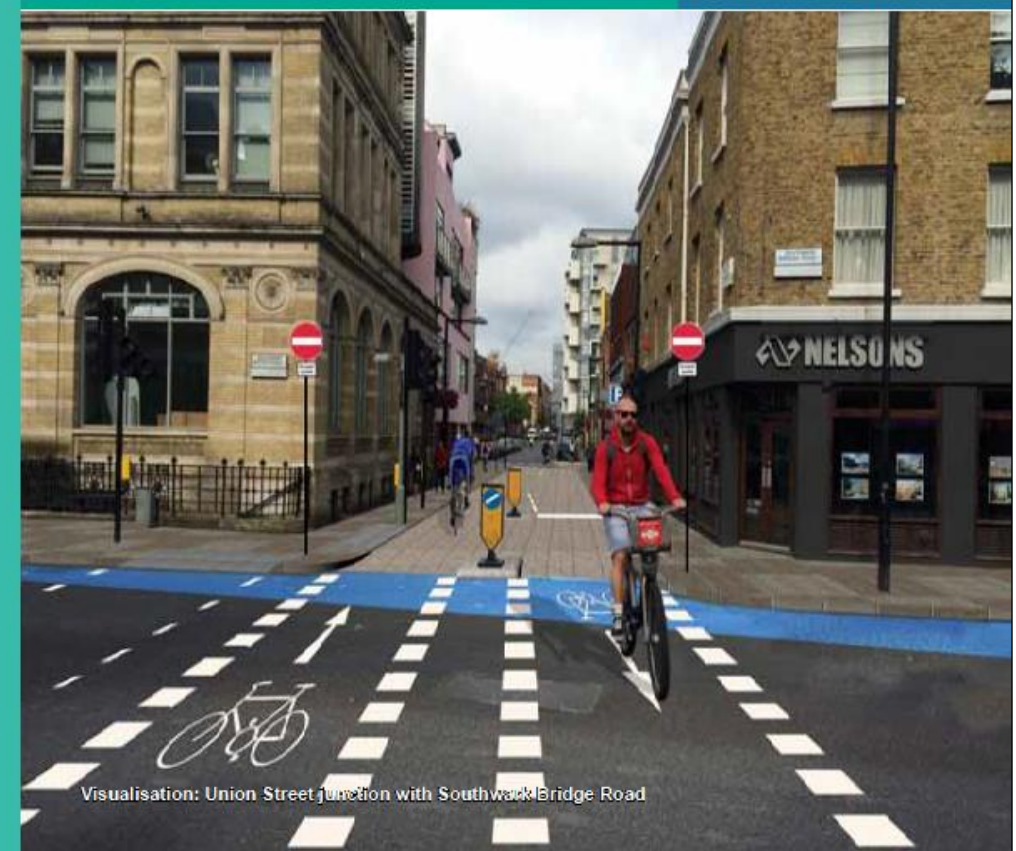


Jubilee Cycle Grid Route Section B - Union Street

Public consultation

October 2015

www.southwark.gov.uk



Visualisation: Union Street junction with Southwark Bridge Road

Jubilee Cycle Grid Route

Section B - Union Street

Background

The Cycle Grid is a network of continuous and safe cycle routes across inner London. The routes are not just for current cyclists but for people who have been put off cycling by the thought of sharing the road with high volumes of motorised traffic. The Cycle Grid and Quietways form an integral part of the Mayor of London's vision for cycling launched in 2013 and the council's objective to significantly increase the number of residents who opt for cycling as their preferred mode of transport, particularly when making local trips.

Southwark Council is holding a consultation to understand residents, businesses and stakeholders views regarding the proposals as part of the Jubilee Cycle Grid Route. This section of Union Street forms part of a series of improvements along the route which starts at Blackfriars Road in the west and ends at Tower Bridge Road in the east. The proposed scheme aims to improve road safety, conditions for cyclists, accessibility for all road users and the quality of the streetscape. The proposed cycle route alignment is shown below.

What are the proposed changes in Section B?

1. A contra-flow cycle facility on Ewer Street is proposed to improve access to the cycle route (Plan B1).
2. All existing single yellow lines along Union Street are proposed to be changed to double yellow lines to ensure good visibility is maintained along the route at all times and potential pinch points removed (Plans B1 & B2).
3. Union Street between Great Guildford Street and Southwark Bridge Road is proposed to be closed to motorised traffic except for access to/from Great Guildford Street (Plan B1).
4. Proposed prohibition of loading at any time along the northern kerblines of Union Street within 60m west of Borough High Street (Plan B2).
5. A two-way cycle track at the east end of Union Street is proposed to connect with the proposed two-way cycle track on Newcomen Street (proposed East-West connection across Borough High Street to be consulted on by TfL in December 2015) (Plan B2).
6. A new signalised pedestrian crossing on the southern arm and raised table at the Union Street / Great Suffolk Street junction are proposed to improve pedestrian access and slow down traffic. Increased sizes of waiting areas and early starts for cyclists at the junction are also proposed (Plan B1).
7. Existing traffic calming features (speed cushions) along Union Street are proposed to be replaced with more cycle friendly features (sinusoidal humps & raised tables) and raised tables at side road junctions which would ensure traffic speeds are kept below the existing speed limit (Plans B1 & B2).
8. Priority at the Union Street / Ayres Street junction is proposed to be switched from Ayres Street to Union Street traffic, to slow down traffic entering Union Street from Ayres Street (Plan B2).
9. Existing contra-flow cycle facility on Union Street between Flat Iron Square and Borough High Street is proposed to be widened and lowered to carriageway level (Plan B2).
10. The road surface and some sections of the footways are proposed to be renewed along Union Street to improve the quality of the streetscape (Plans B1 & B2).

Details of the proposals in the other three sections of the route can be found online at the consultation hub of the Southwark Council website www.southwark.gov.uk/consultations.

Jubilee Cycle Grid Route

Proposed Cycle Route
North-South Cycle Super-Highway



Visualisation: Union Street approach to Borough High Street

What happens next?

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Drop In Events

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Have your say

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Please provide your address

The above information is only used so we can relate your response to where you live

Telephone (optional):

(Optional, but helpful if we have any questions about your response)

Email (optional):

(Optional, but helpful if we need to write to you)

Are you a local resident or do you work for a local business (please tick all that apply)

Local resident

Employee of owner of a local business

	Yes	No
Do you support the proposal in general?		
Do you support the proposed...		
1. contra-flow cycle facility on Ewer Street?		
2. change from single yellow lines to double yellow lines along Union Street, to ensure good visibility along the route at all times and removal of pinch points?		
3. closure of Union Street between Great Guildford Street and Southwark Bridge Road to traffic except cycles and access?		
4. prohibition of loading at any time along the northern kerblines of Union Street within 60m west of Borough High Street?		
5. two-way cycle track at the east end of Union Street?		
6. measures at Union Street / Great Suffolk Street junction?		
7. traffic calming measures (replacement of speed cushions with road humps and raised tables)?		
8. to switch priority from Ayres Street to Union Street traffic?		
9. lowering the existing cycle track between Flat Iron Square and Borough High Street to road level?		
10. Footway and carriageway improvements in general?		

Please write any comment that you may have on the proposals in the box below attaching additional sheets if needed.

Consultation Leaflet

Section C - Newcomen Street, Kipling Street and Guy Street

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 Public Realm Projects: (Jubilee Cycle Route - Section C)
 Environment and Leisure Department
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Spanish
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Turkish
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 Return by 1 November 2015



Jubilee Cycle Grid Route Section C - Newcomen Street, Kipling Street and Guy Street

Public consultation

October 2015

www.southwark.gov.uk



Visualisation: Union Street junction with Southwark Bridge Road

Jubilee Cycle Grid Route Section C - Newcomen Street, Kipling Street and Guy Street

Background

The Cycle Grid is a network of continuous and safe cycle routes across inner London. The routes are not just for current cyclists but for people who have been put off cycling by the thought of sharing the road with high volumes of motorised traffic. The Cycle Grid and Quietways form an integral part of the Mayor of London's vision for cycling launched in 2013 and the council's objective to significantly increase the number of residents who opt for cycling as their preferred mode of transport, particularly when making local trips.

Southwark Council is holding a consultation to understand residents, businesses and stakeholders views regarding the proposals as part of the Jubilee Cycle Grid Route. This section of Newcomen Street, Kipling Street and Guy Street forms part of a series of improvements along the route which starts from Blackfriars Road in the west and ends at Tower Bridge Road in the east. The proposed scheme aims to improve road safety, conditions for cyclists, accessibility for all road users and the quality of the streetscape. The proposed cycle route alignment is shown below.

What are the proposed changes in Section C?

1. Section of Newcomen Street near Borough High Street proposed to be closed to motorised traffic and footway to be widened. The rest of Newcomen Street between is proposed to be made two-way for traffic. (Plan C1)
2. Existing parking spaces close to Newcomen Street / Tennis Street junction and Weston Street are proposed to be removed to improve the sightlines and inter-visibility resulting in the loss of 2 parking spaces. (Plan C1 & C2)
3. All existing single yellow lines along Newcomen Street, Kipling Street and Guy Street are proposed to be changed to double yellow lines to ensure good visibility is maintained along the route and potential pinch points removed (Plan C1 & C2)
4. The tree opposite No. 70 to be removed to ensure adequate footway width for pedestrians. (Plan C1)
5. Existing traffic calming features along Newcomen Street is proposed to be replaced with more efficient and cycle friendly features which would ensure traffic speeds are kept below the existing limit. (Plan C1)
6. Raised junction table is proposed on Weston Street and Guy Street with zebra crossing relocated on the table. (Plan C2)
7. The road surface and some sections of the footways are proposed to be renewed along Newcomen Street and Guy Street to improve the quality of the streetscape (Plans C1 & C2)

Details of the proposals in the other three sections of the route can be found online at the consultation hub of the Southwark Council website www.southwark.gov.uk/consultations.

Jubilee Cycle Grid Route



What happens next?

The responses to the questionnaire will be analysed and taken into account in the final design proposals. Because of the large number of anticipated responses, regrettably we cannot 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 the next Borough, Bankside and Walworth Community Council meeting on 21 November 2015 and Bermondsey and Rotherhithe Community Council meeting on 2 December 2015. Further details about the meeting can be found at our website, under Council and Democracy at www.southwark.gov.uk. A formal decision on what will be built will be made by the Cabinet Member for Environment and the Public Realm in late 2015.

Should you require any further information regarding the proposed scheme please contact Ian Ransom on 020 7525 3152 or email streetcare@southwark.gov.uk.

Drop In Events

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Have your say

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All responses must be received by 1 November 2015

Please state your name

Please provide your address

The above information is only used so we can relate your response to where you live

Telephone (optional):

(Optional, but helpful if we have any questions about your response)

Email (optional):

(Optional, but helpful if we need to write to you)

Are you a local resident or do you work for a local business (please tick all that apply)

Local resident

Employee of owner of a local business

	Yes	No
Do you support the proposal in general?		
Do you support the proposed...		
1. closure on the section of Newcomen Street near Borough High Street and the rest will become two way for traffic?		
2. change to parking on Newcomen Street and Weston Street to improve sightlines?		
3. change from single yellow lines to double yellow along Newcomen Street, Kipling Street and Guy Street to ensure good visibility along the route at all times and removal of pinch points?		
4. removal of a tree to improve accessibility and walking conditions?		
5. traffic calming measures (replacement of speed cushions with road humps and raised tables)?		
6. raised junction table on Weston Street and Guy Street and the relocation of the zebra crossing?		
7. footway and carriageway improvements in general?		

Please write any comment that you may have on the proposals in the box below attaching additional sheets if needed.

Consultation Leaflet

Section D - Weston Street, Leathermarket Street and Tanner Street



Jubilee Cycle Grid Route Section D - Weston Street, Leathermarket Street and Tanner Street

Public consultation

October 2015

www.southwark.gov.uk



Visualisation: Weston Street junction with Leathermarket Street

This document contains information about street improvement works in Southwark. If you require help with translation or other formats such as audio or large print, please visit the address below

Chinese

这篇文件包含关于在 Southwark 的街道进行信息。如果您需要一份关于您自己的语言的翻译文本或另外形式的出版例如语音带或大字本，请查看下面的地址。

Bengali

এই ডকুমেন্টটি সাউথওয়ার্কের রাস্তা উন্নতির সম্বন্ধে তথ্য ধারণ করে। যদি আপনি অন্য কোনো ভাষায় অন্য কোনো বিনামূল্যে মেমোরান্ডামে অথবা বড় লেখা প্রিন্টের সঙ্গে প্রয়োজন বোধ, দয়া করে নিচের সম্বন্ধে কথা চিন্তা করে পরিদর্শন করুন।

Arabic

تتوفر هذه الوثيقة على معلومات حول تحسين شكل الشوارع في ساوثوارك، وإذا كنت بحاجة للمساعدة بخصوص

الترجمة أو أي صيغته مثل نسخة صوتية أو علامة إلكترونية، فنرجو الاتصال بالخطوات المذكورة أدناه.

French

Ce document contient des informations concernant des améliorations dans les rues de Southwark. Si vous avez besoin d'aide avec la traduction ou autre formats tel que audio ou en gros caractères, s'il vous plaît visitez l'adresse ci-dessous.

Somali

Dokumintigaan waxuu ka hadlayaa macluumaad ku saabsan horumarinta waddooyinka Southwark. Haddii aad u baahan tahay in laaga caawiyo in lagu tarjumo ama haddii aad u baahatid qaabab kale sida caajal ahaan ama nuqi ballaaran, fadlan booqo cinwaanka haca ku qoran jumada ci.

Spanish

Este documento contiene información sobre el mejoramiento de las calles en Southwark. Si desea ayuda con la traducción u otros recuiera otros formatos como audio o letra mas grande, por favor visite la dirección que se indica.

Turkish

Bu belge Southwark'taki sokak düzenlemeleri hakkında bilgi içermektedir. Tercüme veya seslendirme konusunda yardım almak, ya da bu yazının büyük harflerle yazılmış biçimini elde etmek için lütfen aşağıdaki adresi ziyaret ediniz.

Vietnamese

Tài liệu này chứa thông tin về việc cải tiến đường phố ở Southwark. Nếu bạn cần giúp đỡ về dịch thuật hoặc các định dạng khác như âm thanh hay in chữ lớn, xin vui lòng truy cập vào địa chỉ dưới đây.

One stop shops

Walworth
376 Walworth Road
SE17 2NG

Bermondsey
11 Market Place 'The Blue'
Southwark Park Road
SE16 3UQ

Peckham
122 Peckham Hill Street
Ground floor
London SE15 5JR

Customer Centre
Telephone 020 7525 5000

To complete online follow link <http://www.southwark.gov.uk/consultations>

For more information contact: Ian Ransom

Tel: 020 7525 3152 or

E-mail: streetcare@southwark.gov.uk

Return by 1 November 2015

FREEPOST SE1919/14

SE1P 5LX
London
(3rd Floor)
Public Realm Projects: (Jubilee Cycle Route - Section D)
Environment and Leisure Department
LONDON BOROUGH OF SOUTHWARK

NO
STAMP
REQUIRED

BUSINESS REPLY SERVICE
FREEPOST SE1919/14

Fold Here

Please fold the completed questionnaire as indicated by the dotted line, using the self adhesive strip and return to the address above. There is no need to use a stamp.



Jubilee Cycle Grid Route

Section D - Weston Street, Leathermarket Street and Tanner Street

Background

The Cycle Grid is a network of continuous and safe cycle routes across inner London. The routes are not just for current cyclists but for people who have been put off cycling by the thought of sharing the road with high volumes of motorised traffic. The Cycle Grid and Quietways form an integral part of the Mayor of London's vision for cycling launched in 2013 and the council's objective to significantly increase the number of residents who opt for cycling as their preferred mode of transport, particularly when making local trips.

Southwark Council is holding a consultation to understand residents', businesses' and stakeholders' views regarding the proposals as part of the Jubilee Cycle Grid Route. This section of Weston Street, Leathermarket Street, Morocco Street, Bermondsey Street and Tanner Street forms part of a series of improvements along the route which starts from Nicholson Street in the west and ends at Tower Bridge Road in the east. The proposed schemes will not only improve general road safety and accessibility for all road users, but also significantly improve the quality of the streetscape. The proposed cycle route alignment is shown below.

What are the proposed changes in Section D?

- The road surface and some sections of the footways are proposed to be renewed along Weston Street, Leathermarket Street, Bermondsey Street and Tanner Street to improve the quality of the streetscape (Plan D1 & D2)
- Existing traffic calming features (speed cushions) are proposed to be replaced with more cycle friendly features (sinusoidal humps & raised tables) and raised tables at side road junctions which would ensure traffic speeds are kept below the existing speed limit Plan D1 & D2).
- Existing parking bays on eastern side of Weston Street are proposed to be removed / relocated to improve the visibility and turning movement of vehicles at the junction and the zebra crossing. Net loss of 1 space. (Plan D1)
- The Leathermarket Street junction with Weston Street is proposed to be tightened to improve safety for pedestrian. Planting areas are proposed to improve the quality of the streetscape (Plan D1).
- Leathermarket Street is proposed to be made one-way eastbound for general traffic with contra-flow cycle facility in the westbound direction (Plan D1 & D2).
- Existing parking bay on northern side of Leathermarket Street is proposed to be reduced by 1 space to remove pinch point and improve the visibility. (Plan D2)
- All existing single yellow lines along Leathermarket Street and Tanner Street are proposed to be changed to double yellow lines to ensure good visibility is maintained along the route and potential pinch points removed (Plans D2).
- Morocco Street, east of Leathermarket Street is proposed to be made one way eastbound for general traffic with contra-flow cycle facility (Plan D2).
- Tanner Street is proposed to be made one-way westbound for general traffic with contra-flow cycle facility (Plan D2).
- Footway is proposed to be built out adjacent to the Tanner Street Park entrance to improve visibility at the proposed informal crossing (Plan D2).
- A chicane effect on Tanner Street is proposed by relocating a section of the parking bay along the northern footway to southern kerbside with two additional spaces (Plan D2).

Jubilee Cycle Grid Route



Details of the proposals in the other three sections of the route can be found online at the consultation hub of the Southwark Council website www.southwark.gov.uk/consultations.

What happens next?

The responses to the questionnaire will be analysed and taken into account in the final design proposals. Because of the large number of anticipated responses, regrettably we cannot 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 the next Borough, Bankside and Walworth Community Council meeting on **21 November 2015**. Further details about the meeting can be found at our website, under Council and Democracy at www.southwark.gov.uk. A formal decision on what will be built will be made by the Cabinet Member for Environment and the Public Realm in late 2015.

Should you require any further information regarding the proposed scheme please contact Ian Ransom on 020 7525 3152 or email streetcare@southwark.gov.uk.

Drop In Events

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(Optional, but helpful if we have any questions about your response)

Email (optional):

(Optional, but helpful if we need to write to you)

Are you a local resident or do you work for a local business (please tick all that apply)

Local resident

Employee of owner of a local business

	Yes	No
Do you support the proposal in general?		
Do you support the proposed...		
Q1. Do you generally support the proposed improvement?		
Q2. Do you support the proposed traffic calming measures (replacement of speed cushions with road humps and raised tables)?		
Q3. Do you support the proposed removal / relocation of parking bays with a net loss of 1 space?		
Q4. Do you support the proposed junction realignment and public realm improvement at Weston Street / Leathermarket Street junction?		
Q5. Do you support the proposed one-way operation on Leathermarket Street with contra-flow cycle facility?		
Q6. Do you support the proposed reduction of 1 parking space on Leathermarket Street to remove pinch point and improve visibility?		
Q7. Do you support the proposed change from single yellow lines to double yellow lines along Leathermarket Street and Tanner Street, to ensure good visibility along the route and removal of pinch points		
Q8. Do you support the proposed one-way operation on Morocco Street with contra-flow cycle facility?		
Q9. Do you support the proposed one-way operation on Tanner Street with contra-flow cycle facility?		
Q10. Do you support the proposed footway buildout adjacent to the Tanner Street Park entrance?		
Q11. Do you support the reconfiguration of parking on Tanner Street to create a chicane effect?		

Please write any comment that you may have on the proposals in the box below attaching additional sheets if needed.

Appendix B: Distribution Area

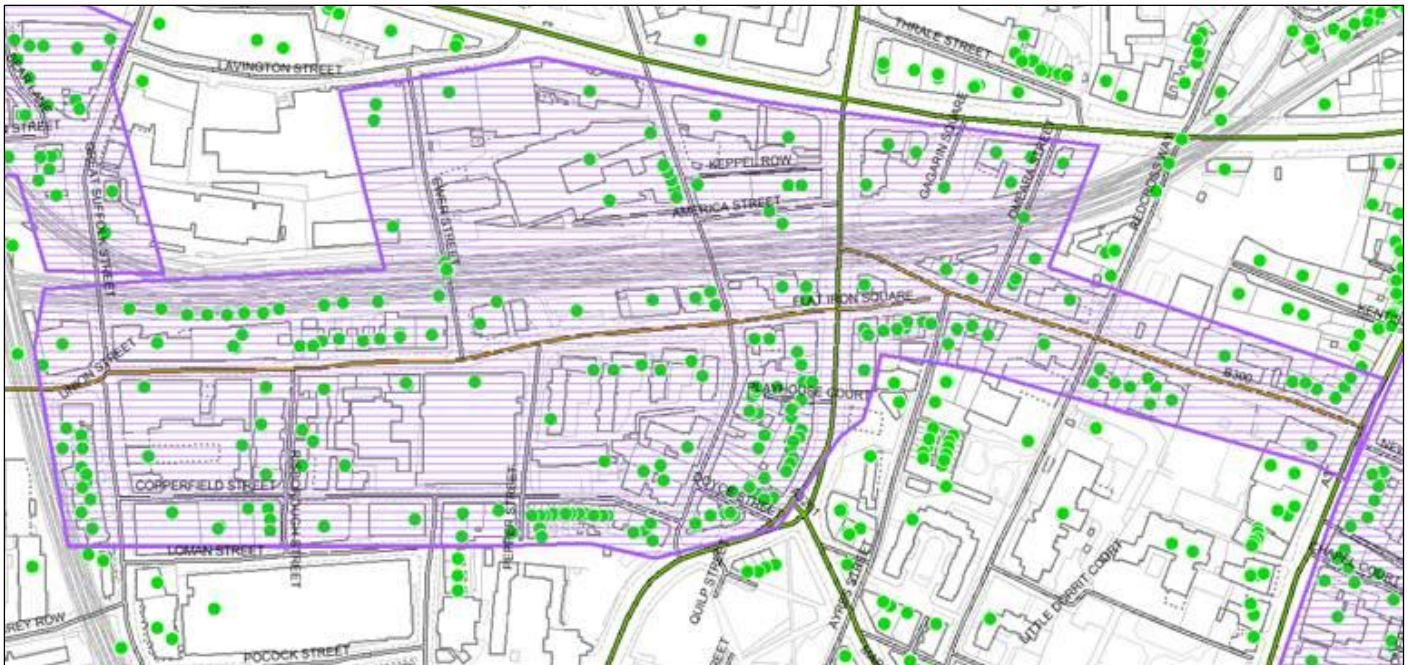
Distribution Area

Section A - Nicholson Street, Chancel Street and Dolben Street



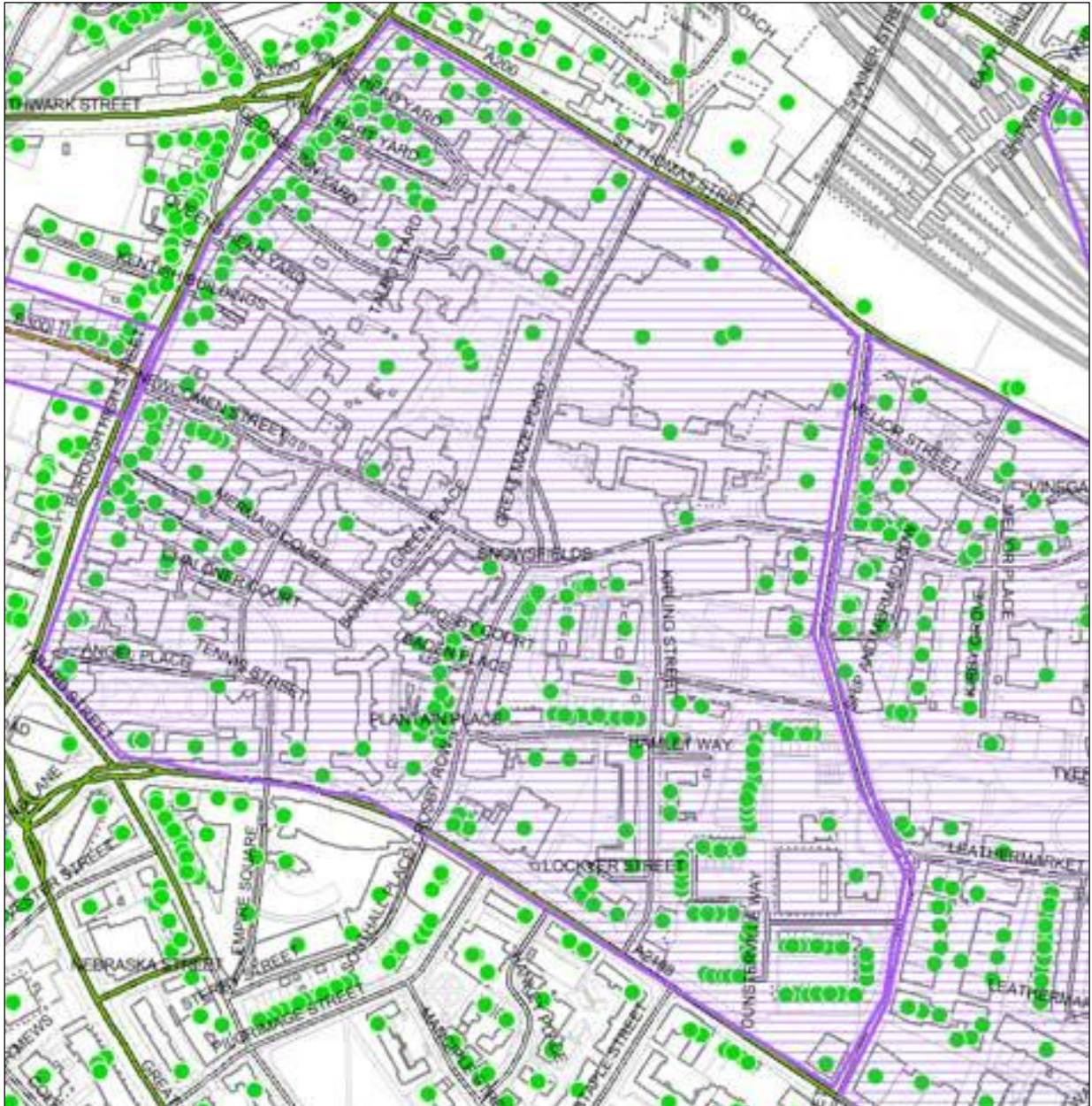
Distribution Area

Section B - Union Street



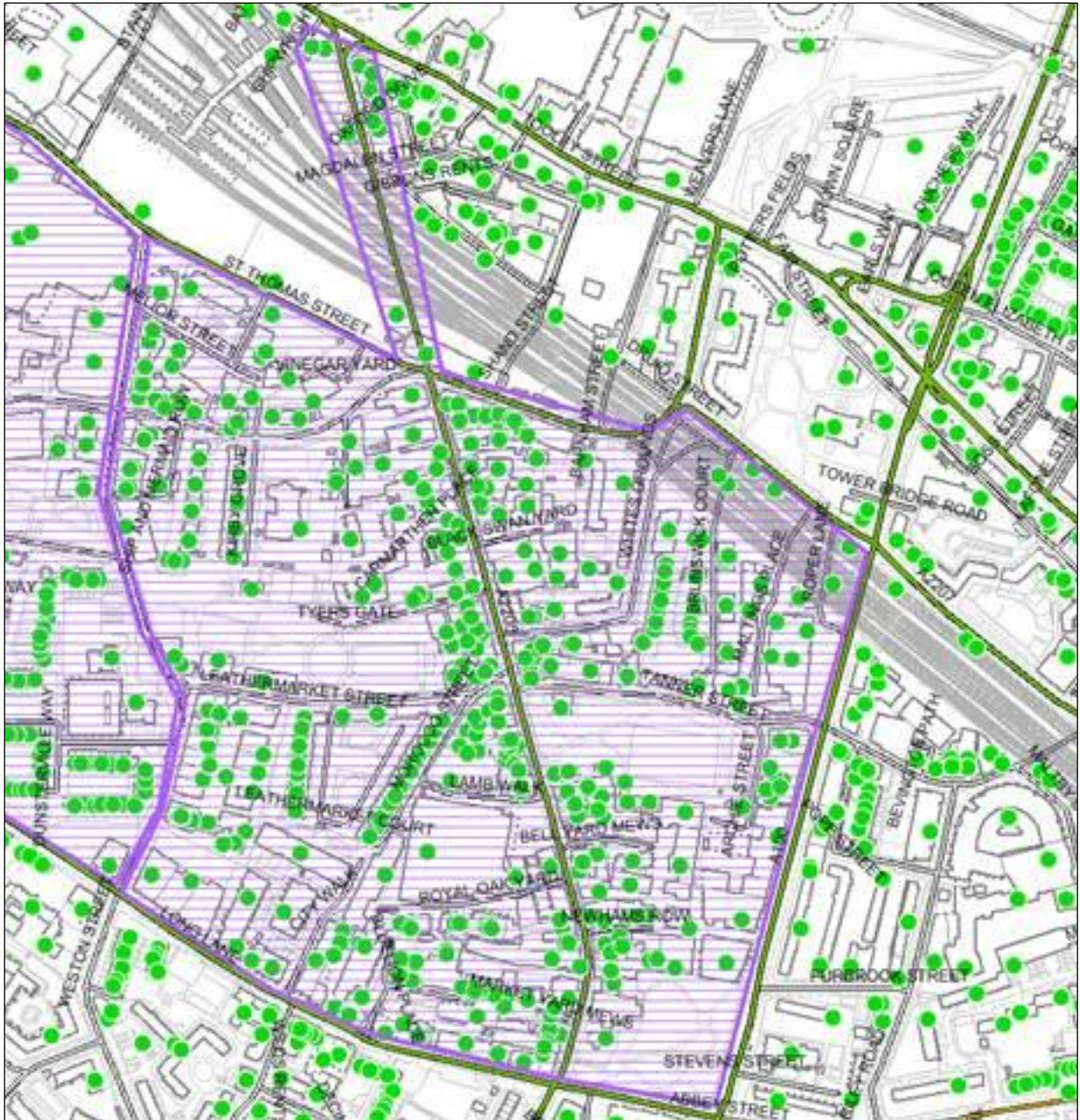
Distribution Area

Section C - Newcomen Street, Kipling Street and Guy Street



Distribution Area

Section D - Weston Street, Leathermarket Street and Tanner Street



Appendix C: Responses from Statutory bodies and other stakeholders

Bermondsey Street Area Partnership (BSAP)

Bermondsey Street Area Partnership (BSAP)

The Bermondsey Street Area Partnership (BSAP) welcomes improved cycling conditions and reduced traffic in its area of concern.

However, at the BSAP discussion of the proposed Jubilee Cycle Grid Route Section D Plans D1 and D2, "Quietways", the consensus of the meeting, on 05 Nov., was that although this proposal might address some issues on the west - east movement of cyclists, it would cause major problems particularly with the vehicle traffic flow in the north section of Bermondsey Street. Servicing traffic for businesses and residents with access to Bermondsey, Leathermarket and Tanner Streets and continued through traffic from Long Lane to the south and from Tower Bridge Road, would all be funnelled up the north section of Bermondsey Street, which is already mainly used by through traffic making this section extremely noisy and increasingly dangerous.

We do not believe that this scheme has been properly thought through.

Presently TfL does not allow a sequenced right filter turn into Druid Street / Crucifix Lane for traffic wanting to travel west after travelling south over Tower Bridge. Traffic can turn left into Jamaica Road and then travel west along Druid Street, but only some locals know this. The first right turn is at Tanner Street, which consequently takes mainly through traffic to Bermondsey Street. This single fact creates the rat-run and the high level of traffic along Bermondsey, Leathermarket and Tanner Streets.

It has been the BSAP's long-term aspiration that Bermondsey Street should soon become "shared use" from Long Lane to St. Thomas Street, for the benefit of all its users, where businesses and residents can service and access their buildings and the massive increase of pedestrian and cycling movements can be accommodated. Through traffic has to be removed for the comfort of all. Once London Bridge Station rebuilding works have been completed in 2018 decisions have to be made in place for the traffic flow in the whole area, bounded by Tooley Street, Tower Bridge Road, Long Lane and Borough High Street. Servicing traffic movements for all existing buildings and the potentially many new proposed high-density buildings coming into the pipeline has to have been decided upon. The 60% additional increase in pedestrian movements predicted within the area has to be considered along with many additional cyclist movements.

The "Bermondsey Street – Point Closure Scoping Report" by Phil Jones Associates for Southwark Council, published in May 2015, addresses the need to remove through traffic and rat-runs in the Bermondsey Street area for the much needed benefit of pedestrians, and to enhance place making. Recommendations from this report and the present proposals for the Quietway should be built into a major overarching study of the whole area, which should be undertaken immediately before the

Quietway proposals are signed off. Traffic flows need urgently to be properly modelled.

Michael Davis

Hon. Public Realm Sec.
Bermondsey Street Area Partnership (BSAP)
08 November 2015

Southwark Cyclists

Jubilee Quietway, Nicholson St to Tower Bridge Rd, Responses to Public Consultation

Submitted 7/11/15

Consolidated responses for sections A to D

Written by Bruce Lynn, draft 26/10/15, final version 6/11/15

Jubilee Cycle Grid Route Section A - Nicholson Street, Chancel Street & Dolben Street

Response from Southwark Cyclists

Will support "in general". There are 7 specific questions (1-way Nicholson St, loss of 1 parking space, etc). Propose we support them all. In the Comments box, propose to put the following.

These Comments represent the views of Southwark Cyclists, the local group of the London Cycling Campaign.

Strategic remarks

1. It is still the view of Southwark Cyclists that continuing along Union St to Blackfriars Rd, then using the safe, light-controlled, crossing there to access the N-S Cycle Superhighway and following this to Meynott St is far quicker, more direct, and safer than the proposed route.
2. No information is given about the route on Great Suffolk St (GSS), or the crossing from Union to Great Suffolk. We will comment on the crossing in our response to section B and make detailed comments on the stretch of Great Suffolk St under the rail bridges below. But wish to highlight here that major calming of through traffic is needed on Gt Suffolk St. This is consistent with Southwark Councils aim of to improving the street environment along Great Suffolk St for its entire length.
3. Nicholson St is closed at present due to the work related to the N-S CSH. This appears to be causing minimal problems with traffic in the area and so clearly demonstrates that Nicholson St could be filtered. This would make the proposed route a lot more attractive. For cyclists, a road with no through motor traffic is greatly preferable to a contraflow on a one-way street.
4. Parking. There is a lot of parking on these streets. Yet this area has plenty of off road parking on estates and at commercial premises. There is also a large car park (Union Car Parks) on Gt Suffolk St. All of the on street parking could in our view go, creating a much better street environment for everyone.

Points of relative detail.

1. Chancel St. Existing segregated track for contraflow cyclists is good. However, it is only 1.2 m wide and needs to be widened to at least 1.5m, as specified in the London Cycling Design Standard (LCDS).
2. Nicholson St. Requires a segregated contraflow track like the one on Chancel St. This will require ALL the parking to be removed. As pointed out above, this parking appears non-essential, with plenty of off-street alternatives. Note this is an area with good public transport. It is close to Southwark Underground station and to several bus routes on Southwark St and Blackfriars Rd.
3. Dolben St. Too much parking again.

mentioned in our response to Section A, we support the Council's plans to improve the street environment in Great Suffolk St. An important part of this strategy is to reduce through motor traffic. Filtering Great Suffolk St south of this junction would simplify this junction and improve the area for cyclists (and pedestrians). In conjunction with restrictions on traffic in Union St (see next paragraph) this would provide a much enhanced street environment.

2. The stretch of Union St from GSS to the Charles Dickens pub is very narrow, barely 5m wide. Motor traffic needs to be restricted if cycling is to be safe. We propose that this stretch (in fact rest of Union St) becomes 1-way eastbound. This matches the part of Union St from Southwark Bridge Rd eastwards. Further, we would like all motor traffic excluded during peak hours. So we would have restricted eastbound traffic and only off-peak.
3. The crossing of Southwark Bridge Rd is safe at present, with a green phase for cyclists plus pedestrians. We hope this will continue to be the case. The "artists impression" on the consultation page has no light signals on the crossing. Presumably this is an oversight!
4. Speed Cushions to slow traffic on Union St between Borough High St and Ayres St are being removed. No alternative traffic calming measure is being put in place. We suggest that at least one full width hump is placed at the west edge of the Primary School playground.
5. At Borough High St we would prefer that cyclists eastbound stay on the correct side of the road. There will be no problem merging to a 2-way track on Newcomen after crossing as Newcomen is narrow and will be traffic free. There will need to be a cycle only phase on the crossing, so keeping the cyclists on the left will not cause any left hook risk. In contrast, having to cross the motor traffic to get to the bidirectional track will be unsafe.

Jubilee Cycle Grid Route Section C, Newcomen Street, Kipling Street and Guy Street

Response from Southwark Cyclists

Will support "in general". There are 7 specific questions (Filter Newcomen St at Borough High St, remove some parking etc). Propose we support them all. In the Comments box, propose to put the following.

These Comments represent the views of Southwark Cyclists, the local group of the London Cycling Campaign.

Strategic remarks

1. **Parking.** There is a lot of parking on these streets. Yet this area has plenty of off road parking on estates and at commercial premises. There is also a large multistorey car park on Snowsfield. And of course this area has excellent public transport. All of the on street parking could in our view go, creating a much better street environment for everyone.
2. **Looking at the "network".** The whole network of roads in the "cell" between Long Lane, Borough High St, Tower Bridge Road and the railway needs to have a plan. There should be no through traffic on any of these local roads. Just good access for residents, to work places and to Guys Hospital and Kings College. The proposals in section C and D are, we hope, consistent with a long-term plan for traffic here.

Other comments

1. We give strong support for the filtering of Newcomen St and other improvements to this street to create a pedestrian and cyclist friendly environment.
2. No detail is given about Snowsfield. It is important to ensure that the right turn into Kipling St is safe as there will always be medium levels of traffic in this road servicing the hospital.

Jubilee Cycle Grid Route Section D, Weston Street, Leathermarket Street and Tanner Street

Response from Southwark Cyclists

Will support "in general". There are 10 specific questions (Traffic calming, 1-wayLeathermarket etc). Propose we support 1-6 and 8-9, but NOT SUPPORT 7 and 10. In the Comments box, propose to put the following.

These Comments represent the views of Southwark Cyclists, the local group of the London Cycling Campaign.

Strategic remarks [same as for Section C]

1. Parking. There is a lot of parking on these streets. Yet this area has plenty of off road parking on estates and at commercial premises. There is also a large multistorey car park on Snowsfield. And of course this area has excellent public transport. All of the on street parking could in our view go, creating a much better street environment for everyone.
2. Looking at the "network". The whole network of roads in the "cell" between Long Lane, Borough High St, Tower Bridge Road and the railway needs to have a plan. There should be no through traffic on any of these local roads. Just good access for residents, to work places and to Guys Hospital and Kings College. The proposals in section C and D are, we hope, consistent with a long-term plan for traffic here.

Other comments

1. Losing the 2 single isolated parking bays on the east side of Weston is supported. However, do not see any need to extend parking on west side to compensate.
2. Redesign of junction of Leathermarket and Weston is marginal. Need to use available space to "square up" the junction and bring the entry from north from present shallow angle to a right angle.
3. Leathermarket and Tanner are just wide enough (6-6.5m) along most of their length to allow mandatory contraflow cycle lanes, even with parking. Parking could be used to separate cyclists from oncoming traffic. Only 2.5-3m would be left for a narrow motor carriageway. This would effectively slow traffic.
4. Morocco/Bermondsey/Tanner intersection. Bermondsey street has significant traffic flows so need more protection for cyclists making right turns. Best solution would be to filter Bermondsey Street at the junction, creating a small pedestrianised area across the intersection.
5. With the proposed layout, must not narrow the exit from Tanner St as means no space for cyclists going east to enter.

6. The proposed "chicane" at the park entrance in Tanner St is very dangerous for cyclists. They will be forced into the path of motor traffic. For cyclists on the contraflow this would be into the path of oncoming vehicles. Any chicane-like road structure must have a cycle bypass (see TA Leaflet 1-97 (Feb 97, Dept of Transport) [http://webarchive.nationalarchives.gov.uk/20090505152230/http://www.dft.gov.uk/adobepdf/165240/244921/244924/TAL_1-97]). As mentioned above, the best way to slow traffic on Tanner St is to narrow the carriageway by making a mandatory cycle contraflow lane or track.
7. The footway buildout at the park entrance appears to be part of the chicane. If it is separate, again this must have a cycle bypass.
8. Tanner St parking. If we have to have this, at least get it all on one side, not alternating.

Better Bankside



Better Bankside response to Southwark Council Jubilee Cycle Grid Route proposals: Sections A and B

Consultation Response 6 November 2015

Better Bankside strongly supports the plan for the Jubilee Quietway and the enhanced facility that this will provide for crucial east west cycling through our area, and the placemaking opportunities it presents along its route.

In particular, we welcome the opportunity to examine the proposals for the Union Street section in particular and to consider how that links with other routes in or near our area, both for cycling and walking.

Our comments are the result of our own consultation with our members and their employees who have an interest in cycling. This includes input from members of our Smarter Travel Group and Cycle Champions.

First, we regret that this consultation has not covered two critical sections of in the route and urge that detailed designs for these section may be made widely available for comment before sign off:

1. Roupell Street to Blackfriars Road. In particular, we would welcome a cycle contra flow on Meymott Street.
2. Great Suffolk Street (Junction with Dolben Street to junction with Union Street). This section is very heavily used by cyclists in the peak hours and has been particularly singled out as needing far more attention by our cycling community.

Nicholson / Dolben Street – Section A

- We would welcome consideration of a cycle contra flow on Chancel Street. We note that the City of London has enabled contraflow cycling on streets as narrow as this without problems
- Seek to rationalise parking spaces (particularly where on both sides of road) so more space for cycling
- The junction of Dolben and Great Suffolk Street could be improved further by taking out median and give-way markings on the space outside the White Hart pub on Dolben Street. An even better solution would be to consider some kind of circular feature at this junction so no direction has absolute priority.

Union Street / Great Suffolk Street Junction – Section B

- The proposals for a raised table, pedestrian lights with countdown and early light for cyclists would be a slight improvement on the current situation. However, given the narrow nature of the streets here, we suggest that a much better level of service could be achieved if the junction was converted into an informal mini-roundabout with zebra crossings

- We strongly advocate a modification to the proposals, to make it easier for cycles coming north on Great Suffolk Street to turn right into Union Street. This could involve trailing a partial closure (to all motorised traffic except for access) between the junctions with Great Suffolk Street and Ewer Street.
- Changes here to road layout for Quietway here have to be accompanied by a number of other measures in the surrounding area if the Quietway is to succeed in its ambition to make cycling easier, particularly for new cyclists. These include:
 - A freight and delivery strategy for Great Suffolk Street to ensure that cyclists are not deterred by HGVs blocking the street due to making deliveries to different businesses at during peak commuting periods
 - Making Lavington Street one way eastbound except for cyclists.

Union Street from Great Suffolk Street to Junction with Southwark Bridge Road – Section B

Better Bankside:

- Supports measures to reduce on street parking
- Recommends that a raised table be considered at the junction of Ewer Street, to both calm traffic and create a new sense of place, creating opportunities for increased greening and the use of tables and chairs by businesses. This approach has already been scoped as part of the [Voices in the Forest](#) report for Ewer, Lavington and Great Guildford Streets¹
- Supports kerb build out at junction with Pepper Street. We strongly recommend a design compatible with sustainable urban drainage. Better Bankside would be happy to advise on landscaping, types of plants to be used and to take over the maintenance of this area through the Bankside Urban Forest programme
- Supports addition of raised table at junction with Great Guildford Street but can priority be given to cyclists coming along Union Street, with traffic on Great Guildford Street giving way? This approach has been used very successfully by LB Lambeth on LCN route 3 e.g. at the junction of Fentiman and Meadow Roads (SW8).
- Strongly supports closure of Union Street to all traffic except cycles between Great Guildford Street and Southwark Bridge Road junctions. This would function much better as a pedestrian zone with the cycle route in the middle, making it possible to remove other road markings.
- Suggests that there may also be an opportunity here for some greening, perhaps instead of the use of bollards at the entrance of Union Street from Southwark Bridge Road.
- Recommends the use of a raised table over Southwark Bridget Road to help calm traffic at this very wide junction and give the sense that if you are travelling north / south or east at this point, you are entering an extended Flat Iron Square.

Flat Iron Square to junction with Borough High Street – Section B

We would:

- Strongly support removal of cycle contra flow near to footway and creation of two way cycle track on road.
- Support changes to prevent obstructions from loading vehicles and vehicle access points

¹ <http://www.betterbankside.co.uk/buf/voices-in-the-urban-forest-lavington-ewer-great-guildford-streets>

- Strongly support creation of two way cycle track on Newcomen Street
- Welcome collaborating with Transport for London to enable attention to be paid to north south cycle routes along Borough High Street. This could include a complete redesign of the section north to Southwark Street and the creation of a raised table at the junction of Union Street with Borough High Street, to help change those moving north-south at the pinch-point.
- We would also strongly recommend ensuring that the design makes crossing the road easier by foot.

General Comments

Overall, we would strongly welcome an approach across the whole route which does not rely on additional road humps or markings, but rather on more subtle interventions that alter driver behaviour and contribute towards wider placemaking objectives in the neighbourhood.

We have shared our response with our neighbours Team London Bridge and are supportive of their suggestion to improve the proposals for Newcomen Street including ensuring that businesses are aware of implications for their delivery and servicing needs.

Finally, we would welcome the opportunity to meet with colleagues from Southwark and Lambeth Councils, WeareWaterloo, Team London Bridge and Transport for London to:

- Review the detailed designs after the results of this consultation have been taken into account
- Discuss how further upgrades could be enabled now but funded in due course as and when developer contributions or additional Mayoral funding is made available
- Review how the plans integrate with the creation of [The Low Line](#).

London Cycle Campaign

Dear sir/madam,

Apologies for the late response. In between Charlie Lloyd leaving the London Cycling Campaign and my arrival, this set of four linked consultations was unfortunately missed. I hope that you can consider these comments, and I request that the London Cycling Campaign be kept informed of further developments on this route.

In summary, the London Cycling Campaign fully supports the four submissions you will already have received from Southwark Cyclists, our local borough group, and Bruce Lynn there.

General comments we'd make in addition:

1. We would hope Southwark will rapidly develop a proper area-based traffic management approach to the network of quiet streets that this QuietWay passes through, considering "modal filters" and other measures where appropriate to constrain and remove through traffic. Many of these "quiet" streets will not be quietened without filtering, many of them clearly would benefit from such an approach, but such an approach requires an area-based approach to avoid simply concentrating through traffic on a few streets rather than removing it. In a proper area-based design, through traffic would be redirected to appropriate main roads in the area with capacity to deal with it. The current closure of Nicholson Street demonstrates how such an approach need not cause added congestion – as do numerous areas treated similarly elsewhere across London.
2. We are concerned about the lack of information around Great Suffolk Street – with missing detail, including the crossing from Union to Great Suffolk.
3. We back Southwark Cyclists on the need to consider removing on-street car parking to improve the schemes. We understand this can be contentious with local businesses and residents, but consider that there is plenty of parking provision nearby. And often fears of parking removal are not based on actual usage.
4. There are quite a few elements in current plans, that Southwark Cyclists mention in their depositions, that essentially would make this "QuietWay" less than quiet. For this scheme to fulfil the purpose of a QuietWay – to encourage less confident cyclists to use it and switch transport mode – more needs to be done on the busier roads and trickier junctions.

Yours,

Simon Munk
Infrastructure Campaigner
London Cycling Campaign
www.lcc.org.uk

Southwark Living Street

JEREMY LEACH'S COMMENTS (ON BEHALF OF SOUTHWARK LIVING STREETS)

Section A:

- The pavement/footways should be flat with a steeper rise where cars have to pass over it to enter car parks, premises, etc so that there is a better walking experience for pedestrians in general, and the elderly and disabled in particular. (This applies to the whole project). We would proposed that consideration is given for side entry treatments and crossovers that are similar in style to those recently created by TfL on Magee St SE11 as part of the improvements in Kennington for CS7. Shown at

<https://southwarklivingstreets.files.wordpress.com/2015/10/cs7-xover-16aug15-1.jpg>

<https://southwarklivingstreets.files.wordpress.com/2015/10/cs7-xover-16aug15-2.jpg>

- While we were there cars abused the one way system by going the wrong way. At present drivers can see around the corner before entering the one way. We suggest moving the start of the one way to just after Gambia Street (or further) to avoid this.
- Widen south pavement on same corner when restructuring street so wheelchair users can pass easily.
- Great Suffolk Street is not acceptable as part of a quietway route as vehicle volumes and speeds are too high and the levels of intimidation for pedestrians and cyclist remain extremely high and will deter people from using the route. Significant thought needs to be given to reducing vehicle speeds (acknowledging the difficulties of introducing vertical calming under the railway bridges) and/or reducing traffic volumes – something needs to give. Some form of filtering for vehicles should be considered on Great Suffolk St if vehicle speed cannot be reduced to the 20mph maximum.

Section B:

- Wider pavement with planting space outside the Jerwood Space as this section of the road looks barren.
- More cycle parking is needed. There were only 6 in sight and bikes were locked to trees. (This is a general comment for the whole project)

- As a result of closing the east end of Union Street, there may be more traffic on Great Guildford Street.

- Mark a more defined cycle way across Flat Iron Square, that runs from the new cycle traffic lights to the repositioned cycle path in Union Street, that runs between the café and shops to create a maximum space for café seating and pedestrian comfort.

Reduce the pavement width as little as possible to ensure that the pleasant south-side footway is not made too narrow for pedestrians. Ensure cyclists safety with some form of light segregation (eg in the form of armadillos) if the cycle track is to be moved to carriageway level. A mere white line is insufficient protection/delineation from danger from motor vehicles for cyclists when they are in the contraflow at carriageway level. We noted that there were a number of vehicles parked on the footpath in this area and propose that Southwark puts up clearer No Parking signs and enforces this actively.

- The Union Street / Borough High Street junction works well as it is. If any changes are to be made then kerbside unloading should be retained as it is the only place vehicles delivering to residents and businesses in Union and Borough High Streets can stop. If this is not retained then the facility will need to be planned in somewhere else.

- In this section of Union St there is no calming proposed - we suggest the inclusion of one sinusoidal hump for eastbound traffic close to the western edge of the school playground.

Section C:

- Newcomen Street has very narrow pavements along its length. These need to be widened for pedestrians to use comfortably. This is especially important as many people who are infirm are walking, wheel-chairing to Guy's Hospital. Many people arriving by bus alight at the stop on Borough High Street at the end of Newcomen Street. The pavements could be widened if Newcomen Street was made one way going west up to Tennis Street with cycle contra-flow. From then on it could be two way to the three point turn to allow access.

- Alternatively a shared space could be created which would allow the space to be a wholly pedestrian/cyclist space except for when deliveries are being made. Care would need to be taken (eg through CCTV or some other form of delineation on the carriageway element) to ensure vehicles are not able to park in the space.

Section D:

- Weston Street pedestrian crossing could be moved to directly opposite the Leather Market Garden entrances so it is more convenient to people crossing from the Burwash House estate.
- Remove ramp across pavement on opposite side to Leather Exchange pub to keep pavement level.
- We propose that Tanner Street is made one-way eastbound (rather than the proposed westbound – our answer above is agreement of one-way working but not for the proposed direction!). At present, the fast Tanner/Morocco/Leathermarket traffic arises because traffic coming south on Tower Bridge Road finds Tanner St the first opportunity to turn west and drivers use the westward Tanner-Morocco-Leathermarket route as a cut-through. A cut-through attracts people who want to be quick hence that traffic is moving fast. If Tanner St were made one way eastbound, no traffic could turn in off Tower Bridge Rd and traffic would be drawn away from Bermondsey Street. There would then also be no need for the awkward right turn from Tower Bridge Road into Tanner Street. An early opportunity for southbound traffic to turn west off Tower Bridge Rd could be provided at Druid St as, on the face of it, Druid St has capacity for additional traffic as it is wide and only lightly used. At present, southbound traffic is not allowed to turn west there. A side-effect of making Tanner St one way eastbound would also be less traffic on Bermondsey St. This contrasts with the current Quietways proposal which may end up funnelling more traffic up Bermondsey St from both Tanner St and Leathermarket St.
- Remove the pavement bollards from both sides of Tanner Street as they impede walking and wheelchair movement.

Tabard Gardens North Tenants and Residents Association

Tabard Gardens North Tenants and Residents Association

Arguments for opposing Jubilee Cycle Grid Route Section C
Tabard Gardens North Tenants and Residents Association

This is an ill-thought-out set of proposals for many reasons:-
No statistics on present use of section C by motor vehicles and cyclists.

No statistics on present use of section B (Union Street) by cyclists.

No modeling on how many more motor vehicles might be using Tennis Street and Crosby Row.

The present situation in Newcomen Street is not ideal for residents, drivers and pavement users.

With the West part of Newcomen Street blocked off, where will the traffic go?

Will Crosby Row always be one way?

If not when will it resume being two way?

Much of the road layout in this neighbourhood is ancient. Borough High Street is Roman and some side streets and alleyways are medieval.

The network of streets to the East of Borough High Street are all too narrow to be two-way and were never intended for 21st century road traffic.

Mermaid Court West of Tennis Street is a very narrow one-way "rat run" also used by pedestrians. Large stretches are extremely narrow and pavement-free.

Already it is extremely hazardous to use this route.

Any increased "rat run" use would compromise pedestrian safety in Mermaid Court and in the surrounding neighbourhood.

The East side and Bowling Green Place runs through a densely populated council estate.

No resident wants to suffer the health effects of queues of diesel road vehicles outside their doors belching out lethal fumes.

The proposals will redirect dangerous road vehicles into areas used by elderly and very young people who already have to share their pavements with lorries and delivery vans.

Tennis Street in particular is 4 metres wide with narrow pavements. It is a "rat run" totally unsuitable for wide and long vehicles. Considerable damage to residential property has already been

caused by heavy road vehicles. The cost of repairs has been borne by Southwark's Housing Department and its leaseholders.

Lorries drive into the front garden of Kellow House to pass one another.

It is impossible to do any garden maintenance due to the risk of being run over.

Road vehicles have to mount narrow pavements to pass one another, causing pavements to disintegrate and kerbs to subside.

To their shame, the council and metropolitan police condone this illegal behaviour while doing the same themselves.

It has been assumed that local residents want more cyclists on the roads. Most local residents either use public transport or walk. The vast majority of cyclists around here are commuters going North or South. Thousands pass by every day. Some cyclists intimidate pedestrians on road crossings by jumping traffic lights and by cycling recklessly on the pavement.

It has been assumed that the new route will increase cycling. I would like to see the evidence.

How many individual cyclists and cycling groups have lobbied TFL and Southwark council for this scheme?

Why is there no cycle (super) highway on Borough High Street, similar to the one on Blackfriars Road?

A similar scheme might protect pedestrians and control the minority of reckless cyclists.

There has been no consideration of cycle safety or pedestrian safety on residential streets off Newcomen Street.

There has been no consideration of ecology in proposing the removal of a solitary tree to increase road space.

There is no information on the cost to the taxpayer.

No alternative routes have been suggested.

Without information on present traffic flows and projected traffic flows across the whole of section C and the surroundings it is unreasonable to ask a thinking person to make any informed comments.

I suggest that you put the project on hold until more information becomes available.

If you wish to press on with the scheme as it stands I will have no choice but to oppose it in its entirety and campaign against it.

Paul McDonald
Flat 7 Kellow House,
Tennis Street,
SE1 1YY
Local resident and treasurer
Tabard Gardens North T&RA