

# Technical Note



Project:	<b>Quietway 14 – Non Grid</b>	Job No:	<b>60343287 - C0261</b>
Subject:	<b>Consultation Response</b>		
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## 1. Introduction

### 1.1. Project and objectives

Quietway 14 – Non Grid covers the section from Tower Bridge Road to Canada Water. The proposed interventions mainly consist on surfacing improvement, reduced speed provisions as well as improving cycle facilities. Quietway 14 – Non Grid will connect to other existing and planned cycle routes in the area. The proposed scheme aims to improve the environment of the area upgrading conditions for cyclists, increasing the number of cyclists in the Borough, reducing motor vehicle traffic and speeds and improving accessibility for all road users.

This consultation report sets out:

- The formal consultation undertaken on the Quietway 14 – Non Grid scheme, including who was consulted
- An analysis of the consultation questionnaire responses
- A summary of the issues raised from key stakeholders & the general public

### 1.2. Consultation activities

The public consultation took place from Friday 25<sup>th</sup> November 2016 to Monday 19<sup>th</sup> December 2016. This was undertaken by means of an online survey accompanied with additional information which included:

- Background information and an overview of the purpose of the scheme
- A summary of the proposed interventions

Six thousands postcards were distributed to the consultation area to inform residents and businesses of the consultation.

The online survey featured thirteen questions; the first three questions were about personal details, three questions including type of use of the area and seven questions relating to The Quietway 14 – Non Grid proposals. This received 94 responses in total and further feedback was given from local residents and key stakeholders by means of email. All online responses to the questions, except the ones related to personal information, are shown in Section 2.1. Nine emails with further feedback were received; of which seven responses were from key stakeholders (refer to Section 2.2) and the remaining two responses were from local residents and/or commuters in the area (refer to Section 2.3). Two additional responses from Stakeholders were collected from the online survey.

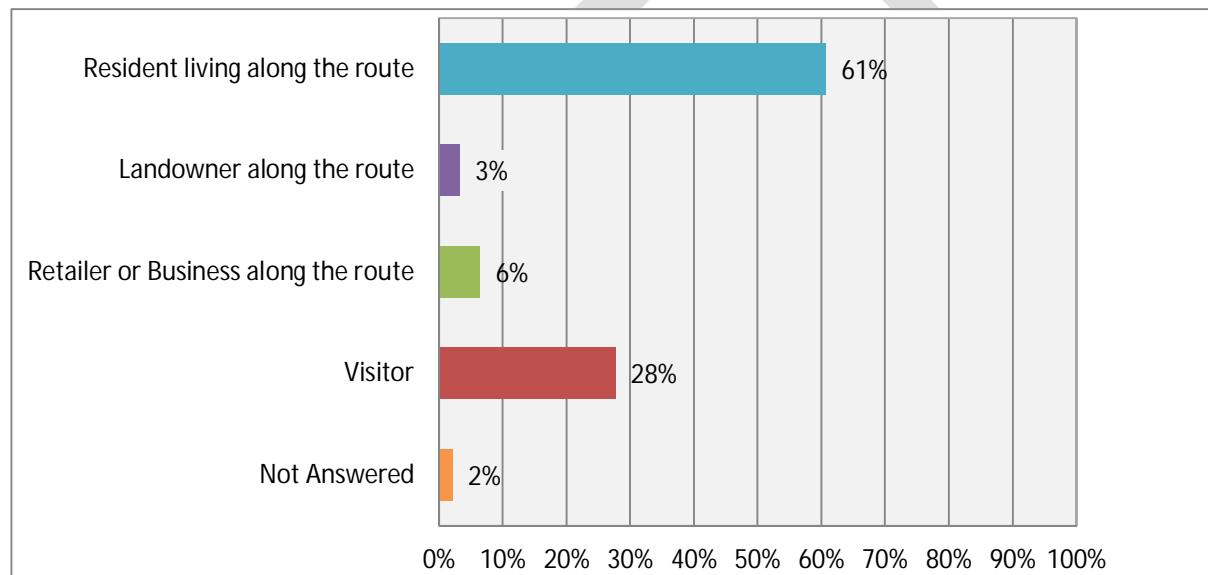
The consultation drawing and a summary of the online responses questionnaire can be found in Appendix A and B respectively.

## 2. Consultation Responses

### 2.1. Questionnaire Analysis

Q4. Are you a: - Resident living along the route?

Answer Choices	Responses %	Actual
Resident living along the route	61%	57
Landowner along the route	3%	3
Retailer or Business along the route	6%	6
Visitor	28%	26
Not Answered	2%	2
Total	100%	94

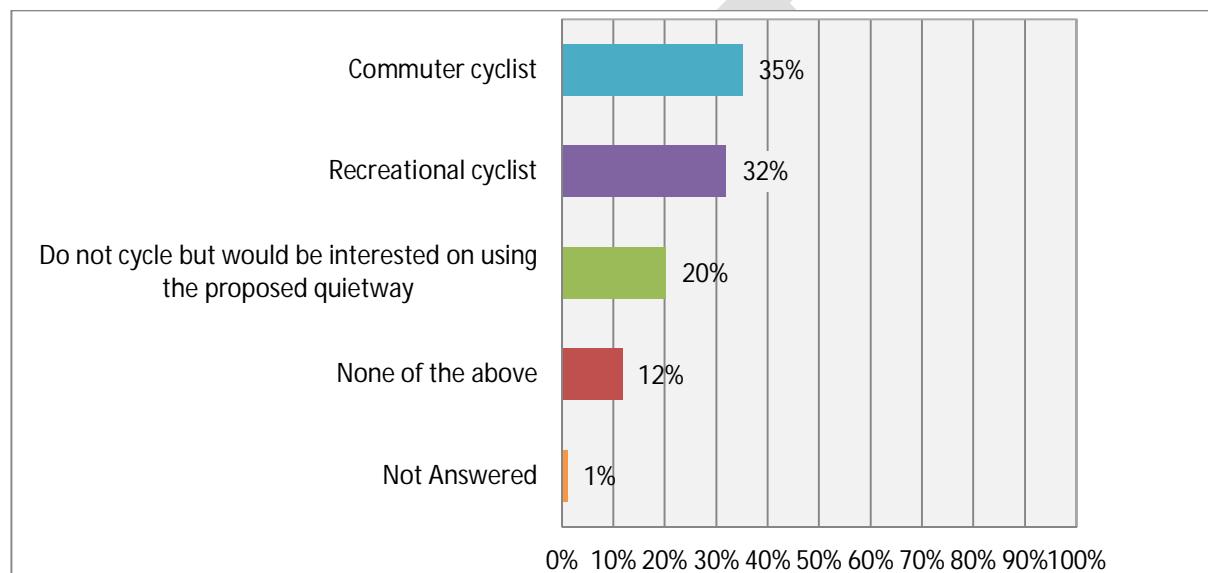


The greatest proportion of responses received for Q4, 57 (61%) people, indicated they are resident living along the route followed by 26 (28%) being visitors with a minority for Landowners, Retailers or Business along the route.

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Q5. Are you a: Commuter cyclist; Recreational cyclist; Do not cycle but would be interested in using the proposed Quietway; None of the above?

Answer Choices	Responses %	Actual
Commuter cyclist	35%	33
Recreational cyclist	32%	30
Do not cycle but would be interested on using the proposed Quietway	20%	19
None of the above	12%	11
No Answered	1%	1
Total	100%	94

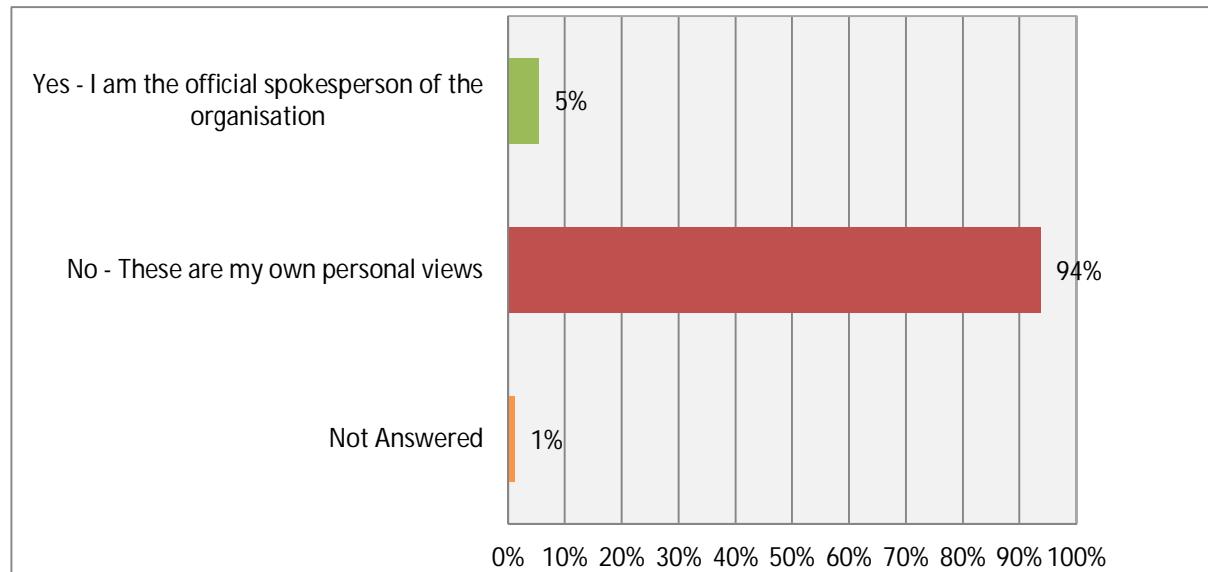


A significant majority of respondents are 'Commuter cyclists' and 'Recreational cyclists', 63 (67%) people out of a total of 94, while 19 (20%) of the respondents do not cycle but would be interested on using the proposed quietway and just 12 (13%) answered showed 'None of the above' or 'Not Answered'.

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Q6. Is your feedback on behalf of an organisation?

Answer Choices	Responses %	Actual
Yes - I am the official spokesperson of the organisation	5%	5
No - These are my own personal views	94%	88
Not Answered	1%	1
Total	100%	94



Almost all respondent indicated 'No – These are my own personal views' and just a 5% of the answers noted they were the official spokesperson of the organisation.

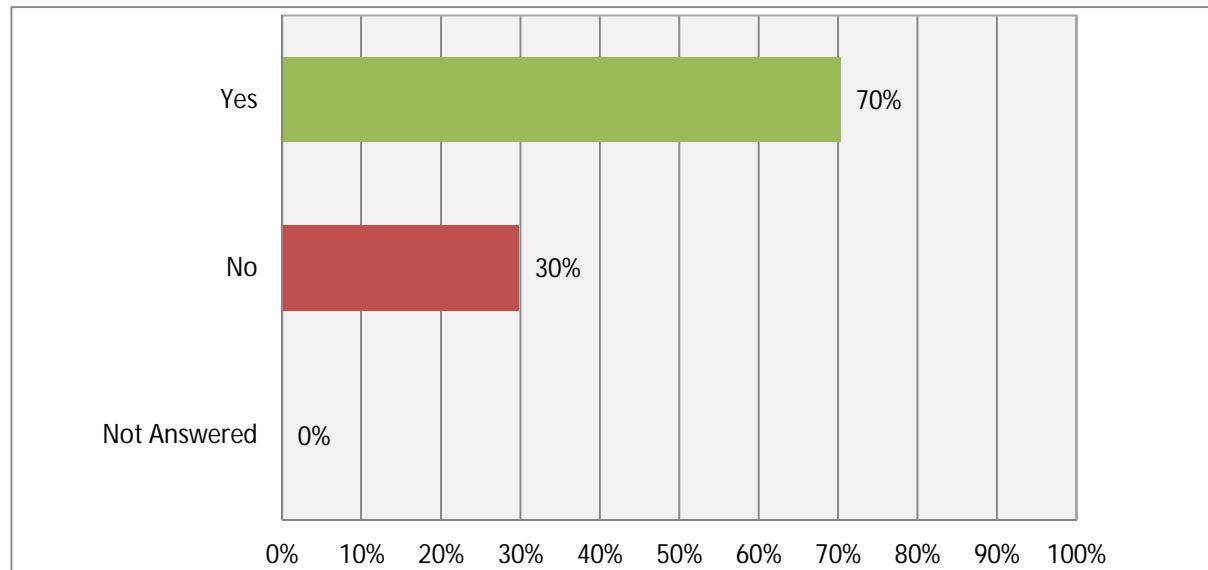
If yes, what is the name of your organisation?

There were 5 responses to this part of the question including the following organisations: Southwark Living Streets, Ms, Sands Films, BL CW Holdings Limited and Albion Street Steering Group.

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Q7. Do you support the proposal?

Answer Choices	Responses %	Actual
Yes	70%	66
No	30%	28
Not Answered	0%	0
Total	100%	94



An overwhelming majority, 66 participants (70%) of the survey respondents indicated that they support the proposal, 36 of which are local residents. However, 28 participants (30%) are against the scheme, 21 of which are residents. Please find below a breakdown of the participant's details. More details regarding to issues found in the proposal by the residents are detailed in Q9. *Are there any further opportunities or issues you feel need to be addressed?*

Answer Choices	Yes	No
Landowner along the route?	2	1
Resident living along the route?	36	21
Retailer or Business along the route?	4	2
Visitor?	22	4
Total	64	28

## Q8. What aspects of the proposed design do you like?

There were 78 responses to this part of the question. Participant responses are summarised below (if multiple respondents had the same or similar answers it is only listed once):

- The route will be safer, healthier, better air quality and quiet walking. It would also improve the urban environment, with refreshed roads and other public spaces.
- It is away from the busy Jamaica Road.
- Provides additional capacity for the run up to the Mayflower 400 celebrations and opening of pedestrian/cycle bridge.
- Bollards proposed at Railway Avenue/Brunel Road junction as this will prevent people parking there on a daily basis.
- Removal of cobblestones.
- This will encourage people to cycle and cyclists to use the road instead of the pavement as they currently do to avoid the bumpy road surface.
- Better connection from these neighbours to central London. It connects the local area to Tower Bridge without going through the difficult Tower Bridge Road - Tooley St junction.
- Bollards to prevent motor traffic access on some streets are used to good effect.
- Roads closures to motor vehicles.
- Segregated cycle ways.
- Removal of parking bays/restrictions to residents only.
- Speed humps for slowing of traffic.
- Scenic route along the river links London Bridge to Surrey Quays shopping and the affordable bicycle shop at Decathlon.
- The routing of the quietway via Cottle Way and St Mary's Church Street is an excellent idea because this will reduce potential cycle/pedestrian conflict along the narrow section of Rotherhithe Street which runs through Rotherhithe Village.

## Q9. Are there any further opportunities or issues you feel need to be addressed?

There were 78 responses to this part of the question. A summary of the feedback comments on further opportunities and issues that should be addressed is presented below (if multiple respondents had the same or similar answers it is only listed once):

- All cobbles on the road along the route to be replaced with quality aggregate for cyclists to stay on the road rather than using the pavements.
- Pavements running from Brandrams Wharf, The Mayflower Pub, Thames Tunnel Mills through to The Angel Pub are widened to allow for both acceptable pedestrian access but also wheelchair access.
- Cycle hire scheme for Canada Water.
- Canada Water station needs the route to be less jagged and to remove barriers in Cottle Way altogether or put a bollard.
- Serious concerns about the increasing number of quad bikes and motor bikes travelling through Kings Stairs Gardens.
- How to safely separate cyclists from pedestrians as well as more warning to drivers is needed. Segregate cyclists from pedestrian.
- Very large number of vehicles on Chambers Street for the next 5 -7 years due to super sewer work. Chamber Street is currently very uneven there and represents a risk to cyclists. There is a danger of cyclist death on the turn from Bevington Street into Chamber Street.
- The circular path around King Stairs Gardens is little used. Take the opportunity to use it or at least part of it and enliven the dead area in the North - East corner.
- Are signs planned around the area to warn cyclists that there are frequent movements by fire engines near Dockhead?
- There are a couple of schools near Wolseley Street. I hope there will be enough cycle racks space provided to encourage children to cycle to school.
- Closure of Loftie Street to motor traffic.
- As a resident of Elephant Lane, for which there is already a plan to prevent all parking we have nowhere for visitors to park at weekends. Fulford Street and Paradise Street are the only nearby roads for visitors to park at the weekend. Neither of them needs parking restrictions.
- Use some backstreets to avoid Druid St/Tanner St/Jamaica Road
- Could the route be continued out to Surrey docks farm / the community centre?
- Could the S bend gates along the route be changed to make it easier for cargo bikes to use the route?
- The starting point (junction with Tanner Street) is not ideal. Better to have that closer to the river.
- The route won't appeal to existing cyclists as it is too slow. It won't get new people cycling because it's hidden away, indirect and poor quality.
- The route shouldn't be going through pedestrian path walks were there are residents living in both sides of the road.

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- Need to ensure that the route is indicated well enough. Road markings are great but they do not last very long and roadwork will make them disappear.
- Lighting after dark has been an issue, as well as the isolation during the day
- Quietways often turn into rat runs for cars; given the narrow width of the streets used they often become more dangerous. How will this be policed?
- Create properly segregated cycle lanes on direct routes, not forcing cyclists along an indirect and slow route.
- Where is the link to the new Rotherhithe Bridge?
- I think there are opportunities to extend this further, consideration should be given to extending the Quietway through Russia Dock woodland to Durands Wharf on Rotherhithe Street. This would then link Tower Bridge to Canary Wharf right through Southwark!
- Better protection at junctions & filtering in the area (speed bumps are not a solution to dangerous driving).
- An increasing number of cyclists already treat King's Stairs Gardens and adjoining areas as a cycle superhighway, failing to give way to pedestrians. Any measures to facilitate the quiet route should ensure that cyclists understand that pedestrians have priority.
- It would be great if this Quietway could link up with Quietway 1 somewhere along Tower Bridge Road just to create a nice clean safe and seamless journey from Canada Water all the way to Waterloo.
- Ensure path does not intersect with cars or that there is a safe way for cyclists to cross intersections.
- Where National Route 4 and Quietway 14 coincide, all existing signage for the former route must be retained and not simply disappear under a re-branded route.
- This proposal finishes at Tower Bridge Road, how does it link in to the rest of the system?
- Parking for people attending St Peters church.
- The chicane in Cottle Way was to slow down motorcycles who race through past the flats. Its taken years of work to get these things installed because of community concerns which the council is supposed to be listening to.
- It would be good to know how easily the route will link up with a few of the main roads that run more North/South e.g. Southwark Park Road, St Jame's Road and Abbey Street all of which cross Jamaica Road which is often very busy.
- Slow traffic speeds drastically on the route and avoid excessive parking on the cycle route as the constant weaving between parked cars can be stressful as a cyclist.
- Parking of cars along the route: clearly this route uses very narrow passages: St Mary's Church Street, Bermondsey wall etc. These narrow places cannot accommodate simultaneously a car parking (opening its door), a cyclist and a car passing. Parking for people attending St Peters church is needed.
- There are many bends and blind spots along this route.
- The scheme does not seem to take on board the previous consultation on parking, it does not clarify specific cycling / pedestrians 'lanes', and it includes the addition of road bumps which I believe produce pollution and do little to reduce speed.
- The Thames Path should be a pedestrian only area.

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- St Mary's Church Street cannot sustain two-way traffic nowadays because of all the new 4x4's parked along it, therefore a one-way system needs to be part of this plan if cyclists are to be encouraged.
- A danger spot for cyclists and pedestrians 'crashing' (which they do all the time) is outside the Ship pub where cyclists ride out through the barriers of the park across the road, continue past the pub and into St Mary's Church Street. As a pedestrian I always have to get out of their way to avoid being hit.
- The routing north-south along Fulford Street should be substituted with routing north-south along Cathay Street, for three reasons: 1. It will avoid the necessity to cycle on the unmade surface between Cathay and Fulford Streets. 2. The turn to the south at the junction of Bermondsey Wall East and Cathay Street will be clearer and more intuitive for eastbound cyclists than at the northern end of Fulford Street. 3. The southern end of Cathay Street joins Jamaica Road directly opposite the entrance to Southwark Park Carriage Way. This brings the possibility of a direct and seamless route from The Thames to Southwark Park without needing to walk or cycle along Jamaica Road.
- It uses Sweeny Crescent (via Druid Street) toucan rather than the proposed alignment.
- Wolseley/George needs change in priority at junction.
- Bollards should be removed outside the Angel and Kings Stairs.
- Barrier at Elephant Lane and Kings Stairs should be removed.
- Width of path accessing Railway Avenue not given, need to be 3m min.
- Object to installation of new bollards in Railway Avenue.
- I regularly experience drivers going very fast along Bermondsey Wall East before turning into Cathay Street. This can be intimidating, esp. for inexperienced cyclists or children. I suspect that it's caused by rat running and if there is way to block drivers from using Bermondsey Wall East go get to Jamaica Road via Cathay St it should be implemented.
- The bollards near the Angel pub should be moved west so that they are flush with Cathay St. That would stop drivers parking at that dead end and thus blocking cyclists.
- Improved signage to local schools should be considered as part of Quietway 14.

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**Q10. Do you have any feedback on the proposed cycle stand locations? Are there any other locations along this route that could be considered for cycle stands?**

There were 42 responses to this part of the question. A summary of the comments on the proposed cycle stand locations is listed below:

- There are nowhere near enough cycle stands along this important historical route.
- Cycle stand locations can't be found on the online version of the consultation plans.
- We need Santander cycles stands along the route and at the lane adjacent to the tube/overground stations to encourage more cycling.
- Introduce further docking stations along the bike path. That is Bermondsey, Tower Hill and London Bridge.
- They should be on and off the route, more are required.
- The three stands outside the Angel are insufficient during the summer.

Comments in relation to proposed locations along the route that could be considered for cycle stands are listed below:

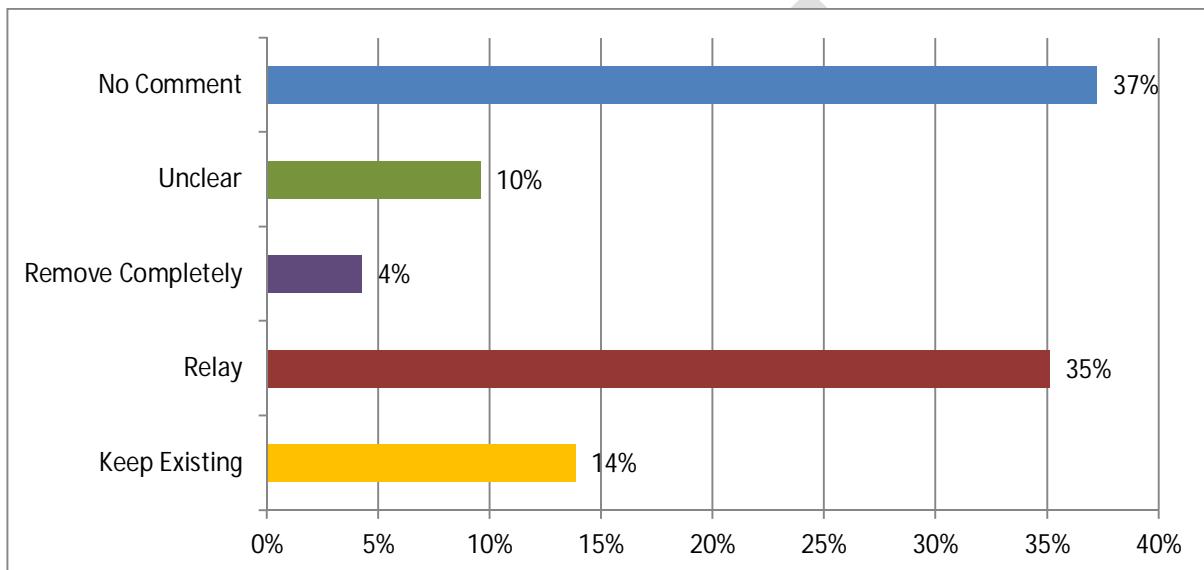
- There is an open space between Tunnel Wharf and Brandram's Wharf that could facilitate at least 20-30 Cycle Stands.
- Near the Angel pub and near the doctor's surgery in Albion Street.
- At Rotherhithe Station, for those visiting Brunel Museum, Sands Films, the Mayflower and perhaps in future a riverside pier.
- Near the arches on Tanner Street (close to Maltby Street market).
- Outside the Watchhouse cafe at the back of St Mary's Church yard.
- Near Canada Water station in order to further encourage sustainable travel and interchange.
- At Entrance to Ropewalk.
- At Albion Street, next to Rotherhithe station.
- Individual cycle stands should be installed throughout especially where there are 'trip generators'.

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**Q11. Do you have any feedback on our proposal to relay the existing cobbles to allow a smoother surface for all road users?**

There were 65 responses to this part of the question, although the responses were not restricted, each response has been put into one of five groups; No Comment; Unclear; Remove Completely; Relay; Keep Existing.

In total 35% of the respondents were in favour of relaying the cobbles, whilst 14% want to keep the existing and 4% would like to see them completely removed.



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**Q12. The section of Bermondsey Wall East, between Marigold Street and Cherry Garden Street, will be closed to general traffic. Are there any access requirements that we need to consider?**

There were 39 responses to this part of the question with the relevant ones listed below:

- I live in Bermondsey Wall, East and it is hard enough to drive in and out of my estate already I don't think shutting any more roads is helpful.
- Disabled people need access and children needs somewhere to talk. Also suggest lots of CCTV in case of errant cyclists and accidents.
- Please ensure this section is accessible for buggies and wheelchairs.
- General access to the popular Angel pub.
- Only access for the residents.
- Emergency vehicle access.
- The road is also used for deliveries by Royal Mail and private carriers.
- What about the residents who live locally and need access to their properties, will this not cause more traffic congestion to Jamaica road, if you live locally along this or the local roads that meet Jamaica road the air pollution is already unbearable?

## Q13. Do you have any other feedback on the design?

There were 45 responses to this part of the question. Comments in relation to any other feedback on the design are summarised below:

- Parking spaces are at a premium, use this opportunity to create more parking spaces where you can.
- The route should take the first left which is LOFTIE Street then onto Bermondsey wall east. As this is already the Thames path and gets used a lot on a daily basis by pedestrians and cyclist. Cars use Loftie Street as a short cut, which is quite dangerous. It would make more sense to permanently close Loftie Street to general traffic and use it for cyclist and pedestrians only.
- Design footpaths where cyclists can't ride.
- Use existing roads.
- In general where possible through traffic needs to be filtered.
- Speed bumps (sinusoidal) work well and should be used more often to calm traffic down.
- The route as it stands is too indirect, relying excessively on the cyclist to take a lot of turns and follow an extremely lengthy route.
- The western junction with Tanner Street is extremely problematic as it doesn't seem to make this tricky stretch any safer. To my knowledge Tanner Street/Jamaica Road/Tooley Street junction is the only part of the direct Jamaica Road route to have suffered fatalities in the last five years, and the proposed design does not resolve this at all.
- As a longstanding user of the direct Jamaica Road route I would be extremely concerned if the opening of the planned quietway in any way impacted cycling provision on the main route.
- The route should go only from the main road along the river and not through pedestrian path walks where you have residents living on both sides of the road.
- Please be considerate when positioning bollards / barriers to close a road section to car traffic. Cyclists, wheelchair users and cargo bikes should be able to navigate easily
- Pavement needs to be fixed on Chambers Street.
- Cottle Way – gate at Paradise Street and bollards at Mayflower Street should remain.

## 2.2. Key Stakeholder Responses

The following key stakeholders provided a reply to the consultation:

- Pumphouse Close Residence
- Southwark Cyclists
- Southwark Liberal Democrat Council Group
- Southwark Living Streets (SLS)
- Thames Tideway Tunnel
- British Land Canada Water (BL CW) Holdings Limited
- Albion Street Steering Group
- London Cycling Campaign (LCC)

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

### 2.2.1. Pumphouse Close Residence

A summary of the concerns that Pumphouse Close residence raised is listed below:

- If the cycle route goes through to the station then it would pass a busy pedestrian gate which includes 52 homes in the Pumphouse and pose a hazard for all of residents in the area, especially mothers with babies and small children who walk and run directly onto that pathway.
- Pumphouse Close residence proposal is as follow: the route takes a left off Albatross Way and goes along Province Drive and then turns right onto Surrey Quays road towards Canada Water station. The part of Albatross Way directly outside the mentioned gate is currently pedestrian and should remain that way.

### 2.2.2. Southwark Cyclists

A summary of the concerns that Southwark Cyclists raised is listed below. Specific concerns have been outlined below, mostly regarding changes of priority at certain junctions and width as well as surfacing requirements for inclusive cycling:

#### General Comments:

- Whilst Jamaica Road isn't part of the consultation, it is very important that the interface between TfL's section of the route and Southwark's is done well. This junction and the transitions to the route either side, will make or break Quietway 14.
- More bike parking is needed for destinations throughout this route, including The Angel pub, the Brunel Museum, and Canada Water station.
- We look forward to seeing how the eastern end of this route will be connected to Canada Water station and to the planned walking and cycling bridge to Canary Wharf; these elements are not mentioned in the consultation.

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## Tanner Street:

- Regarding the stepped track, we want to check that it will be wide enough for non-standard cycles (e.g. cargo trikes, adapted wheelchairs). If not, how easy is it for these users to use the pavement / road instead?
- Does the square on the drawings indicate that a lamppost or other obstacle will be left in the middle of the stepped track? This is very dangerous if so!

## George Row:

- The priority of Wolseley Street, George Row and Chambers Street should be changed so that they form a continuous route. If traffic on George Row has to give way to traffic from Wolseley Street and Chambers Street, this will slow speeds without the need for speed bumps.
- This could also be done at the junction of Dockhead and Parker's Row, where no interventions are currently planned. Northbound traffic on Parker's Row would give way to eastbound cyclists and other vehicles coming from Dockhead; and to westbound cyclists and other vehicles entering Dockhead.

## Bevington Street

- Is there a reason that the route uses Bevington Street, rather than Loftie Street? Turning north into Loftie Street requires no checks for traffic from the south, unlike turning into Bevington. As on George Row, the Quietway on Bermonsey Wall East could then have priority at the junction with Bevington Street and Fountain Green Square, simplifying navigation and reducing the number of junction turns required.

## Bermondsey Wall East – proposed closure

- We think that the closure would be better further east on Bermondsey Wall East, for example just past West Lane. This would prevent drivers from using Cherry Garden Street or West Lane as shortcuts, and therefore hopefully reduce speeds on this section of Bermondsey Wall East (which can be quite dangerous as motor vehicles speed round the blind corner from Cherry Garden St into Bermondsey Wall East).

## Kings's Stairs Gardens

- As specified in Chapter 3 of the London Cycle Design Standards, a gap of at least 1.5 metres is needed for cycle access; anything smaller than this will inevitably exclude some people using adapted wheelchairs, cargo trikes, trailers, etc. Please bear in mind the Equalities Act (2010).
- The western bollards could be moved further west, so that cars do not park outside The Angel and block the cycle route.
- Will there be a dropped kerb to provide access to Fulford Street? The image shows cyclists on the pavement, where we would expect them to be using the road.

## Cottle Way

- We think that bollards are unnecessary on Cottle Way.
- We reiterate the point about inclusive access: bollards which make a route too narrow exclude some people and endanger the rest, who may collide with them. Please remember children, people with shopping bags on their handlebars, etc. Design forgiving routes that work for everyone, rather than expecting all users to have perfect bike handling skills.
- Regarding the eastern railings, we would like to see these removed: even widened, they will prevent long wheelbase bikes (tandems, trailers) from using the route. They will be impassable by cyclists arriving from both directions at once i.e. the high-use scenario we are aiming for.
- Any barrier designed to physically prevent all moped or scooter access will exclude some cyclists. We strongly urge you to look for alternative solutions.
- We are concerned about the corduroy paving: aligning the grooves with the direction of cycle traffic means that they can catch wheels or make them slip when it is wet.

## St Marychurch Street

- When the cobbles are relayed, the surface should be smooth enough for people who are cycling with spinal injuries etc, and cannot suffer jolting. (As well as for general comfort, elderly cyclists, people with headaches, etc etc.)

## Railway Avenue

- If pedestrian and cycle flows are (predicted to become) high enough to necessitate segregation – which we are not convinced about at this particular location - then the design should make this intuitive and harmonious. Currently, the cycle track swaps from the west side of the path north of Brunel road, to the east side on the south. We would like to see cycle track remain on the same side throughout. The crossing should be widened by moving the eastbound traffic's stop line further west, and turned into a parallel crossing. If the cycle track were on the east side, this would improve pedestrian desire lines to Rotherhithe station. The currently proposed arrangement is designed to make cyclists and pedestrians cross paths whilst crossing a road, which is both unnecessary and a bad idea!
- Again, we are against unnecessary bollards which introduce an additional hazard into the path of cyclists, except where there is a known problem with cars/vans encroaching.

## Swan Road

- Again, the Quietway should have priority at the junction of Albion Street and Swan Road, with southbound traffic on Swan Road giving way to vehicles/cycles from the west.
- We are concerned by the possibility of 'dooring' on this stretch, given that unlike Fulford Road, parking will be retained.
- Is there a known issue with speeding at this location? We would prefer no speed bumps if there isn't. If speed bumps are necessary, please use full-width sinusoidal ones, which are suitable for trikes and other wide wheel-base cycles.

## 2.2.3. Southwark Liberal Democrat Council Group

A summary of the concerns that Southwark Liberal Democrat Council Group raised is listed below:

- The proposed route comes into Riverside Ward along Tanner St onto Jamaica Road. It then comes along Jamaica Road before leaving Jamaica Road and going left down Dockhead. This takes cyclists past a busy fire station which is very dangerous.
- It then goes along Chambers St which is, for the next seven years, one of the busiest building sites in London with the Thames Tideway Super Sewer Tunnel. I gather the Planning and Regeneration Department had also not been consulted about the massive implications for the large volume of heavy goods vehicle movements concentrated in this street alongside cyclists.
- Finally this stretch passes along some of the narrowest pedestrian parts of the Thames Path – a hugely popular walking route with pedestrians – and a further recipe for disaster.
- Given we have a cycle super highway coming along Jamaica Road and that Jamaica Road is already very well used by cyclists, surely the more sensible solution is that the quietway joins in with the Super Highway when it comes onto Jamaica Road from Tanner Street and stays there for this stretch. It could continue along Jamaica Road until it reaches West Lane where it could rejoin the proposed quiet way route. This would avoid the fire station, Chambers Wharf and narrow pedestrian path.

## 2.2.4. Southwark Living Streets (SLS)

A summary of the concerns that Southwark Living Streets (SLS) raised is listed below:

- There were concerns that cyclists will continue to use the Thames Path. The meeting felt that the risk of this could be reduced significantly by continuing the proposed new alignment east from St Mary Church St along Tunnel Road and joining up with Railway Avenue rather than going north back up to Rotherhithe St. If this alignment were adopted it was felt that it would be far more likely that cyclists would make use of the proposed more southerly alignment. There were a number of things that made this proposed alternative alignment more appropriate. These included the fact that in 2020 the Mayflower 400 celebrations would bring thousands of visitors to the area who were specifically likely to be using the Thames Path. In addition the creation of the proposed pedestrian/cycling bridge over to Canary Wharf would also bring large numbers of new users to the area and routing cyclists away from the Thames Path would become a priority.
- The proposed alignment of the Quietway should be backed up by changes to the Thames Path that reduce the levels of current anti-social behaviour from motorcycle riders and quad bikes in the form of kissing gates or some other effective obstruction which would be placed on the existing Path route at Elephant Lane in the west and at the junction of the path and Rotherhithe St and St Mary Church St in the east.

## 2.2.5. Thames Tideway Tunnel

A summary of the concerns that Southwark Tideway Representation raised is listed below:

- The Tideway project commenced construction at this site in 2015 and construction works will take place up to 2023. We have commitments to take material by river but there remains a large number of vehicle numbers accessing and egressing Chambers Wharf Site.
- We assume that the London Borough of Southwark have undertaken adequate assessments of the potential risks of introducing a signposted Quietway past the Chambers Wharf site and along Chambers Street.
- We note that the consultation plan for the Quietway includes for a physical intervention at the junction of Chambers Street and George Row but no interventions along Chambers Street or at the junction of Chambers Street/Bevington Street are proposed. Without any details of the remaining section of Chambers Street it is unclear how this initiative will be implemented along with the street and footway improvements

## 2.2.6. British Land Canada Water (BLCW) Holdings Limited

A summary of the concerns that Southwark BLCW Holdings Limited raised is listed below:

- BLCW Holdings Limited supports safe routes to school locally and expects this to facilitate new, younger cyclists to cycle to school, such as for example to Albion Primary School. Improved signage to local schools should be considered as part of Quietway 14.
- BLCW Holdings Limited would welcome further cycle stands to be provided at and near Canada Water station in order to further encourage sustainable travel and interchange.
- As a major local landowner, BLCW Holdings Limited is keen to be involved in discussions on proposals to change and improve the transport provision in the Rotherhithe and Bermondsey areas. I would be grateful to be contacted and kept apprised of proposals for Quietway 14 and other local initiatives as they develop.

## 2.2.7. Albion Street Steering Group

A summary of the concerns that Albion Street Steering Group raised is listed below:

- Bermondsey Wall East – agree with new surface providing cyclists are made to use it and not the pavement. How will this be enforced?
- Retain bollards / better chicane to stop vehicles and motorbikes getting through Kings Stairs Gardens (KSG) at any point.
- Cottle Way / Rupack Street / St Marychurch Street junction needs to slow down cars and cyclists who shoot across The Ship pavement.
- Fulford Street - No one can understand the reasoning for yellow lines in this wide road
- Suggest use of Cathay Street instead of Fulford Street so as to reduce problems at Angel public House.
- St Peters Church - 4 hour parking needed for congregation / weddings / funerals / mass
- How will legal cycling and illegal motorcycles be monitored?
- How will cyclists be made to use cycle paths and not the pavements?
- How will cyclist be made to have lights on their bicycles?

# Technical Note

- Pavement outside Angel is not wide enough for wheelchairs – This needs to be resolved. The pavement is for pedestrians, NOT cyclists. The Angel cannot open its door onto the pavement because of cyclists. There are frequent altercations and some injuries when customers try to get in or out of the pub main door.
- Bollards into Kings Stairs Gardens (KSG) were put there to stop vehicles taking a short cut. Also from Fulford Street for the same reason. Need to keep chicane to slow down motor cycles.
- Pavement outside 1 Fulford Street is for pedestrians. The owner has been hit several times trying to get out of her front door.
- Fulford Street – Purpose of yellow lines unclear. The road has no traffic. It provides resident parking on one side and 4 hour parking on the other side for Church weddings / funerals / mass . It is fine as it is. Why meddle with it?
- Paradise Street / Cottle Way - Gate put in to stop cars driving into the park but enables park vehicles / Quadrant access. Also slows down motorbikes G?? Gate works well – took years to get it installed – why meddle with it - cyclists go round the edge.
- Cottle Way / Mayflower Street chicane (both sides of Mayflower Street) was put in adjacent to the flat at owners request to stop / slow down motorbikes and stop cars trying to get from Elephant Lane into the park. It works well – why meddle with it. Speeding motorbikes in the parks is a continual problem.
- Cottle Way / Rupack Street – Speed of cyclists across the road by the Ship pavement is a disgrace. There is nothing to stop them - Railings at least slow them down a bit, why remove them. Chicane is ineffective as only 2 parts.
- Old Railway Avenue (Brunel Road to Albion Street) is a busy pedestrian route – used by many wheelchairs / elderly / children etc, going to Albion Street Health Centre and Albion School. It is not wide enough for a designated cycle route.
- Health Centre and Albion Street needs all the current parking spaces.
- Albion Street has a significant volume of traffic visiting school, health centre, 2 churches, shops, etc. There are no pedestrian crossings.
- How will the cyclists cross Albion Street to enter Railway Avenue?
- How will cyclists join the Deal Porters Way (erroneously named Albatross Way) from Swan Road to access Canada Water – there is a flight of steps?

## OVERVIEW

- The route is to Canada Water – most people use the riverside cycle way are coming from the peninsula – why would they make a detour when they can go straight along the river path and Rotherhithe Street?
- How will use be monitored it is not now unless we request it? Old people and children use Cottle Way to get to Church / Bosco / school and are the most vulnerable from irresponsible cyclists particularly motorbikes.
- Make chicane 3 parts if going to control speed.

- Significant concerns about all aspects of cycling. General view that cyclists must be regulated in terms of speed, following designated cycle routes and not using the pavements and general behaviour. Also must comply the highway code in terms of lights on bikes, obey traffic lights, junctions rights of ways, etc.

## 2.2.8. London Cycling Campaign (LCC)

A summary of the concerns that London Cycling Campaign raised is listed below:

- The cycle track on Tanner Street is welcome, although further traffic speed reduction measures may be necessary on the street, in the tunnel and to the west. Motor vehicle speeds and aggression should be monitored along the length of the scheme, including post-implementation. There may well be a need for more motor vehicle traffic calming measures – e.g. sinusoidal full-width speed humps – in some locations.
- In the same vein, the current modal filters are supported – but it would be wise for Southwark to consider whether any further ones in the residential areas this scheme passes through would be beneficial, on an area-wide basis, to not only improve the cycling route – but make for quieter, calmer and more community-minded streets.
- CS4 had been proposed to route along Tooley Street. Obviously, a deflection away from this route is of concern. As is the lack of any plans for cycling provision from Druid Street along Tanner Street and Jamaica Road. At this point, Druid Street takes over eight thousand motor vehicles daily including 400 HGVs and 300 bus/coaches. Jamaica Road near the turning off to Dockhead sees around 14 thousand motor vehicles including 650 HGVs and 900 bus/coaches use it daily. Clearly this missing section needs fully separated cycle tracks to cater for the thousands of people who already cycle along it daily, but for the audience Quietways are aimed at also. Otherwise this scheme will fail to significantly boost cycling numbers. And this section could easily represent a “critical fail” on TfL’s Cycling Level of Service or Healthy Streets Check scoring systems.
- Is there any possibility of creating a modal filter instead of barrier between King’s Stairs Gardens and King’s Stairs Close? This would allow for a more direct and pleasant route with better views of the Thames.

## 2.3. General Public Written Responses

During the consultation period, 2 emails were received from local residents and/or commuters in the area. A summary of the issues raised are listed below:

- The apparent removal of any distinct pavement for pedestrians as there is explicitly shown on the relevant map to be no "kerbline". The road is anyway much too narrow for two-way cycle tracks. These tracks will presumably be alongside the garden walls and across the exit/entrance paths which are used by visitors, delivery vans / people and postmen for all the houses in the terrace.\*
- The introduction of bollards at the two ends will clearly restrict the movement of any vehicles, including emergency vehicles, such as fire engines.\*

\*It is assumed the second and third comments are related to Bermondsey Wall East between Marigold Street and Cherry Garden Street as there was no location included in the email provided.

## 2.4. Main issues raised and Officer's responses

Location	Concern/Objection	Officers Response	Response
General - Parking	Fulford Street and Paradise Street are the only nearby roads for visitors to park at the weekend. Neither of them needs parking restrictions. Fulford Street is more than wide enough to accommodate cyclists and parked cars.	Neither road has sufficient width to allow vehicles to safely pass cyclists and vice versa without removing some of the parking, visitors will be able to park at the remaining bays all weekend and for up to 4 hours mon-fri - there are currently approximately 14 spaces available to visitors, this will be increased to approximately 17 under the proposals.	5
	St Peters Church - 4 hour parking needed for congregation / weddings / funerals / mass.	The remaining parking bays will allow parking for 4 hours between 8.30AM-6.30PM Mon-Fri and unrestricted parking on weekends. There is currently approximately 14 spaces with this restriction on Fulford St/Paradise Street. Under the proposals this will be increased to 17.	
	Parking of cars along the route as at St Marychurch Street and Bermondsey Wall East. Clearly this route uses very narrow passages. These narrow places cannot accommodate simultaneously a car parking (opening its door), a cyclist and a car passing.	Parking at these locations is required for local residents, so removal of these bays is not feasible. The traffic flows along these routes are considered low enough that the proposed design is acceptable.	
	The scheme does not seem to take on board the previous consultation on parking.		
	Health Centre and Albion Street needs all the current parking spaces.	The proposal involved removal of 2 parking bays only. This is essential to ensure intervisibility between cyclists coming out of Old Railway Avenue and vehicles on Albion Street. Spaces directly adjacent to the Health Centre and disabled bays are not affected.	
General - Route	Could the route be continued out to Surrey docks farm / the community centre? Missing link to the new Rotherhithe Bridge? Could this route connect with Southwark Park? It would be good to know how easily the route will link up with a few of the main roads that run more North/South e.g. Southwark Park Road, St Jame's Road and Abbey Street all of which cross Jamaica road which is often very busy.	An extension of the route is being investigated / developed which aims to connect this route with Lewisham and beyond.	5
	This proposal finishes at Tower Bridge Road, how does it link in to the rest of the system?	A separate route is also being reviewed which will go through Southwark Park and into Canada Water.	
	Whilst Jamaica Road isn't part of the consultation, it is very important that the interface between TfL's section of the route and Southwark's is done well. This junction and the transitions to the route either side, will make or break Quietway 14.	The Quietway will be connected to Canada Water via the existing cycle track parallel to Swan Road.	
	Bermondsey Wall East is a mixed use car / delivery van / pedestrian walkway / running / pram-pushing route and is unsuitable for additional cycle use.	The section of Bermondsey Wall East between Marigold Street and Cherry Garden Street will become closed to general traffic. Outside of the section closed to traffic, pedestrians, runners and people pushing prams will be using the pavements. Cyclists will be using the road and resurfacing the cobbled section with smoother materials will discourage cyclists from using the pavement.	
	We look forward to seeing how the eastern end of this route will be connected to Canada Water station and to the planned walking and cycling bridge to Canary Wharf; these elements are not mentioned in the consultation.	The intention for this route is to extend eastward towards the Lewisham and Greenwich.	
General - Cycling	Cyclists proceed too fast and they could knock into pedestrians walking on the footway. More safety for pedestrians and other road user such as wheelchairs and parents with prams. Many cyclists at or near the Thames Path disobey road signs or think that the Highway Code does not apply to them, thereby putting other roads users and pedestrians at risk.	Improvements to the road and cycle lanes will encourage cyclists to use them instead of the footways and obey traffic signs. Where shared paths are included they have been designed wide enough to allow safe shared use.	4
	An increasing number of cyclists already treat King's Stairs Gardens and adjoining areas as a cycle superhighway, failing to give way to pedestrians. Any measures to facilitate the quiet route should ensure that cyclists understand that pedestrians have priority.	The new route should encourage cyclists off of King's Stairs Gardens and onto the route via Fulford Street and Cotte Way.	
	Ongoing concerns about existing pinch points at the short stretch between Bermondsey Wall East/Cathay Street junction and Fulford Street corner. There are frequent conflicts between cyclists and pedestrians.	The relaying of a new smoother surface in place of the existing cobbles on Bermondsey Wall East will encourage cyclists to stay on the carriageway, reducing the potential of conflict between cyclists and pedestrians.	
	Speed of cyclists across the road by the Ship pavement is a disgrace, at Elephant Lane. There is nothing to stop them - Railings at least slow them down a bit, why remove them. Chicane is ineffective as only 2 parts.	The type of chicane provided has been proven effective at slowing the speeds of cyclists.	
General - Route	The route is indirect and low quality. This will not help for new people cycling because it's hidden away, indirect and poor quality.	The route aims to take people away from busy roads, so will be less direct than Cycle Superhighway. The design of the route follows the design guidance for Quietways.	4
Cotte Way	New barrier on 6-2 (by Elephant Lane) can cause problems with those on recumbent bikes, tandems and even inexperienced cyclists on normal bikes. Can this problem be solved without a barrier?	A barrier is required to stop pedestrians/ cyclists on Cotte Way from entering Elephant Lane at high speed.	4
King's Stairs Gardens	Provide dedicated segregated space through the park for cyclists to reduce conflict between riders and walkers	Where width permitted, segregated track will be provided.	3
King's Stairs Gardens	Path adjacent to King's Stairs Gardens needs to be resurfaced as the current sandy/stony surface is unsuitable for bikes with thin tyres. Making it smoother will also benefit wheelchair users and parents with pushchairs.	Noted. Further investigation into the surfacing material will be carried out in the next stage of the design.	2
General - Cobbles	Cobbles along the different roads to be replaced to enable cyclists to stay on the road rather than using the pavements.	It is proposed to replace the cobbles on Bermondsey Wall East but not St Marychurch Street because the St Marychurch Street cobbles have heritage status. They are planned to remain as they enhance the character of the area.	3
General	On the shared paths, are there clear indications for those with visual impairment? (And those without) Please make clear which side of path the cyclists/pedestrians should be on to avoid confusion and potential accidents.	The scheme does not specify specific cycling/pedestrian lanes as there is not sufficient width to do so. Tactile paving that follows the relevant guidance will let people with visual impairments know they are entering a shared space.	3
	The scheme does not clarify specific cycling / pedestrians 'lanes'. Please ensure the signage is clear and visible.	Southwark will ensure all signage is clear and visible.	
Druid Street/Tanner Street/ Jamaica Road	It is strange to see part of the Quietway on a Super Highway on the main A road. Surely some of the backstreets could have been used to avoid Druid Street/Tanner Street/ Jamaica Road as part of this Quietway.	Other routes were investigated, but this option was deemed the most suitable as it will provide the safe way to cross Jamaica Road. The Cycle Superhighway section will be fully segregated.	3
General	There is a problem with the behaviour of some cyclists that has gone unchecked in London and Southwark Council has done nothing to address this in the borough.	The proposed measures aim to create a more coherent environment for pedestrian and cyclists encouraging considerate behaviours. Where layout allows, cyclists will be segregated from pedestrians.	2
	You should be working with whomever is necessary to change the regulations/legislation so that the traffic wardens can enforce compliance and/or set up additional teams and then actually enforce it. Enforcement against dangerous and illegal cycling.	Changing regulations/legislations is outside of LBS control.	
General	Any barrier designed to physically prevent all moped or scooter access will exclude some cyclists. We strongly urge you to look for alternative solutions.	Barriers are planned to stop illegal motor vehicle use of Cotte Way. All barriers / bollards proposed will have sufficient space for all type of cyclists to pass.	2
Bermondsey Wall East	Bollards need to be removed. Barriers to mobility vehicles. The bollards near the Angel should be moved west so that they are flush with Cathay St. That would stop drivers parking that dead end and thus blocking cyclists.	Sufficient space has been provided between bollards to maintain access to mobility vehicles as per the guidance available. LBS will investigate moving the bollards outside the Angel west to stop illegal parking here.	2
Chamber Street	We assume that the London Borough of Southwark have undertaken adequate assessments of the potential risks of introducing a signposted Quietway past the Chambers Wharf site and along Chambers Street.	LBS are currently investigating the impact of the Chambers Wharf site.	2
	We note that the consultation plan for the Quietway does not include interventions along Chambers Street or at the junction of Chambers Street/Bevington Street are proposed. Without any details of the remaining section of Chambers Street it is unclear how this initiative will be implemented along with the street and footway improvements		

# Technical Note

General	Air pollution, more road traffic, congestion, blockage to existing routes.	It is anticipated the scheme will reduce air pollution, road traffic and congestion by encouraging more people to cycle.	1
General	Double yellow lines are not enough to stop motor vehicle drivers stopping and blocking routes.	Double yellow lines are proposed to stop vehicles parking where it would block the quietway. No waiting restrictions are proposed as due to the nature of the area it is deemed unlikely that vehicles will load/unload along the route.	1
General	20mph speed limits need to be enforced with speed cameras or other technology.	Traffic calming measures have been provided to reduce vehicle speeds where appropriate.	1
General	Too much emphasis is put on cycling. What you should be doing is making it easier to get around Southwark on foot.	The proposals include road closures which will reduce traffic flow, reducing traffic and pollution whilst making the area more attractive for cycling as well as walking.	1
General	Lighting after dark is an issue.	Southwark will ensure that the route has acceptable level of lighting.	1
General	Quietways often turn into rat runs for cars, given the narrow width of the streets used they often become more dangerous. How will this be policed?	There are certain locations closed to motor vehicles as well as speed reduction measures to slow traffic, making this route undesirable to general traffic. The proposed measures do not change the wider traffic management of this area as such we do not anticipate this to become an issue.	1
General	Why not just build a proper route along Jamaica road?	TfL are designing Cycle Superhighway 4 along Jamaica Road. The objectives of Quietway 14 are to allow cyclists who wish to cycle away from the main road an alternative quieter route.	1
General	There are many bends and blind spots along this route.	The route aims to get cyclists off of the main busy roads, so the quieter roads are likely to contain more bends. The visibility splays are considered appropriate for the speeds expected of cyclists and motor vehicles on these roads.	1
General	Road bumps proposed for the scheme which produce pollution and do little to reduce speed.	The road humps provided are planned to be sinusoidal speed humps, these have been shown to be effective in reducing motor vehicle speeds whilst having minimal impact on cyclists.	1
General	More bike parking is needed for destinations throughout this route, including The Angel pub, the Brunel Museum, and Canada Water station.	LBS will investigate putting additional cycle parking at these locations.	1
General	Improved signage to local schools should be considered as part of Quietway 14.	Signage has yet to be designed for the route, but this comment will be taken on board.	1
General	How will legal cycling and illegal motorcycles be monitored?	This is a police enforcement issue and is outside of LBS control, but every effort has been made in the designs to discourage illegal motorcycle access.	1
General	How will cyclists be made to use cycle paths and not the pavements?	Providing a high quality quietway will encourage people to cycle on the designated roadways instead of footways.	1
General	The route is to Canada Water – most people use the riverside cycle way are coming from the peninsula – why would they make a detour when they can go straight along the river path and Rotherhithe Street?	The riverside cycle way is very narrow and is not considered to have capacity for the increase in cyclist numbers predicted	1
Albatross Way	The part of Albatross Way that is currently pedestrian should remain that way.	Albatross Way is currently a shared pedestrian and cycle path, there are no plans to change it from its current design.	1
Albion Street	Albion Street has a significant volume of traffic visiting school, health centre, 2 churches, shops, etc. There are no pedestrian crossings.	This comment will be referred to the relevant parties at LBS	1
Bermondsey Wall East	Noting Bermondsey Wall East is already part of a cycle route, will this plan include means of discouraging cyclists from going up to the riverbank.	Providing a high quality direct cycle route will encourage cyclists to use stay on carriageway rather than alternatives.	1
Bermondsey Wall East	There are small groups of motorcycles who race up and down Bermondsey Wall East at the top of Wilson Grove and Marigold Street. This is very unsafe and also noisy. If the changes can stop this behaviour that would be helpful.	Section of Bermondsey Wall East is to be closed to motor vehicles using bollards at either end; this should help to discourage this behaviour.	1
Bermondsey Wall East	We think that the closure would be better further east on Bermondsey Wall East, for example just past West Lane. This would prevent drivers from using Cherry Garden Street or West Lane as shortcuts, and therefore hopefully reduce speeds on this section of Bermondsey Wall East (which can be quite dangerous as motor vehicles speed round the blind corner from Cherry Garden St into Bermondsey Wall East).	Due to the proposed closure of Bermondsey Wall East (to the west of Cherry Garden Street) and the section to the east of the Angel pub that is already closed to motor traffic, it is felt that it is unlikely traffic would divert off Jamaica Road via Cherry Garden St or West Lane.  LBS will investigate the feasibility of building out the corner of Cherry Garden St/Bermondsey Wall East to reduce traffic speeds of vehicles making this turn.	1
Bermondsey Wall East	Pavement outside Angel is not wide enough for wheelchairs – This needs to be resolved. The pavement is for pedestrians, NOT cyclists. The Angel cannot open its door onto the pavement because of cyclists. There are frequent alterations and some injuries when customers try to get in or out of the pub main door.	Southwark will investigate widening the footway outside of the Angel Public House.  The relaying of Bermondsey Wall east cobbles will provide a smoother surface for cyclists, encouraging cyclist to use the road instead of the footway.	1
Canada Water Station	If the cycle route goes through to the station then it would pass a busy pedestrian gate which includes 52 homes in the Pumphouse and pose a hazard for all of residents in the area, especially mothers with babies and small children who walk and run directly onto that pathway.	Albatross Way is currently a shared pedestrian and cycle path, there are no plans to change it from its current design.	1
Carling Street	Suggest use of Carling Street instead of Fulford Street so as to reduce problems at Angel public House.	Does this mean Cathay Street? If so already answered above.	1
Cottle Way	The chicane in Cottle Way was to slow down motorcycles who race through past the flats. It is taken years of work to get these things installed because of community concerns which the council is supposed to be listening to.	The chicane is to be replaced by bollards to ensure that all type of cyclists can access the route. Motorcyclists who illegally use this will be prosecuted if found.	1
Dockhead	The fire station at Dockhead needs to be taken into consideration. Are signs planned around the area to warn cyclists that there are frequent movements by fire engines?	These comments will be taken on board when the signage is designed.	1
Fulford Street	The routing north-south along Fulford Street should be substituted with routing north-south along Cathay Street, for three reasons: 1. It will avoid the necessity to cycle on the unmade surface between Cathay and Fulford Streets. 2. The turn to the south at the junction of Bermondsey Wall East and Cathay Street will be clearer and more intuitive for eastbound cyclists than at the northern end of Fulford Street. Some cyclists at the latter location could be confused into thinking that the route continues east (through King Stairs Gardens and beside the Thames) rather than south along Fulford Street. 3. The southern end of Cathay Street joins Jamaica Road directly opposite the entrance to Southwark Park Carriage Way. This brings the possibility of a direct and seamless route from The Thames to Southwark Park without needing to walk or cycle along Jamaica Road.	Cathay Street passes narrows significantly to the south by the junction with Paradise Street, as such it was not considered appropriate for the Quietway. The route will be well signposted to avoid confusion.	1
George Row & Dockhead	The priority of Wolseley Street, George Row and Chambers Street should be changed so that they form a continuous route. If traffic on George Row has to give way to traffic from Wolseley Street and Chambers Street, this will slow speeds without the need for speed bumps.  This could also be done at the junction of Dockhead and Parker's Row, where interventions are currently planned. Northbound traffic on Parker's Row would give way to eastbound cyclists and other vehicles coming from Dockhead; and to westbound cyclists and other vehicles entering Dockhead.	It is considered that providing the route with a clear path that doesn't have to give way to any roads would increase the chances of rat-running. Also having unusual road layouts, where what seems to be the major road giving way to the minor road has the chance of causing non compliance by vehicles. As such it is considered safer for the road markings to remain as existing.	1
King's Stairs Gardens	Can we expect corduroy paving to prevent cyclists using the north path of King Stairs Gardens as a racetrack?	The proposed Quietway alignment turns south towards Fulford Street and goes through the middle section of Kings Stairs Garden instead.	1
King's Stairs Gardens	As specified in Chapter 3 of the London Cycle Design Standards, a gap of at least 1.5 metres is needed for cycle access; anything smaller than this will inevitably exclude some people using adapted wheelchairs, cargo trikes, trailers, etc. Please bear in mind the Equalities Act (2010).	A gap of at least 1.5 will be provided between bollards.	1
King's Stairs Gardens	Will there be a dropped kerb to provide access to Fulford Street? The image shows cyclists on the pavement, where we would expect them to be using the road.	Yes dropped kerbs will be provided	1
King's Stairs Gardens	Concerns about the increasing number of quad bikes travelling through this place. It is not clear from the consultation plans how vehicular abuse of this section of the proposed Quietway will be addressed.	Barriers or bollards are to be provided at each entrance to discourage vehicular abuse. Unfortunately the widths required for disabled and cycle access will mean some illegal vehicles will be able to fit though.	1
Leathermarket	One-way traffic will make the speeding of a lot of the vehicles worse on Leathermarket Street and Tanner Street. I would encourage Southwark Council to take all the important measures to reduce speeds where possible	This is under a different section of Quietway 14 which is undergoing further investigation.	1
Loftie Street	Permanently close Loftie Street to motor vehicles and use it for cyclist and pedestrians only.	Construction works on the Thames Tideway Tunnel site will last until 2022 and after that potentially continue to be a construction site for new developments. Potential for Loftie Street to be affected by construction vehicles for an extended period of time. The usage of Loftie Street can be reviewed once the situation becomes clear.	1
Quietway 14/National Cycle Route 4 coincidence point	Some of this route dovetails the existing National Cycle Route 4. This includes Sections where there are on-road markings of a bike symbol and the number 4 in a box. Where National Route 4 and Quietway 14 coincide, all existing signage for the former route must be retained and not simply disappear under a re-branded route. This is a long-distance route from Greenwich to Fishguard and is part of the National Cycle Network.	LBS have taken this comment on board and will review it when the signage of the route is to be designed.	1
	Currently, the cycle track swaps from the west side of the path north of Brunel road, to the east side on the south. We would like to see cycle track remain on the same side throughout. The crossing should be widened by moving the eastbound traffic's stop line further west, and turned into a parallel crossing. If the cycle track were on the east side	The cycle track north of Brunel has remained on the west side as this provides a better connection to Railway Avenue to the north. It is then on the eastern side as existing as moving it to the south as moving it would require relocation of two existing traffic islands at considerable cost. There are no plans to widen the Toucan Crossing as it fits current design standards and is	

### 3. Summary

A total of 94 responses were received from the online survey included in the consultation phase for the Quietway 14 – Non Grid scheme between Tower Bridge Road and Canada Water.

In general, 70% of these respondents are in support of the proposals.

Question 8 "What aspects of the proposed design do you like?" received 78 responses. Participants in general noted they are pleased with the proposal which will help the environment of the area to be safer, healthier, and quieter and will contribute to better air quality in the neighbourhoods.

Question 9 "Are there any further opportunities or issues you feel need to be addressed?" also received 78 responses. Respondents expressed opportunities such as Cycle Hire and extending the route. But the majority of the responses to this question focussed on the issues around shared pedestrian/cyclist surfaces and changes to parking.

Questions 10, 11 & 12, related to specific proposals on the area. Question 10 focused on the location and provision of cycle stands, with answers suggesting new locations for cycle stands and the request for cycle hire scheme in the area. Question 11 focused on the removal of sections of the cobbles, with the majority of answers (34%) supporting the relaying of cobles. Question 12 asked if there are specific access requirements that need to be considered if Bermondsey Wall East, between Marigold Street and Cherry Garden Street is closed to general traffic, with some respondents highlighting the need for emergency access and some residents opposed. However the majority of respondents did not have any objections.

In addition to the information collected from the online survey, some information from stakeholders and general public sent via email highlighted further concerns and suggestions:

Common themes identified from these were:

- Respondents were concerned about cyclists and pedestrian safety, new bollards and the proposed closure of Bermondsey Wall East.
- There were concerns about the provision and widths of shared pedestrian/cycle paths.
- There were several concerns about the route which included the route going past busy pedestrian gate the route going past a busy fire station and major concerns about the route going down Chambers Street as this will be used as a site access for the Thames Tideway site.

Additional comments from key stakeholders included:

- Respondents are concerned about the interface between TfL's Cycle Superhighway and is the quietway.
- There were concerns about parking restrictions proposed as well as Bermondsey Wall East closure and the restriction access to all type of users with the measures proposed.
- There were suggestions for changing the priority at certain locations to give greater priority to cyclists using the quietway.

APPENDIX A – CONSULTATION DRAWING

APPENDIX B – ONLINE SURVEY SUMMARY

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APPENDIX C – KEY STAKEHOLDER COMMENTS