

Additional Comments

Would you like the banned right turn on Valentine Place to remain, be amended or be removed?

	Public Comments	Officers Response
1.	All you have done is forced the traffic elsewhere thus creating more emissions, when will you ever learn.	We will continue to monitor displacement in the area
2.	Amended to ahead only	We do not currently have proposals to ban the left turn from Valentine Place
3.	As a resident who drives, this has been a painful change. There are now far too many one way and no entry roads.	The council aims to improve this central London location for those walking and cycling, which may inconvenience those driving.
4.	Before the ban I would frequently nearly be run over by taxis and other vehicles taking this right turn at speed to rat-run. Things are much calmer and better now. The cycleway is more protected and my trip to Southwark station is improved	No response
5.	Has improved the quality of life immeasurably and feels a lot safer.	No response
6.	I have noticed a huge reduction in the number of speeding cars cutting down Valentine Place. The noise levels, especially noticeable late at night and early in the morning, are much lower and it is now far safer for pedestrians and cyclists.	No response
7.	I live on Pontypool place, off Valentine Place, and have worked here for 25 years and lived here for 5 years. The Barons Place one-way change together with the Valentine Place no-right-turn, and the reduction in parking spaces and the removal of single yellow lines, should be seen as a set of measures which together have created problems for road-users in our area. The last 5-10 years have seen increased 'engineering' of the transport in our area and some of the changes throw doubt on the models and testing used to come up with the changes: in particular, we regularly flag down cars entering the Blackfriars Road cycle lane by mistake, and try to slow down traffic on Boundary Row following the re-routing of vehicles from The Cut. The level of disruption and danger is not to be underestimated. As stated in the correspondence I sent to you before the implementation of the current changes, the no right turn significantly alters the access from Valentine Place to the	We will continue to monitor the changes and make adjustments, should there be a large amount of vehicles consistently making illegal manoeuvres on Webber Street. We aim to encourage the use of more sustainable modes of transport where possible, this may make it slightly less convenient to drive.

	<p>local area, and indeed wider routes across the city. The forced left turn sends vehicles to Blackfriars Road. This is acceptable to NE and SE onward travel but nevertheless results in lengthy waits, (idling and polluting at lights and in queues). However, when these slower routes are forcibly imposed on journeys due South, North and especially West, the increased journey times are much longer. Local routes are significantly impacted as the services we use are situated to the west of our home in Lower Marsh and the surrounding area. These include routes to the doctor, St Thomas', Waterloo Station, Waterloo Bridge, the South Bank, etc. We use our car for some of these journeys, for example, picking my husband up from hospital after an operation on the 28th (when I forgot about the no right turn and got a fine...).</p> <p>Other local changes have exacerbated problems in getting on to the road network swiftly from our home and these include the changes to The Cut. These are welcome changes, but have impacted the use of Valentine Place as a rat run, which has not abated, and many vans take the route and make a u-turn after the Valentine Place/Webber St junction in order to go north. (Incidentally, the Cut changes have made Boundary Row, and the route past the sheltered housing, positively dangerous, with large vehicles especially taxis and lorries using the route at speed, missing corners and hitting lamp posts often).</p>	
8.	I live on Valentine Place and the change has made an enormous difference to air quality on the road. I also cycle and feel much safer on the turning for the super highway.	No response
9.	I live on Valentine Place in a ground floor flat facing the street. Previously I was unable to open my windows or safety step out from my front door due to all the traffic. Since the right turn was banned the traffic has calmed and the noise, air pollution and danger have reduced significantly.	No response
10.	<p>I strongly support keeping the ban. The banned right turn out of Valentine Place in conjunction with one way northbound on Barons Place, have had a transformative effect on the quality of life for residents in Valentine Place and the immediate neighbourhood. Large amounts of rat running, speeding westbound traffic towards Waterloo, greatly exacerbated by the closure of The Cut to through traffic, have all but been eliminated.</p> <p>Our street is very much quieter, cleaner and very much safer - though still accessible to vehicular traffic. Pedestrians and those exiting on to the narrow pavement from VP do not take their life into their hands. Sleeping with the windows open is now feasible, especially on properties facing Valentine Place. The air quality is improved so helping those susceptible to pollution related illnesses. Many cycle accidents from traffic</p>	No response

	crossing across the cycle highway have been prevented. Indeed it would now be hazardous to cyclists using the new cycle racks on the blind bend on Valentine Place were there to be any significant return to former traffic levels.	
11.	If the ban were lifted it would create a serious safety risk for cyclists and pedestrians.	No response
12.	<p>If you opened the Cut back up then none of this would be needed as people wouldn't be looking for side streets as a way to connect from Blackfriars's to Waterloo.</p> <p>Right now people / cars/ trucks/ mopeds just turn left and then make a dangerous u-turn at Webber row or before.</p>	<p>The cut is TFL owned highway.</p> <p>We are carrying out traffic surveys in the area to identify any traffic displacement.</p> <p>Once the surveys are complete options and actions will be assessed, if needed.</p>
13.	Important for safety on Valentine Place, there has been a noticeable difference.	No response
14.	It causes more problems by cars turning left then doing u turn	See comment 12
15.	It has been transformative in combination with the one way change on Barons Place. It has reduced traffic, pollution, noise and caused a safer environment for residents pedestrians and cyclists.	No response
16.	It has made a profound difference to the noise, safety and residents quality of life in Valentine Place. Valentine Place was being used as a rat run for vehicles to get to Waterloo and on several occasions there were several very near misses with pedestrians as people sped down the road.	No response
17.	It has vastly improved pedestrian safety on Valentine Place, as the road is no longer used as a rat run. Resulting reduced noise levels and air quality have meant it is possible to have windows open at night.	No response
18.	it is a huge improvement and much safer for pedestrians and cyclists	No response
19.	It is just a cash trap and serves no other purpose.	The aim of this scheme is to reduce through traffic and encourage the use of more sustainable modes of transport.
20.	It is not really working. Cars turn left, then make a u-turn on Webber street	See comment 12
21.	It should remain as this reduces the level of traffic treating Valentine Place as a rat run which put lives in danger.	No response
22.	It's stopped the rat run that got much much worse when the changes to the Cut were made. People used it to get to Waterloo. It's a very narrow street to allow heavy lorries and delivery vehicles and couriers to travel at speed down thru causing vulnerable road users extreme danger ! The crossing	See comment 12

	at Webber Street at the end of VP I saw several vehicles not even stop before continuing, some even turned left then a U turn but that seemed to only happen when the change was first made to avoid the camera ! Maybe Google maps in now updated so that it doesn't route traffic that way any longer !	
23.	It's safer this way	No response
24.	Less pollution; less danger; less noise; massively improved environment.	No response
25.	Life changing! Sleep possible again	No response
26.	local drivers and service contractors want fewer restrictions when they are circling around to find somewhere to park. Webber Rd is wide enough for 2 way traffic	In this central London location, we aim to prioritise sustainable modes of transport.
27.	Much safer , quieter and prevents the rat run Valentine Place had become	No response
28.	Our street is infinitely quieter, cleaner and very much safer - though still accessible to vehicular traffic. Pedestrians and those exiting on to the narrow pavement from VP do not take their life into their hands. Sleeping with the windows open is now feasible, especially on properties facing Valentine Place. The air quality is improved so helping those susceptible to pollution-related illnesses. Many cycle accidents from traffic crossing across the cycle highway have been prevented. Indeed it would now be hazardous to cyclists using the new cycle racks on the blind bend were there to be any significant return to former traffic levels.	No response
29.	People turn left onto Webber Street and then perform a U-Turn which causes more traffic so removing the banned right turn on Valentine Place will avoid this.	See comment 12
30.	Remain - Our street is infinitely quieter, cleaner and very much safer - though still accessible to vehicular traffic. Pedestrians and those exiting on to the narrow pavement from VP do not take their life into their hands. Sleeping with the windows open is now feasible, especially on properties facing Valentine Place. The air quality is improved so helping those susceptible to pollution related illnesses. Many cycle accidents from traffic crossing across the cycle highway have been prevented. Indeed it would now be hazardous to cyclists using the new cycle racks on the blind bend were there to be any significant return to former traffic levels.	No response
31.	Significant improvement to make area a better place to live	No response
32.	The apartments in Valentine Place hold the summer heat. Without the windows open the temperature is very high. Air conditioning is not allowed. Being able to open windows is fantastic, but has only become possible with the road changes. Before this, trucks, skip lorries, cars, delivery bikes with high pitched 2 stroke engines had made sleeping very difficult. The problem was created by The Cut changes. The change to Valentine Places and Barons Place has truly been	No response

	life changing. The mental stress before the no right turn was really getting too much. It was also not safe, horrible speeds on a narrow street.	
33.	The banned right turn out of Valentine Place (VP) in conjunction with the one-way on Baron's Place have provided a simple, cost efficient and very effective solution to the problem of excessive amounts of traffic, often dangerously speeding, rat running through Valentine and Baron's Place I would like to thank the Project Managers at Southwark that listened to and worked with the residents proactively to implement this solution to resolve a long running and deeply felt problem which was so negatively affecting VP and so damaging to the quality of life of local residents. Discussions with many residents in recent weeks have shown absolutely unanimous support for the scheme to remain in place, indeed the effect of it has been so transformative that in the unconceivable event of it not being retained there would be uproar and a serious commotion. Continued below:	No response
34.	The changes, namely a banned right turn out of VP in conjunction with one way northbound on Barons Place, have had a transformative effect on the quality of life for residents in Valentine Place and the immediate neighbourhood. Large amounts of rat running, speeding westbound traffic towards Waterloo, greatly exacerbated by the closure of The Cut to through traffic, have all but been eliminated.	No response
35.	The improvement since this was implemented is enormous. There is no longer rows and rows of traffic hurtling along a small, bendy road (Valentine Place), scaring pedestrians, creating noise for the residents, as well as accumulated unhealthy dust and an altogether unsafe environment.	No response
36.	The introduction of the no right turn has dramatically reduced through traffic in Valentine Place which is not suitable for the traffic which was using it as an alternative to The Cut and had previously used it to avoid traffic in The Cut.	No response
37.	The only issue with the banned right turn is that some cars will carry out a three point turn on Webber Street, after turning left from Valentine Place. I'm not sure how this can be prevented.	See comment 12
38.	There is so much congestion around that area when there never used to be before cycle lanes & LTN we're introduced Roads space needs to be opened up again & traffic allowed to move more freely	In this central London location, we aim to prioritise sustainable modes of transport. This may make driving less convenient.
39.	This ban brought traffic on Valentine place to safe levels, removing it would result in much more traffic which would be hazardous to pedestrians, cyclists, and delivery service staff and also increase noise and pollution to intolerable levels for residents.	No response
40.	This banned right turn has been very beneficial for local residents in terms of reducing rat-running traffic on Valentine	No response

	<p>Place.</p> <p>Enforcement of such ban could be improved, since yesterday again I witnessed a van speeding down Valentine Place and then turning right from Valentine Place onto Webber Street. This episode confirms what very negative impact the removal of such ban would have on the traffic on Valentine Place.</p>	
41.	This causing a lot of problems for residents	No further information provided
42.	This change has led to valentine place being much, much safer, quieter and less polluted. Before, many cars would speed along the road and it was dangerous for them, especially large lorries, crossing the cycle lane on Blackfriars road frequently. The pavements on valentine place are very narrow and the road is not fit for large volumes of traffic.	No response
43.	This has made Valentine Place - and the junctions either end of it - massively safer.	No response
44.	This has made Valentine Place much safer for pedestrians and cyclists as the volume of traffic using the road as a cut through has diminished. Noise is much less and air quality is also much better. It is far easier for me to cross the road when I leave Valentine Place as the traffic that comes down Valentine Place is not moving so fast. The no right turn has made it a far less popular route for through traffic. I did notice quite a lot of cars and vans turning left out of Valentine Place and then doing a U turn in Webber Row originally but this is not happening so frequently. Please keep this traffic measure as it has made our lives so much less stressful.	We are currently assessing data on illegal turns on Webber Street.
45.	This has vastly improved the safety of pedestrians as it has stopped what was a large volume of rat run traffic cutting through. An associated benefit is the reduced noise for residents of Valentine Place who sleep in rooms facing on to the street. As the street has a gorge effect with high buildings in a narrow space, the noise and fumes were bad.	No response
46.	This helps avoid Valentine Place being a "rat run".	No response
47.	This is causing a lot of problem for the road users in the area. We can't do a right turn from Blackfriars road into Webber Street and when we use Valentines place we can do right from into Webber street. This causing a lot problem.	In this central London location, we aim to prioritise sustainable modes of transport. This may make driving less convenient.
48.	To remove it would be dangerous and potentially cause injury or worse. The safety of this road has improved significantly since banned right turn has been implemented.	No response
49.	Totally unnecessary as traffic is light, there's little pedestrian use and no risk to anyone.	No response
50.	<p>Valentine Place is a residential street and was being used as a cut through. It has made a tremendous difference to the air and noise quality for all residents in the street.</p> <p>Well done and please maintain the restriction</p>	No response

51.	Valentine Place is a street wholly unsuited to through traffic. However, due to the previous arrangements, it became a rat run for traffic getting from Blackfriars Road through to the Cut. The no right turn at the end of Valentine Place has stopped that, to the great benefit and relief of local residents	No response
52.	We need to make Barons place two way or one way from Valentines place to Waterloo road as people just turn left and then make a u turn / 3 point turn at Webber ROW which is very dangerous.	See comment 12
53.	With no access along the entire length of The Cut. Keeping the banned right turn will create unnecessary congestion of Waterloo Road and Blackfriars road.	In this central London location, we aim to prioritise sustainable modes of transport. This may make driving less convenient.
54.	(blank)	

Would you like the one-way on Baron's Place to remain, be amended or be removed?

	Public Comments	Officers Comments
1	Again, this has made the junction much safer for all concerned.	No response
2		
3	As above	No response
4	As per the above, people turn left and then just make any turn or 3 point turn at Webber row. It's causing more traffic and issues. People who live in valentine place don't see this. We live on valentine row with kids and see it all the time. Valentina place only care about their street - they haven't seen the bigger picture that other streets are being affected badly.	We are carrying out traffic surveys in the area so identify traffic volume and movement. Once the surveys are complete actions and options will be assessed if needed
5	As stated in previous question	No response
6	Before you can carried on straight from Valentines place into Waterloo road now we cannot do it anymore.	In this central London location, we aim to prioritise sustainable modes of transport. This may make driving less convenient.

7	Both Valentine Place and Baron's Place are infinitely quieter, cleaner and very much safer - though still accessible to vehicular traffic. Pedestrians and those exiting on to the narrow pavement from VP do not take their life into their hands. Sleeping with the windows open is now feasible, especially on properties facing Valentine Place/Baron's Place. The air quality is improved so helping those susceptible to pollution related illnesses. Many cycle accidents from traffic crossing across the cycle highway westbound have been prevented. Indeed it would now be hazardous to cyclists using the new cycle racks on the blind bend in Valentine Place were there to be even a small return to former traffic levels.	No response
8	Comments as above	No response
9	Crucial to the effectiveness of the new system.	No response
10	I live on Valentine Place in a ground floor flat facing the street. Previously I was unable to open my windows or safety step out from my front door due to all the traffic. Since the right turn was banned the traffic has calmed and the noise, air pollution and danger have reduced significantly.	No response
11	<p>I strongly support keeping the ban. The banned right turn out of Valentine Place in conjunction with one way northbound on Barons Place, have had a transformative effect on the quality of life for residents in Valentine Place and the immediate neighbourhood. Large amounts of rat running, speeding westbound traffic towards Waterloo, greatly exacerbated by the closure of The Cut to through traffic, have all but been eliminated.</p> <p>Our street is very much quieter, cleaner and very much safer - though still accessible to vehicular traffic. Pedestrians and those exiting on to the narrow pavement from VP do not take their life into their hands. Sleeping with the windows open is now feasible, especially on properties facing Valentine Place. The air quality is improved so helping those susceptible to pollution related illnesses. Many cycle accidents from traffic crossing across the cycle highway have been prevented. Indeed it would now be hazardous to cyclists using the new cycle racks on the blind bend on Valentine Place were there to be any significant return to former traffic levels.</p>	No response
12	If you opened the Cut back up then none of this would be needed as people wouldn't be looking for side streets as a way to connect from Blackfriars's to Waterloo.	The Cut is TFL owned highway, it is out of Southwark's power to re open the cut

	<p>We need people to be able to go at right to Waterloo road if you aren't going to open the Cut back up. So you need to reverse this one way.</p> <p>All you have created by closing the Cut is a rat run of cars and trucks which get frustrated and do dangerous u-turns.</p>	
13	It is required to ensure the rat runs in Valentine Place are reduced.	No response
14	It the same problems for residents in the area	No response
15	It's stopped the cut thru traffic racing down a residential narrow street	No response
16	One way should be from webber Street up to Waterloo road	We do not currently have plans to make this change.
17	Our street is infinitely quieter, cleaner and very much safer - though still accessible to vehicular traffic. Pedestrians and those exiting on to the narrow pavement from VP do not take their life into their hands. Sleeping with the windows open is now feasible, especially on properties facing Valentine Place. The air quality is improved so helping those susceptible to pollution related illnesses. Many cycle accidents from traffic crossing across the cycle highway have been prevented. Indeed it would now be hazardous to cyclists using the new cycle racks on the blind bend were there to be any significant return to former traffic levels.	No response
	Remain - Our street is infinitely quieter, cleaner and very much safer - though still accessible to vehicular traffic. Pedestrians and those exiting on to the narrow pavement from VP do not take their life into their hands. Sleeping with the windows open is now feasible, especially on properties facing Valentine Place. The air quality is improved so helping those susceptible to pollution related illnesses. Many cycle accidents from traffic crossing across the cycle highway have been prevented. Indeed it would now be hazardous to cyclists using the new cycle racks on the blind bend were there to be any significant return to former traffic levels.	No response
18	Same benefits as in comments above	No response
19	Same reasons as question 2	No response
20	See above. Through traffic in these small residential streets should be discouraged.	No response
21	Serves no purpose at all.	This scheme prioritises sustainable modes of transport

22	Significant improvement to make area a better place to live	No response
23	<p>The Barons Place one-way change together with the Valentine Place no-right-turn, and the reduction in parking spaces should be seen as a set of measures which together have created problems for road-users in our area.</p> <p>The Barons Place one-way has further added to the problems. Now traffic is 'stuck' in the smaller residential streets without easy access to Waterloo Road. Deliveries to the side of the hotel and rubbish trucks regularly block the road and the one way systems means a long wait, rather than any alternative route. Once more, waiting and idling is polluting.</p> <p>Baron's Place is not a busy pedestrian route as most pedestrian (resi and hotel guests) & bike users take Gray Street which is wider, sunnier, and on the way to the amenities of Waterloo. Pedestrian and bike users do access the gym regularly, largely staying on the southern walkway and then heading down Valentine Place or up Webber street. There is no conflict or danger for these users and both pavements/shared surfaces are easily understood by vehicular and pedestrian users alike.</p> <p>Barons Place has some C2 parking spaces, the only ones we are able to use.</p>	In this central London location, we aim to prioritise sustainable modes of transport. This may make driving less convenient.
24	The one-way on Baron's Place is necessary to limit the rat-running traffic on Valentine Place and on Baron's Place itself.	No response
25	The quantity of traffic and rat-running is reduced in the area, making a much safer neighbourhood.	No response
26	There is much less traffic and noise now, and the cars are now going slower. (For some reasons the cars coming from Webber Street used to go much faster, and I witnessed two nearly missed accidents with pedestrians exiting the gym on Baron's Place.)	No response
27	there is no space for 2 way traffic	No response
28	There is only one road going from Webber Street to Waterloo Road which is Gray Street so if you remove the one-way on Baron's Place you have two streets to go to and from which should reduce congestion.	We do not currently have plans to make this change.
29	This alongside the no right turn from Valentine Place has made the whole local area much less congested. There are so many children being walked to school and if traffic on Baron's Place was two way, the roads	No response

	would be more dangerous. Traffic movements are definitely less at peak pedestrian times.	
30	This has stopped people using Valentine Place as a cut through and really improved the quality of all the residents lives	No response
31	This prevents yet another rat run from coming back to all in Webber Street, Valentine Place and Barons Place.	No response
32	Too little space for it to be two-ways	No response
33	Traffic calming and stopping rat runs has improved the local amenity. Encouraging pedestrians (and cyclists) to feel safe and healthy when the development of Valentine Place was based on non car ownership seems very appropriate and is greatly appreciated .	No response
34	Unnecessary	No response
35	(blank)	No response

Please let us know if there are any other amendments you would like to see in the area

1	<p>1) The major issue in the area has been the closure of the middle section of The Cut to cars. This has led to cars using rat runs in the local area: one on Valentine Place and one in Short Street and Boundary Row. Both of these take cars through conservation areas.</p> <p>It is clear that shutting The Cut to cars does not stop people using cars in the area - often taxis and construction traffic. And it's clear that shutting The</p>	The Cut is TFL owned highway, it is out of Southwark's power to re open the cut
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	<p>Cut to cars has little benefit to local residents. The cars are merely moved onto residential streets, yet the cyclists using The Cut (of which there are not a huge amount) are using the road to travel through the area.</p> <p>My suggestion would be to reinstate part of the road to be used by cars, but for one way only, from West to East, so that cars don't use Short Street and Boundary Row as a cut through. This would still leave space for cyclists if some of the 'reclaimed' pavement is used as a road rather than space to keep plant pots as it is now.</p> <p>2) The removal of much of the weekend parking on Valentine Place is unnecessary. At the very least, the section for paid parking should be extended so that the paid parking and 'loading only' sections go back to the previously marked out section of paid parking (the lines are still visible on the road).</p>	
2	<p>Allow usage of The Cut, Great Suffolk Street etc. It is affecting businesses within the Southwark area as they cannot be accessible.</p>	<p>See comment 1</p>
3	<p>C2 Parking</p> <p>The changes above were accompanied by reductions in parking spaces to Valentine Place, replaced mainly by the addition of a bike rack in the road, and a large loading bay.</p> <p>On average, on my return, there is no space available 70% of the time. When this happens I have to:</p> <p>Continue to the end of Valentine place and turn L. I cannot turn and park immediately right in the 2 C2 spaces there, even if I can see that they are available. I cannot carry on into Barons Place and use the parking there, even if I can see if its available. I have to go L, onto Webber, then turn L onto Blackfriars (lights x 4) and come all the way up to Southwark Street (lights x 5), turn L and then take Waterloo Road Roundabout to Waterloo Road (lights x 4), and then turn onto Barons Place (Parking if available), then onto Webber Street (parking if available), or onto Grey Street (Parking if available), and if there's none there, back to Waterloo Road, south to St Georges circus, on to Blackfrairs and then R onto Pocock Street (a total of 3 more sets of traffic lights).</p> <p>I think this shows how inconvenient, and wasteful of time and resources that the changes have become. Furthermore, vans are now parking on Valentine Place in both the residents and the loading bay.</p>	<p>In this central London location, we aim to prioritise sustainable modes of transport. This may make driving and parking less convenient.</p>

	<p>The final straw! The removal of single yellow lines on Valentine Place seems to be completely un-necessary and a huge imposition on residents and our week-end visitors. We already have no immediately available street parking for our home. Our nearest visitor parking (paid) is Pocock Street. Valentine Place is wide enough to support weekend and evening parking on single yellow lines, even with the empty cycle rack. We have long used the single yellow line situation to facilitate weekend works/garden deliveries/open house events etc. There is an unnecessary level of meanness in removing this facility for us and our fellow residents and it should really be reversed. It seems to make the street a faster run for vehicles too, and they can be sure they will not encounter parked cars...surely an unintended consequence of the changes?</p>	
4	Continue to put in place any measures necessary that makes the neighbourhood safer for residents and vulnerable road users!	No response
5	Great Suffolk St/Union St LTN's should be removed & all roads back to how things used to be	In this central London location, we aim to prioritise sustainable modes of transport. This may make driving and parking less convenient.
6	I want to be able to turn right from Blackfriars Road onto Webber Street as this will reduce congestion on Webber Street and therefore reduces emissions. If you allow this right turn onto Webber Street then you can keep the no-right-turn onto Valentine's place referenced in question 1.	We do not have plans to make these changes at the current time.
7	More effective speed bumps on Valentine Place, especially in the initial section before the turn in front of 5 Valentine Place, could help reducing the speed of cars and vans approaching such turn, limiting the risk of accidents with residents exiting from Valentine Place number 5 and 7.	<p>We are carrying out traffic surveys in the area to highlight any traffic displacement</p> <p>Once the surveys are complete, actions and options will be assessed</p>
8	more on street parking spaces everywhere in the vicinity please especially as Quentin House residents have lost several of their estate parking places due to the portacabin being located in their car park	
9	More parking spaces available to rent for residents.	No response

10	More pedestrianization. More one way traffic. More bike paths. More traffic controls. Lower speed limits. More enforcement of parking and traffic violations. Red light cameras to detect red light runners. More controls on rat running.	We do not have plans to make these changes at the current time.
11	Much fewer cars are using valentine place as a shortcut, making it much easier to walk down Webber Street. But many are turning left then performing a U-turn. This often happens at barons place and I have seen several using the dropped curb next to the buildings on the north side of the road to turn, including one van nearly reversing into a pedestrian. I would like the banned turn to remain, but measures to prevent turning left then immediately turning around should be taken. Or at least it should be policed in some way to penalise bad turns.	See comment 7
12	n/a	No response
13	No U turn on on Webber Street	See comment 7
14	No.	No response
15	Open the cut back up to flowing traffic from Waterloo to Blackfriars and back again. There is plenty of room to make cycle lanes. The restaurants don't need all that side walk space. It's also created seating for homeless to congregate at which makes the Cut dirty and not nice to walk down and makes people feel unsafe. You also need to make a traffic light st the top of the cut at the junction with Webber street as people cross but there is no pedestrian lights. It's very dangerous.	See comment 1
16	Open Webber st back to a two way st also reopen the cut two ways again the more rds open the less congestion if there is a problem	See comment 1
17	Overall traffic calming has had an incredibly positive effect on the neighbourhood - thanks for this!	No response
18	Please remove the double yellow line at Gray Street.	We do not have plans to make this change
19	Put the Cut back to how it was.	See comment 1
20	Remove the no entry on Webber street. The road was better when it was two way.	
21	Retain the bicycle bay outside Valentine Place. this is a great incentive for cyclists and calms the traffic on the bend.	
22	Retain the bicycle racks	No response

23	Rubbish to be cleaned on streets	This will be passed onto our street cleansing team
24	Signs on Webber Street near Valentine Row to say 'no turning' - this would prevent vehicles turning left out of Valentine Place and promptly turning round.	Signage must be accompanied by a traffic management order.
25	the pavement on the North side Valentine place mended its highly dangerous to walk on	No further information on the danger
26	<p>The problems of excessive vehicular traffic on minor roads such as Valentine and Baron's Place were severely exacerbated by the closure of The Cut - a major arterial from the east for westbound traffic towards Waterloo and changes to traffic movements around the crossroad intersection between Webber St and Blackfriars Rd.</p> <p>It is recognised that both of these areas involved another Borough and TfL - we would request that in future such changes in immediately adjacent areas were consulted on properly in advance - had this been the case here a great deal of work, inconvenience and heartache might have been avoided.</p>	This request is noted
27	The scheme has been working very well. The only possible enhancement would be to prohibit u-turns on Webber street between Valentine Place and Blackfriars's Road junctions. This would prevent cars coming down Valentine Place, turning left and then doing a u turn, enabling them to get to Waterloo Road - which is the rat run that we have stopped with the left turn only.	See comment 7
28	These are a minor improvement to the issue of high traffic volumes but far more work is needed. We want to proper low traffic neighbourhood to be implemented in the webber street area. At present webber street is used as a rat run for high volumes of traffic, making it unsafe for walking and cycling.	See comment 7
29	Thus far the council has acted to fix the problems created by The Cut changes. It has taken many residents and huge misery to correct the probable un intended consequences. Please please do not step back.	No response
30	We would like the bike area taken away on valentine place. It is not used and not needed. Residents at valentine place and also the offices there have a private secure bike area. We would like to have the single yellow line brought back for parking for families in the development or at least the loading area opposite 7 valentine place removed	In this central London location, we aim to prioritise sustainable modes of transport. This may make driving and parking less convenient.

	and made into parking. The loading bay is not needed as there is already one in valentine place and another one 50 feet away on Webber street. It's ridiculous	
31	With webber row being one way from waterloo Road, and my suggested barons place being one way up to waterloo Road, Gray Street should then be one way down from waterloo Road and perhaps a right turn only from gray Street into webber Street. This would also prevent all the pavement damage caused by vehicles turning into gray Street and going over the corner of the pavement.	We do not have plans to make this change at the current time.