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Thurland Road Summary Report

Public Realm Improvement Works – Summary Report on Public Consultation

July 2017

Introduction

This report has been produced by the London Borough of Southwark Highways team to provide a summary on the consultation exercise for the proposed Public Realm Improvement Works in Old Jamaica Road and Thurland Road

We were looking to improve the safety in Old Jamaica Road and Thurland Road, particularly the main pedestrian route to and from the school and the main route towards Bermondsey underground station.

The Council is committed to making Southwark's street safer and more accessible to all and the proposals for the road fulfil this commitment. The proposed measures enhance the environment for vulnerable road users and improve pedestrian safety by reducing traffic speeds and crossing distances and creating Old Jamaica Road and Thurland Road as a pedestrian friendly and inviting place.

We sought views on the following two options:

Option 1 – Proposal to make Thurland Road and Old Jamaica Road one-way northbound (Dockley Road to Marine Street)

Option 2 – Proposal to close Thurland Road to all traffic between Spa Road and Dockley Road

The following measures (Option 1) were consulted upon to improve pedestrian safety and accessibility in Old Jamaica Road and Thurland Road (the extent of which is attached in Appendix A):

- Providing raised table at its junction with Dockley Road with a provision of a pedestrian crossing point to assist with accessibility and to slow down vehicle speeds.
- Providing raised table at its junction with Spa Road to slow down vehicle speeds.
- Providing raised table at its junction with Freat Street to slow down vehicle speeds.
- Providing raised table at its junction with Old Jamaica Road to slow down vehicle speeds.
- Footway to be built out on the eastern side on Thurland Road between its junctions with Spa Road and Dockley Road to create more space for proposed trees. This reduces the carriageway width and a crossing distance for pedestrians.
- The visual amenity of the street will be improved through the introduction of new paving materials in footways in accordance with Southwark's design standard (SSDM 'General' palette).

- To ensure adequate visibility is maintained on approach to the pedestrian crossing locations 'at any time' double yellow line parking controls are proposed

The following measures (Option 2) were consulted upon to improve pedestrian safety and accessibility in Old Jamaica Road and Thurland Road:

- Providing raised table at its junction with Dockley Road with a provision of a pedestrian crossing point to assist with accessibility and to slow down vehicle speeds.
- Providing raised table at its junction with Spa Road to slow down vehicle speeds.
- Providing raised table at its junction with Freat Street to slow down vehicle speeds.
- Providing raised table at its junction with Old Jamaica Road to slow down vehicle speeds.
- Micro Square to be created on Thurland Road between Spa Road and Dockley Road junctions providing a pedestrian's friendly space with trees and seating.
- The visual amenity of the street will be improved through the introduction of new paving materials in footways in accordance with Southwark's design standard (SSDM 'General' palette).
- To ensure adequate visibility is maintained on approach to the pedestrian crossing locations 'at any time' double yellow line parking controls are proposed

Public Consultation on these proposals took place from mid-February through to 24 March 2017. All residents and businesses within the consultation area were asked whether they support, oppose or are neutral regarding the proposed two options. The consultees also had an opportunity to express their views on whether they would like to have a zebra crossing near the school entrance.

In addition, we also wanted all respondent to provide comments on how they would like to use the redundant land adjacent to the school ground.

Consultation Process

The views of the local community and those of statutory consultees were sought as part of this consultation exercise. Active community participation was encouraged through the use of postcards sent via Royal Mail and social media posts via Twitter and Facebook.

A simple consultation document and questionnaire (examples of which are attached in Appendix B, C, D and E) were available at a drop-in session. Copies of the consultation documents were also available directly from the officer managing the consultation process.

The consultation documents at a drop-in session included an A3 size colour consultation plans showing separately Options 1 and 2 with a brief description of the proposed works and listing advantages and concerns for each of the options. An A4 questionnaire / comment form was also available and could have been sent back to the Highways Team as freepost.

Consultees were also advised to respond to the consultation via the online consultation portal.

The postcards were delivered to a geographical area which was pre-agreed with Riverside Ward Councillors.

The area was bounded by St James's Road to the west, Enid Street and Rouel Road to the east, Abbey Street and Jamaica Road to the north and Dockley Road to the south (map showing the consultation boundary is attached in Appendix F).

The distribution area was large enough to gain views from the wider community that may be considered to be affected by the proposed measures. A mailing list was drawn using the Council's Local Land and Property Gazetteer database.

The consultation documents were delivered by Royal Mail to 1103 addresses. They were delivered by 2nd class post on the 24th February 2017 with a return deadline of Friday, 24th March 2017.

The consultation was also available online via the consultation portal. The portal included the following PDF downloads:

- The consultation document
- The questionnaire
- Feasibility plans showing Options 1 and 2
- Movement maps for both options
- A direct phone number and email address to the Highways team was made available to those wishing to make enquires via those methods to do so. There was one enquiry by email to extend the deadline for receiving hard copy of the consultation response.

Respondents were able to give their views either by completing and returning the 'hard copy' of the questionnaire obtained during drop-in session or by completing the questionnaire online.

Public access to the online form was removed at the end of the consultation period. Receipt of postal returns was accepted until 3rd March 2017.

During the consultation, a drop-in session, staffed by council's officers, was held within St James's church in Thurland Road on Thursday 16th March 2017 between 3.30pm and 7pm.

The session was attended by a small number of people all asking questions to clarify the proposals and providing valuable feedback and comments. Officers also spoke to residents in the church courtyard and provided additional copies of the consultation papers and feedback forms for residents.

Summary of Consultation Results

Consultation Returns and Response Rate

The consultation closed on 24th March 2017. Public access to the online portal was removed at midnight on this date. Questionnaires submitted by post were accepted up until 3rd April 2017.

A total of 38 responses were received during the consultation period. This represented a 3% response rate. Thirty seven responses were received via the consultation website and one respondent provided their comments at the drop-in session. In addition, one response arrived in the post which was discounted from the analysis because the respondent also provided their comments online.

Officers have then verified all data to ensure that only one response per household was received and that all responses received were from an address within the project area. As a result of this exercise, two responses needed to be removed from the data. There were two responses from the same address and one person responded twice to the consultation (online and by post).

Description	Result
Number of properties consulted	1103
Number of all responses	40 (39 residents and 1 business)
Number of duplicate responses	2
Number of responses received from outside the consultation boundary	0
Number of responses included in the analysis	38
Response Rate	3%
Method of response	98% via online portal 1% in person 1% by post

Table 1 – Breakdown of responses

Out of 38 responses, there was one response from a local business and seven respondents lived outside of the consultation area and the ward and one even outside the community council area.

The demographics of non-residents who responded to the consultation is as follows:

Ward	No of respondents	Community Council area
Grange	2	Bermondsey and Rotherhithe
Surrey Docks	2	Bermondsey and Rotherhithe
Riverside	1	Bermondsey and Rotherhithe
South Bermondsey	1	Bermondsey and Rotherhithe
Cathedrals	1	Borough, Bankside and Walworth

Table 2 – Non-residents by Ward

The respondents had two options to choose from. The first proposal (Option 1) was for Thurland Road to become one-way northbound (from Dockley Road to Marine Street). Option 2 proposed closure of Thurland Road between Spa Road and Dockley Road.

The respondents were also asked whether they prefer to have a zebra crossing installed outside the school (Option A) or to retain existing informal crossing facility (Option B).

This report will first analyse response received for Option 1 (one-way) from all respondents and from resident only. It will then analyse the responses received for Option 2 (for all respondents and for residents only). Finally it will produce outcome of support for the type of crossing favoured by all respondents and by residents only.

Questionnaire Analysis – OPTION 1 (One-way)

The questionnaire contained space for comments and the following two questions had associated tick box options:

Q1. Are you a resident or business?

Q2. What do you think of the proposals?

Thirty eight questionnaires were returned during the consultation period. Of these, 30 were from local residents, 1 from a business and 7 from non-residents.

The following table demonstrates the responses received to question Q2 (responses include those living outside the area):

Response rate	Do you support or oppose public realm proposals in Thurland Road – Option 1			
	Support	Oppose	Don't know	Didn't respond
38 out of 1103	18	12	1	7
3%	47%	32%	3%	18%

Table 3 - Analysis of Every Response Returned (question Q2)

Questionnaire Analysis – OPTION 2 (Closure)

Out of thirty eight questionnaires returned during the consultation period 30 were from local residents, 1 from a business and 7 from non-residents. All of them have formally responded to the consultation exercise.

The following table demonstrates the responses received to question Q2 (all responses including those outside the consultation area):

Response rate	Do you support or oppose public realm proposals in Thurland Road – Option 1			
	Support	Oppose	Don't know	Didn't respond
38 out of 1103	17	16	1	4
3%	45%	42%	3%	11%

Table 5 - Analysis of Every Response Returned (question Q2)

The table above indicate a 45% support from respondents for the closure of Thurland Road between Spa Road and Dockley Road. The graph below shows the level of support for Option 2 from all respondents.

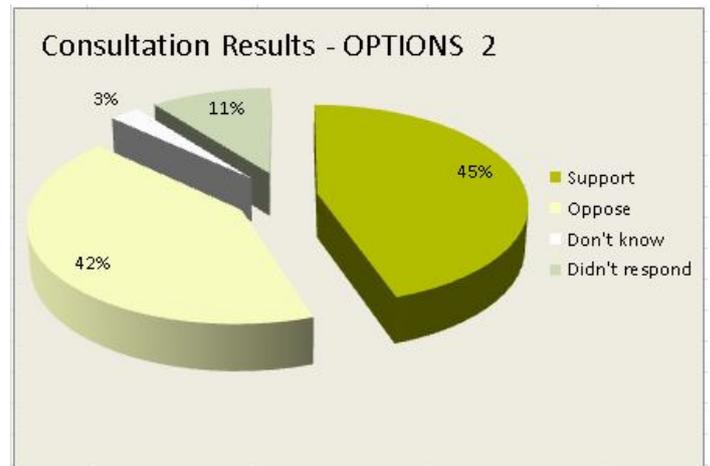


Figure 3 - Consultation Results to Question Q2 for Option 2 – All Respondents

If non-residents and businesses were excluded from the analysis, the level of support for option 2 (closure) would be as follows:

Response rate	Do you support or oppose public realm proposals in Thurland Road – Option 1			
	Support	Oppose	Don't know	Didn't respond
30 out of 1103	15	12	1	2
3%	50%	40%	3%	7%

Table 6 - Analysis of Response Returned by Residents Only (question Q2)

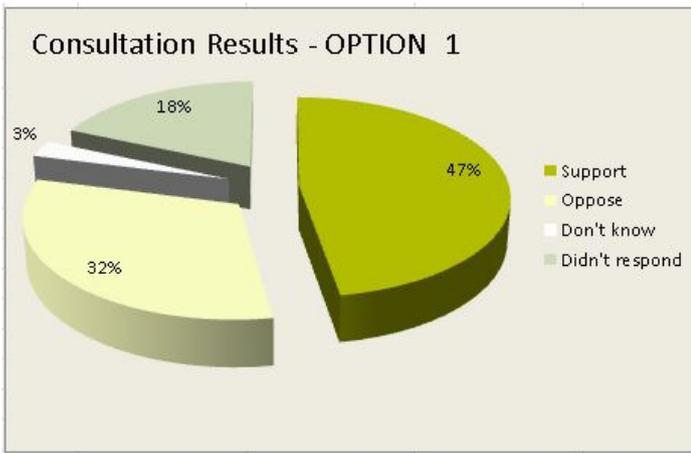


Figure 1 - Consultation Results to Question Q2 for Option 1 – All Respondents

The table and a graph above indicate a 47% support for one-way northbound in Thurland Road.

If non-residents and businesses were excluded from the analysis, the support for option 1 (one-way) would be as follows:

Response rate	Do you support or oppose public realm proposals in Thurland Road – Option 1			
	Support	Oppose	Don't know	Didn't respond
30 out of 1103	13	10	1	6
3%	43%	33%	3%	20%

Table 4 - Analysis of Response Returned by Residents Only (question Q2)

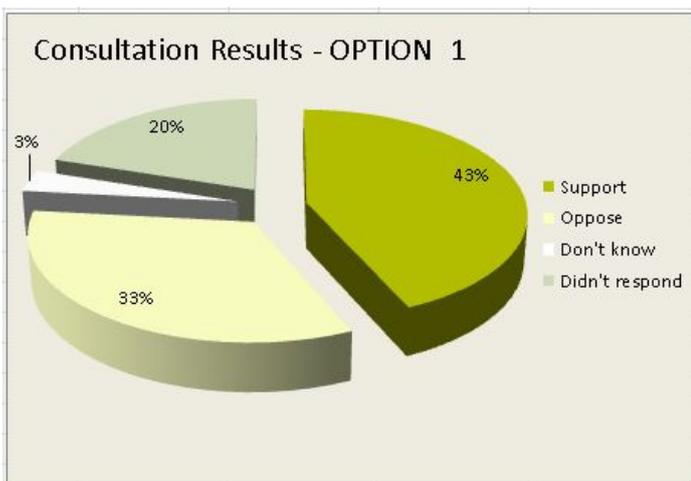


Figure 2 - Consultation Results to Question Q2 for Option 1 – Residents Only

The table and a graph above indicate a 43% support from residents for one-way northbound proposal in Thurland Road.

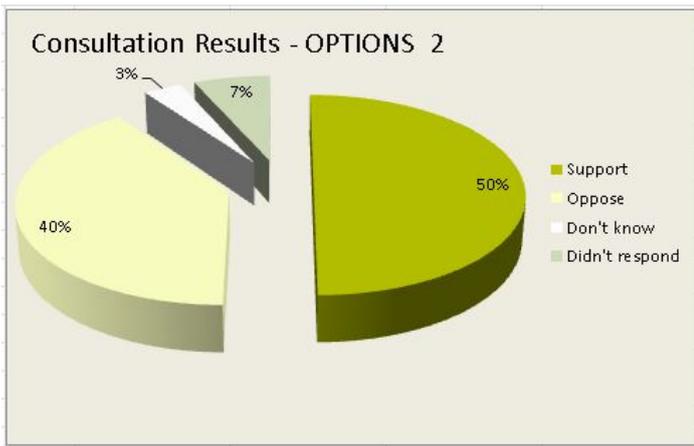


Figure 4 - Consultation Results to Question Q2 for Option 2 – Residents Only

As it can be seen from the Table 6 and Figure 4 above, there is a 50% support for Option 2 (closure) with 40% objecting to it.

Questionnaire Analysis – Crossing

The respondents were also asked to show their preference for zebra crossing outside the school or for informal crossing facilities currently in-situ.

Table 7 and Figure 5 below shows the level of support when all respondents' responses were taken into account. Table 8 and Figure 6 show the level of support when non-residents and businesses were excluded from analysis.

Response rate	What crossing facility would you prefer?		
	Option A (zebra)	Option B (no crossing)	Didn't respond
38 out of 1103	16	18	4
3%	42%	47%	11%

Table 7 - Analysis of Every Response Returned (question Q3)

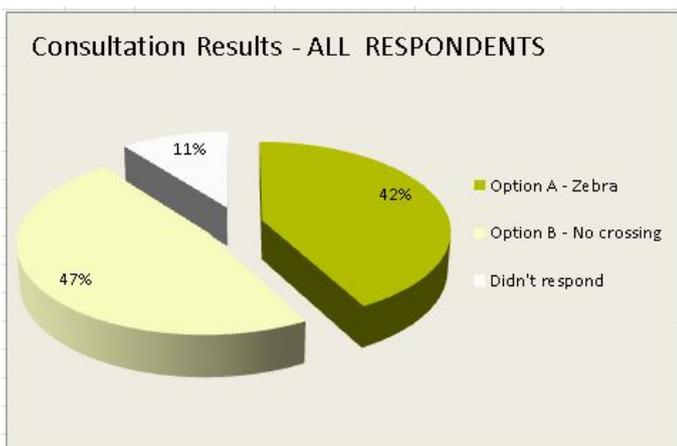


Figure 5 - Consultation Results to Question Q3 – All Respondents

When all respondents' responses are taken into account, the preference is for informal crossing facility currently in place with 42% supporting installation of zebra crossing.

Response rate	What crossing facility would you prefer?		
	Option A (zebra)	Option B (no crossing)	Didn't respond
30 out of 1103	13	15	2
3%	43%	50%	7%

Table 8 - Analysis of Response Returned by Residents Only (question Q3)

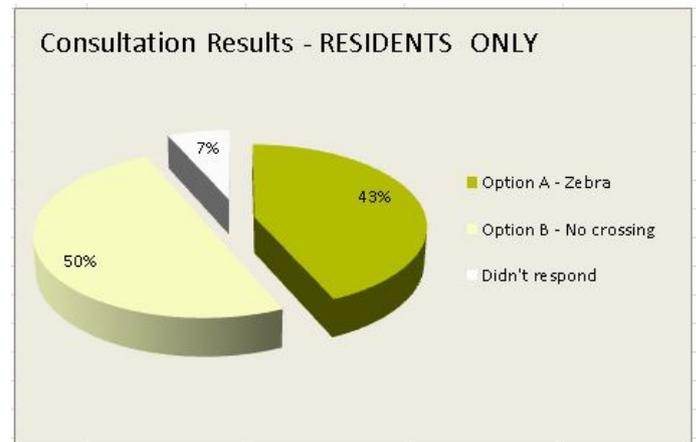


Figure 6 - Consultation Results to Question Q3 – Residents Only

As seen in table 8 and Figure 6 above, residents prefer informal crossing facilities (50%) to zebra crossing (43%).

Respondents' Comments – Redundant Area adjacent to the School Entrance

The respondents were asked to provide their views on how the small redundant area of highway land near the school entrance could be used. Table 9 below provides breakdown of comments received by the respondents:

Main Idea	Respondents' Comment
NOTICE BOARDS	'Notice boards...'
	'It would be useful to have something connected to the markets, perhaps some information/a map of the area showing the location of different sections of the markets and vendors.'
PARKING	'Parking'
	'Car parking.'

Main Idea	Respondents' Comment
CYCLING	<p>'Cycle parking (if scarce in the area, I'm not sure), and green space. Flowers for bees.'</p> <p>'Santander cycles, or standard bike racks/lockers.'</p> <p>'... provide extra bicycle parking in this area which is sorely needed.'</p> <p>'Cycle parking.'</p> <p>'Cycle hire scheme cycle point would be useful for residents and encourage more two wheel modes of transport.'</p> <p>'...might be used for e.g. cycle racks or something which would benefit the public.'</p>
GIVING TO THE SCHOOL	<p>'I understand the school are interested in the land which I support as school is oversubscribed.'</p> <p>'Gift the area to the school for additional playground space or for the school authorities to create a growing area for trees or other plants within its grounds'</p> <p>'...or, give the area to the school.'</p> <p>'Please consult the school about this!'</p> <p>'School could utilise it!'</p>
SEATING	<p>'...seating'</p> <p>'Please DO NOT place benches in this area as it will increase loitering of strangers. A well designed planting bed area would better on this corner...'</p> <p>'It should not be an area which is developed to be an area which encourages young people to collect in the evening, ie seats or play park. There is already a problem with young people not clearing away from outside the Salmon Youth Club when it closes.'</p> <p>'Pedestrian area - benches trees, relaxing areas...'</p>
SAFETY	<p>'... pedestrian/cycle passage of Thurland Road (between Old Jamaica Road and St. James Road should be thoroughly improved with more/better lighting and pedestrian safety. It feels sometimes unsafe to walk along this passage at night.'</p>
GRAFFITI WALL	<p>'...have a wall for graffiti artists.'</p>

Main Idea	Respondents' Comment
OUTDOOR GYM	<p>'...Perhaps a small fitness gym (e.g., southwark park style)'</p> <p>'A small body weight gym area would be very useful, similar to what is available on clapham common. Including pull-up bars, dip bars etc.'</p> <p>'...basketball pitch'</p>
LANDSCAPE	<p>'Landscape'</p> <p>' add to the greenery of the area'</p> <p>'Tiny forest, please! Or a bee-friendly wildflower garden.'</p> <p>' A public garden'</p> <p>'plant shrubs to soften the image and create a more gentle environment.'</p> <p>' I'd suggest more green if possible. Maybe raised beds can be installed?'</p> <p>'Plant a small copse of trees, say Silver Birch. These would create a pleasing vista for residents and a green addition to the two roads concerned.'</p> <p>'...Plant a big leafy tree...'</p> <p>'Put trees and sculpture there'</p> <p>'...plant some trees there (but do not create a garden, which will only encourage antisocial behavioru through the dropping of litter).'</p> <p>'Wide pavement here is good as it is. Many pedestrians here walking to the tube etc and trees are attractive.'</p> <p>'...it could be planted etc.'</p>

Table 9 – Possible Use of Redundant Area adjacent to the School Entrance

Respondents' Comments on Main Proposals

The questionnaire and an e-from on the consultation website also invited consultees to provide any additional comments they may have on the proposals. Out of 38 respondents who responded to the consultation, 36 (95%) provided comments and or suggestions on the proposals.

These are reproduced in the Table 10 overleaf with officer's responses.

Main Issues Raised	Respondents' Comments		LBS comment	Main Issues Raised	Respondents' Comments		LBS comment
	In favour of (if applicable)	... and against (if applicable)			In favour of (if applicable)	... and against (if applicable)	
ROAD CLOSURE AND ONE-WAY NORTHBOUND	<p>'I support both options, but Option 2 is the one I favour most. I suspect that without constant monitoring (24/7), the One-Way option will be ignored by so many drivers who have become exasperated by the daily traffic jams on Jamaica Road and opt to take the risk of breaking the law and continue driving southbound along Old Jamaica and Thurland Roads in order to connect with St James Road.'</p>	<p>'... I need to collect my partner from Bermondsey tube by driving down Spa road and joining St James Road via Dockley Road. I don't recognise this journey as dangerous to anyone, why would you stop it? How many injuries or fatalities have been recorded on this small section of Arthur land Road or Dockley Road.'</p>	<p>Whilst it is possible that some drivers would contravene the traffic regulations, it is unlikely this would become an everyday occurrence.</p> <p>Should drivers contravene the restriction, the Council has tools to enforce via fixed or mobile CCTV.</p> <p>The Council's Transport Plan 2011 is clear in its intention to reduce reliance on private motor vehicle use. There have been four collisions in the vicinity in the past five years. Two of which were to children who were seriously injured.</p> <p>Motor vehicle speeds are not expected to increase. Aside from a visual narrowing of the carriageway, much of the traffic in the area will be limited to local access, who should naturally take more care.</p>	PUBLIC SPACE AND PEDESTRIANISATION	<p>'Option 2 is better because it gives much needed public space in the area.'</p> <p>'This is a high traffic route which would benefit greatly from increased pedestrianisation. I live on Frea St and would support anything that reduces the traffic around the primary school since this seems dangerous during the school run times.'</p>	<p>'I do not like the idea of the idea of the "microsquare" as the bench area outside co op on spa road is not maintained and looks awful as I am sure this new one also will.'</p>	<p>Provision of benches is going to be considered as part of the detailed design process, regardless of option progressed.</p> <p>While public spaces are considered beneficial, the proximity of St James Church mitigates the effectiveness of option 2 over option 1.</p>
		<p>'...one way would increase speeds because cars arw not expecting anything the other way.'</p> <p>'Whats the point?'</p> <p>'This will impact negatively vehicle traffic. It is required for an ageing population. Not always possible to use public transport.'</p>					

Main Issues Raised	Respondents' Comments		LBS comment	Main Issues Raised	Respondents' Comments		LBS comment
	In favour of (if applicable)	... and against (if applicable)			In favour of (if applicable)	... and against (if applicable)	
TRAFFIC CONGESTION AND POLLUTION	'Closing the road will also reduce noise and pollution.'	'You'll push traffic onto other routes if you close the road i.e. Jamaica rd & st James rd which are already solid with traffic.'	<p>Jamaica Road, Abbey Street and St James Road are recognised as busier 'connector' or 'core' roads, and therefore deemed more suitable for use by motor vehicles. In contrast, Thurland Road and Old Jamaica Road are 'local streets'.</p> <p>The surrounding roads will take some of the through traffic because the drivers will not be able to cut through.</p> <p>It is one of the council's objectives to improve conditions for cyclist and pedestrians and reduce our reliance on cars. By encouraging other modes of transport (cycling, walking, public transport), the council is helping improve air quality and pollution for all.</p>	PARKING	'I support them both, by my preference is for Option 1. As a resident and a car driver I will still have the option of accessing Old Jamaica and Thurland Roads as long as I don't drive all the way along both. It makes finding a parking space easier for me.'	'...residents needs to be able to park without going back onto the main roads where traffic is already very heavy.'	<p>All bays in Thurland Road are at present resident only parking bays Mon-Fri 8.30am – 6.30pm.</p> <p>Residents in new developments cannot apply for on-street resident's parking permits ultimately reducing demand for on street parking.</p> <p>We accept that demand for on-street parking may be higher at the weekends from visitors to the area.</p> <p>On-street parking is not guaranteed and it is provided at discretion of the council on a first come first served basis. For this reason the residents should not rely solely on on-street bays for their parking requirements.</p>
	'...Option 2 would be my preference as it would provide a much greater reduction in through traffic but still allow access to all of the residents and businesses.'	'Making changes will only make more congestion but diverting traffic onto already busy road.'					
	'I would like to reduce traffic on the Old Jamaica Road. It is currently used as a rat run...'	'When tower bridge was closed we had a significant increase of cars routing round old Jamaica road which increased pollution levels in neighbouring streets.'					
	'Unsure which will do more to reduce traffic and speed levels, but presumably option 2...'	'Don't see the point in making traffic worse.'					
	'Better to have one way, less congested and safer traffic.'	'...current traffic levels or car user's behaviour warrants restricting usage of Old Jamaica Road and Thurland road in the manner proposed. I think the that restrictions proposed are heavy handed and unwarranted.'					
	'option 1 will stop traffic using old jamaica road an east bound cut through...'						
	'Option 1 (northbound traffic only) will reduce the amount of traffic going past the school...'	'...If two-way traffic is retained then the street will continue to be a 'rat run'...'					
	'...safer to have one way...'						
	'A good attempt to stop traffic using Old Jamaica Rd and Thurland Rd as a rat run...'	'...creating traffic jams such that parts of other roads become concentrated with toxic exhaust doesn't sound like a great idea.'					
					'I do not support the removal of the parking spaces without providing other options for parking in the vicinity of my home.'		

Main Issues Raised	Respondents' Comments		LBS comment	Main Issues Raised	Respondents' Comments		LBS comment
	In favour of (if applicable)	... and against (if applicable)			In favour of (if applicable)	... and against (if applicable)	
ROAD SAFETY	<p>'Option 2 is the only choice. The road is not suitable for vehicle traffic in its current form. Changing it to one way would not address the main issues which is a danger to pedestrians especially children.'</p> <p>'It would be a good opportunity to fully pedestrianise for safety. ...it would be safer as school on a corner and difficult to see traffic coming from both directions. A lot of speeding vans. Vans and cars often park outside school in no parking areas blocking views.'</p> <p>'...having seen the traffic and vehicles mounting the 'pavement' area when unable to pass I think option 1 would be preferable'</p> <p>'I believe option 1 provides a safer and more user friendly solution to the current dangerous situation.'</p> <p>'...(option 2) Reduce traffic and improve safety in this residential area.'</p>		<p>The main objective of the proposals was to improve safety. Both options achieve this objective through a reduction in motor vehicle numbers. While the Council acknowledges that flows are generally tidal (with the majority of northbound traffic passing in the morning peak), there are added benefits to narrowing the carriageway such as preventing double parking and three-point-turns outside St James CE Primary School.</p> <p>Both proposals make Thurland Road less attractive for through traffic. It is anticipated that this will lead to lower traffic flows. Reduction in traffic volumes proportionally increase the road safety.</p>	NOISE	<p>'This means that the existing crossing on Old Jamaica Road causes a lot of noise in the morning. When open-backed vans pass over it, they rattle which is the noise I wake up to every morning. I am in favour of anything that will reduce this.'</p>		<p>Reduction in traffic volumes should assist in minimising noise levels.</p>
			<p>Both proposals make Thurland Road less attractive for through traffic. It is anticipated that this will lead to lower traffic flows. Reduction in traffic volumes proportionally increase the road safety.</p>		SPEEDING	<p>'...I support option 2 because my fear is that having Thurland Road one-way northbound (option 1) will mean more reckless driving and speeding from cars and motobikes as they won't need to worry about traffic coming towards them.'</p> <p>'The drivers are usually irate and speed without caution to pedestrians. Closing this access onto Dockley will retain drivers on main roads as intended and avoid greater risk to residential areas with children. it is an excellent idea.'</p>	

Main Issues Raised	Respondents' Comments		LBS comment	Main Issues Raised	Respondents' Comments		LBS comment
	In favour of (if applicable)	... and against (if applicable)			In favour of (if applicable)	... and against (if applicable)	
TRAVEL TIMES	'As a resident of Hicks House, changing the road layout will increase travel times particularly if I want to drive down St James' Road. As a result I support Option 1.'		Both options will make an impact on journey times particularly option 1 as one-way system will force traffic out and back again via Enid Street or St James' Road.	TREES		'You removed trees from Dockley Road that were reducing noise from the industrial park adjacent to the railway arcades. That is where we need them.'	The aim of the works is to preserve the existing trees in the road and provide more trees to enhance greenery in the area.
			<p><i>The Council's Transport Plan 2011 discusses the road user hierarchy in that "in the choice of benefiting 100 pedestrians and disbenefiting 100 cyclists or 100 motorists we would choose to benefit the pedestrians". Private car ownership is generally low in Bermondsey, and most owners do not use the car as their primary mode of transport. As such, the benefit to sustainable modes such as walking and cycling vastly outweighs the disbenefits to occasional car journeys.</i></p> <p><i>It should be noted that Hicks House is largely unaffected – vehicular access is gained via Spa Road, and the diversion along Rouel Road is a little over 250m in distance.</i></p>	RAISED TABLE AND ACCESS		<p>'...raised tables could improve safety. There are not even wheelchair crossings at that corner.'</p> <p>'[closure of link between Dockley and Spa Road] also improves safety to children/students during school runs near the primary school.'</p>	<p>Further measures to reduce traffic speeds will be considered and introduced if deemed necessary as part of detailed design process.</p> <p><i>While it is not intended to install any new crossing points, a reduction in motor vehicle traffic should make crossing the street more accessible.</i></p>

CYCLING	Option 2 doesn't improve the cycling infrastructure and does restrict motor vehicles.	be penalised and cycle traffic not tarred with one brush with dangerous motor vehicles.'	carriageway to such a width that drivers may not squeeze cyclists by overtaking too close. In the southbound, cyclists are protected from oncoming vehicles. The Council acknowledges the potential conflict between parked or parking vehicles and cyclists on Old Jamaica Road, however budgetary constraints prevent us from relocating the parking bays onto the carriageway. Existing parking stress levels do not encourage the removal of these bays.
	'I have not found car traffic to be a problem.'	'No provision to protect pedestrian from cyclist'	Option 2 reduces non-local motor traffic, a proven method of increasing cycling uptake and improving cycle safety.
	'...(option 1) It provides better and safer cycling facilities which is the best way of encouraging a modal shift and reducing congestion in the area.'		Pedestrian-Cycle conflicts pose a less likely and less severe risk of injury. There have been no collisions on the existing shared use path in the area.

Main Issues Raised	Respondents' Comments		LBS comment
	In favour of (if applicable)	... and against (if applicable)	
GENERAL	'I would also suggest that you open up the road that runs through Southwark Park. This would reduce congestion into the entrance of the tunnel and reduce air pollution in the local area.'		Southwark Park is out of scope of this project. Southwark is actively working on improving the environment for cyclist and pedestrians.
	'If the proposal was to close all of Thurland Road to traffic I would be more supportive of this, as the benefits to be as a resident and pedestrian would be significant.'		Because of access requirements for emergency vehicles, refuse vehicles and deliveries, full closure of Thurland Road is not being considered.
	'I propose a third option should be considered, which is the full closure Thurland Rd between Spa and Old Jamaica Roads as problems with traffic will only be exacerbated with the future redevelopment of the Dockley Road Industrial Estate.'		Speed cameras are installed maintained and enforced by the Police. They are also costly to install and visually intrusive. The Council believes the proposals will be self-enforcing. However, this does not exclude them from being considered in the future should the problem arise.

Table 10: Comments Received from Respondents

Level of Consensus

Taking into consideration all respondents to the consultation, the following level of agreement has been achieved in relation to the questions contained within the consultation document.

OPTION 1

- Support – 47% of respondents support the proposals
- Oppose – 32% of respondents oppose the proposals
- No Opinion – 21% consultees have no opinion regarding the proposals

OPTION 2

- Support – 45% of respondents support the proposals
- Oppose – 42% of respondents oppose the proposals
- No Opinion – 14% of respondents have no opinion regarding the proposals

CROSSING

- Option A (zebra crossing) – 42% of respondents support the proposals
- Option B (no crossing) – 47% of respondents support the proposals
- No Opinion – 11% of respondents haven't responded to the proposals

Recommendations

In light of the inconclusive consultation outcome for the proposed safety and street improvements in Thurland Road and the council's commitment for making streets in the borough safer for all road users, it is recommended that further investigation is undertaken before the scheme is progressed to implementation.

A report is being taken to the Cabinet Member for **xxx** in **August 2017** with the officer's recommendation to investigate further the viability of the two options before proceeding to detailed design and construction and the advertisement of the relevant traffic orders.

The traffic order process will be subject to statutory consultation in due course.

Appendices

A report is being taken to the Cabinet Member for **xxx** in **August 2017** with the officer's recommendation

- Appendix A – Plan of the extent of the works
- Appendix B – Scheme Proposal – Options 1 and 2
- Appendix C – Consultation document
- Appendix D – Consultation questionnaire
- Appendix E – Postcard
- Appendix F – Map of the consultation boundary
- Appendix G – Movement map – Options 1 and 2

like tides in and out

Right hemisphere – intellectual

Left hemisphere – emotional

